

Connecting Sheffield: Sheaf Valley Cycle Route

Experimental Traffic Regulation Order Feedback Analysis Report

May 2023

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Section 1

Purpose of this report

The purpose of this report is to provide an overview of and insight into the opinions of those who have shared feedback on the Sheaf Valley Cycle Route.

This report presents analysis of the feedback received during the Experimental Traffic Regulation Order (ETRO) consultation period for the Sheaf Valley Cycle Route. Respondents were able to provide feedback via email, phone and freepost. *Further details of feedback received is detailed in section 2.*

The majority of feedback analysed in this report was received via email. Email responses are not constrained by pre-determined categories, response options or word count and allowed respondents to express their experience of the Sheaf Valley Cycle Route in their own words.

A substantial number of lengthy, freeform responses were received. As such, a thematic approach was applied to identify, analyse, and interpret patterns within feedback received. The analysis conducted enabled clear and transparent identification of and insight into key patterns within this large volume of feedback.

The analysis presented in this report aims to:

- provide a clear, accurate and meaningful representation of the feedback that has been submitted.
- generate insights into important themes arising from feedback.
- highlight patterns of feedback in relation to location, topic or issue.
- support and inform the decision making process about the Sheaf Valley Cycle Route scheme.

The Context for Active Travel Schemes

Active travel schemes, such as the Sheaf Valley Cycle Route, provide long term benefits to all road users by providing realistic travel choices which encourage more people to walk, cycle or wheel, freeing up road space for people who need to use a car. Many people drive short distances because of a lack of alternative travel choices available to them.

In Sheffield, around 60% of commuter journeys are by car and 40% of journeys are within 1km, a distance that can be walked within 15 minutes or cycled within five minutes ([Pathways Report, ARUP, p.46](#)). The new draft [Sheffield Local Plan](#) anticipates growth and development across Sheffield, including an estimated 18,000 new homes within or near the city centre. A connected, safe, and attractive active travel network (along with improvements in public transport) increases the efficiency and resilience of the transport network both now and in the future.

[Sheffield's '2019 Transport Strategy'](#) sets out the need to increase cycling and walking; the ['Move More' Strategy](#) highlights the car-centric nature of journeys currently in Sheffield; while the South Yorkshire Mayor, Oliver Coppard, has a ['Vision for Transport'](#) and ['Active Travel Implementation Plan'](#) which aims to put pedestrians and cyclists at the heart of the South Yorkshire Mayoral Combined Authority's (SYMCA) transport plans to address carbon emissions.

The Sheaf Valley Cycle Route ties into a series of existing and planned high-quality cycle routes. This ensures that the city has a developing and appropriate cycling infrastructure network, which makes cycling a safe and convenient choice for all. Current and planned schemes include:

- Grey to Green
- City Centre-Attercliffe-Darnall
- Nether Edge-City Centre project,
- Nether Edge Active Travel Neighbourhood
- Kelham and Neepsend
- City centre projects.

Nationally, the Department for Transport's 2020 paper '[Decarbonising Transport, Setting the Challenge](#)' establishes the aim for 'active travel' to become the country-wide norm.

Active Travel schemes have typically been implemented using ring-fenced funding made available for their development by the government's Department for Transport (DfT). Government guidance on consultation and engagement suggests that Active Travel schemes are run as a live trial of temporary measures that are designed to remove through-traffic and encourage cycling and walking (implemented via an Experimental Traffic Regulation Order [ETRO]). The idea of this is that people can then feedback on their actual experience of an Active Travel scheme through the live trial rather than based on their perception or belief of what a scheme will be like.

Consultation process

The consultation process for all Active Travel schemes in Sheffield has followed the DfT guidance referenced above for consultation.

The majority of responses received for the Sheaf Valley Cycle Route consultation period were via freeform emails rather than via a survey. This is the methodology for receiving feedback used on most forms of ETRO, although the volume received for Active Travel schemes has proved to be considerably higher than would typically be expected for most other projects where ETROs are applied, probably due a wider than typical area being affected by the trials. This form of freeform response is more detailed and more complex to analyse. Our methodology seeks to provide a thematic approach to the analysis so that common patterns and conclusions can be identified.

An analysis of the results is provided below, with the results themselves provided in the appendices. When interpreting the results, the following points need to be considered:

1. The aims of the scheme and understanding feedback

The aim of the Sheaf Valley Cycle Route scheme is to develop an improved and safer cycle route to assist people who do not have a car, encourage increased take up of cycling, particularly for shorter journeys, and reduce car journeys. It aims to support people who want to walk or cycle to access education, employment and leisure.

While the measures used to create the scheme may result in a number of varied comments being raised, it is likely that people who have historically used roads as a through-route before the measures were put in place will not welcome having to find an alternative, potentially slightly longer route, resulting in negative feedback. Equally, people benefiting from the changes may be more positive. Understanding that these different perspectives exist and what they mean for the consultation should be considered.

Data shows that walking and cycling levels in Sheffield are low. As a large majority of people travel by car, we can expect to receive more feedback from people who drive than from people who walk or cycle.

General public perception is that roads are for cars. Growth in car ownership and the subsequent increases in traffic has been slow and steady over several generations. Introducing significant changes to the way that roads operate and changing the status quo will prompt strong reactions, as it takes longer for people to adapt to change.

2. The timing of feedback

The idea of Active Travel scheme consultation through a live trial, as per DfT guidance, is that people gain actual experience of the measures and their collective impact rather than make assumptions of what that impact may be before implementation. This potentially works both ways in that those who are against the idea of an Active Travel scheme may be reassured over time, or that those who initially welcome the idea may come to find that they have concerns from their experience of the scheme.

Introduction

Through funding granted from the government's Active Travel Fund (ATF), Sheffield City Council has an opportunity to deliver a series of sustainable travel projects within Sheffield.

The **Connecting Sheffield: Sheaf Valley Cycle Route** scheme was one of three ATF schemes to be brought forward under Connecting Sheffield. An initial consultation was held in summer 2021, **where 57% of respondents felt positive or very positive about proposals to create an improved cycle route from the City Centre, through the Sheaf Valley, towards Woodseats Road.**

Following this consultation, an Experimental Traffic Regulation Order (ETRO) was advertised on 5th May 2022 in advance of changes being made to create the Sheaf Valley Cycle Route.

Through the ETRO mechanism, changes to an area are implemented on a trial basis and the opportunity for the public to comment and provide feedback remains open during a six-month period of statutory consultation which can be extended up to 18 months.

The Council asked local people to share their feedback on the scheme during this trial period so that it could understand how the measures were working and make any changes where necessary.

The statutory consultation period for this ETRO ran from 16th May 2022 until 16th November 2022. However, this report considers feedback that was submitted up to 31st December 2022. Significant public interest in the scheme means that Sheffield City Council seeks to consider a broader range of views and opinions.

Some of the measures introduced as part of the Sheaf Valley Cycle Route could not be trialled due to the cost and magnitude of work required. These changes were instead advertised through a Traffic Regulation Order (TRO). This means that after a period of consultation, if the work can go ahead, the changes will be made on a permanent basis.

The measures that were planned to be advertised through a TRO were on Asline Road and Shoreham Street.

The TRO for Asline Road was advertised on 5th May 2022 and remained open for comments until 26th May 2022.

The proposed changes on Shoreham Street and Asline Road have not been implemented due to a combination of price inflation and the need to ensure that cyclists will be able to safely get to Matilda Street from the two-way segregated cycleway on Shoreham Street. The design of the Shoreham Street scheme in this area is under review. Once the revised design has been approved, Sheffield City Council will advertise a Traffic Regulation Order with the intention of implementing the proposals.

Creating the Cycle Route

In summer 2022, a series of measures were implemented to introduce the Sheaf Valley Cycle Route via an 'Experimental Traffic Regulation Order' (ETRO).

The plans originally included:

- Improvements to walking and cycling infrastructure within the city centre on Pond Hill, Sheaf Street, and Shoreham Street.
- The closure of Cherry Street to motor vehicles at the junction with Shoreham Street.
- Widening the existing cycle track on Asline Road.
- Double yellow lines being introduced on Saxon Road.
- Double yellow lines and the closure of the road under the railway bridge on Little London Road.
- A road closure at the junction of Hackthorn Road and Scarsdale Road to prohibit motor vehicles.
- The relocation of the road closure on Rydal Road.

In August 2022, the road closure on Rydal Road was moved north to the junction between Langdale Road and Rydal Crescent. This meant that traffic was only able to turn right out of Langdale Road. This change was made as a result of reports of drivers contravening the one-way restriction on Langdale Road, causing a risk to all road users in the area.

Response to the Sheaf Valley Cycle Route

Interest in the Sheaf Valley Cycle Route proved to be high once the ETRO was advertised and has been sustained throughout the trial period.

As part of the statutory ETRO consultation process, the public were provided with a Council-managed email address (connectingsheffield@sheffield.gov.uk) and a postal address (Freepost Connecting SHF) as the primary means to provide feedback on the scheme.

In addition to the email address and postal address, a Connecting Sheffield freephone information line was also available for people to ask questions and provide feedback (0808 196 5105).

In total, 467 feedback submissions were received during the **Sheaf Valley Cycle Route** ETRO consultation between 16th May 2022 and 31st December 2022. These are categorised below according to the channels through which the feedback was provided.

Consultation response received	Total
Email	462
Phone	5
Freepost	0
Total	467

Table 1: Number of consultation responses received.

Feedback received via email in regard to the Sheaf Valley Cycle Route amounted to 83,961 words. The volume of feedback received, and the nature of responses informed the method of analysisSection 2: Feedback analysis

Overview of feedback received via email

The following graph (figure 1) and table (table 2) provide an overview of all email feedback received in regard to all roads within the Sheaf Valley Cycle Route, illustrating key themes raised and associated sentiment. These figures help to provide context for the subsequent breakdown of feedback according to individual road mentions and highlight the key themes raised most frequently across all feedback received. It is important to note that the number of mentions of a theme may exceed the number of email responses as a term may have been mentioned multiple times in relation to multiple roads within the Sheaf Valley Cycle Route.

Across all roads mentioned within the 462 email responses received, the principal theme raised was **congestion**. Overall, there were **500** mentions of **congestion**. The majority of these mentions were associated with a negative sentiment (92% or 460 mentions).

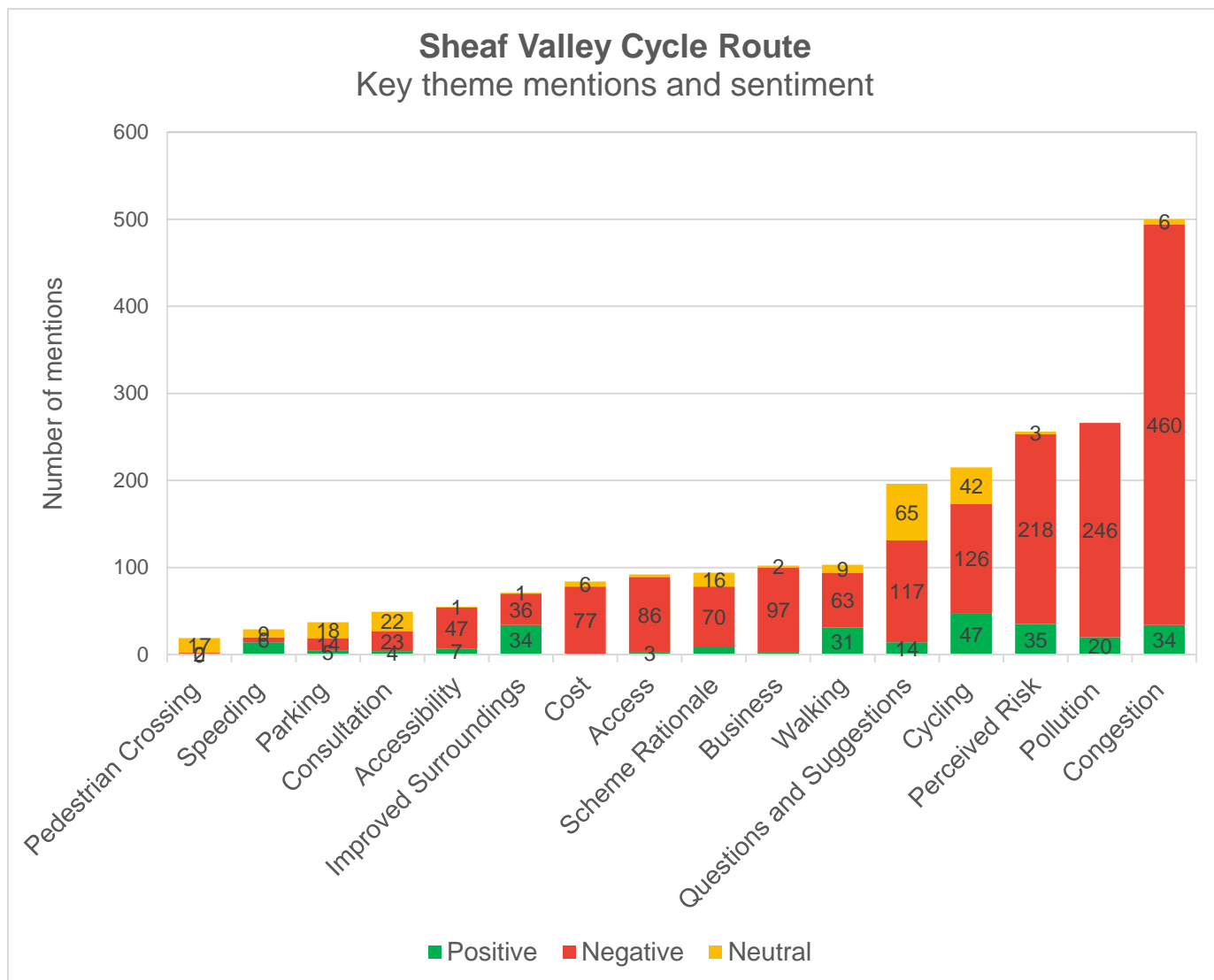


Figure 1: Sheaf Valley Cycle Route: Key theme mentions and sentiment.

Sheaf Valley Cycle Route Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	34	460	6	500
	Percentage	7%	92%	1%	
Pollution	Number of mentions	20	246	0	266
	Percentage	8%	92%	0%	
Perceived Risk	Number of mentions	35	218	3	256
	Percentage	14%	85%	1%	

Cycling	Number of mentions	47	126	42	215
	Percentage	22%	59%	20%	
Questions and Suggestions	Number of mentions	14	117	65	196
	Percentage	7%	60%	33%	
Walking	Number of mentions	31	63	9	103
	Percentage	30%	61%	9%	
Business	Number of mentions	3	97	2	102
	Percentage	3%	95%	2%	
Scheme Rationale	Number of mentions	8	70	16	94
	Percentage	9%	74%	17%	
Access	Number of mentions	3	86	3	92
	Percentage	3%	93%	3%	
Cost	Number of mentions	1	77	6	84
	Percentage	1%	92%	7%	
Improved Surroundings	Number of mentions	34	36	1	71
	Percentage	48%	51%	1%	
Accessibility	Number of mentions	7	47	1	55
	Percentage	13%	85%	2%	
Consultation	Number of mentions	4	23	22	49
	Percentage	8%	47%	45%	
Parking	Number of mentions	5	14	18	37
	Percentage	14%	38%	49%	
Speeding	Number of mentions	14	6	9	29
	Percentage	48%	21%	31%	
Pedestrian Crossing	Number of mentions	0	2	17	19
	Percentage	0%	11%	89%	

Table 2: Sheaf Valley Cycle Route: Key theme mentions and sentiment.

Some of the main areas of concern for respondents in regard to the Sheaf Valley Cycle Route are exemplified in the following quotes. Respondents tended to express negative sentiment in regard to increased congestion and journey times as a result of the implemented measures and subsequently displaced traffic.

Please note that all quotes included in this report are verbatim.

“The Little London Road closure has made traffic on Abbeydale Road, London Road, Chesterfield Road, and Woodseats Road be at a standstill many times of the day as motorists are now having to use these already busy roads and therefore the vehicles they are sat stationery in are chugging out petrol and diesel fumes adding even more to the poor quality of air in those areas. There are schools and playgrounds in very close proximity to these queuing vehicles and these young children are breathing in these extra fumes.”

“The idea should be to keep the traffic flowing so journeys are quicker not causing congestion and have cars stuck in queues. A friend on mine’s journey to work now takes 20 minutes longer due to it being closed. How many others are having longer journeys because of it and how much more pollution is being put out there?”

Conversely, those respondents who expressed positive sentiment towards the implemented changes tended to highlight the improved surroundings and the way that the measures have made it easier, safer and more pleasant to walk and cycle. Within all email feedback received, the key themes with the highest proportion of mentions associated with a positive sentiment were **improved surroundings** (47% positive sentiment or 34 mentions), **walking** (30% positive sentiment or 31 mentions) and **cycling** (22% positive sentiment or 47 mentions).

The following quotes exemplify this feedback:

“I wanted to feed back on the closure of Little London Road. As a cyclist it has made the route much quieter and safer, but I think particularly for pedestrians it’s an essential move - they are now so much less at risk when coming underneath the bridge. I hope the closure remains in place.”

“I just wanted to thank you for taking the steps to close the road beneath the railway bridge at Little London Road. As a pedestrian and cyclist, it is now finally safe to walk and cycle beneath the bridge.”

Frequently mentioned roads

Below is the analysis of feedback submitted in relation to the five most commonly mentioned roads. These are listed below in table 3. Analysis conducted on an additional nine less frequently mentioned roads within the Sheaf Valley Cycle Route has helped significantly inform this analysis and is included in appendix 4.

Position <i>(presented in descending order of frequency)</i>	Key theme	Number of mentions
1	Little London Road	287
2	Abbeydale Road	232
3	Woodseats Road	105
4	Broadfield Road	67
5	Chesterfield Road	59

Table 3: Most frequently mentioned roads in order of frequency of mention

Little London Road: Key themes and sentiment

Little London Road plays a key role in the Sheaf Valley Cycle Route scheme. Double yellow lines were added to this road to create a clear cycle route by preventing vehicles from parking and waiting. The section of the road under the railway bridge was closed to motor traffic to create a low traffic environment south of the railway bridge towards Woodseats Road. In general, people tended to provide feedback in regard to Little London Road to highlight the effect of this closure on motor vehicle journey times and on neighbouring roads, rather than the effect that the road closure had on Little London Road itself.

In total, **287** email responses mentioned Little London Road. The graph below shows that the key theme mentioned most frequently in relation to Little London Road was cycling. In total, **cycling** was mentioned in **120** email responses and **78 (65%)** of those mentions expressed negative sentiment in regard to cycling on Little London Road.

Examples of feedback expressing negative sentiment in relation to **cycling** surrounding Little London Road is illustrated below:

“There is no justification for such a scheme as there is no demand. We have been established on Little London Rd for 12 years and never noticed any appreciable foot or cycle traffic. Most of the pedestrians are walking to one of the businesses and not on some sort of hike to the city centre.”

“In my experience I've never had any issues cycling along Little London Road, the main issue is being able to walk under the bridge because there's no footpath.”

“I drive down Langdale Road, Rydal Road and Little London Road every morning for my business on my way to Pagets or Arnold Lavers, I rarely see any cyclists on this road just people going about their life's trying to go get to work and support their families.”

These examples above illustrate the view shared by many respondents that there is not high demand for cycling along this route.

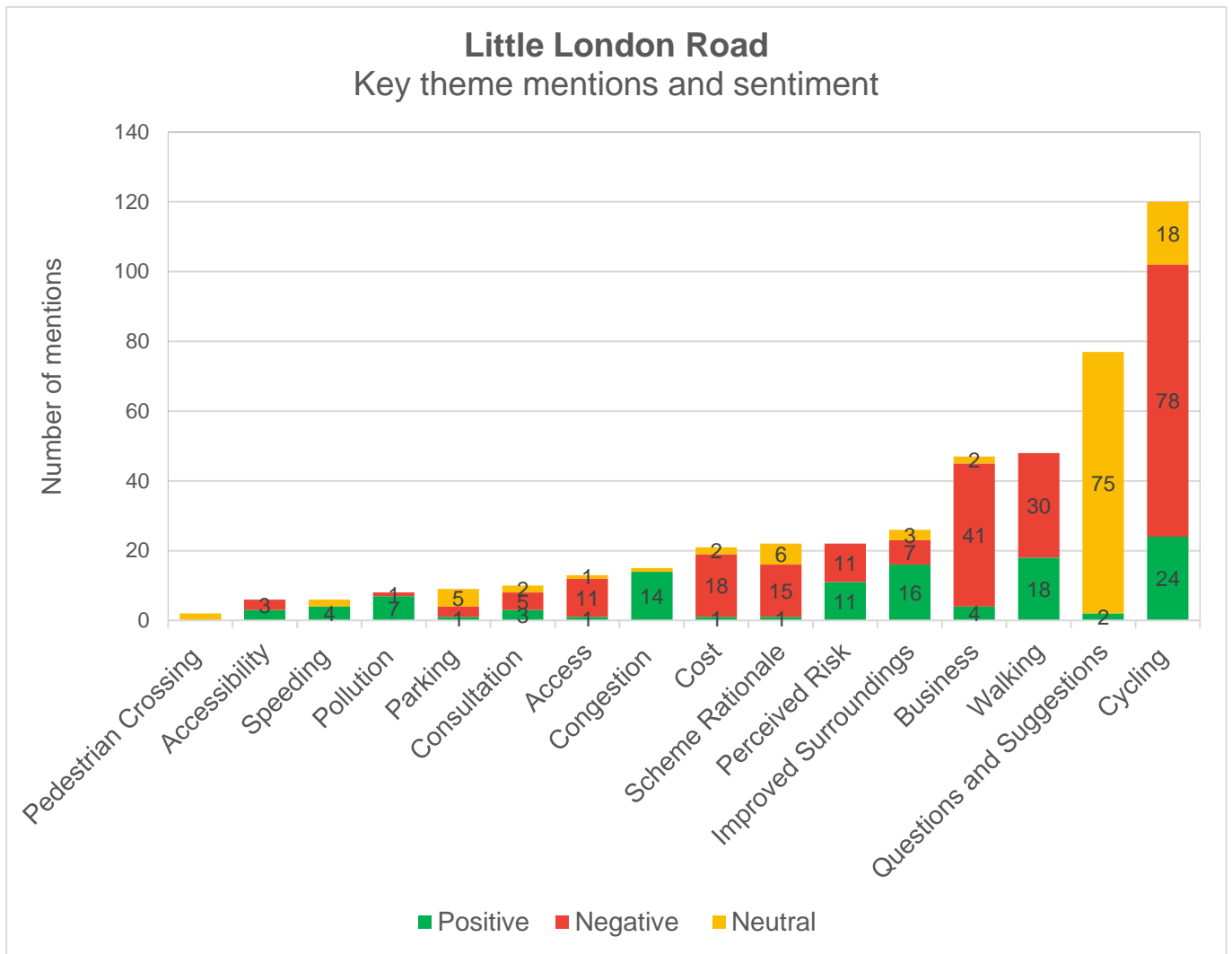


Figure 2: Little London Road: Key theme mentions and sentiment.

Little London Road Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Cycling	Number of mentions	24	78	18	120
	Percentage	20%	65%	15%	
Questions and Suggestions	Number of mentions	2	0	75	77
	Percentage	3%	0%	97%	
Walking	Number of mentions	18	30	0	48
	Percentage	38%	63%	0%	

Business	Number of mentions	4	41	2	47
	Percentage	9%	87%	4%	
Improved Surroundings	Number of mentions	16	7	3	26
	Percentage	62%	27%	12%	
Perceived Risk	Number of mentions	11	11	0	22
	Percentage	50%	50%	0%	
Scheme Rationale	Number of mentions	1	15	6	22
	Percentage	5%	68%	27%	
Cost	Number of mentions	1	18	2	21
	Percentage	5%	86%	10%	
Congestion	Number of mentions	14	0	1	15
	Percentage	93%	0%	7%	
Access	Number of mentions	1	11	1	13
	Percentage	8%	85%	8%	
Consultation	Number of mentions	3	5	2	10
	Percentage	30%	50%	20%	
Parking	Number of mentions	1	3	5	9
	Percentage	11%	33%	56%	
Pollution	Number of mentions	7	1	0	8
	Percentage	88%	13%	0%	
Speeding	Number of mentions	4	0	2	6

	Percentage	67%	0%	33%	
Accessibility	Number of mentions	3	3	0	6
	Percentage	50%	50%	0%	
Pedestrian Crossing	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	

Table 3: Little London Road: Key theme mentions and sentiment.

Little London Road: Further analysis of key theme mentions and sentiment

In order to provide a more comprehensive overview of feedback received in reference to Little London Road, key themes have been further explored. This allows a more detailed understanding of and insight into the points raised within each piece of feedback.

Key theme: 'Cycling'

In relation to Little London Road, **120** respondents mentioned keywords associated with the key theme cycling. The theme **cycling** refers to respondent perception of cycling along or as a result of the Sheaf Valley Cycle Route.

These **120** mentions of the key theme **cycling** have been analysed further below to illustrate the sentiment associated with these mentions. This breakdown of sentiment illustrates the subjects raised pertaining to the key theme **cycling**, helping to identify areas of concern or support raised by respondents.

There were **78 (65%)** mentions of **cycling** which expressed negative sentiment in relation to Little London Road. These comments tended to suggest that the environment for cyclists has either not been improved or has been made more dangerous around Little London Road.

Examples of feedback expressing negative sentiment in relation to **cycling** and Little London Road are illustrated below:

"Since closure at the bridge, the road is no different for cyclists. To be honest it feels more dangerous since the closure, due to far more vehicle manoeuvres as people have turn and go out the way they came in. There is also more traffic turning in from side roads."

"I also cycle when I do not have my toddler to drop off at nursery and have noticed the air quality on Abbeydale Road feels really bad, I feel wheezy after cycling which I never had in Sheffield before but used to experience in London due to pollution when cycling. I do not feel it is safe enough to cycle with a child due to poor safe cycle lanes, lack of awareness by drivers/hostility, and the pollution. All of these have felt much worse since the barricade on archer Lane and under the bridge on little London Road."

"I regularly walk along the blocked route. I have not seen an increase in cycling, walking or any other non-motorized form of transport. I think the scheme has been a failure and waste of money."

Conversely, there were **24 (20%)** mentions of the keyword **cycling** with associated with a positive sentiment in relation to Little London Road. This feedback tended to suggest that the closure on Little London Road had made cycling safer and more pleasant around the area.

Examples of feedback expressing positive sentiment are illustrated in the following quotes:

"Just wanted to drop you a message to say how much better my family and I find using Little London Road for cycling now it's not a through route for cars. It was ok before, but occasionally dangerous / fast driving and the number of parked cars would make me a bit hesitant to travel that way by bike."

"It is a huge improvement - it was the most pleasant cycle ride I've had on Sheffield roads in ages. Little London Road was absolutely silent and completely empty of car traffic, which made it very pleasant to cycle along. This is great, as the route needs to be usable by children on bikes to really unlock its potential to carry a big bulk of local traffic."

“Thank you for getting the bollards in on Little London Road! It makes a big difference for us cycling with our kids down to the Climbing Works.”

“I'd like to thank you for the changes that have been [made] to Little London Road. I cycle to work at the Northern General Hospital along Abbeydale Road, and across the city, and I've just started using the Little London Road section of the Sheath Valley route as a safer alternative. I love the trial road closure near the railway bridge [it] felt quieter and safer this morning...Please keep on with these changes.”

Additionally, **18 (15%)** mentions expressed neutral feedback in relation to **cycling** and Little London Road. An example of feedback expressing neutral sentiment is contained in the following quote:

“As a whole, the cycle route is a great idea although I am not sure how much of the Sheffield population will actually use it?”

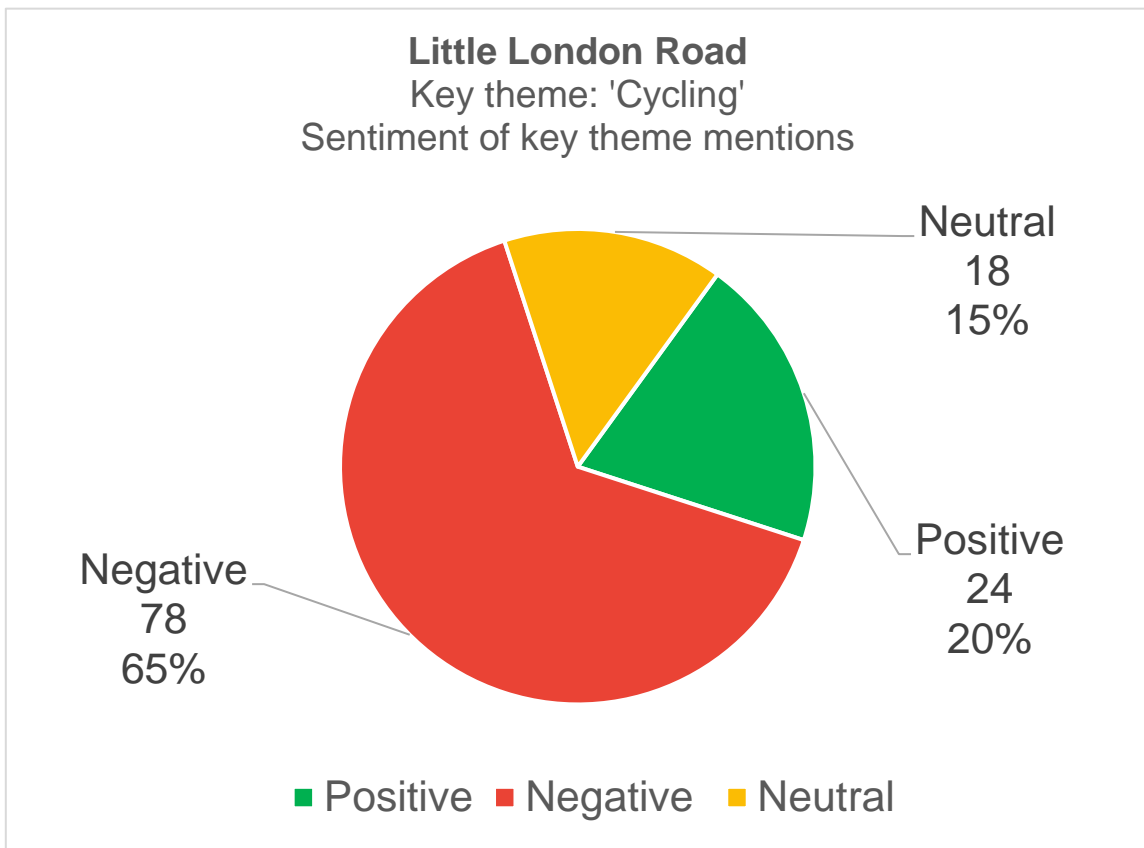


Figure 3: Little London Road: Key theme 'Cycling' and sentiment.

Little London Road					
Key theme: 'Cycling'					
Number of mentions and associated sentiment					
Key Theme		Sentiment			Total
		Positive	Negative	Neutral	
Cycling	Number of mentions	24	78	18	120
	Percentage	20%	65%	15%	

Table 4: Little London Road: Key theme 'Cycling' and sentiment.

Key theme: 'Walking'

In relation to Little London Road, **48** respondents mentioned keywords associated with the key theme **walking**. **'Walking'** refers to respondent comments in relation to walking in and around the Sheaf Valley Cycle Route.

These **48** mentions of the key theme **walking** have been analysed further below to illustrate the sentiment associated with the keyword mentions of walking. This analysis of sentiment illustrates the subjects raised pertaining to the key theme **walking**, helping to identify areas of concern or support raised by respondents.

There were **30 (62%)** mentions of the keyword walking with a **negative** sentiment in relation to Little London Road. These comments tended to suggest that the environment for pedestrians has either not been improved or has been made more dangerous along or around Little London Road.

Examples of feedback expressing **negative** sentiment in relation to **walking** and Little London Road are illustrated below:

"As someone who walks everywhere I do not feel as safe walking on little London Road as it is a lot more quieter and less people around for being attacked/mugged etc. At least there was always movement and busier with cars and bikes, pedestrians and bicycles using it. I prefer to walk along Abbeydale Road now, which pedestrians could do before it was closed."

"My wife used to walk to work on little London Rd. Since the road closed she no longer feels safe walking that way. The road is deserted now."

"As a pedestrian, the road closure has actually made my healthy, environmentally friendly walk to Nursery and back with my small child dangerous."

Conversely, **18 (38%)** respondents mentioned the keyword **walking** with a **positive** sentiment in relation to Little London Road. These comments tended to share that the reduction in motor traffic has made Little London Road safer for pedestrians.

Examples of feedback expressing a positive sentiment in relation to **walking** and Little London Road are illustrated below:

"The Little London Road traffic filter provides a tangible safety and amenity benefit to the walkers, wheelers and cyclists using the River Sheaf Walk which a multi-user trail."

"I just wanted to thank you for taking the steps to close the road beneath the railway bridge at Little London Road. As a pedestrian and cyclist, it is now finally safe to walk and cycle beneath the bridge."

“As a resident on neighbouring Ulverston Road in S8 I was/am disappointed as a driver to lose my cheeky cut through to/from home, but also absolutely thrilled as a cyclist and pedestrian to get a safer route into town. I know other local residents feel similarly and it's been wonderful to see so many cyclists and walkers enjoying the quieted route over the past few days.”

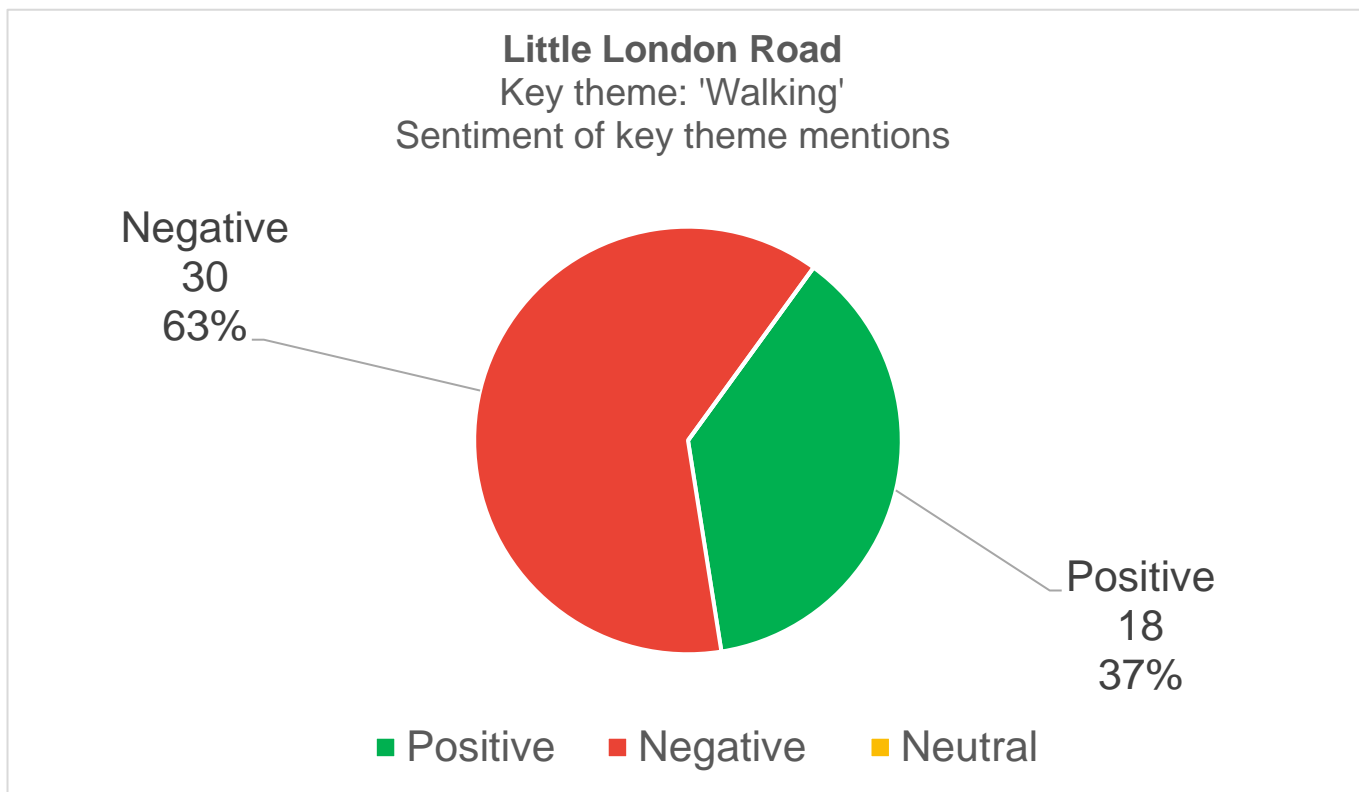


Figure 4: Little London Road: Key theme: 'Walking' and sentiment.

Little London Road Key theme: 'Walking'					
Number of mentions and associated sentiment					
Key Theme		Sentiment			Total
		Positive	Negative	Neutral	
Walking	Number of mentions	18	30	0	48
	Percentage	38%	63%	0%	

Table 5: Little London Road: Key theme 'Walking' and sentiment.

Key theme: 'Business'

In relation to Little London Road, **44** respondents mentioned keywords associated with the key theme **business**. '**Business**' refers to the impact of the measures on the operation of businesses in the local area.

These **44** mentions of the key theme **business** have been analysed further below to illustrate which keywords were mentioned in relation to this key theme. This analysis of the key theme illustrates the subjects raised, helping to identify areas of concern raised by respondents.

41 (93%) mentions of **business** were associated with a **negative** sentiment. These comments tended to suggest that the businesses along Little London Road and neighbouring roads, had been negatively impacted by the measures on Little London Road.

An example of feedback expressing negative sentiment in regard to the key theme **business**, is illustrated within the following quotes:

"I have also heard the report on Radio Sheffield this morning about damage to businesses on Little London Road, including the owner of the bike shop who says the gains of the closure were too limited to justify the negatives consequences. It's not just the businesses but all their customers who are affected."

"This is affecting small businesses at a time of great economic uncertainty. These small local businesses have all reported a reduction of income and reduced footfall."

"I also have concerns for the businesses based on this route and that they may suffer negativity due to difficulties/ long wait times to now get to them."

"Businesses in the area will be affected detrimentally and their customers, busy tradesmen and delivery driver encountering frustration and delay. Running a business is difficult enough without their access being reduced."

Conversely, **3 (7%)** mentions of **business** were associated with a **positive** sentiment. These mentions shared that the measures on Little London Road had made accessing businesses easier as a pedestrian and/or cyclist.

Examples of feedback expressing positive sentiment in relation to **business** are illustrated below:

"I'm very pleased to see the changes in the Sheaf Valley Cycle Route traffic order. The changes around Little London Road and Broadfield Road will have a big impact for myself and my family as we often cycle in this area, to visit gyms, shops and friends."

"It's really opened up so many more opportunities for travel. I would actively avoid walking down Little London Road previously because walking next to the cars zooming by felt uncomfortable to say the least, now it's a pleasant route to pop to the shops on foot."

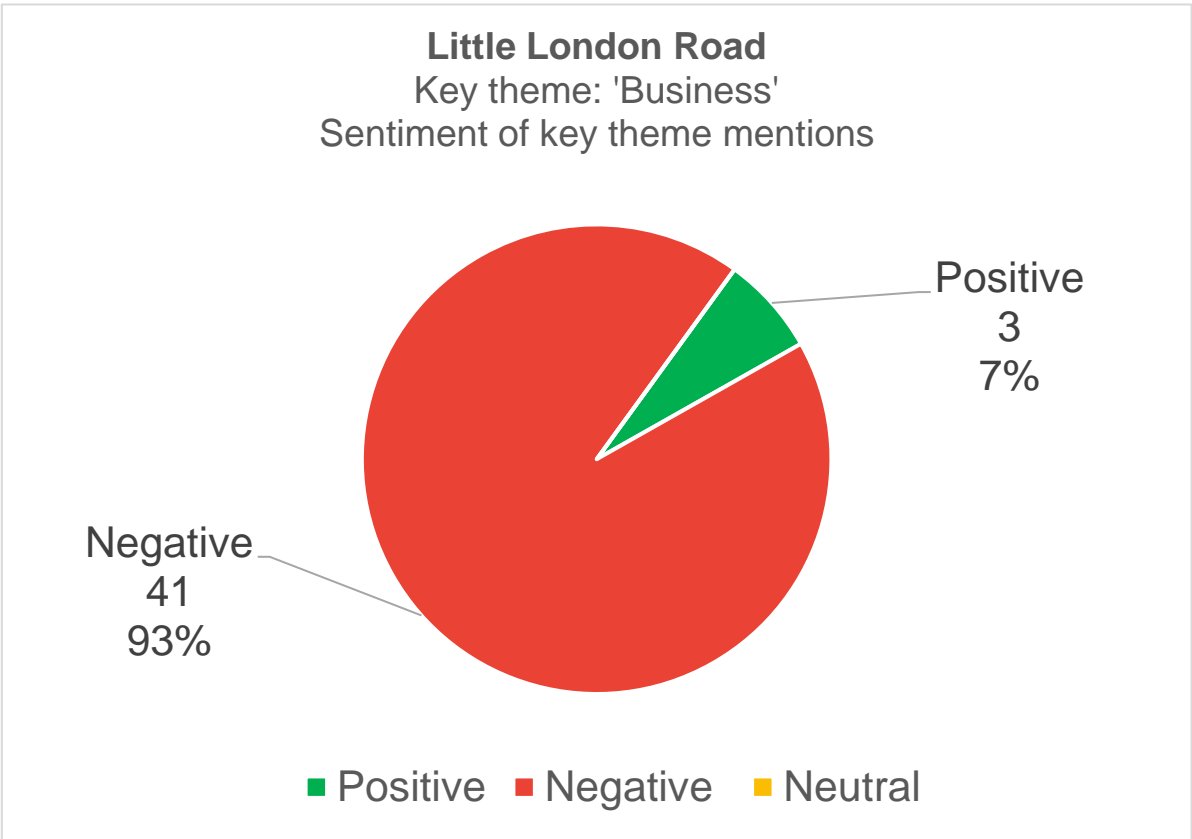


Figure 5: Little London Road: Key theme 'Business' and sentiment.

Little London Road					
Key theme: 'Business'					
Number of mentions and associated sentiment					
Key Theme		Sentiment			Total
		Positive	Negative	Neutral	
Business	Number of mentions	3	41	0	44
	Percentage	7%	93%	0%	

Table 6: Little London Road: Key theme 'Business' and sentiment.

Key theme: 'Improved surroundings'

In relation to Little London Road, **22** respondents mentioned keywords associated with the key theme **improved surroundings**. 'Improved surroundings' refers to the influence of the Sheaf Valley Cycle Route on the overall setting and people's experience of living in, using and travelling through the area. This theme captures respondent perception as to whether the cycle route has improved aspects of their quality of life.

These **22** mentions of the key theme **improved surroundings** have been analysed further to illustrate the subjects raised pertaining to the key theme, helping to identify the way that respondents feel the Sheaf Valley Cycle Route has impacted the local surroundings.

16 (73%) mentions of **improved surroundings** were associated with a **positive** sentiment in relation to Little London Road. These comments tended to share comments around Little London Road feeling safer for pedestrians and cyclists.

Examples of feedback expressing **positive** sentiment regarding **improved surroundings**, are contained in the following quotes:

"I've just started using the Little London Road section of the Sheaf Valley route as a safer alternative. I love the trial road closure near the railway bridge - felt quieter and safer this morning."

"As a cyclist it has made the route much quieter and safer, but I think particularly for pedestrians it's an essential move - they are now so much less at risk when coming underneath the bridge. I hope the closure remains in place."

"Since the bridge was closed to cars it has been much much nicer to cycle along, and it feels so very much safer. Previously it was always quite scary as people in cars couldn't see far enough to overtake safely but did so anyway. I experienced and saw many close passes. I previously saw people with pushchairs and small children running fearfully under the bridge, with no pavement and unable to see whether traffic was about to appear round the blind bend. Using the road is now much more relaxing for cyclists and pedestrians, it has a different more calm feel to it."

Conversely, **6 (27%)** respondents expressed a **negative** sentiment in relation to **improved surroundings** along Little London Road. These comments tended to express how the area feels less safe since the measures were implemented or how the measures had not had any effect on the perception of improved surroundings.

Examples of feedback expressing a **negative** sentiment in relation to this theme and Little London Road are illustrated below:

"I have never felt unsafe cycling in the area and particularly down Little London Road until this week. There are never many cars down there to worry about but obviously the closure has thrown pressure on all the surrounding roads."

"My walking route takes me under the bridge and along Little London Road. Since the new build houses a few years ago, there has been a lot more on-street parking, which restricts the space on the road for the passing cars. The Garage on the road is also responsible for a lot of the on-street parking on Little London Road. Despite this, I never felt unsafe walking this route."

To provide further context as to what elements of the key theme **improved surroundings** were mentioned, these 22 mentions of the key theme **improved surroundings** have been analysed further to illustrate which **keywords** were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised pertaining to the key theme **improved surroundings**, helping to identify the way that respondents feel the Sheaf Valley Cycle Route has impacted the local environment.

It is important to note that the number of mentions of a theme may exceed the number of email responses as a term may have been mentioned multiple times in relation to multiple roads within the Sheaf Valley Cycle Route.

The most mentioned keyword was 'safer', email responses mentioned the keyword **safer 20 times**. **14 (70%)** mentions of **safer** were associated with a **positive** sentiment whilst **6 (30%)** mentions of **safer** were associated with a **negative** sentiment. Figure 6 shows the breakdown of keyword mentions and sentiment for the key theme 'improved surroundings'.

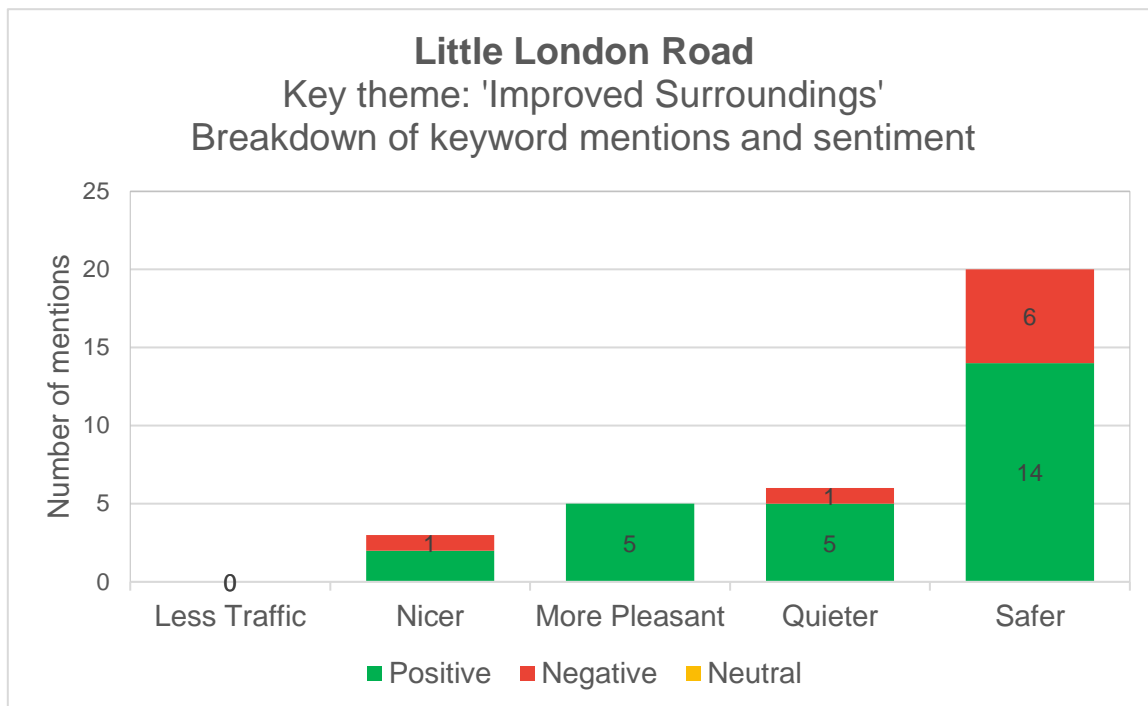


Figure 6: Little London Road: Key theme 'Improved surroundings' and breakdown of keyword mentions.

Little London Road Key theme: 'Improved Surroundings' Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Safer	Number of mentions	14	6	0	20
	Percentage	70%	30%	0%	
Quieter	Number of mentions	5	1	0	6
	Percentage	83%	17%	0%	
More Pleasant	Number of mentions	5	0	0	5
	Percentage	100%	0%	0%	
Nicer	Number of mentions	2	1	0	3
	Percentage	67%	33%	0%	
Less Traffic	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 7: London Road: Key theme 'Improved surroundings' and breakdown of keyword mentions.

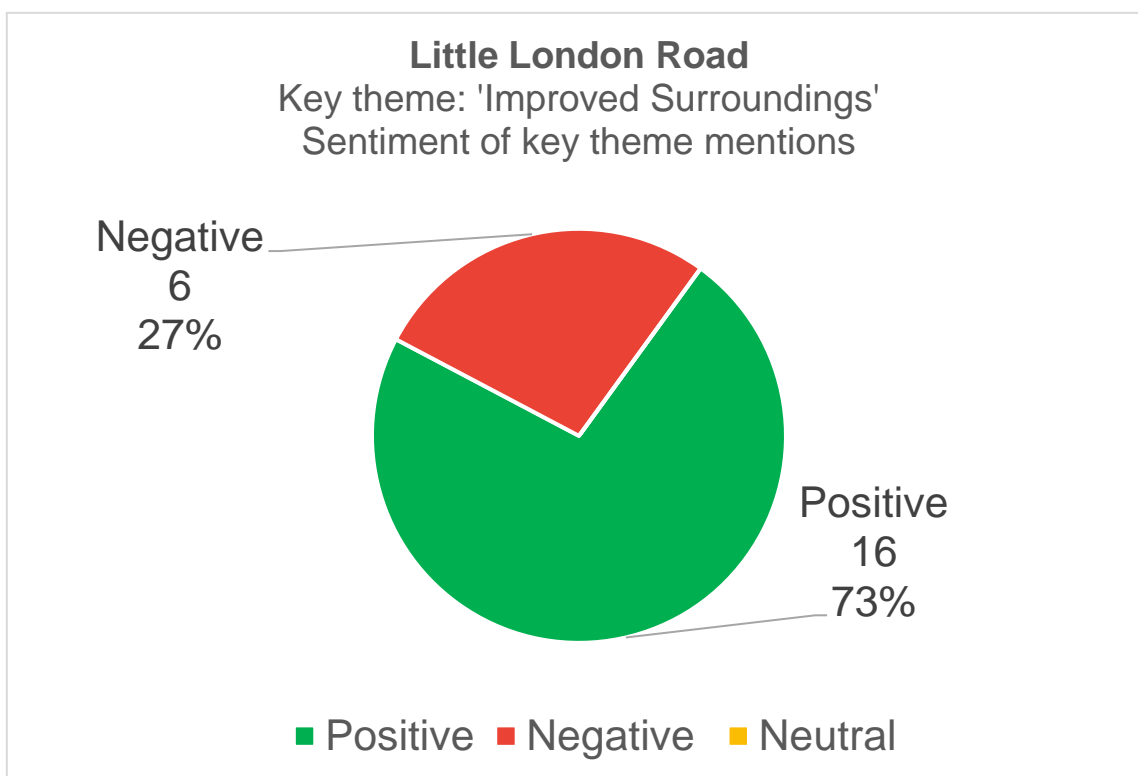


Figure 7: Little London Road: Key theme 'Improved surroundings' and sentiment.

Little London Road					
Key theme: 'Improved Surroundings'					
Number of mentions and associated sentiment					
Key Theme		Sentiment			Total
		Positive	Negative	Neutral	
Improved Surroundings	Number of mentions	16	6	0	22
	Percentage	73%	27%	0%	

Table 8: Little London Road: Key theme 'Improved surroundings' and sentiment.

Key theme: 'Questions and Suggestions'

It is important to highlight that within all emails received, and particularly in regard to Little London Road (77 mentions), there were a significant number of enquiries and suggestions. The Connecting Sheffield team responded to each of these emails individually and ensured that points raised were relayed to the wider project team and engineers involved in the project.

By responding to emails individually, we were able to provide further detail and ensure that enquiries and suggestions were acknowledged and considered by the engineers working on the scheme.

Abbeydale Road: Key themes and sentiment

Abbeydale Road is a heavily used main road within the Sheaf Valley area. A clear strategy within the Sheaf Valley Cycle Route proposals was to re-route motor vehicles along Abbeydale Road since this road is designed to carry higher volumes of traffic and would allow smaller roads more suitable for cycling to experience reduced traffic levels.

In total, **232** email responses mentioned Abbeydale Road. The graph below shows that the key theme mentioned most frequently in relation to Abbeydale Road was **congestion**. In total, **congestion** was mentioned in **209** email responses and **206 (99%)** mentions of **congestion** expressed **negative** sentiment regarding the impact of the Sheaf Valley Cycle Route on **congestion**.

The second most frequently mentioned key theme in relation to Abbeydale Road was **pollution**. **108** responses mentioned **pollution**. Overall, people perceived the Sheaf Valley Cycle Route to have a **negative** impact on **pollution** as all **108 (100%)** mentions were associated with a **negative** sentiment.

An example of feedback expressing **negative** sentiment in relation to **congestion** and **pollution** surrounding Abbeydale Road is illustrated below:

“Now have this ridiculous cycle route forcing all the traffic onto Abbeydale road causing traffic jams and raised pollution levels.”

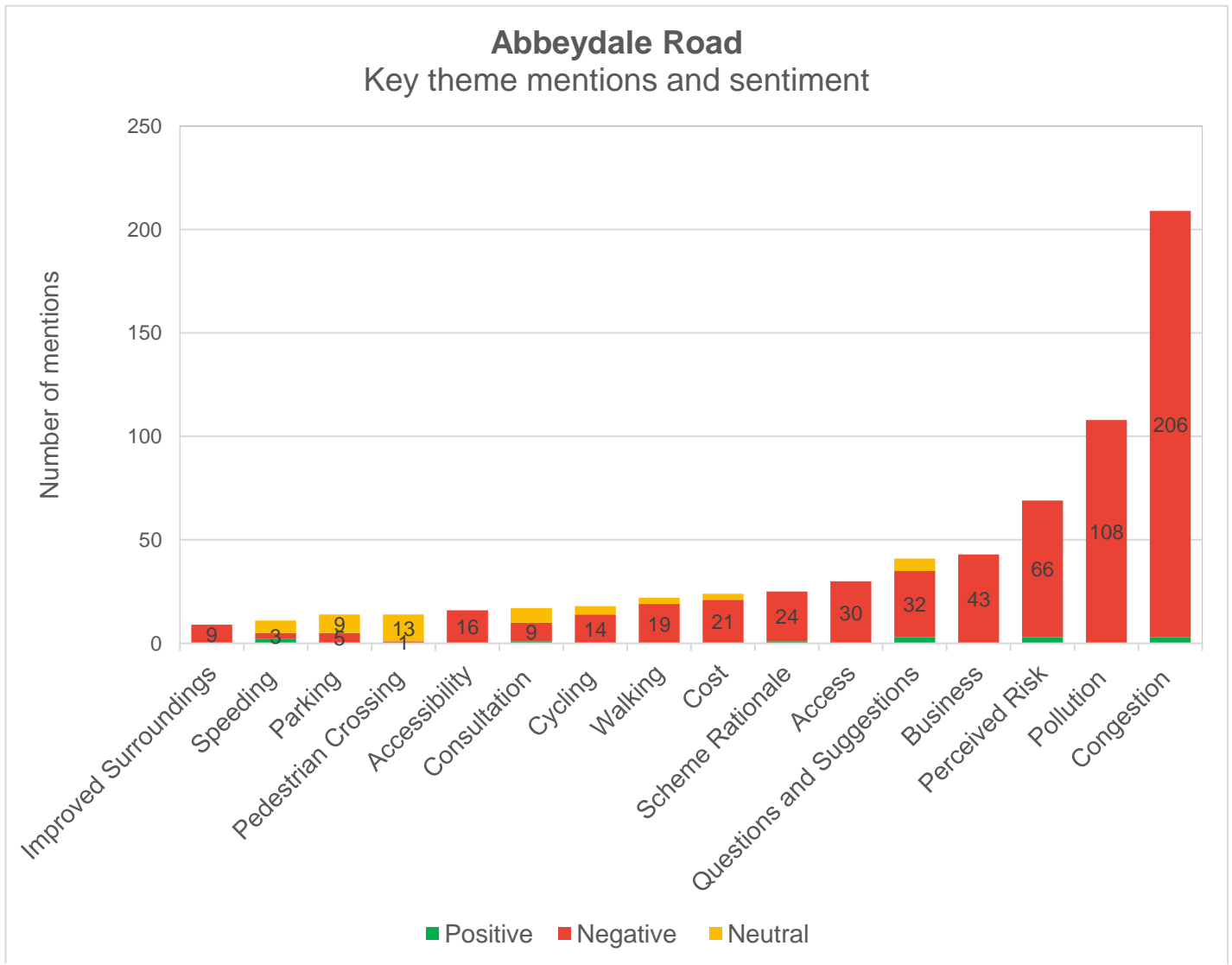


Figure 8: Abbeydale Road: Key theme mentions and sentiment.

Abbeydale Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	3	206	0	209
	Percentage	1%	99%	0%	
Pollution	Number of mentions	0	108	0	108
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	3	66	0	69
	Percentage	4%	96%	0%	
Business	Number of mentions	0	43	0	43
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	3	32	6	41
	Percentage	7%	78%	15%	
Access	Number of mentions	0	30	0	30
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	1	24	0	25
	Percentage	4%	96%	0%	
Cost	Number of mentions	0	21	3	24
	Percentage	0%	88%	13%	
Walking	Number of mentions	0	19	3	22
	Percentage	0%	86%	14%	
Cycling	Number of mentions	0	14	4	18
	Percentage	0%	78%	22%	
Consultation	Number of mentions	1	9	7	17
	Percentage	6%	53%	41%	
Accessibility	Number of mentions	0	16	0	16
	Percentage	0%	100%	0%	

Parking	Number of mentions	0	5	9	14
	Percentage	0%	36%	64%	
Pedestrian Crossing	Number of mentions	0	1	13	14
	Percentage	0%	7%	93%	
Speeding	Number of mentions	2	3	6	11
	Percentage	18%	27%	55%	
Improved Surroundings	Number of mentions	0	9	0	9
	Percentage	0%	100%	0%	

Table 9: Abbeydale Road: Key theme mentions and sentiment.

Abbeydale Road: Further analysis of key theme mentions and sentiment

In order to provide a more comprehensive overview of feedback received in reference to Abbeydale Road, key themes have been further explored. This allows a more detailed understanding of and insight into the points raised within each piece of feedback.

Key theme: 'Congestion'

In relation to Abbeydale Road, **209** respondents mentioned keywords associated with the key theme **congestion**. 'Congestion' refers to the volume of traffic on roads and the impact of the cycle route on travel times.

These **209** mentions of the key theme **congestion** have been broken down further, helping to identify areas of concern raised by respondents.

206 (99%) responses expressed **negative** sentiment regarding **congestion**, suggesting that respondents perceived the Sheaf Valley Cycle Route to have had a **negative** impact on **congestion** in the Abbeydale Road area.

Examples of feedback mentioning **congestion** with a negative sentiment on Abbeydale Road is illustrated below.

"I'm sure it hasn't escaped your attention that traffic density and tailbacks have increased quite markedly along Abbeydale Road since the Nether Edge active travel trial and the Sheaf Valley cycle route restrictions along Little London Road and Cherry Street have been implemented.

This is a direct consequence of these schemes which evidently have achieved the exact opposite of their stated aims. Having hundreds of vehicles at any one time, crawling at a snail's pace along an arterial road is not conducive to positive effects on air quality or the effectiveness of local commercial activity."

"Since you have closed Little London Road and Archer Lane the traffic on Abbeydale Road is a complete joke. We now avoid it like the plague and live in Millhouses. Meaning we have stopped using the fabulous, local independent shops and cafés."

Conversely, **3 (1%)** respondents shared that the **congestion** on Abbeydale Road had not increased since the measures along the Sheaf Valley Cycle Route were introduced or shared the view that in time road users will adjust to the changes and that congestion will reduce.

Examples of feedback sharing this view is illustrated below:

"I have bumped into a lot of negative comments in online social media about the closures of Archer Road and Little London Road and the subsequent increase of traffic on Abbeydale Road... I would like to make sure that you note that my daily commute along this road has not increased."

"It is clear that there will be some challenges, particularly in the early stages while road users become accustomed to the changes. However, the evidence from similar schemes in other cities and countries is that over the course of a few months, people will change their behaviour both to avoid non-essential travel and to plan journey routes and stagger times to make more effective use of road networks. Eventually, there will be benefits to all road users in terms of improved air quality and better traffic flow as journeys that are non-essential or time-flexible can be modified. I would therefore strongly encourage the council to continue with the trials, and not to give undue weight to loudly- expressed opinions that come from groups who are keen to maintain the status quo rather than make minor adjustments for the common good."

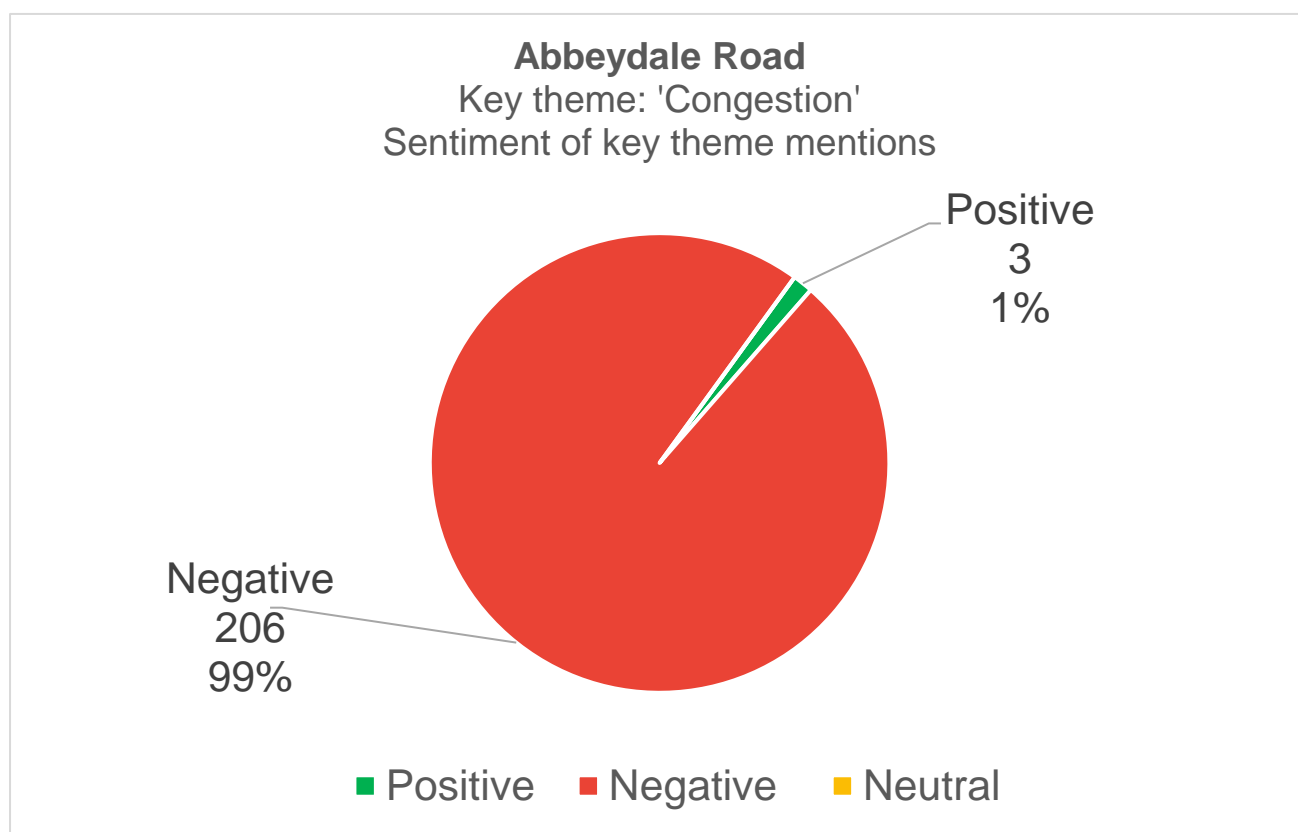


Figure 9: Abbeydale Road: Key theme 'Congestion' and sentiment.

Abbeydale Road					
Key theme: 'Congestion'					
Number of mentions and associated sentiment					
Key Theme		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	3	206	0	209
	Percentage	1%	99%	0%	

Table 10: Abbeydale Road: Key theme 'Congestion' and sentiment.

Key theme: 'Pollution'

In relation to Abbeydale Road, **108** respondents mentioned keywords associated with the key theme **pollution**. 'Pollution' refers to respondent comments regarding the impact of the Sheaf Valley Cycle Route on local pollution levels including air and noise pollution.

These **108** mentions of the key theme **pollution** have been analysed further, helping to identify areas of concern raised by respondents.

All 108 (100%) responses expressed **negative** sentiment regarding **pollution**, suggesting that respondents perceived the Sheaf Valley Cycle Route to have had a negative impact on pollution in the Abbeydale Road area. These comments tended to share that since the measures were implemented the level of traffic along Abbeydale Road has increased, therefore reducing the air quality in the area.

Examples of feedback sharing a **negative** sentiment in relation to **pollution** on Abbeydale Road are illustrated below:

"Little London Road becoming pedestrianised and a cycle path. This has caused great amounts of traffic along Abbeydale Road and Broadfield Road. The pollution that is amounting to the amount of cars that are standstill on the road is disgusting... The traffic has worsened. The pollution is getting higher and the local residents are frustrated with the traffic issues and the lack of accessibility to ensure they can get to local businesses."

"The problem is that Abbeydale Road, Woodseats Road, Chesterfield Road and other local routes now have a lot more 'standing' traffic, causing congestion, pollution, and poor air quality in these areas."

"The closure is creating more traffic on Abbeydale Road which in turn is creating more pollution than if you left Little London Road open. I've been travelling that road for seven years and never had an issue with it and it is ridiculous to close it so only cyclists can use it."

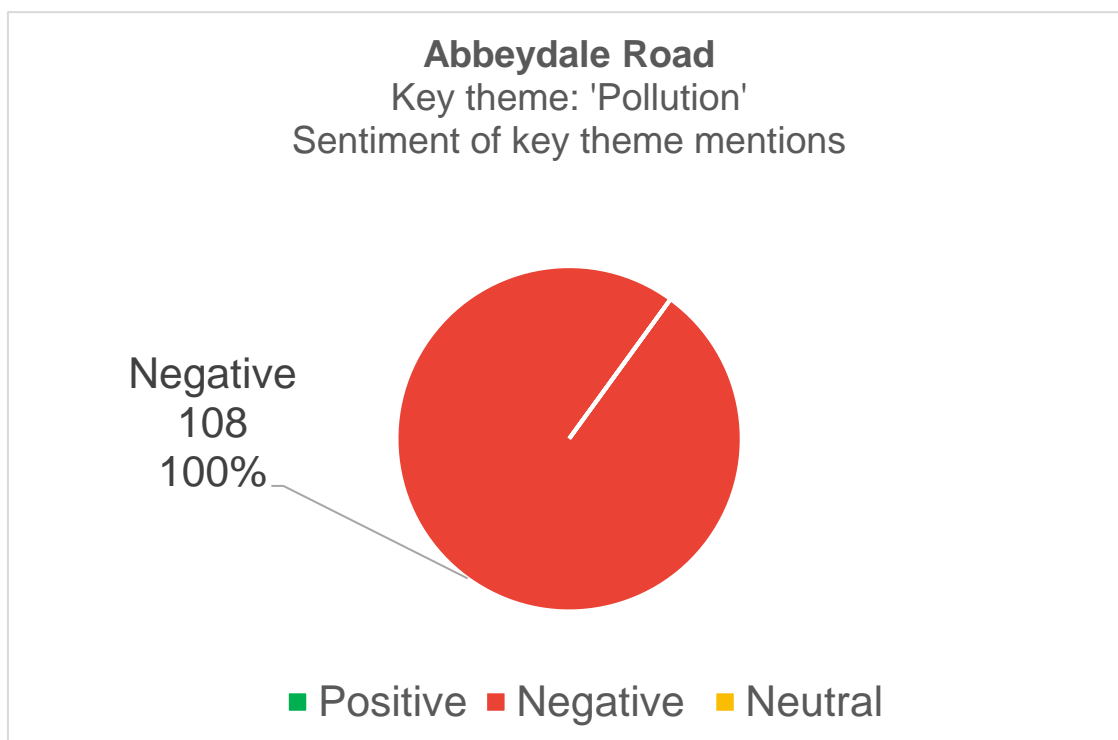


Figure 10: Abbeydale Road: Key theme 'Pollution' and sentiment.

Abbeydale Road Key theme: 'Pollution' Number of mentions and associated sentiment					
Key Theme		Sentiment			Total
		Positive	Negative	Neutral	
Pollution	Number of mentions	0	108	0	108
	Percentage	0%	100%	0%	

Table 11: Abbeydale Road: Key theme 'Pollution' and sentiment.

Key theme: 'Business'

In relation to Abbeydale Road, **43** respondents mentioned keywords associated with the key theme **business**. 'Business' refers to the impact of the measures on the operation of businesses in the local area.

These **43** mentions of the key theme **business** have been broken down further, helping to identify areas of concern raised by respondents.

All **43 (100%)** responses expressed a **negative** sentiment around the impact of the measures on businesses, on or around Abbeydale Road. These comments tended to share how the congestion on Abbeydale Road puts people off visiting local businesses and/or delays local trades people travelling along Abbeydale Road.

Examples of feedback sharing a **negative** sentiment in relation to **business** on Abbeydale Road are illustrated below:

"This is crippling small businesses and people that have no option but to drive! Taxi drivers, your food deliver, post workers, delivery drivers, emergency services all need to drive as do people like myself that need to make a living and need a van."

“Would you please reconsider this closure as it must be directly impacting all businesses in that area, and I struggle to understand any benefit in what is a commercial business area.”

“As a local business with 30 employees based on Abbeydale Road...we have noticed a huge increase in stand still traffic on Abbeydale Road. To gain access to the offices we now normally have to queue from the traffic lights at the Robin Hood pub, whereas there has never been any queue previously. This is exacerbated during rush hour... With engineers out on the road and who need to gain access to the offices several times a day, this is adding substantial time onto their journeys which ultimately results in lost revenue for the company as whilst sat in traffic they are not working on chargeable jobs. Over time this could have a significant impact on the company...”

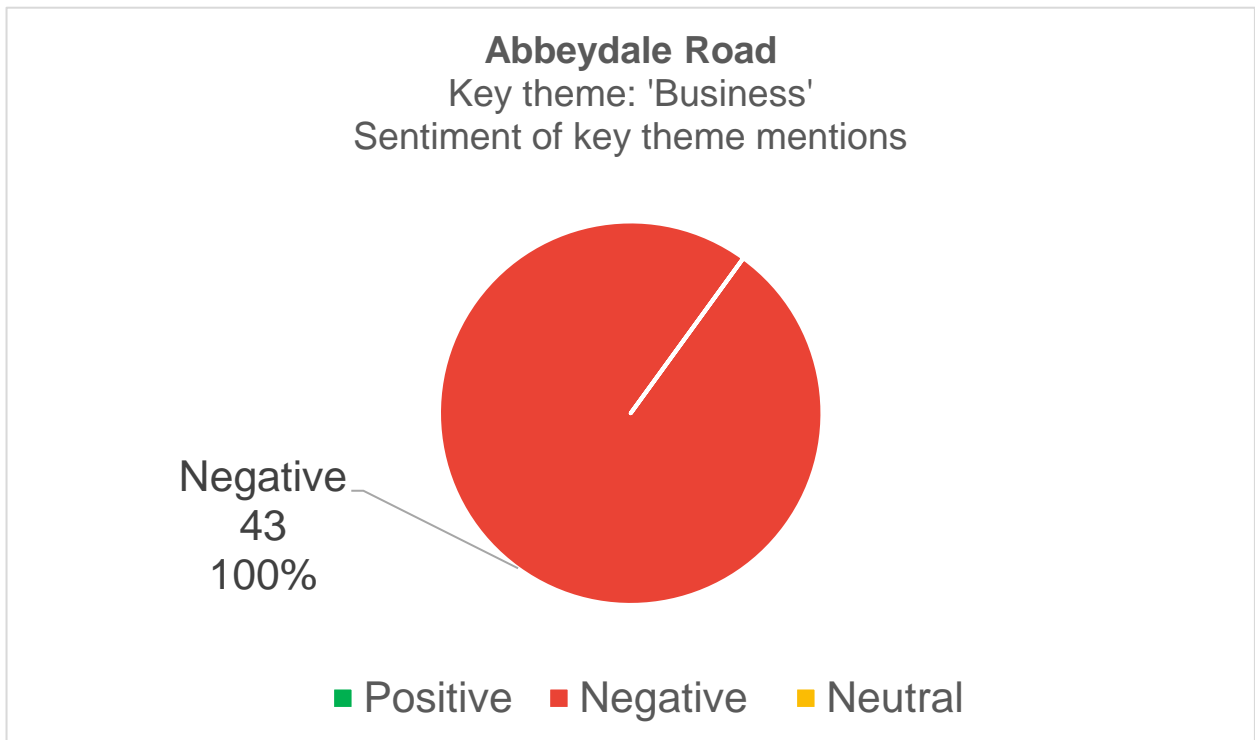


Figure 11: Abbeydale Road: Key theme 'Business' and sentiment.

Abbeydale Road					
Key theme: 'Business'					
Number of mentions and associated sentiment					
Key Theme		Sentiment			Total
		Positive	Negative	Neutral	
Business	Number of mentions	0	43	0	43
	Percentage	0%	100%	0%	

Table 12: Abbeydale Road: Key theme 'Business' and sentiment.

Woodseats Road: Key themes and sentiment

Woodseats Road is as a heavily used main road within the South of Sheffield. A clear strategy within the Sheaf Valley Cycle Route proposals was to re-route motor vehicles along Woodseats Road through to Abbeydale Road since these roads are designed to carry higher volumes of traffic and would allow smaller roads more suitable for cycling to experience reduced traffic levels.

In total, **105** email responses mentioned Woodseats Road. The graph below shows that the key theme mentioned most frequently in relation to Woodseats Road was **congestion**. In total, **congestion** was mentioned in **82** email responses and all **82 (100%)** mentions expressed a **negative** sentiment in regard to the impact of the Sheaf Valley Cycle Route on **congestion**.

The second most frequently mentioned key theme in relation to Woodseats Road was **pollution**. **47** responses mentioned **pollution**, and all **47 (100%)** responses perceived the Sheaf Valley Cycle Route to have a **negative** impact on **pollution**.

An example of feedback expressing **negative** sentiment in relation to **congestion** and **pollution** surrounding Woodseats Road is illustrated below:

"The new road closure on Little London Road S8 seems to have caused more issues than it has sorted! I am a home owner on Woodseats Road, the traffic and pollution has now increased tenfold since you have instated it. I don't even want to open my window to get fresh air in during the increase in temperature in fear of inhaling toxic exhaust fumes!"

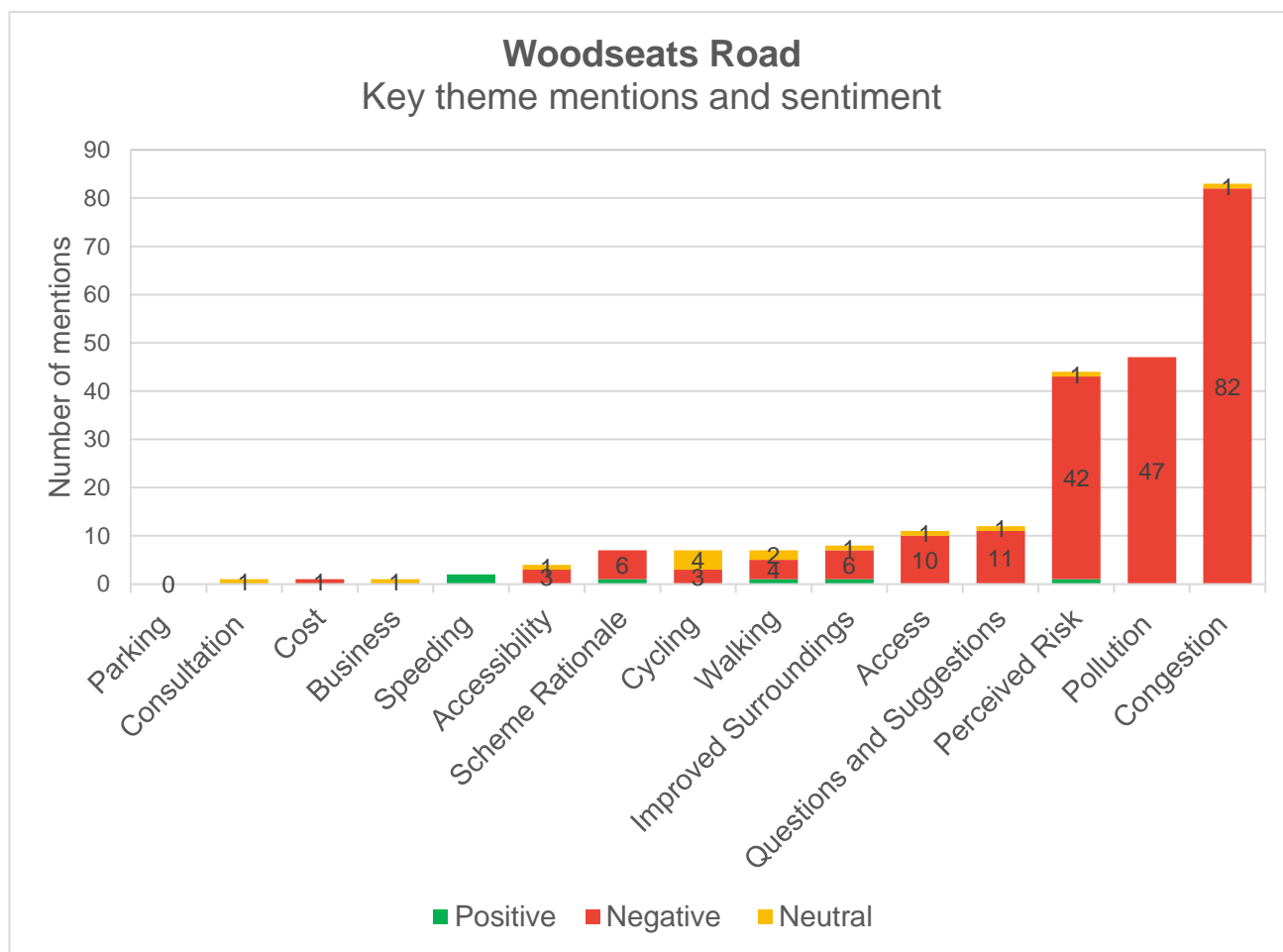


Figure 12: Woodseats Road: Key theme mentions and sentiment.

Woodseats Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	82	1	83
	Percentage	0%	99%	1%	
Pollution	Number of mentions	0	47	0	47
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	1	42	1	44
	Percentage	2%	95%	2%	
Questions and Suggestions	Number of mentions	0	11	1	12
	Percentage	0%	92%	8%	
Access	Number of mentions	0	10	1	11
	Percentage	0%	91%	9%	
Improved Surroundings	Number of mentions	1	6	1	8
	Percentage	13%	75%	13%	
Scheme Rationale	Number of mentions	1	6	0	7
	Percentage	14%	86%	0%	
Cycling	Number of mentions	0	3	4	7
	Percentage	0%	43%	57%	
Walking	Number of mentions	1	4	2	7
	Percentage	14%	57%	29%	
Accessibility	Number of mentions	0	3	1	4
	Percentage	0%	75%	25%	
Speeding	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Consultation	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Cost	Number of mentions	0	1	0	1

	Percentage	0%	100%	0%	
Business	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 13: Woodseats Road: Key theme mentions and sentiment.

Woodseats Road: Further analysis of key theme mentions and sentiment

In order to provide a more comprehensive overview of feedback received in reference to Woodseats Road, key themes have been further explored. This allows a more detailed understanding of and insight into the points raised within each piece of feedback.

Key theme: Congestion

In relation to Woodseats Road, **82** respondents mentioned keywords associated with the key theme congestion. '**Congestion**' refers to the volume of traffic on roads and the impact of the cycle route on travel times.

These **82** mentions of the key theme **congestion** have been analysed further below helping to identify areas of concern raised by respondents.

All **82 (100%)** mentions expressed a **negative** sentiment around the impact of the measures on **congestion**, on or around Woodseats Road. These comments tended to share how the measures and road closures associated with the Sheaf Valley Cycle Route had increased traffic along Woodseats Road.

Examples of feedback sharing a **negative** sentiment in relation to **congestion** on Woodseats Road are illustrated below:

"The closures to Little London Road are causing much more harm than good. Chesterfield Road and Woodseats Road have much more congestion now in the mornings and evenings."

"I live on Woodseats Road...The closure of these two roads [Little London Road and Archer Lane] has increased my weekly commute by at least 20 minutes to and from work...These closures have also caused excessive traffic going up Woodseats Road making it now harder to move off the side roads onto Woodseats Road itself meaning I have to leave the house a little earlier to ensure I can get my car moving (again causing more emissions as my car is running extra)."

"Instead of taking shortcuts through Woodseats to reduce drive time and therefore emissions we are left with no choice but to travel the whole way around Woodseats. To take my children to their swimming lessons in Heeley I now have to travel around Woodseats/Abbeydale instead of going straight down Little London Road. Again, I am unable to walk this as they have other commitments straight after. The same can also be said for the drive from

work, I travel down London Road onto Abbeydale Road, previously I was able to go across Broadfield Road and onto Little London Road, now I have to remain on Abbeydale Road along with several other frustrated people.”

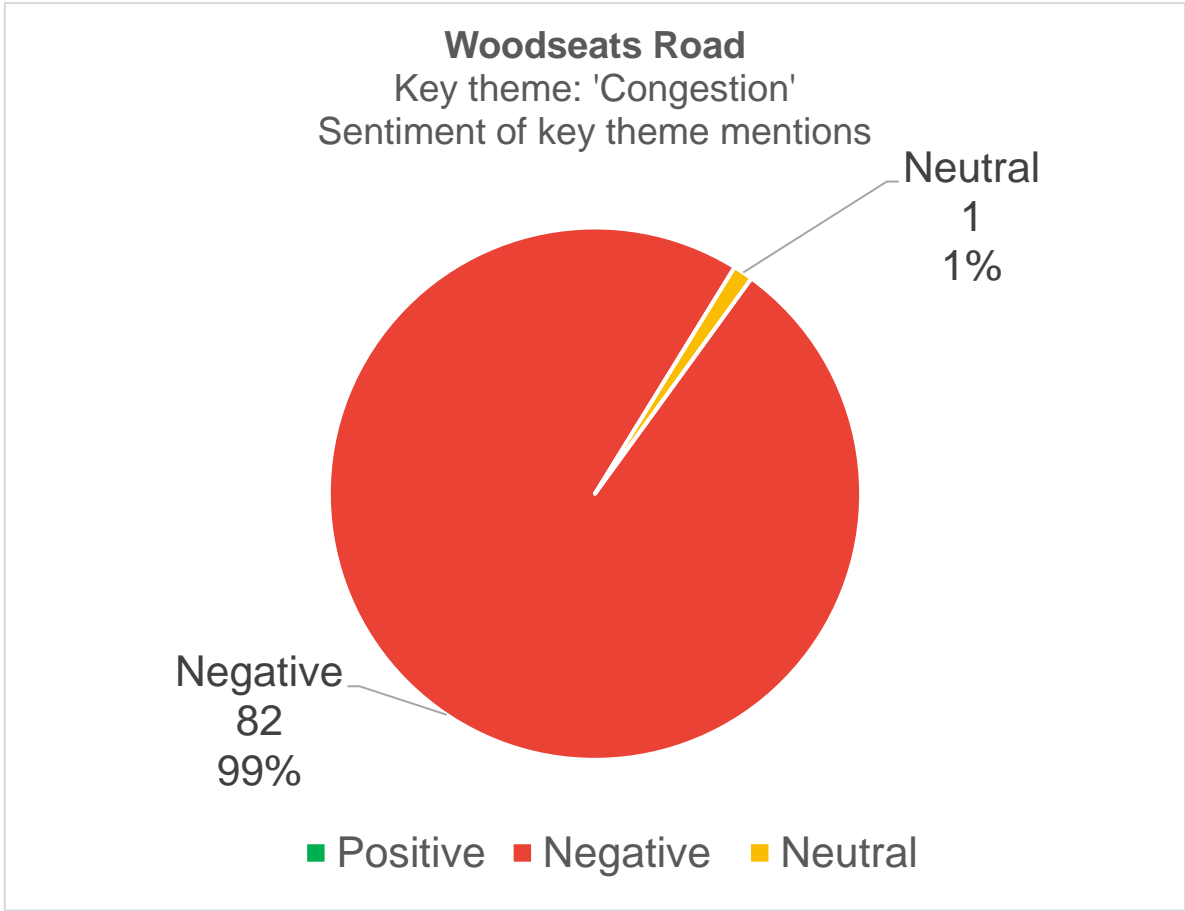


Figure 13: Woodseats Road: Key theme 'Congestion' and sentiment.

Woodseats Road					
Key theme: 'Congestion'					
Number of mentions and associated sentiment					
Key Theme		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	82	1	83
	Percentage	0%	99%	1%	

Table 14: Woodseats Road: Key theme 'Congestion' and sentiment.

Key theme: Pollution

In relation to Woodseats Road, **47** respondents mentioned keywords associated with the key theme **pollution**. 'Pollution' refers to respondent comments regarding the impact of the Sheaf Valley Cycle Route on local pollution levels including air and noise pollution.

These **47** mentions of the key theme **pollution** have been analysed further to identify areas of concern raised by respondents.

All **47 (100%)** mentions expressed a **negative** sentiment around the impact of the measures on **pollution**, on or around Woodseats Road. These comments tended to share how the measures and road closures associated with the Sheaf Valley Cycle Route had worsened pollution along Woodseats Road.

Examples of feedback sharing a **negative** sentiment in relation to **pollution** on Woodseats Road are illustrated below:

“As a frequent user of Woodseats Road the traffic since [the closure of] Little London Road has increased and there are frequently queues of traffic blocking access to and from the roads adjoining Woodseats Road... Woodseats Road is a residential Road [and] pollution is increasing and it is getting increasingly dangerous to cross to access the bus stops.”

“My journey home [is] from Attercliffe to Woodseats, I am a cyclist and car user. Cyclist Perspective: [the] journey time is actually worse as there is more traffic congestion due to flow of traffic... Traffic backs up all the way down Queens Road and all the way from Broadfield Road... The pollution rate must be higher due to stationary traffic. Car Perspective: The road closures have increased journey times by 10-20 minutes totally down to [the] road closure... All this... will lead to more traffic congestion and pollution in the area.”

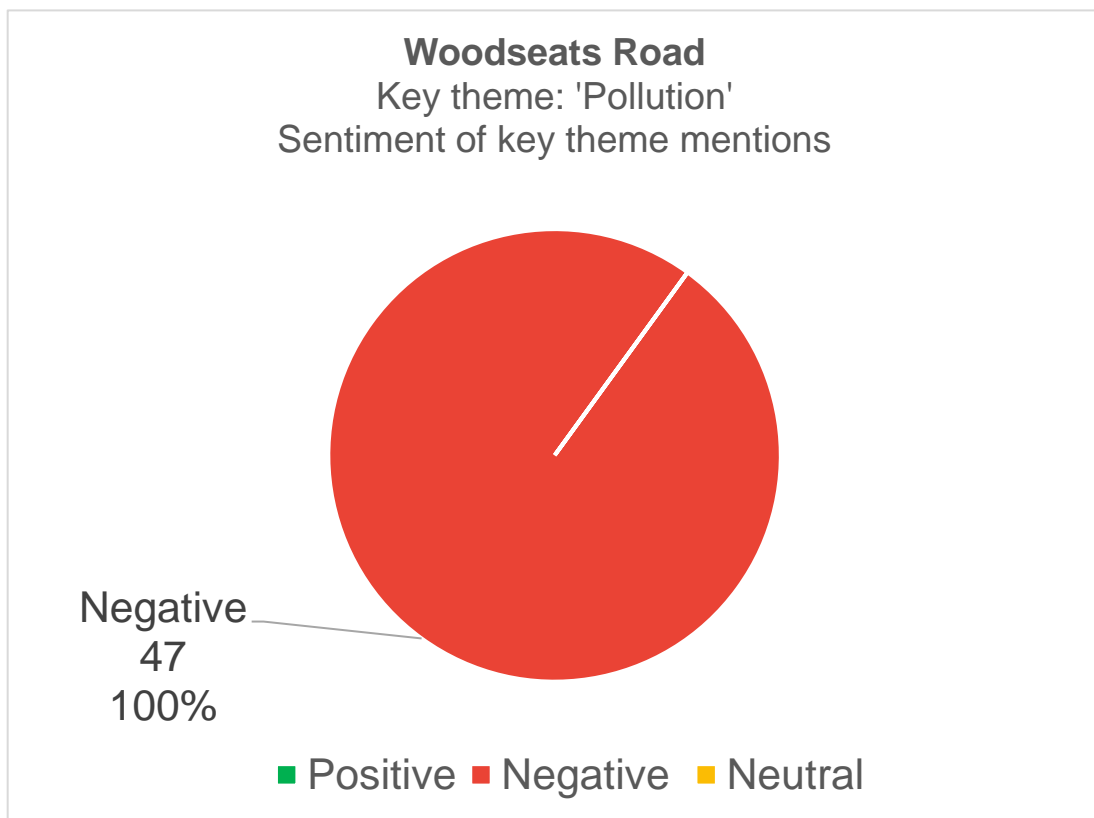


Figure 14: Woodseats Road: Key theme 'Pollution' and sentiment.

Woodseats Road					
Key theme: 'Pollution'					
Number of mentions and associated sentiment					
Key Theme		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	47	0	47
	Percentage	0%	100%	0%	

Table 15: Woodseats Road: Key theme 'Pollution' and sentiment.

Key theme: Perceived risk

In relation to Woodseats Road, **44** respondents mentioned keywords associated with the key theme **perceived risk**. 'Perceived risk' refers to respondent perception of potential risks to road-users, pedestrians and cyclists within or as a result of the cycle route. This theme captures the subjective evaluation or belief of individual respondents regarding potential negative consequences associated with the Sheaf Valley Cycle Route Measures.

These **44** mentions of the key theme perceived risk have been broken down further below to identify areas of concern raised by respondents.

42 (95%) responses expressed a **negative** sentiment around the impact of the measures on **perceived risk**, on or around Woodseats Road. These comments tended to share how the measures and road closures associated with the Sheaf Valley Cycle Route had increased risks along Woodseats Road.

Examples of feedback expressing a negative sentiment in relation to perceived risk on Woodseats Road are illustrated below:

"I travel to work daily along Abbeydale Road South, from Dore to Woodseats Road. I queue daily for extremely lengthy periods of time, the longest to date being 55 mins which is appalling considering the short distance I travel. The road is completely gridlocked, there is absolute chaos on the road. There is aggression and abuse between drivers and I am certain there is a very high risk of accidents."

"As a result of the closure of Little London road - Abbeydale road, Chesterfield Road and Woodseats Road have become gridlocked at key rush hour times. There are occasions in rush hour traffic where cars are dangerously overtaking queues of traffic that have built all the way up Woodseats Road... We are highly opposed to the closure of Little London Road, not only is it dangerous in terms of people overtaking it is also dangerous in terms of pollution levels being created near highly populated residential areas and schools."

"As a pedestrian, the road closure has actually made my healthy, environmentally friendly walk to Nursery and back with my small child dangerous. There are no crossings on Woodseats Road, and as traffic is now at a standstill all the way down Woodseats Road, I no longer have a clear view to cross the road - I have to step into the stood still traffic with my child and struggle to see if the opposite side of the road is clear. This was never an issue prior to the road closure on Little London Road - was your intention to produce more traffic, more emissions and make travelling physically more dangerous for those walking?"

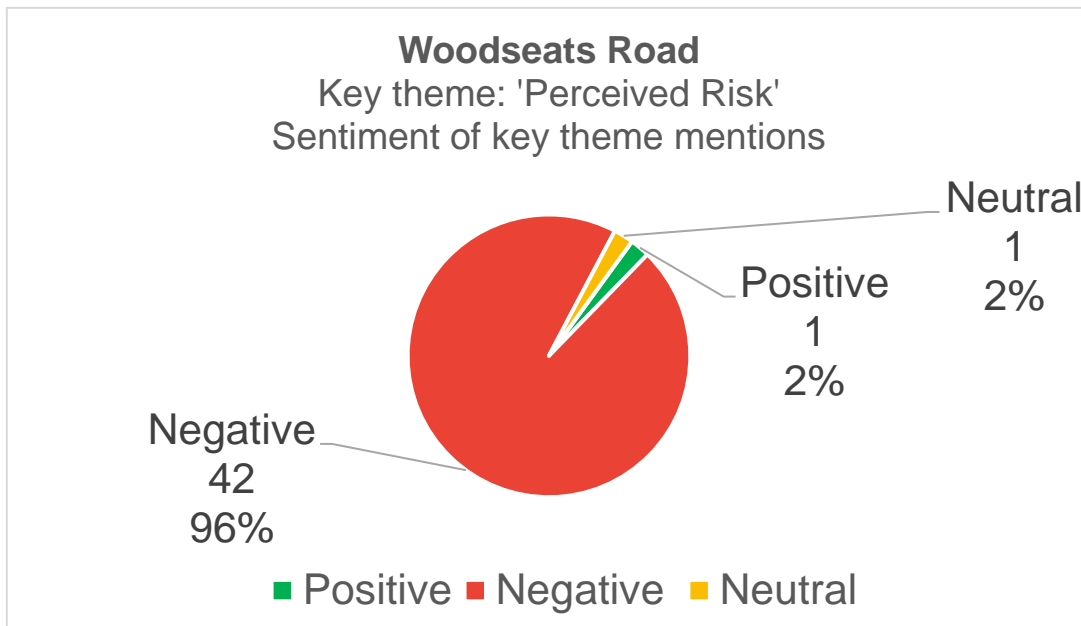


Figure 15: Woodseats Road: Key theme 'Perceived risk' and sentiment.

Woodseats Road					
Key theme: 'Perceived Risk'					
Number of mentions and associated sentiment					
Key Theme		Sentiment			Total
		Positive	Negative	Neutral	
Perceived Risk	Number of mentions	1	42	1	44
	Percentage	1%	96%	1%	

Table 16: Woodseats Road: Key theme 'Perceived risk' and sentiment.

Broadfield Road: Key themes and sentiment

Broadfield Road is a heavily used main road within the South of Sheffield. A clear strategy within the Sheaf Valley Cycle Route proposals was to re-route motor vehicles along Broadfield Road since this road was designed to carry higher volumes of traffic and would allow smaller roads more suitable for cycling to experience reduced traffic levels.

In total, **67** email responses mentioned Broadfield Road. The graph below shows that the key theme mentioned most frequently in relation to Broadfield Road was **congestion**. In total, **congestion** was mentioned in **58** email responses and all **58 (100%)** mentions expressed **negative** sentiment in regard to the impact of the Sheaf Valley Cycle Route on **congestion**.

The second most frequently mentioned key theme in relation to Broadfield Road was **pollution**. **28** responses mentioned **pollution**. Overall, people perceived the Sheaf Valley Cycle Route to have had a **negative** impact on pollution. All **28 (100%)** mentions were associated with a **negative** sentiment.

An example of feedback expressing **negative** sentiment in relation to **congestion** and **pollution** surrounding Broadfield Road is illustrated below:

“We have an office of around 60 people on Broadfield Court and our staff have put in numerous complaints about leaving and coming to the office. Traffic has increased dramatically coming all the way down our drive and into Virgin car park. Staff have stated ten-minute journey home now takes 40 minutes and they have all see a massive increase in pollution coming out of numerous cars that are not moving and numerous have expressed a massive concern.”

“The level of traffic is heavy all day and in late afternoon at a standstill from the Broadfield [Road] junction to beyond Archer Road and the whole of Sheldon [Road] is blocked, as is much of Moncrieffe Road. There is a primary school and several nurseries affected as well as those families living on these streets and adjoining roads. The air quality in this area was already below recommended levels for safety and compromising people’s health, especially those of young children and infants.”

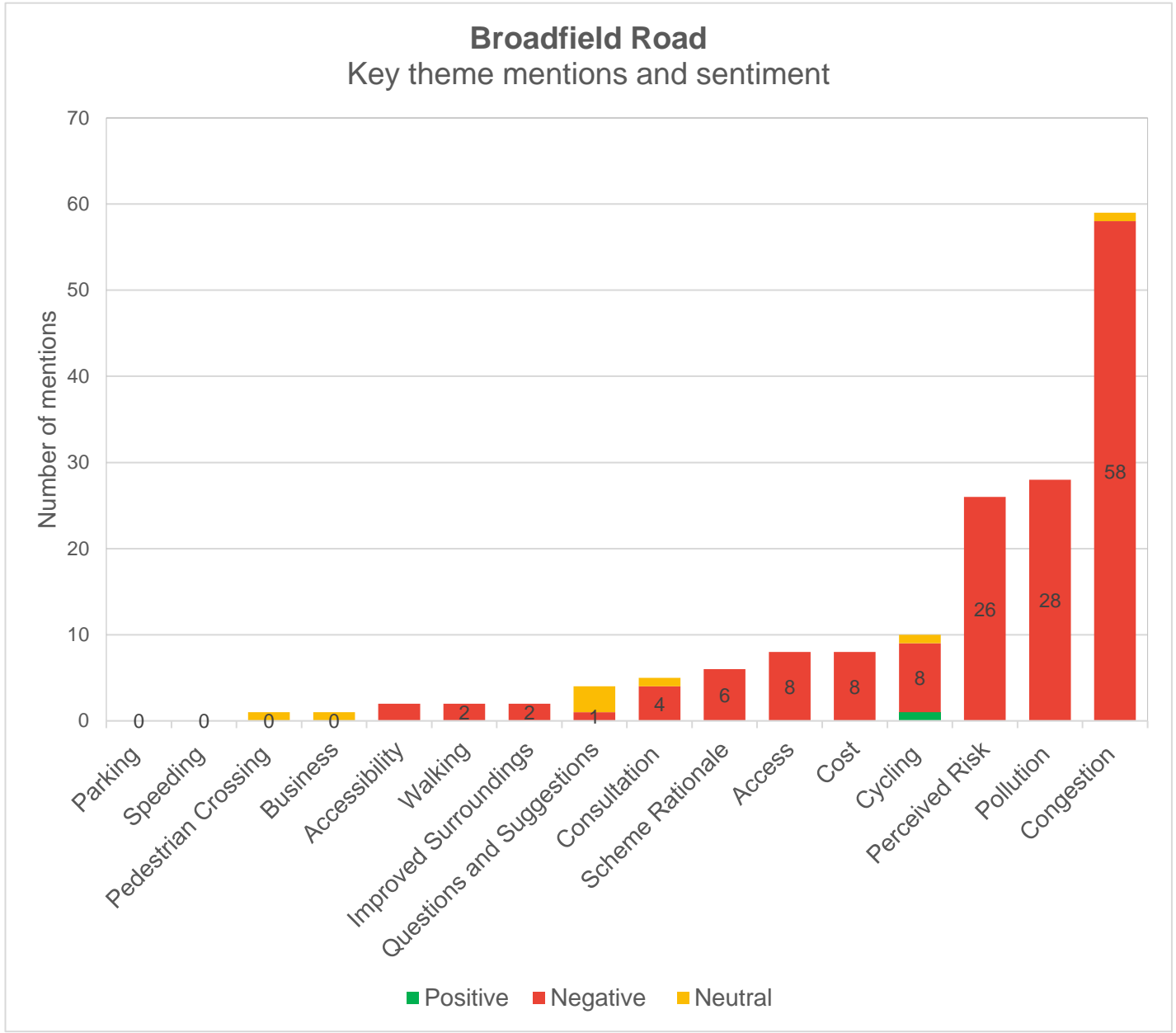


Figure 16: Broadfield Road: Key theme mentions and sentiment.

Broadfield Road					
Key theme mentions and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	58	1	59
	Percentage	0%	98%	2%	
Pollution	Number of mentions	0	28	0	28
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	0	26	0	26
	Percentage	0%	100%	0%	
Cycling	Number of mentions	1	8	1	10
	Percentage	10%	80%	10%	
Access	Number of mentions	0	8	0	8
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	8	0	8
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	4	1	5
	Percentage	0%	80%	20%	
Questions and Suggestions	Number of mentions	0	1	3	4
	Percentage	0%	25%	75%	

Accessibility	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Walking	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Business	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 17: Broadfield Road: Key theme mentions and sentiment.

Broadfield Road: Further analysis of key theme mentions and sentiment

In order to provide a more comprehensive overview of feedback received in reference to Woodseats Road, key themes have been further explored. This allows a more detailed understanding of and insight into the points raised within each piece of feedback.

Key theme: Congestion

In relation to Broadfield Road, **58** respondents mentioned keywords associated with the key theme **congestion**. 'Congestion' refers to the volume of traffic on roads and the impact of the cycle route on travel times.

These **58** mentions of the key theme **congestion** have been analysed further below to illustrate helping to identify concerns raised by respondents.

All **58 (100%)** of these responses expressed a **negative** sentiment around the impact of the measures on **congestion** on or around Broadfield Road. These comments tended to share how the measures and road closures associated with the Sheaf Valley Cycle Route had worsened **congestion** along Broadfield Road.

Examples of feedback sharing a **negative** sentiment in relation to **congestion** on Broadfield Road are illustrated below:

“All for making cycle routes safer. However, this time it is going to force more vehicles on to the other roads like Abbeydale Road and Broadfield Road etc that are already massively congested.”

“It is exacerbating the already woeful traffic situation in around the Broadfield area, particularly at times when cars are coming [or] leaving the businesses on Little London Road. The closed section at least offered some relief to the massively oversubscribed area of Abbeydale Road between Broadfield and Woodseats Road.”

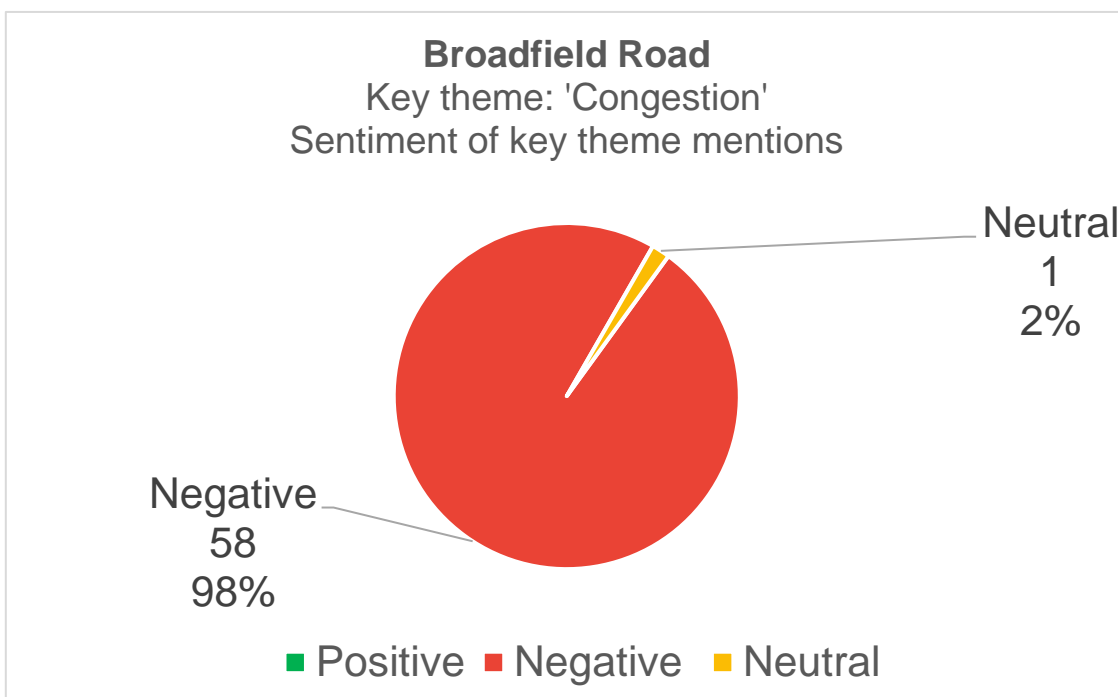


Figure 17: Broadfield Road: Key theme 'Congestion' and sentiment.

Broadfield Road Key theme: 'Congestion' Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	58	1	59
	Percentage	0%	98%	2%	

Table 18: Broadfield Road: Key theme 'Congestion' and sentiment.

Key theme: Pollution

In relation to Broadfield Road, **28** respondents mentioned keywords associated with the key theme **pollution**. ‘**Pollution**’ refers to respondent comments regarding the impact of the Sheaf Valley Cycle Route on local pollution levels including air and noise pollution.

These **28** mentions of the key theme **pollution** have been analysed further, helping to identify areas of concern raised by respondents.

All **28 (100%)** of these responses expressed a **negative** sentiment around the impact of the measures on **pollution** on or around Broadfield Road. These comments tended to share how the measures and road closures associated with the Sheaf Valley Cycle Route had worsened pollution along Broadfield Road.

Examples of feedback sharing a negative sentiment in relation to **pollution** on Broadfield Road are illustrated below:

“A journey from the junction of Broadfield Road/Abbeydale Road to the bottom of Carterknowle Road used to take 6-8 minutes during the time period 4.30 - 5.30pm. It now takes in excess of 25 minutes... I suspect the safety of cyclists on these stretches of roads is somewhat lessened given the increased volume of traffic (a contradiction in itself, given the purpose of closing the road was for the safety of the few cyclists who use the route) and the emissions, without question, will be increased in volume.”

“Coming out of the virgin gym onto Broadfield way/ Broadfield Road is grid locked at tea times every day now. It took me 20mins to leave the virgin gym carpark yesterday and 40 minutes to get home which is usually a 10/15 min journey max sat in stationary traffic, this isn’t helping air pollution in that area at all!”

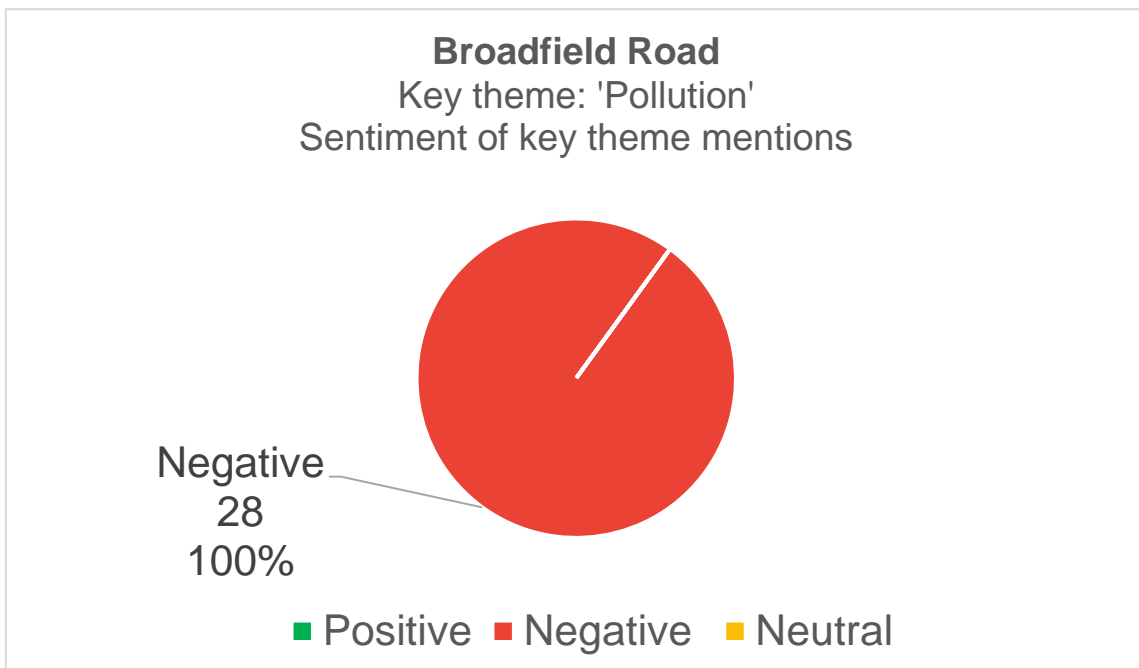


Figure 18: Broadfield Road: Key theme 'Pollution' and sentiment.

Broadfield Road					
Key theme: 'Pollution'					
Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Pollution	Number of mentions	0	28	0	28
	Percentage	0%	100%	0%	

Table 19: Broadfield Road: Key theme 'Pollution' and sentiment.

Chesterfield Road: Key themes and sentiment

Chesterfield Road is a heavily used main road within the South of Sheffield. A clear strategy within the Sheaf Valley Cycle Route proposals was to re-route motor vehicles along Chesterfield Road since this road is designed to carry higher volumes of traffic and would allow smaller roads more suitable for cycling to experience reduced traffic levels.

In total, **59** email responses mentioned Chesterfield Road. The graph below shows that the key theme mentioned most frequently in relation to Chesterfield Road was **congestion**. In total, **congestion** was mentioned in **46** email responses and all **46 (100%)** expressed **negative** sentiment in regard to the impact of the Sheaf Valley Cycle Route on **congestion**.

The second most frequently mentioned key theme in relation to Chesterfield Road was **pollution**. **31** responses mentioned **pollution**. Overall, people perceived the Sheaf Valley Cycle Route to have had a **negative** impact on pollution as all **31 (100%)** mentions were associated with a **negative** sentiment.

An example of feedback expressing **negative** sentiment in relation to **congestion** and **pollution** surrounding Chesterfield Road is illustrated below:

"I leave work at 3pm and it now takes an extra 10 minutes to get onto Abbeydale Road and travel down it for a few 100 metres. If I was to leave at rush hour, then it would take an extra 20-30 minutes. During this time the car is running and so gases are coming out of the exhaust which contribute to greenhouse gasses... What are the benefits of the closure compared with the extra pollution that the council has wilfully inflicted upon both the environment and people living on Abbeydale and Chesterfield Road (and surrounding areas)?"

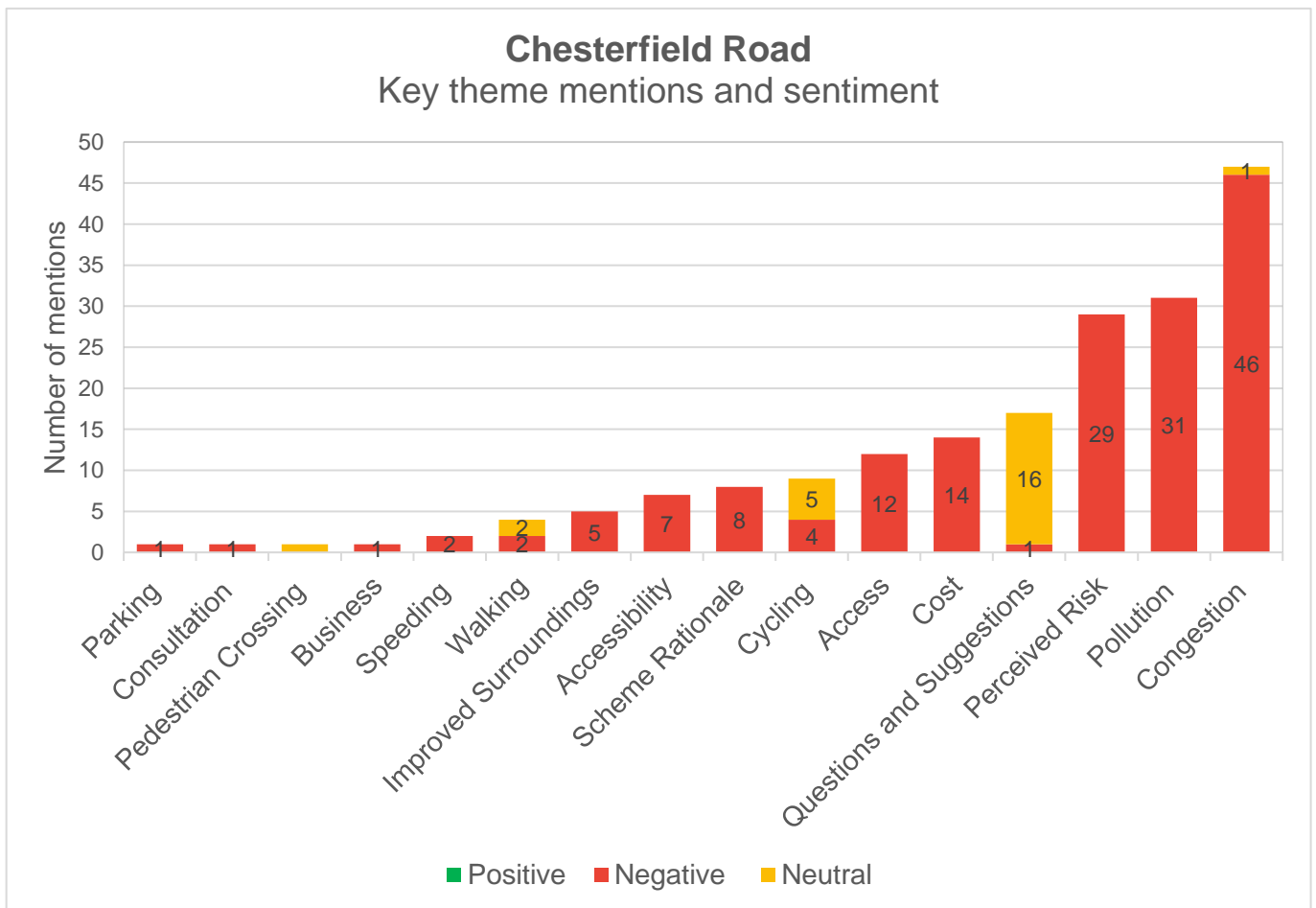


Figure 19: Chesterfield Road: Key theme mentions and sentiment.

Chesterfield Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	46	1	47
	Percentage	0%	98%	2%	
Pollution	Number of mentions	0	31	0	31
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	0	29	0	29
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	0	1	16	17
	Percentage	0%	6%	94%	
Cost	Number of mentions	0	14	0	14
	Percentage	0%	100%	0%	
Access	Number of mentions	0	12	0	12
	Percentage	0%	100%	0%	
Cycling	Number of mentions	0	4	5	9
	Percentage	0%	44%	56%	
Scheme Rationale	Number of mentions	0	8	0	8
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	

Improved Surroundings	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Walking	Number of mentions	0	2	2	4
	Percentage	0%	50%	50%	
Speeding	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Business	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	

Table 20: Chesterfield Road: Key theme mentions and sentiment.

Chesterfield Road: Further analysis of key theme mentions and sentiment

In order to provide a more comprehensive overview of feedback received in reference to Chesterfield Road, key themes have been broken down into smaller groups based on keyword mentions in email responses. This allows a more detailed understanding of and insight into the points raised within each piece of feedback.

Key theme: Congestion

In relation to Chesterfield Road, **47** respondents mentioned keywords associated with the key theme **congestion**. 'Congestion' refers to the volume of traffic on roads and the impact of the cycle route on travel times.

These **47** mentions of the key theme **congestion** have been analysed further to identify concerns raised by respondents.

46 (98%) of these responses expressed a **negative** sentiment around the impact of the measures on **congestion** on or around Chesterfield Road. These comments tended to share how the measures and road closures associated with the Sheaf Valley Cycle Route had worsened **congestion** along Chesterfield Road.

Examples of feedback sharing a **negative** sentiment in relation to **congestion** on Chesterfield Road are illustrated below:

"I live in the local area and am all for trying to reduce car travel times, congestion, fumes from emissions and improve opportunities to use alternative methods for travel such as walking and cycling.

However, my personal experience and feeling toward the closure of Little London Road is that this is not improving the above points as it has overwhelmed Abbeydale road and Chesterfield Road. I also have concerns for the businesses based on this route and that they may suffer negativity due to difficulties/ long wait times to now get to them."

"My commute has now gone from 20 minutes to over an hour, this has been since the closure of Little London Road. I have tried various routes but have simply found myself sat with my engine idling for 40 minutes unnecessarily. It has caused chaos on both Chesterfield Road and Abbeydale Road."

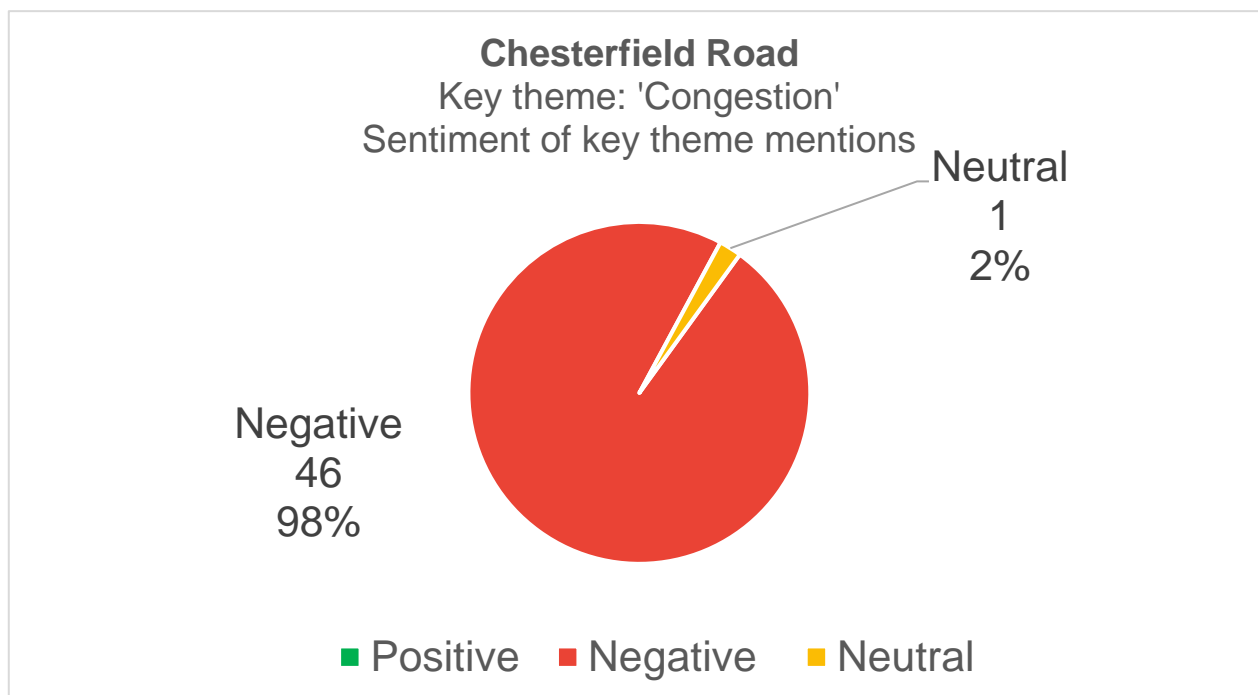


Figure 20: Chesterfield Road: Key theme 'Congestion' and sentiment.

Chesterfield Road Key theme: 'Congestion' Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	46	1	47

	Percentage	0%	98%	2%	
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Table 22: Chesterfield Road: Key theme 'Congestion' and sentiment.

Table 21: Chesterfield Road: Key theme 'Congestion' and sentiment

Key theme: Pollution

In relation to Chesterfield Road, **31** respondents mentioned keywords associated with the key theme **pollution**. **'Pollution'** refers to respondent comments regarding the impact of the Sheaf Valley Cycle Route on local pollution levels including air and noise pollution.

These **31** mentions of the key theme **pollution** have been analysed further, helping to identify areas of concern raised by respondents.

All **31 (100%)** mentions expressed a **negative** sentiment around the impact of the measures on **pollution** on or around Chesterfield Road. These comments tended to share how the measures and road closures associated with the Sheaf Valley Cycle Route had worsened **pollution** along Chesterfield Road.

Examples of feedback sharing a **negative** sentiment in relation to **pollution** on Chesterfield Road are illustrated below:

"The effects are causing massive delays both on Chesterfield Road and Abbeydale Road, creating huge problems for tax paying commuters, mainly just trying to get into work to earn a living. This closure has now created hundreds of cars to have their engines running for at least half an hour longer, adding massively to the city's pollution."

"This trial is an absolute disaster! I have traffic sat as long as the eye can see on Chesterfield Road morning and night oh and now all day! The pollution in Meersbrook and Woodseats must have trebled as the council funnels all the traffic into a bottle neck with no alternative route made congestion worse traffic not flowing just sat killing us all! Little London Road took this away. It must be reinstated as a road!"

"The number of road closures on side roads have diverted all traffic on to main roads Abbeydale Road and Chesterfield Road. Increasing congestion on what are already very busy roads. Causing increased pollution for all residents on these roads... Traffic is that bad on Woodseats in a morning that it is now less congested driving up Woodseats."

Chesterfield Road					
Key theme: 'Pollution'					
Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Pollution	Number of mentions	0	31	0	31
	Percentage	0%	100%	0%	

Table 22: Chesterfield Road: Key theme 'Pollution' and sentiment.

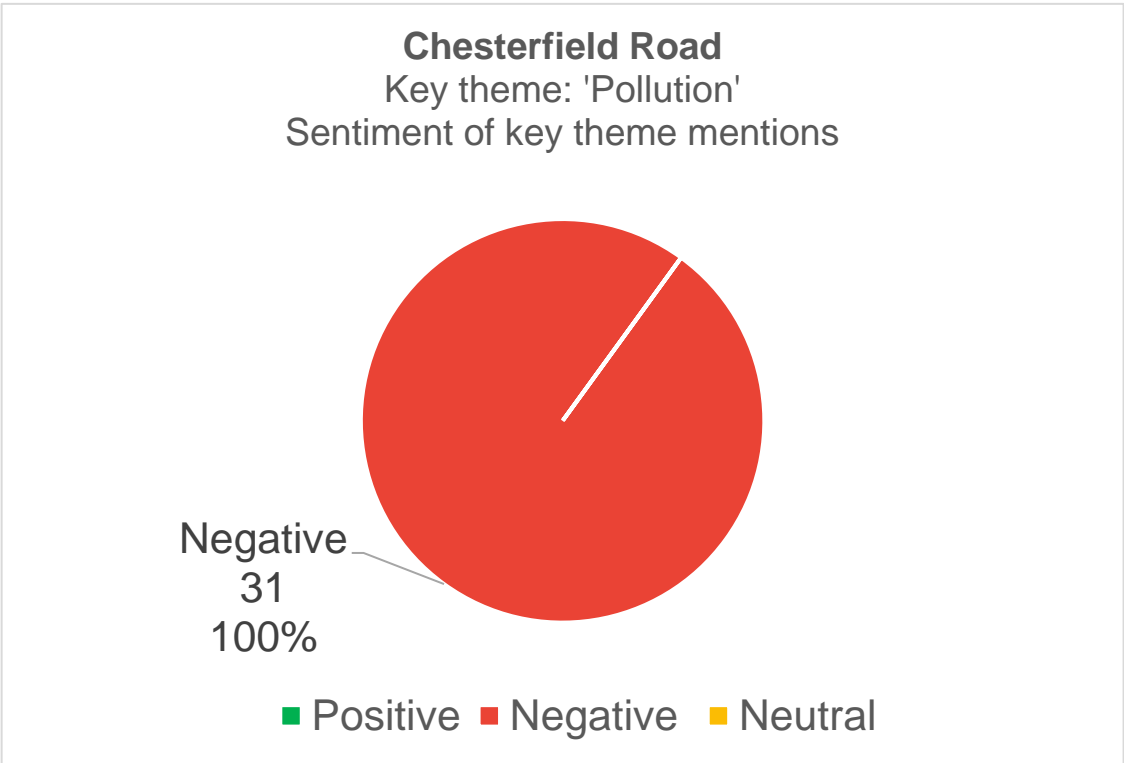


Figure 21: Chesterfield Road: Key theme 'Pollution' and sentiment.

Key theme: Perceived Risk

In relation to Chesterfield Road, **29** respondents mentioned keywords associated with the key theme **perceived risk**. ‘**Perceived risk**’ refers to respondent perception of potential risks to road-users, pedestrians and cyclists within or as a result of the cycle route. This theme captures the subjective evaluation or belief of individual respondents regarding potential negative consequences associated with the Sheaf Valley Cycle Route measures.

These **29** mentions of the key theme **perceived risk** have been broken down further below to identify areas of concern raised by respondents.

All **29 (100%)** responses expressed a **negative** sentiment around the impact of the measures on **perceived risk** on or around Chesterfield Road. These comments tended to share how the measures and road closures associated with the Sheaf Valley Cycle Route had increased danger along Chesterfield Road.

An example of feedback sharing a **negative** sentiment in relation to **perceived risk** on Chesterfield Road is illustrated below:

“I actually cycle to work most days but have still noticed busier and more dangerous conditions and a great deal more idling engines. My view as a cyclist is that Little London Road does not need to be closed to cars. Some calming measure around the bridge for safety is all that is needed. It was never a busy road - not really a dangerous rat run - more a helpful route for many people especially to get down to Chesterfield road.”

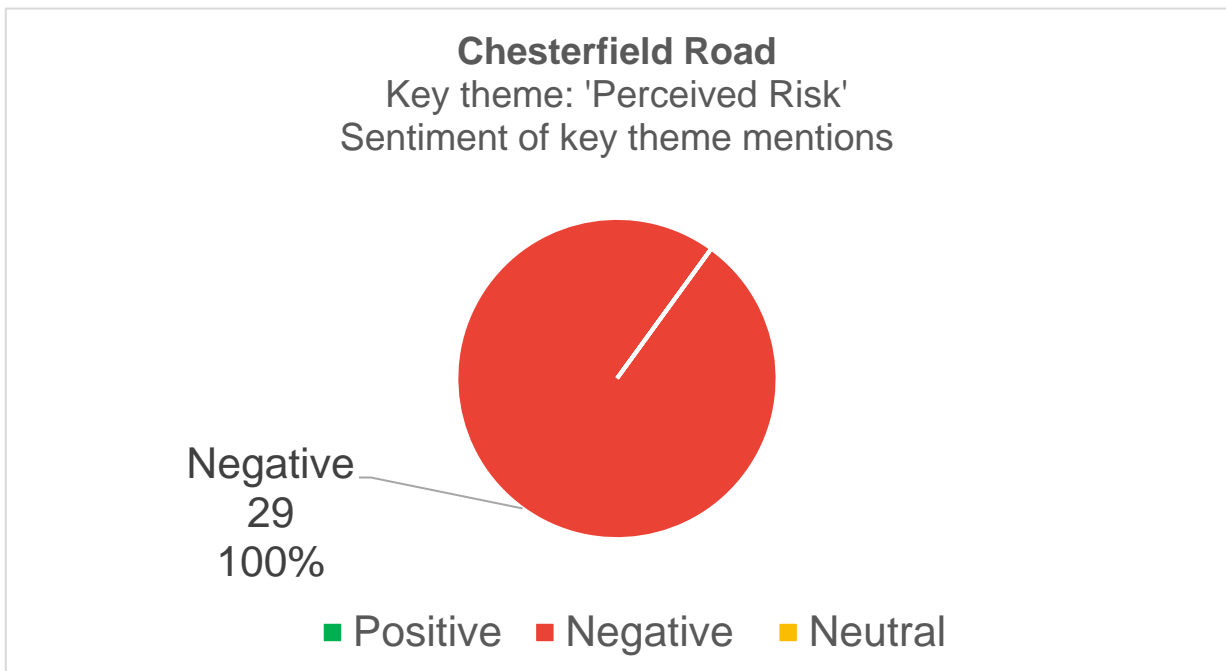


Figure 22: Chesterfield Road: Key theme 'Perceived Risk' and sentiment.

Chesterfield Road					
Key theme: 'Perceived Risk'					
Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Perceived Risk	Number of mentions	0	29	0	29
	Percentage	0%	100%	0%	

Table 23: Chesterfield Road: Key theme 'Perceived Risk' and sentiment.

Other roads mentioned in email feedback

Listed below is a brief summary of feedback provided in relation to the following roads which were mentioned less frequently than the five roads mentioned above. These roads are often mentioned in conjunction with major roads affected by the scheme. A number of key quotes are included below that aim to reflect the principal themes raised in relation to each road.

Figures and tables illustrating feedback received in relation to these roads is included in appendix 4.

- **Bramall Lane**

The majority of feedback received regarding Bramall Lane expressed that the closure of Cherry Street had increased traffic on Bramall Lane. Some respondents shared concerns about access to their properties on match days. However, some respondents voiced support for the closure, citing benefits to road safety, cycle infrastructure, and pollution reduction.

“Why have you closed the junction of Cherry Street off? This is not really fair at all! This is stopping deliveries to shops nearby, by closing this off, you are causing more of a traffic jam on Bramall Lane!”

- **Cherry Street**

Most of the feedback received regarding the measures on Cherry Street raised concerns about the impact on businesses and attributed the measures to an increase of traffic on surrounding roads. Some respondents shared that they were in favour of the measures due to improved safety for pedestrians and cyclists. There were also questions about the timing of the closures, the potential impact on residents during football match days, and the consultation process with the community before the changes were implemented.

“Going further along to Shoreham Street - this road is now also a lot more pleasant to cycle on now that Cherry Street has been closed off to traffic, so that drivers are not able to use it as a cut through.”

“You need to take away the blockage from the junction of Cherry Street and Shoreham Street! This is causing such a nightmare for drivers! You are causing so much traffic on Bramall Lane now this has been enforced!”

- **Hackthorn Road**

The majority of feedback received regarding Hackthorn Road shared that the measures that restricted access from Scarsdale Road had increased traffic on neighbouring roads. Some feedback shared support for the introduction of the measures on Hackthorn Road due to it making the road safer and quieter for cyclists. Other feedback suggested allowing residents to use the Scarsdale Road entrance during winter months due to poor weather conditions. However, other residents criticised the changes, sharing that they have led to increased congestion, longer journey times, and more pollution on neighbouring roads.

“As residents of Hackthorn Road, we have only experienced the positive effects of the significantly reduced traffic. That includes noise, number of near misses, ability to park/put children into the car without drivers being impatient and the road being a lot safer for our children. We have noticed the increased traffic that can build up on Scarsdale Road (which unfortunately has resulted in a few drivers ignoring the no entry signs). But feel this only emphasises the high volume of traffic that was using Hackthorn Road as a cut through. A three-way traffic light system or filter light for turning right down Chesterfield Road could be a possible solution so that more traffic can get through the lights when on green.”

- **Langdale Road**

Feedback relating to Langdale Road tended to share concerns from residents accessing the road, and neighbouring roads, due to the point closure between the junctions of Langdale Road and Rydal Crescent, resulting in some residents having to travel a further distance to access points after this closure. Some residents of Coniston Road proposed the installation of an electronic key system to open a bollard at the end of Langdale and Rydal Road to allow access for residents and businesses. Concerns were also raised about parking for residents.

"I have received your letter regarding the change to the one-way point on Langdale Road. Unfortunately, I believe this is absolutely disgraceful for the tenants at Rydal Crescent. While I appreciate the need for cycling and walking routes no thought is given to drivers here.

I frequently travel back from Chesterfield and use Langdale Road to access Rydal Road. By blocking this road, you are adding, at times, 5/10 minutes to travel due to traffic. Not only does this increase congestion along Abbeydale Road (which is already terrible), it's inconvenient. The blocking of Little London Road means leaving the property has added an equal amount of time. Getting to work is now longer."

- **Rydal Crescent:**

As part of the measures introduced, the existing point closure on Rydal Road was moved to sit between the junctions of Langdale Road and Rydal Crescent. The feedback received in relation to Rydal Crescent tended to share a negative sentiment, attributing the measures to increasing congestion along Abbeydale Road. Some suggestions were made which asked for consideration of access for residents of Rydal Crescent and suggested moving the roadblock to the end of the road to allow access to Abbeydale Road.

"There has been no consideration whatsoever for residents who live on Rydal Crescent with blocking all directions apart from one which we all now have to take regardless of where we are going. Even if you moved the block to the end of the road so Rydal Crescent residents have access to Abbeydale Road when we come out of our car park."

- **Rydal Road:**

The road under the railway bridge, on Little London Road, near to the junction with Rydal Road was closed to through motor traffic to create a low traffic environment south of the railway bridge towards Woodseats Road. The existing point closure on Rydal Road was also moved to sit between the junctions of Langdale Road and Rydal Crescent in August 2022. The closure of Little London Road prevents access to Rydal Road from one direction, and some feedback shared how this had caused an inconvenience to some drivers, while others shared it provides a safer and more pleasant environment for cyclists and pedestrians. There were also concerns shared that moving the Rydal Road point closure would block access to underground parking for the Abbey Glen flat complex, further exacerbating parking issues on Coniston and Langdale Road.

"I just wanted to feedback my experience of using the Sheaf Valley Cycle Route today for the first time since Rydal Road was blocked off to cars. It is a huge improvement - it was the most pleasant cycle ride I've had on Sheffield roads in ages. Little London Road was absolutely silent and completely empty of car traffic, which made it very pleasant to cycle along. This is great, as the route needs to be usable by children on bikes to really unlock its potential to carry a big bulk of local traffic."

- **Saxon Road:**

On Saxon Road double yellow lines were introduced to prevent parking and waiting, to make cycling safer. Feedback shared in relation to Saxon Road raised concerns for businesses loading and unloading on the road due to the parking restrictions. Other feedback shared that the double yellow lines on Saxon Road have improved cycling along this road.

"The double yellow lines on Saxon Road have helped immensely in terms of having a clear road to cycle along, and not have the hazard of parked vehicles to deal with."

- **Scarsdale Road:**

Access to Hackthorn Road from Scarsdale Road was closed to motor vehicles. Left and right turns out of Hackthorn Road into Scarsdale Road were still allowed. Some residents expressed concerns about the potential impact, such as winter conditions causing difficulties and accidents for residents who use the three feeder roads of Broxholme, Aisthorpe, and Nettleham, and some suggested that making Hackthorn Road a no-entry for non-residents would be a better solution. Some respondents also shared that traffic along Scarsdale Road has increased.

“Regarding the Hackthorn Road partial closure, no entry from Scarsdale Road. Is this a permanent fixture or is it open for review? I've lived on Hackthorn Road for over 20 years and the congestion on Scarsdale Road is the worst I've ever seen it. It takes me up to an extra 10 minutes to get home as I obey the restriction that's been put in place, but a lot don't and the no entry sign is ignored. If it's staying as it is, is there going to be any kind of enforcement in place to 'nab' these few who can't wait in the queue like the rest of us? Why is it there in the first place? I don't recall any major incidents whilst living here and the number of pedestrians, to my knowledge, is minimal. Also, what happens when the bad weather begins, and I have to attempt the drive up Broxholme Road when it's covered in snow? Driving down the hill is much easier and safer.”

- **Shoreham Street:**

While the measures originally proposed for Shoreham Street were not implemented as part of the trial period, Cherry Street was closed to motor vehicles at the junction with Shoreham Street. These measures aimed to reduce traffic flow on Shoreham Street to make it suitable as a cycle route. The bollards blocking the junction were removed on match days to enable coach access to the football ground at Bramall Lane. The feedback received around these measures tended to share concern for accessing businesses and properties. Some residents shared that it had improved road safety for pedestrians and cyclists and reduced pollution.

“I live at Anchor Point on Cherry Street and I am really supportive of the new measures that involve closing the Shoreham Street end of Cherry Street. Although we don't cycle, we are pedestrians and value anything that improves road safety especially for children locally, cycle infrastructure and reduces pollution.”

Section 3

Conclusion

This report has provided an overview of and insight into the opinions of those who have shared feedback on the Sheaf Valley Cycle Route scheme. This report presents analysis of the feedback received during the Experimental Traffic Regulation Order (ETRO) consultation period for the Sheaf Valley Cycle Route Scheme. Respondents were able to provide feedback via email, phone and freepost.

The feedback provided is complex. As such, there is a level of subjectivity and interpretation for anyone seeking to draw conclusions from the results. However, based on the results provided, there are a number of key themes that emerge.

Scheme Sentiment

The balance of sentiment towards the scheme is more weighted towards being negative about the scheme. However, this needs to be considered alongside the aims of the scheme at the outset. As described in the introduction, the aim of the Sheaf Valley Cycle Route is to develop an improved and safer cycle route to assist people who currently cycle, encourage increased take up of cycling, and reduce car journeys, helping to reduce congestion and improve air quality for everyone. To create the cycle route, measures have been put in place that have changed the routes that people take when traveling by car. As such, it can be expected that people previously using these routes would be more likely to provide negative feedback in response to measures that have changed their journey. Some of the negative feedback provided – but by no means all – will inevitably relate to this dynamic, and so this should be borne in mind when determining if the scheme has had a positive overall impact or not.

General Patterns

Overall, in simplistic terms, the following can be seen in the feedback:

- There is more negative feedback in relation to terms that relate to driving (eg, congestion, pollution, perceived risk, parking, scheme rationale, and access) and more positive feedback in relation to terms that relate to active travel and the environment (e.g. walking, cycling, and improved surroundings).
- Feedback is weighted positively from people commenting about living on roads close to Little London Road within the boundary of the scheme, who appear to feel the scheme has significantly improved their environment, but it is weighted negatively from those who appear to be living around the scheme and on roads that are said to be used as an alternative route to avoid road closures, with commentators feeling that congestion and pollution in their area has worsened.
- Feedback is weighted negatively from those who drive through the area, particularly those who wish to get to Abbeydale Road.
- Feedback is weighted positively from those commenting on their confidence to cycle and walk in the area.
- There is concern from respondents commenting on access to the area for people with disabilities and for the emergency services.

Section 4

Appendices

Appendix 1: Sheaf Valley feedback analysis method

The majority of the feedback received as part of the **Connecting Sheffield: Sheaf Valley Cycle Route consultation** was received via email. This analysis seeks to provide an overview of and insight into the opinions of those who have shared feedback on the Sheaf Valley Cycle Route Scheme by providing accessible interpretations of the feedback received.

Analysis method

The analysis conducted involved a systematic process of identifying, coding, and categorising patterns within feedback to develop themes that describe the content of email feedback.

A three-stage process was used when analysing feedback using a framework that identified three key elements within each piece of feedback. All three key elements are interlinked. A three-stage analysis process allows a comprehensive understanding of feedback received and seeks to highlight the relationship between all elements of the feedback.

These three elements are:

- Road name
- Key theme
- Sentiment (associated with key theme)

Element one: Road name

Within the 467 emails and telephone feedback received, feedback was initially categorised according to the mention of roads within the Sheaf Valley Cycle Route Scheme. The mention of each of these road names was counted and a breakdown of Road names and the number of times each road name was mentioned is included in the table below. Abbeydale Road, Little London Road, Woodseats Road, Broadfield Road and Chesterfield Road were mentioned particularly frequently and are subject to a more rigorous analysis in section 3.

Road name	Number of mentions
Abbeydale Road	232
Asline Road	0
Bramall Lane	11
Broadfield Road	67
Cherry Street	18
Chesterfield Road	59
Hackthorn Road	33
Langdale Road	18
Little London Road	287
Rydal Crescent	3
Rydal Road	16

Saxon Road	5
Scarsdale Road	26
Sheaf Street	0
Shoreham Street	10
Woodseats Road	105
No road name mentioned	60

Element two: Key theme

Key themes and patterns within email responses have been identified through a comprehensive review of feedback content. After each piece of email feedback was identified as mentioning one of the following key themes, this mention was then evaluated and identified as either positive, negative or neutral in sentiment.

Key themes identified are listed below. Instances where key themes reference broader subject areas are subsequently broken down to provide a deeper understanding of the function of these themes and associated concepts.

Count	Key theme	Theme definition
1	Access	'Access' refers to respondent comments in relation to the impact of the Sheaf Valley Cycle Route on highways access and safe and efficient travel.
2	Accessibility	'Accessibility' refers to whether respondents perceived the Sheaf Valley Cycle Route to be sensible, meaningful and usable for as many users as possible.
3	Business	'Business' refers to the impact of the measures on the operation of businesses in the local area.
4	Congestion	'Congestion' refers to the volume of traffic on roads and the impact of the cycle route on travel times.
5	Consultation	'Consultation' refers to respondent perception of the consultation process.
6	Cost	'Cost' refers to mention of expenditure associated with the Sheaf Valley Cycle Route.
7	Cycling	'Cycling' refers to respondent comments in relation to cycling in and around the Sheaf Valley Cycle Route.
8	Perceived risk	'Perceived risk' refers to respondent perception of potential risks to road-users, pedestrians and cyclists within or as a result of the cycle route. This theme captures the subjective evaluation or belief of individual respondents regarding potential negative consequences associated with the Sheaf Valley Cycle Route measures.

9	Parking	'Parking' refers to respondent perception of the way in which the scheme interacts with local parking.
10	Pedestrian crossings	'Pedestrian crossings' refers to respondent comments in relation to the pedestrian crossings on or around the Sheaf Valley Cycle Route
11	Improved surroundings	'Improved surroundings' refers to the influence of the Sheaf Valley Cycle Route on the overall setting and people's experience of living in, using and travelling through the area. This theme captures respondent perception as to whether the cycle route has improved aspects of their quality of life.
12	Pollution	'Pollution' refers to respondent comments regarding the impact of the Sheaf Valley Cycle Route on local pollution levels including air and noise pollution.
13	Questions and suggestions	'Questions and suggestions' refers to respondent enquiries and suggestions regarding the cycle route.
14	Scheme rationale	'Scheme rationale' refers to the respondent perception of the purpose of the scheme and associated aims and outcomes.
15	Speeding	'Speeding' refers to the impact of the Sheaf Valley Cycle Route on traffic and vehicle speeds.
16	Walking	'Walking' refers to respondent comments in relation to walking in and around the Sheaf Valley Cycle Route.

Element three: Sentiment

The analysis process involved assessing the emotional tone or attitude conveyed in email feedback in relation to mention of key themes. Each mention was categorised as positive, negative or neutral in sentiment. Sentiment evaluation involved analysing the words, phrases and expressions used in feedback and the way in which a mentioned theme is presented by individual respondents.

Sentiment	Definition
Positive	Optimistic or favourable emotional attitude expressed towards a mentioned key theme.
Negative	Pessimistic or unfavourable emotional attitude expressed towards a mentioned key theme.
Neutral	Lack of emotional attitude expressed towards a mentioned key theme.

Appendix 2: Sheaf Valley Cycle Route Commonplace tile

May 2022 Update

[Home](#) Sheaf Valley Cycle Route: Update May 2022

1/1

Sheaf Valley Cycle Route: Update May 2022

Latest updates

January 2023

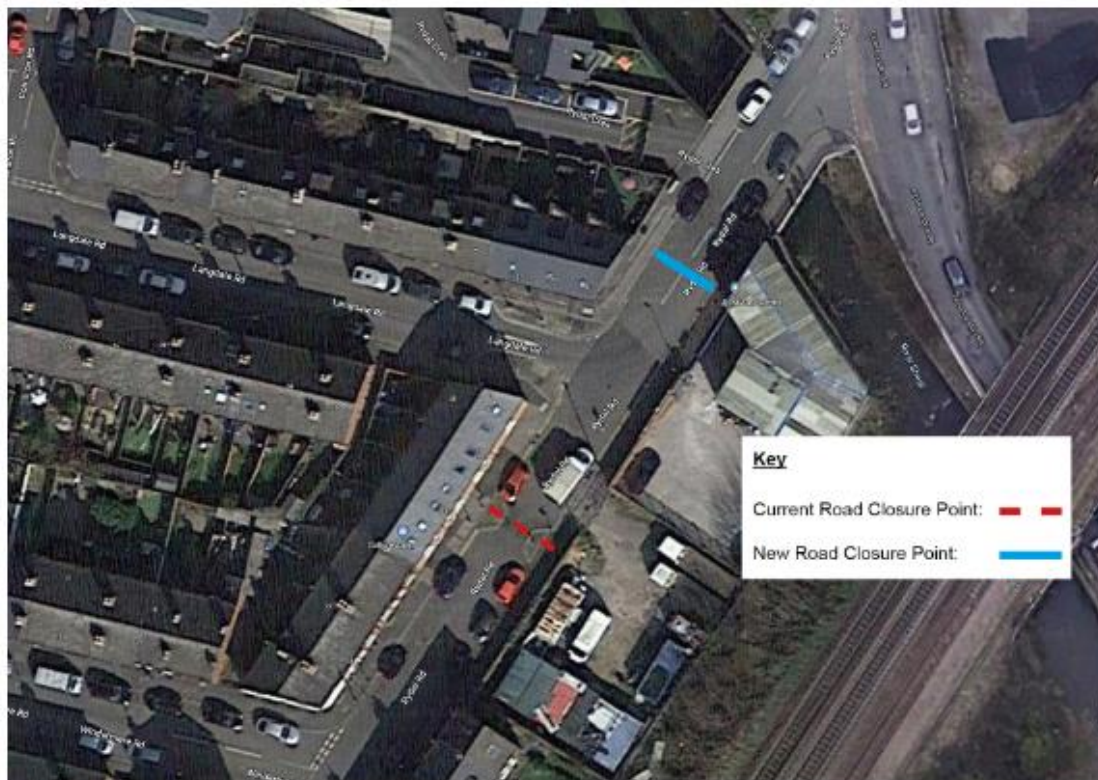
The initial six month period for comments linked to the Experimental Traffic Regulation Order for this scheme has now ended and a review of the scheme is underway.

During this review period, the scheme will remain in place while decisions are taken around which elements of the trial should stay in place and which should be removed or changed.

Decisions will be based on feedback received during the trial period, data relating to traffic flow changes, and the funding available.

It is currently expected that a final decision on the scheme will be made by the relevant Council committee in Summer 2023.

25th July 2022: During the week commencing 8th August, the current one way point on Rydal Road will be moved North to a new location between Langdale Road and Rydal Crescent. This change means that traffic will now only be able to turn right out of Langdale Road. Since the closure of Little London Road to motor traffic, there have been numerous reports of drivers routinely abusing the one way restriction by using it in the opposite direction. This is causing risk to all road users in the area which needs to be addressed. The plan below shows the planned change.



Sheaf Valley Cycle Route

A list of [Frequently Asked Questions](#) about this scheme can be found [here](#).

We are planning to put in place measures to create the Sheaf Valley Cycle Route following the consultation that was carried out in 2021. The full report from the consultation can be found [here](#). An Executive Summary of the consultation report can be found [here](#).

The Sheaf Valley Cycle Route will create better cycling and walking routes, which will eventually connect the city centre to Woodseats Road via Shoreham Street and Little London Road. Details of the scheme which were shared during the consultation in 2021 can be found [here](#).

Changes that will be made through an Experimental Traffic Regulation Order (ETRO)

There are a number of changes that will be trialled through an Experimental Traffic Regulation Order (ETRO). This means that the changes will be implemented as a trial and the opportunity to comment and provide feedback will remain open throughout the six month period of consultation.

During the trial, changes may be considered to improve the effectiveness of the scheme for those living and working in the area.

The measures that will be advertised through an ETRO will take place on the following roads:

The measures that will be advertised through an ETR0 will take place on the following roads:

- **Cherry Street**
- **Saxon Road**
- **Little London Road**
- **Hackthorn Road**
- **Rydal Road**

Full details of the proposed changes affecting these roads can be found [here](#).

The ETR0 was advertised on **Thursday 5th May 2022** and will come into force on **Monday 16th May 2022**. Although this means work could begin on **Monday 16th May 2022**, it is not likely to start exactly on this date. We will publish updated details of the timescales on this website.

Changes that will be made through a Traffic Regulation Order (TRO)

Some of the changes cannot be trialled due to the cost and magnitude of work required. These changes will be advertised through a Traffic Regulation Order (TRO). This means that after a period of consultation, if the work can go ahead, the changes will be made on a permanent basis.

The measures that will be advertised through a TRO will take place on the following roads:

- **Asline Road**
- **Shoreham Street**

The TRO for Asline Road was advertised on **Thursday 5th May 2022** and will remain open for comment until **Thursday 26th May 2022**. Full details of the proposed changes affecting this road can be found [here](#).

The TRO for Shoreham Street will be advertised in the coming weeks. We will update this website with the latest information.

Who do I contact if I want to share a concern, comment or leave feedback?

To view the ETR0 and the TRO on Sheffield City Council's website, click [here](#).

To share your comments via email, please send your feedback to: connecting@sheffield.gov.uk

To share your comments via post, please send your feedback to: **Tom Finnegan-Smith, Head of Strategic Transport, Sustainability and Infrastructure Howden House, 1 Union Street, SHEFFIELD, S1 2SH**

If you have any immediate questions or concerns about the scheme, you can email connecting@sheffield.gov.uk or call the Connecting Sheffield team on **0800 196 5105**.

To help us to monitor the success of this project we may need to occasionally survey traffic in the area using cameras mounted on lamp posts. We need to do this so that we can understand how traffic has been affected by the scheme. For example on certain roads we may wish to understand whether traffic has reduced or increased as a result of the scheme.

If you have any queries, concerns or complaints about the way Sheffield City Council processes your personal data, including the way we handle information requests, you can contact our [Customer Services](#) or the [Data Protection Officer](#).

If you are not satisfied with our response or believe we are not processing your personal data in accordance with the law you have the right to contact the Information Commissioner's Office.

Sheaf Valley Cycle Route

The consultation on Sheaf Valley Cycle Route closed on Friday 13th August 2021

You can now view the consultation report for this scheme [here](#). You can also view an Executive Summary of the report [here](#).

To find out the latest update on this scheme, please click [here](#).

Introduction

The Sheaf Valley Cycle Route is a scheme which would be funded by the Active Travel Fund as part of our Connecting Sheffield vision. The enhanced cycle route being proposed would run from the City Centre to Woodseats Road via Shoreham Street and Little London Road. We are now consulting on our proposals for this scheme and would like to hear your views.

The proposals for this scheme have been developed based on the potential for people to use the route and the opportunities the route offers to access employment, training and education.

The proposals for the Sheaf Valley Cycle Route would connect into existing cycle infrastructure around Pond Hill, improving links to Sheffield Midland Train Station and Sheffield Hallam University's City Centre campus. They would also connect to the cycle routes incorporated in the Grey 2 Green project running between Victoria Quays and West Bar - leading to proposed largely segregated cycle routes to Attercliffe and Darnall, to Kelham and Neepsend, and around the city centre. These have been recently consulted on as part of Connecting Sheffield.

Developing an improved and safer cycle route in this location would assist people who currently cycle, encourage increased take up of cycling, and potentially lead to fewer car journeys, helping to reduce congestion and improve air quality for everyone.

By improving the route, we can encourage people who have taken up cycling recently to continue cycling as part of their everyday lives, and enable others to join them. More short journeys to local centres and other facilities could be made without the use of a car, improving the environment for local people along the route.

What does the route look like?

The proposals for this route include a series of improvements that would make cycling from the City Centre to Woodseats Road via Little London Road a safer, easier and more attractive option. There are six areas where works would take place to deliver the improved cycle route if funding allows.

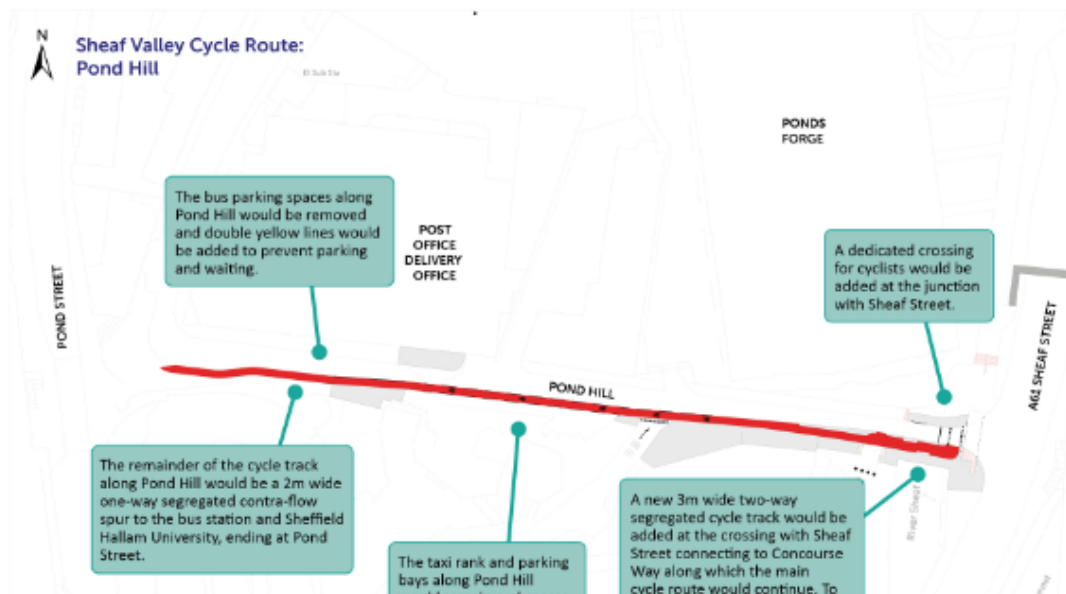
Click [here](#) to see a map showing the full extent of this scheme. More detailed maps of key areas where changes are proposed are provided further down this page.

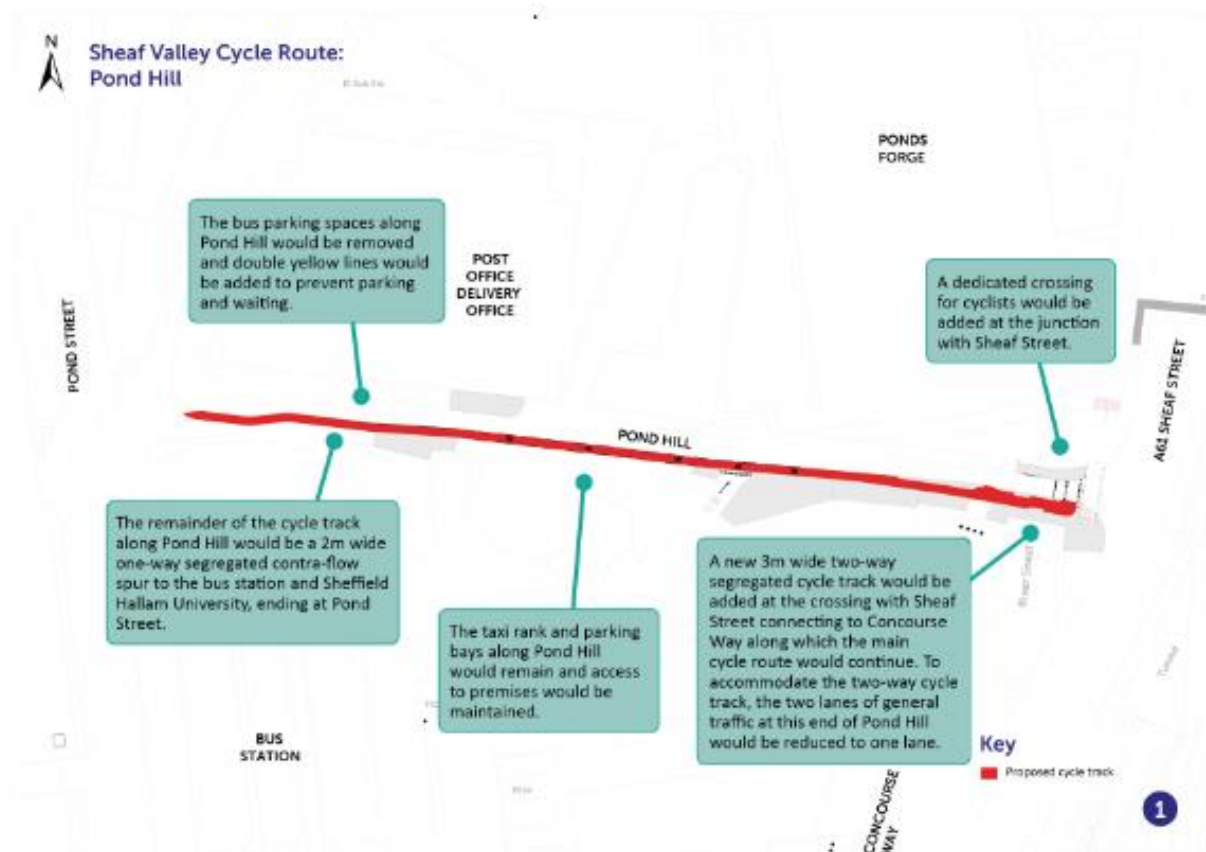
Pond Hill

Starting from the city centre, the scheme would use an existing cycle route which currently runs along Sheaf Street to where it meets the junction with Pond Hill. A separate cycle crossing would be added at the Pond Hill/Sheaf Street junction and a short section of two-way cycle track would be added to link the new crossing to Concourse Way.

Along Pond Hill, once the final phase of Sheffield Hallam's digital campus is complete, there would be a one-way contraflow track towards the bus station entrance and Sheffield Hallam University. Cyclists heading down Pond Hill towards Sheaf Street would use the carriageway. To accommodate the new three-metre-wide cycle track, Pond Hill would be reduced to one lane for motor traffic.

These proposals are shown on the map below.





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

Following Concourse Way, the main cycle track would then re-join Sheaf Street at the Harmer Lane junction and continue to the train station.

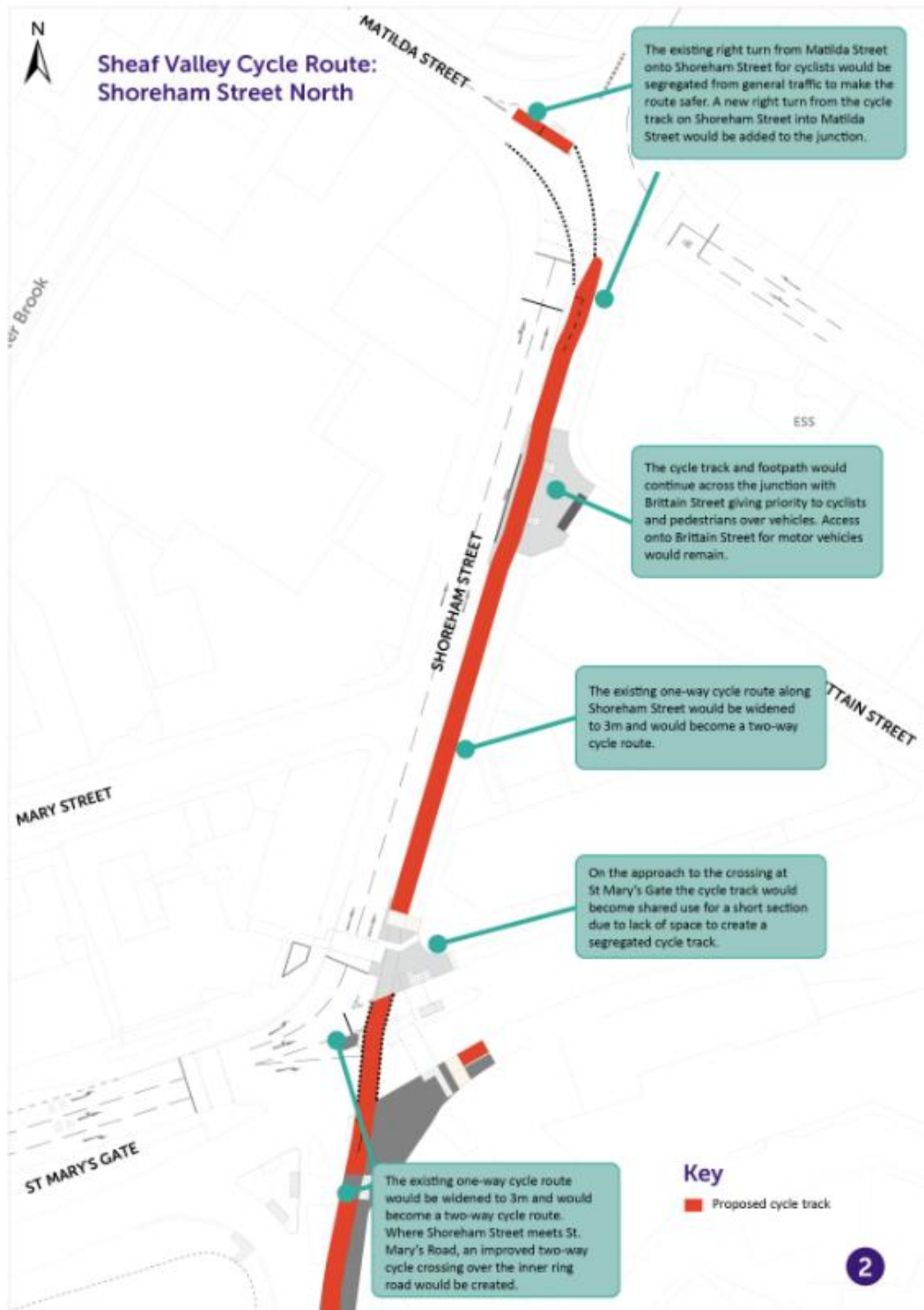
From Sheaf Street opposite the train station, the route would cross a shared public space to connect with Paternoster Row, Sidney Street, Matilda Street, and then onto Shoreham Street.

Shoreham Street

The existing signal controlled right turn for cyclists from Matilda Street onto Shoreham Street would be segregated from general traffic to make the route safer and the existing one-way cycle route along Shoreham Street would be widened to three metres and would become a two-way cycle route. A new signal controlled right turn from the new cycle track onto Matilda Street would be introduced.

On the approach to the crossing at St Mary's Gate, the cycle track would become shared use for a short section. Where Shoreham Street meets St. Mary's Road, an improved two-way cycle crossing over the inner ring road would provide more space for cyclists and pedestrians and would connect directly to the continuation of the two-way cycle route along Shoreham Street. To facilitate the new two-way cycle track, motor vehicles would no longer be able to turn left from St Mary's Road into Shoreham Street. The alternative route would be via Edmund Road.

These proposals are shown on the map below.



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

Once across St Mary's Road further improvements for cyclists would be seen along Shoreham Street until just past Charlotte Road. The exit from Clough Street onto Shoreham Street would be closed to motor traffic on the side which the cycle track would run down.

To create the new three metre wide two way cycle track along this section of Shoreham Street, all of the parking bays on Shoreham Street between Charlotte Road and St Mary's Road would need to be removed. Continuous footways/cycleways would run across access to premises such as the Shoreham Street Surgery to give priority to



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

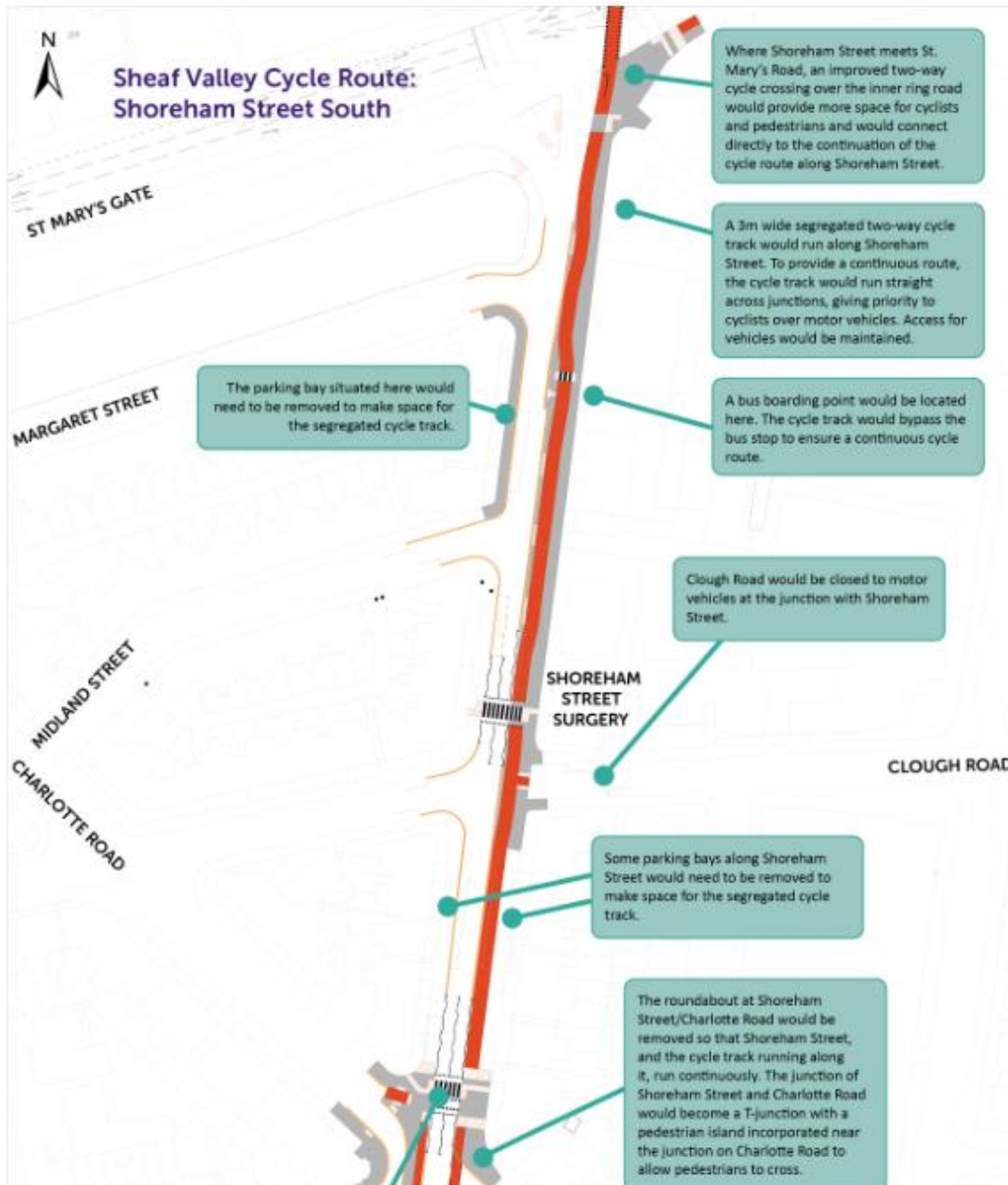
Once across St Mary's Road further improvements for cyclists would be seen along Shoreham Street until just past Charlotte Road. The exit from Clough Street onto Shoreham Street would need to be closed to motor traffic on the side which the cycle track would run down.

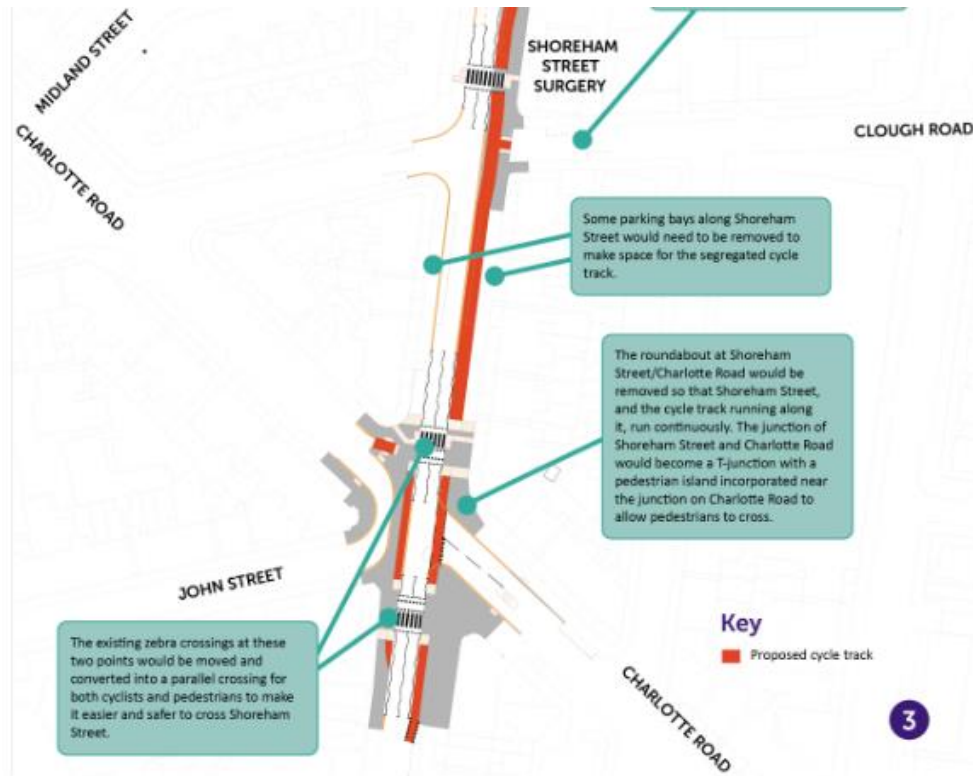
To create the new three metre wide two way cycle track along this section of Shoreham Street, all of the parking bays on Shoreham Street between Charlotte Road and St Mary's Road would need to be removed. Continuous footways/cycleways would run across access to premises such as the Shoreham Street Surgery to give priority to cyclists and pedestrians but would still allow vehicle access.

The roundabout at Shoreham Street/Charlotte Road would be removed so that Shoreham Street, and the cycle track running along it, run continuously. The junction of Shoreham Street and Charlotte Street (the section from Queens Road to Shoreham Street) would become a T junction with a pedestrian island incorporated near the junction on Charlotte Road to allow pedestrians to cross.

On the opposite side of Charlotte Street and where John Street meets Shoreham Street, access to Shoreham Street would be closed to motor vehicles. Instead, the road would be widened at this location to connect Charlotte Street and John Street, creating a loop that would allow access from John Street and Clough Road. The existing pedestrian crossings around this location on Shoreham Street would remain and be improved for cyclists to use alongside those on foot.

These proposals are shown on the map below.



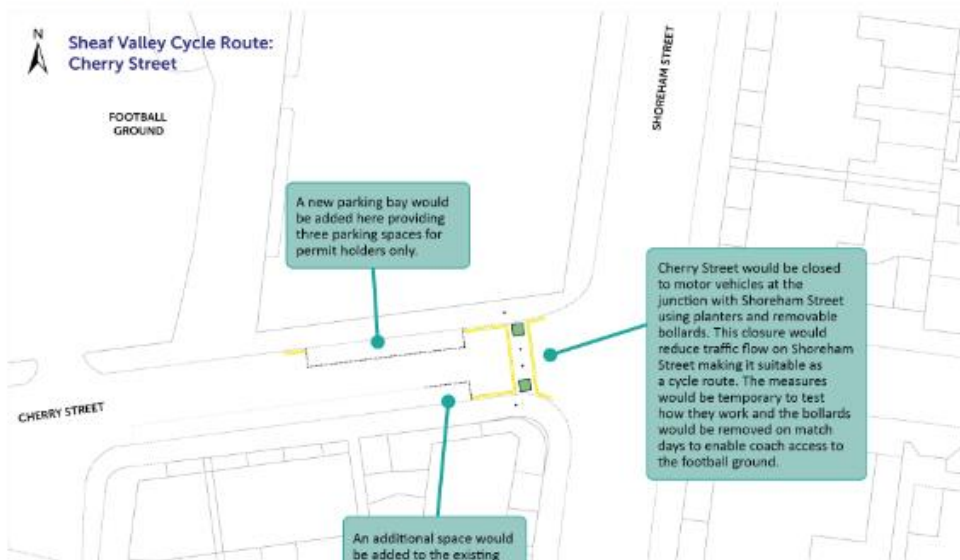


You can view a pdf of the above map and zoom in by clicking [here](#).

Cherry Street

The cycle route would then continue along Shoreham Street. Cherry Street would be closed to motor vehicles at the junction with Shoreham Street using planters and removable bollards. This closure would reduce traffic flow on Shoreham Street making it suitable as a cycle route. The measures would be temporary to test how they work, and the bollards would be removed on match days to enable coach access to the football ground at Bramall Lane.

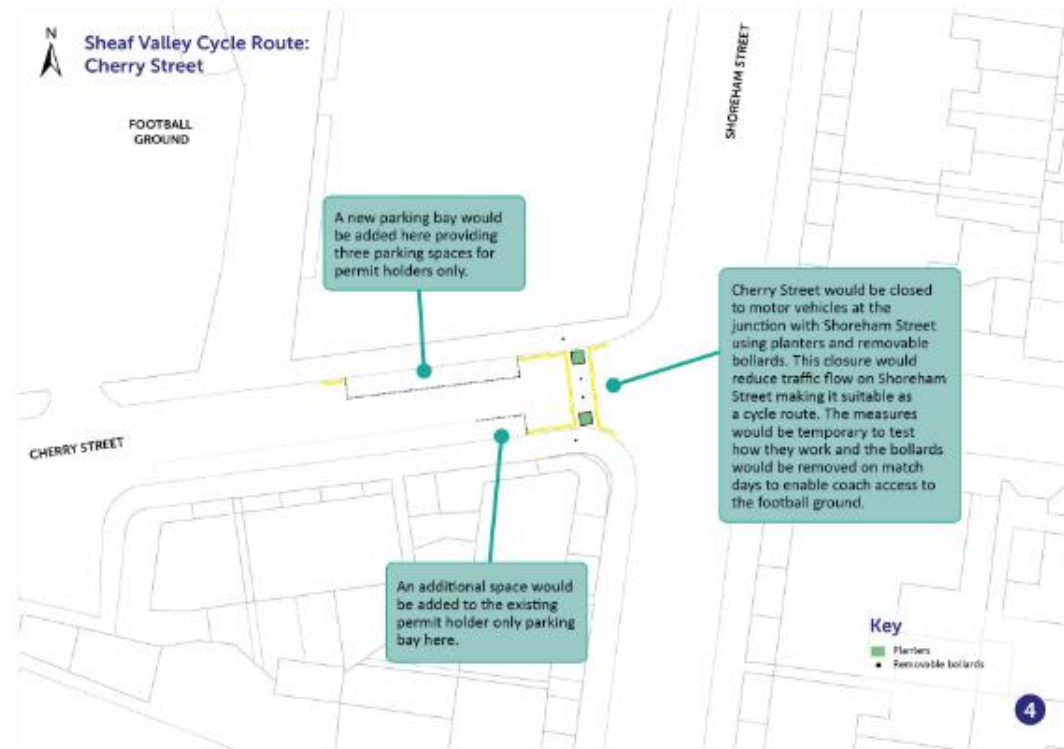
These proposals are shown on the map below.



Cherry Street

The cycle route would then continue along Shoreham Street. Cherry Street would be closed to motor vehicles at the junction with Shoreham Street using planters and removable bollards. This closure would reduce traffic flow on Shoreham Street making it suitable as a cycle route. The measures would be temporary to test how they work, and the bollards would be removed on match days to enable coach access to the football ground at Bramall Lane.

These proposals are shown on the map below.



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

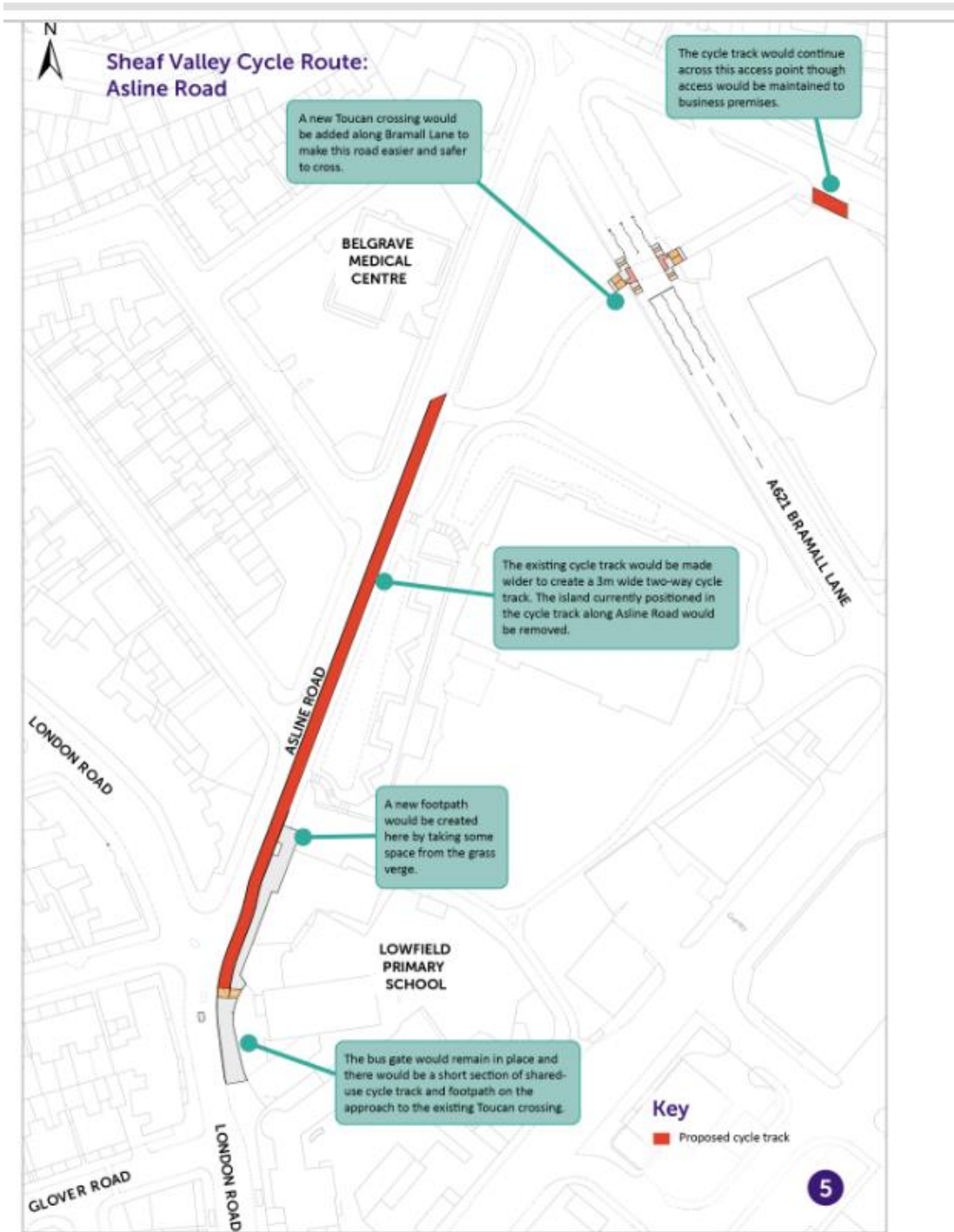
Asline Road

The route would then turn up an existing section of the route shared by cyclists and pedestrians along the bottom of Alderson Road, which runs through Lowfield Park to connect into Asline Road. On Asline Road the existing cycle track would be widened to create a three-metre wide two-way cycle track. The island currently positioned in the cycle track along Asline Road would be removed. The route would then lead onto London Road.

As part of the scheme there would also be consideration of how the cycle track could be protected from illegal parking on double yellow lines around Lowfield Primary School at pick up and drop off times.

These proposals are shown on the map below.





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

London Road to Little London Road

Cyclists would then use the existing crossing on London Road to follow the route onto Glover Road and then up to Staveley Road. Proposed traffic signals at the junction of Staveley and Wolsley Road would help cyclists to cross Wolsley Road more safely.

From the junction of Staveley Road and Chippinghouse Road (Chippinghouse Road is already closed at its junction with London Road, reducing traffic in the area) the cycle route continues in its current form, off road, to connect across Broadfield Road to Saxon Road.

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

London Road to Little London Road

Cyclists would then use the existing crossing on London Road to follow the route onto Glover Road and then up to Staveley Road. Proposed traffic signals at the junction of Staveley and Wolsley Road would help cyclists to cross Wolsley Road more safely.

From the junction of Staveley Road and Chippinghouse Road (Chippinghouse Road is already closed at its junction with London Road, reducing traffic in the area) the cycle route continues in its current form, off road, to connect across Broadfield Road to Saxon Road.

On Saxon Road, which has low levels of traffic, double yellow lines would be introduced to prevent parking and waiting, make cycling here safer.

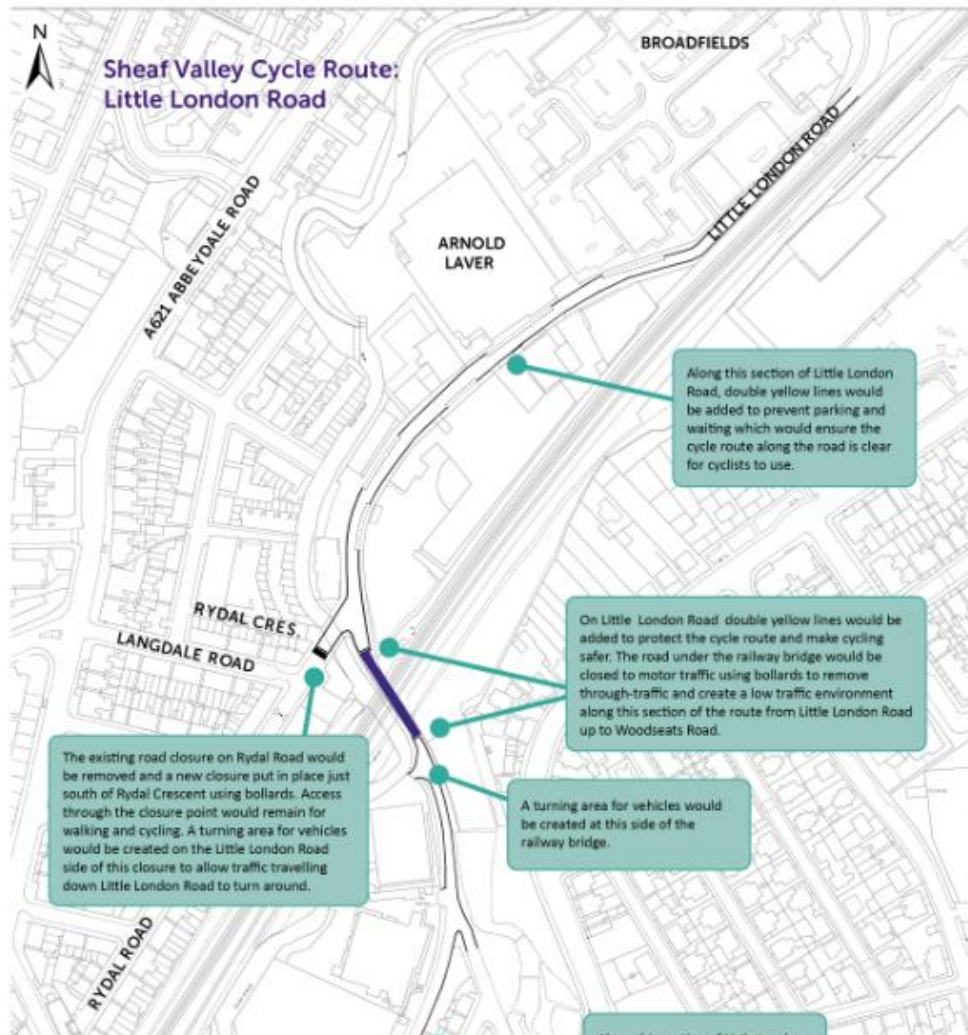
The route would then proceed onto a shared use footpath by the railway which heads around the side of the Virgin Gym towards Little London Road.

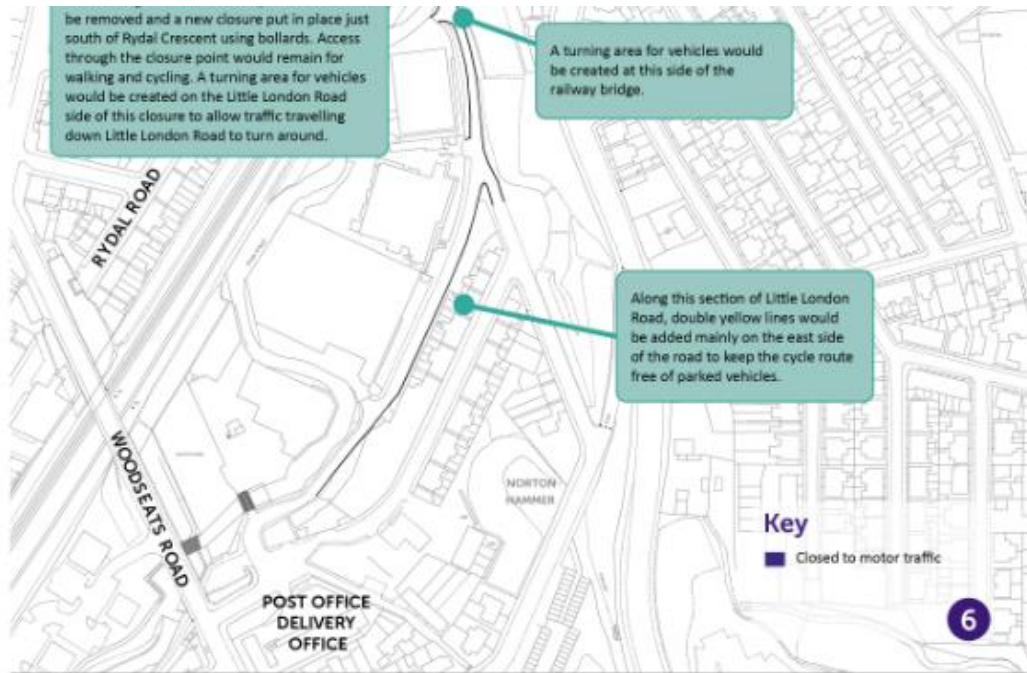
Little London Road

On Little London Road double yellow lines would be added to prevent parking and waiting which would ensure the cycle route along the road is clear for cyclists to use and make cycling safer. The road under the railway bridge near to the junction with Rydal Road would be closed to through motor traffic to create a low traffic environment south of the railway bridge towards Woodseats Road.

The existing point closure on Rydal Road would be moved to sit between the junctions of Langdale Road and Rydal Crescent. A turning area for vehicles would be created on the Little London Road side of this closure to allow traffic travelling down Little London Road to turn around.

These proposals are shown on the map below.





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

Hackthorn Road

Under these proposals, changes would also be made to Hackthorn Road. Motor vehicles would no longer be able to access Hackthorn Road from Scarsdale Road. Left and right turns out of Hackthorn Road into Scarsdale Road would still be allowed. The Broxholme Road, Aisthorpe Road and Nettleham Road junctions would remain as they are now.

The proposed change is shown on the map below.





Please let us know your views of these proposals by completing the feedback form below.

If you currently use the Sheaf Valley cycle route and would like to take part in an additional survey to help us to monitor and evaluate the impact of any works which implemented along the route as a result of this consultation, please follow this [link](#) to complete a small number of additional questions. This will only take a couple of minutes of your time.

To help us to monitor the success of this project we may need to occasionally survey traffic in the area using cameras mounted on lamp posts. We need to do this so that we can understand how traffic has been affected by the scheme. For example on certain roads we may wish to understand whether traffic has reduced or increased as a result of the scheme.

If you have any queries, concerns or complaints about the way Sheffield City Council processes your personal data, including the way we handle information requests you can contact our [Customer Services](#) or the [Data Protection Officer](#).

If you are not satisfied with our response or believe we are not processing your personal data in accordance with the law you have the right to contact the Information Commissioner's Office.

This engagement phase has finished



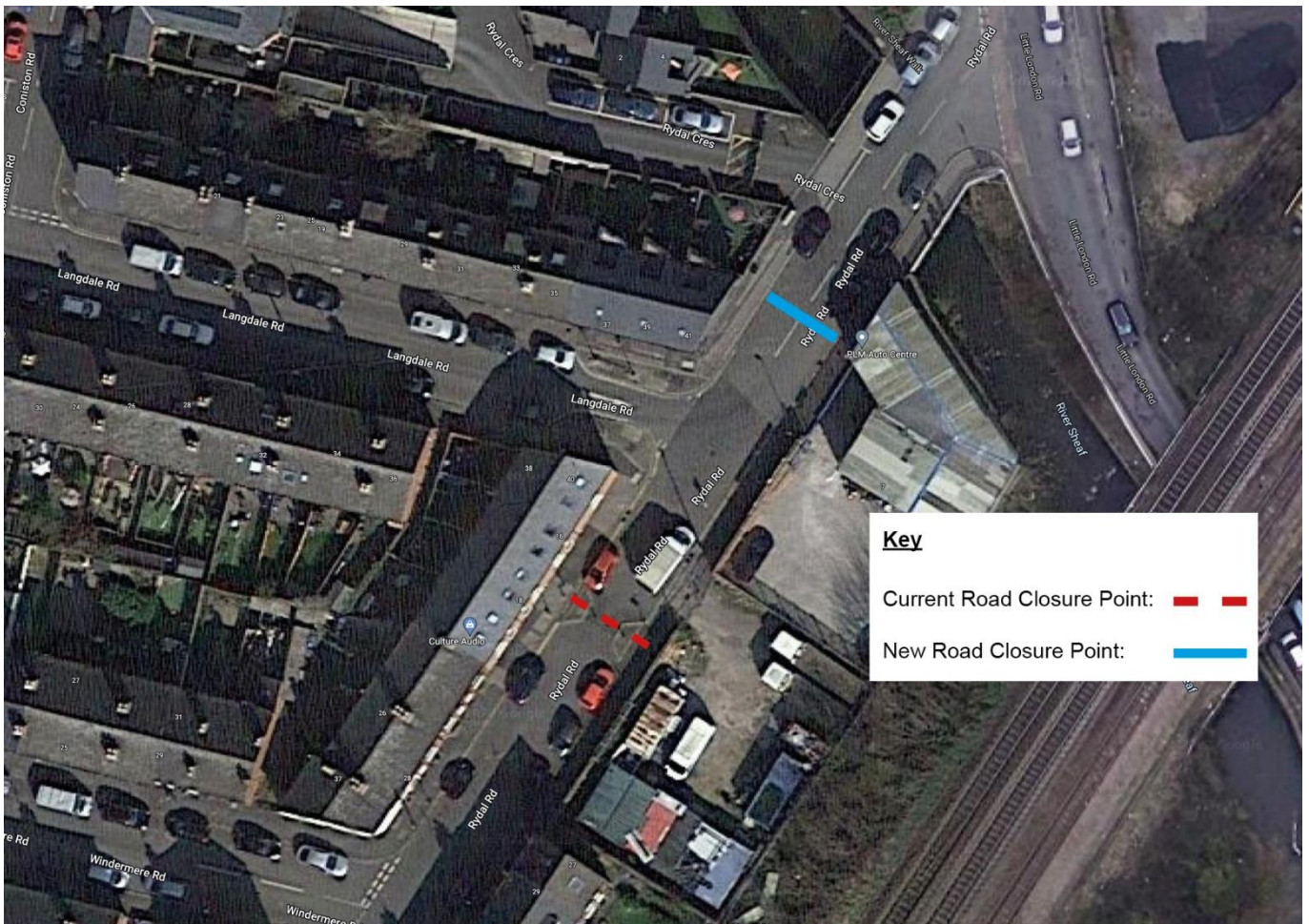
1099
comments



No agreements yet

Check out the [responses](#)

Appendix 3: Maps of the Sheaf Valley Cycle Route as it stands now (May 2023)



Appendix 4: Other roads mentioned in email feedback

Bramall Lane

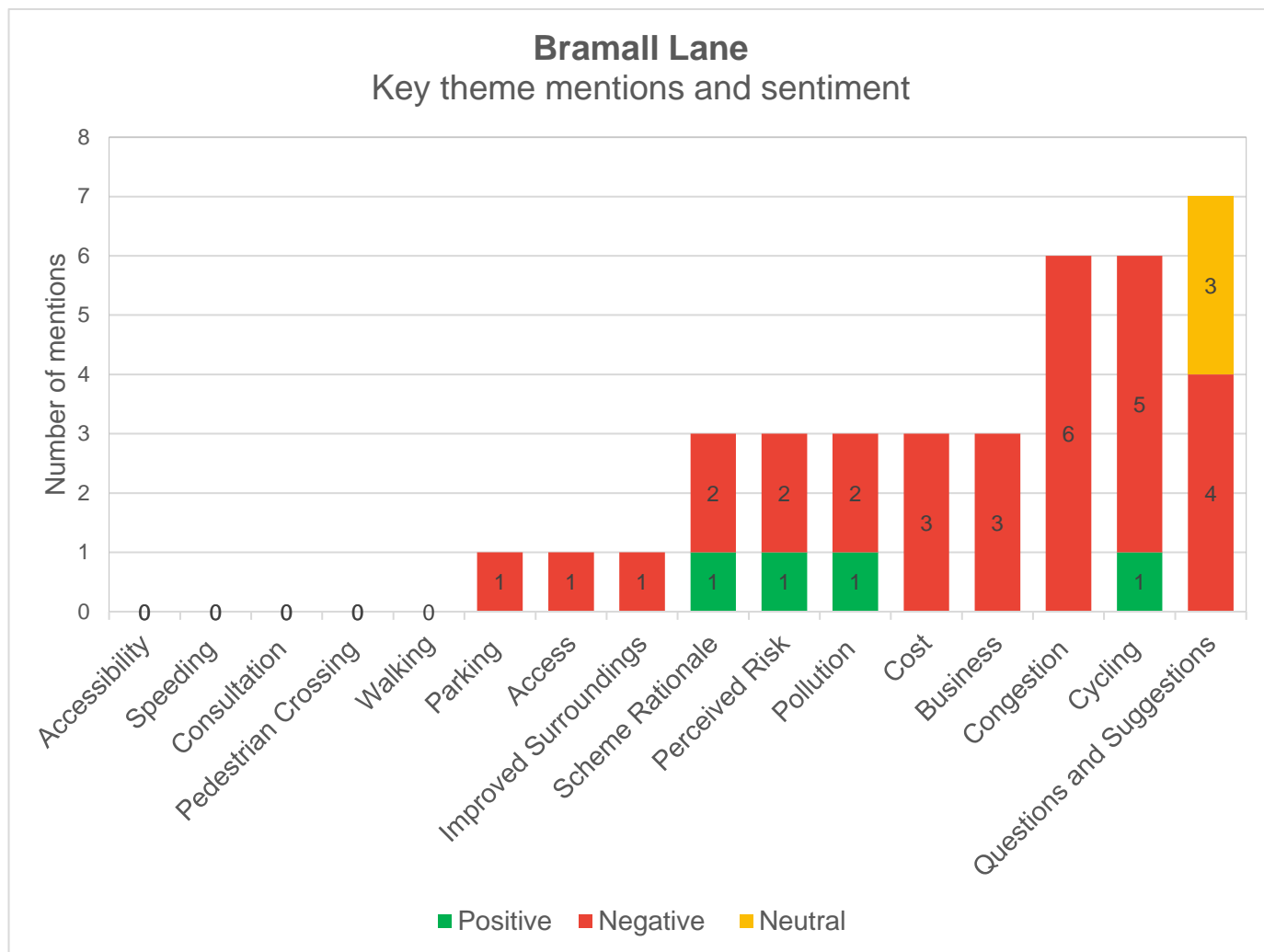


Figure 23: Bramall Lane: Key theme mentions and sentiment

Bramall Lane Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Questions and Suggestions	Number of mentions	0	4	3	7
	Percentage	0%	57%	43%	
Congestion	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Cycling	Number of mentions	1	5	0	6
	Percentage	17%	83%	0%	
Scheme Rationale	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Perceived Risk	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Pollution	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Cost	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Business	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Access	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Consultation	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 24: Bramall Lane: Key theme mentions and sentiment

Cherry Street

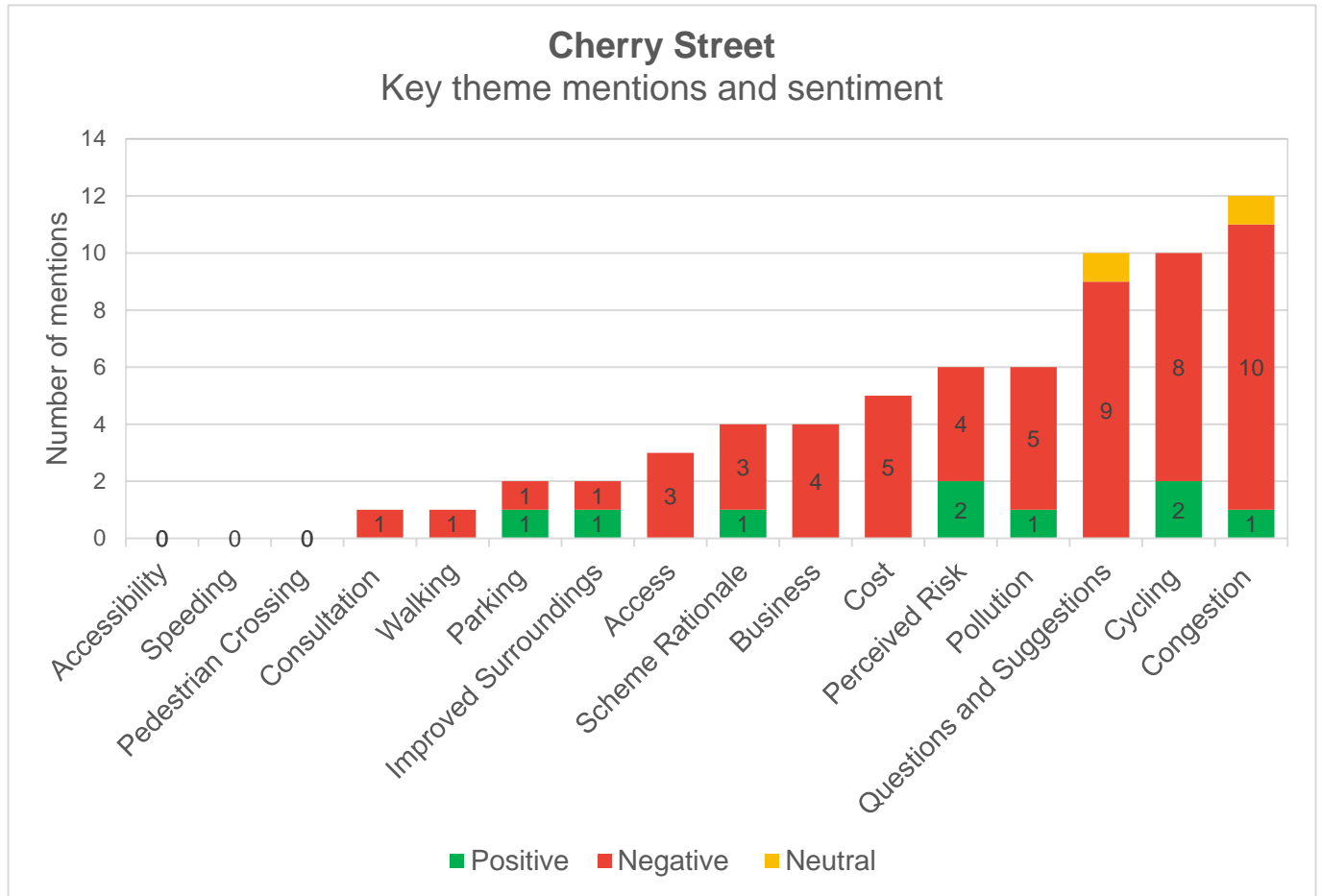


Figure 24: Cherry Street: Key theme mentions and sentiment

Cherry Street Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	1	10	1	12
	Percentage	8%	83%	8%	
Questions and Suggestions	Number of mentions	0	9	1	10
	Percentage	0%	90%	10%	
Cycling	Number of mentions	2	8	0	10
	Percentage	20%	80%	0%	
Perceived Risk	Number of mentions	2	4	0	6
	Percentage	33%	67%	0%	
Pollution	Number of mentions	1	5	0	6
	Percentage	17%	83%	0%	
Cost	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	1	3	0	4
	Percentage	25%	75%	0%	
Business	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Access	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Parking	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Improved Surroundings	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Walking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 25: Cherry Street: Key theme mentions and sentiment

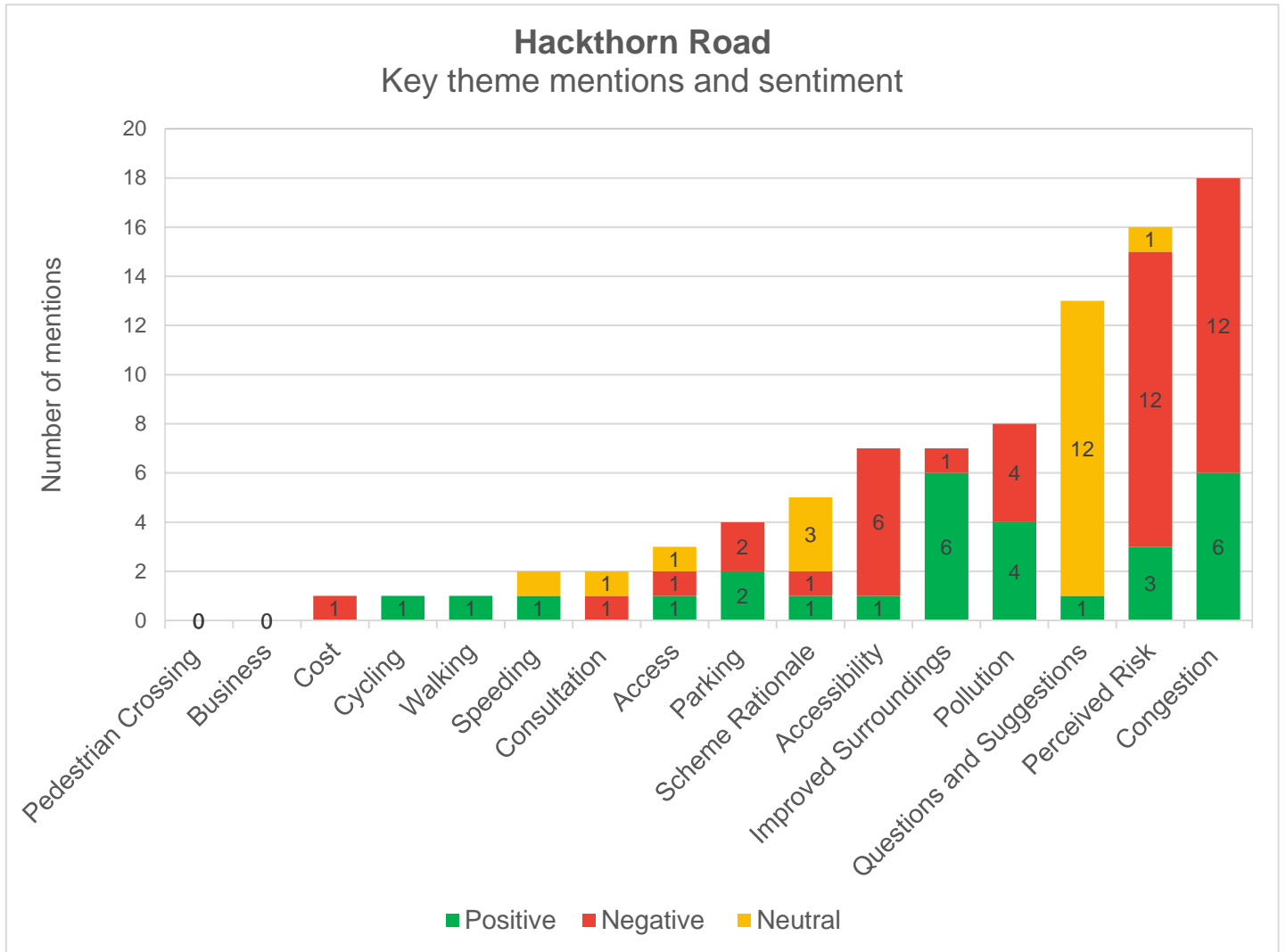


Figure 25: Hackthorn Road: Key theme mentions and sentiment

Hackthorn Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	6	12	0	18
	Percentage	33%	67%	0%	
Perceived Risk	Number of mentions	3	12	1	16
	Percentage	19%	75%	6%	
Questions and Suggestions	Number of mentions	1	0	12	13
	Percentage	8%	0%	92%	
Pollution	Number of mentions	4	4	0	8
	Percentage	50%	50%	0%	
Accessibility	Number of mentions	1	6	0	7
	Percentage	14%	86%	0%	
Improved Surroundings	Number of mentions	6	1	0	7
	Percentage	86%	14%	0%	
Scheme Rationale	Number of mentions	1	1	3	5
	Percentage	20%	20%	60%	
Parking	Number of mentions	2	2	0	4
	Percentage	50%	50%	0%	
Access	Number of mentions	1	1	1	3
	Percentage	33%	33%	33%	
Speeding	Number of mentions	1	0	1	2
	Percentage	50%	0%	50%	
Consultation	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cycling	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Walking	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 26: Hackthorn Road: Key theme mentions and sentiment

Langdale Road

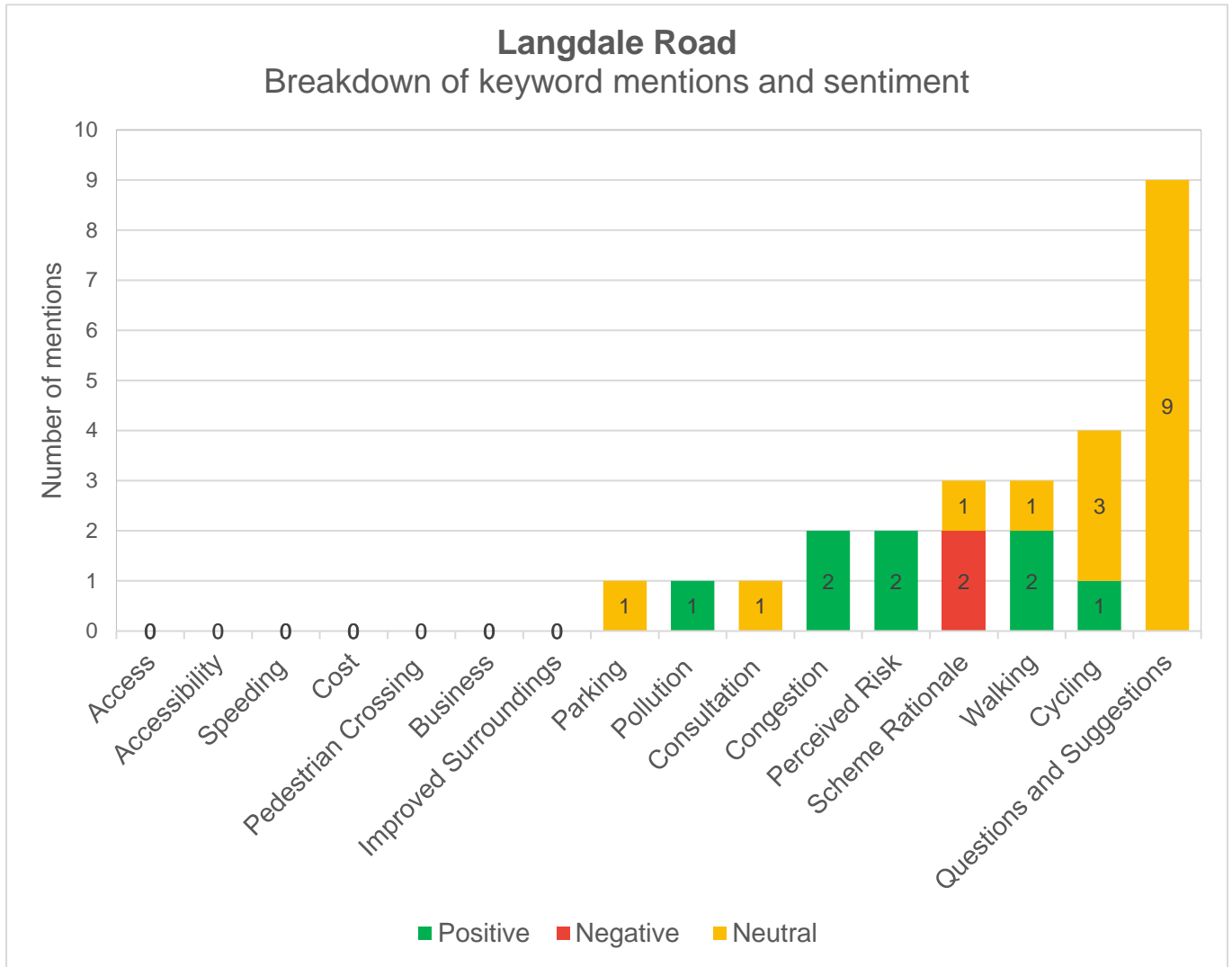


Figure 26: Langdale Road: Key theme mentions and sentiment

Langdale Road					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Questions and Suggestions	Number of mentions	0	0	9	9
	Percentage	0%	0%	100%	
Cycling	Number of mentions	1	0	3	4
	Percentage	25%	0%	75%	
Scheme Rationale	Number of mentions	0	2	1	3
	Percentage	0%	67%	33%	
Walking	Number of mentions	2	0	1	3
	Percentage	67%	0%	33%	
Congestion	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Perceived Risk	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Parking	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Pollution	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Consultation	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Improved Surroundings	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 27: Langdale Road: Key theme mentions and sentiment

Rydal Crescent

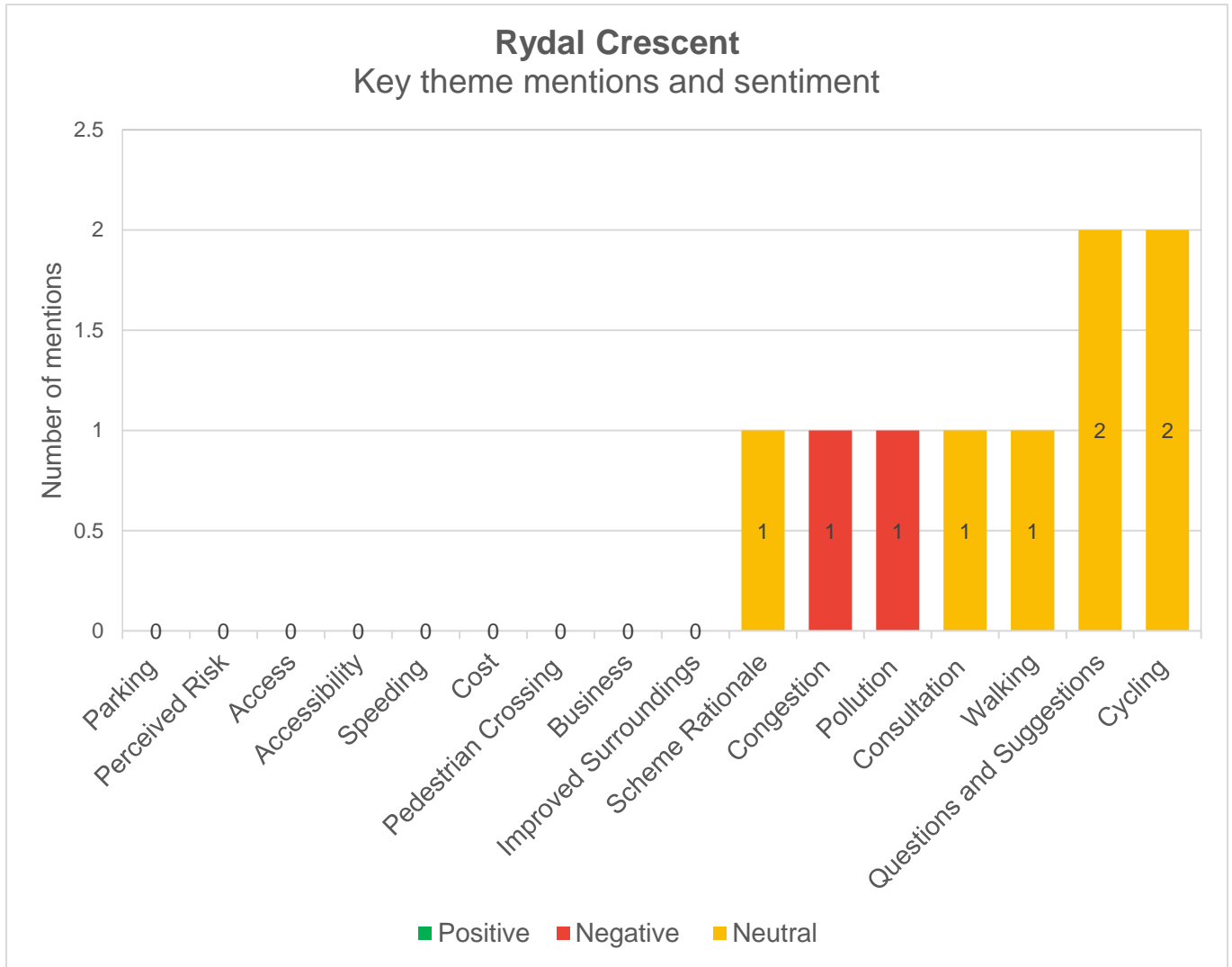


Figure 27: Rydal Crescent: Key theme mentions and sentiment

Rydal Crescent Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Questions and Suggestions	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	
Cycling	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	
Scheme Rationale	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Congestion	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Walking	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Perceived Risk	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Improved Surroundings	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 28: Rydal Crescent: Key theme mentions and sentiment

Rydal Road

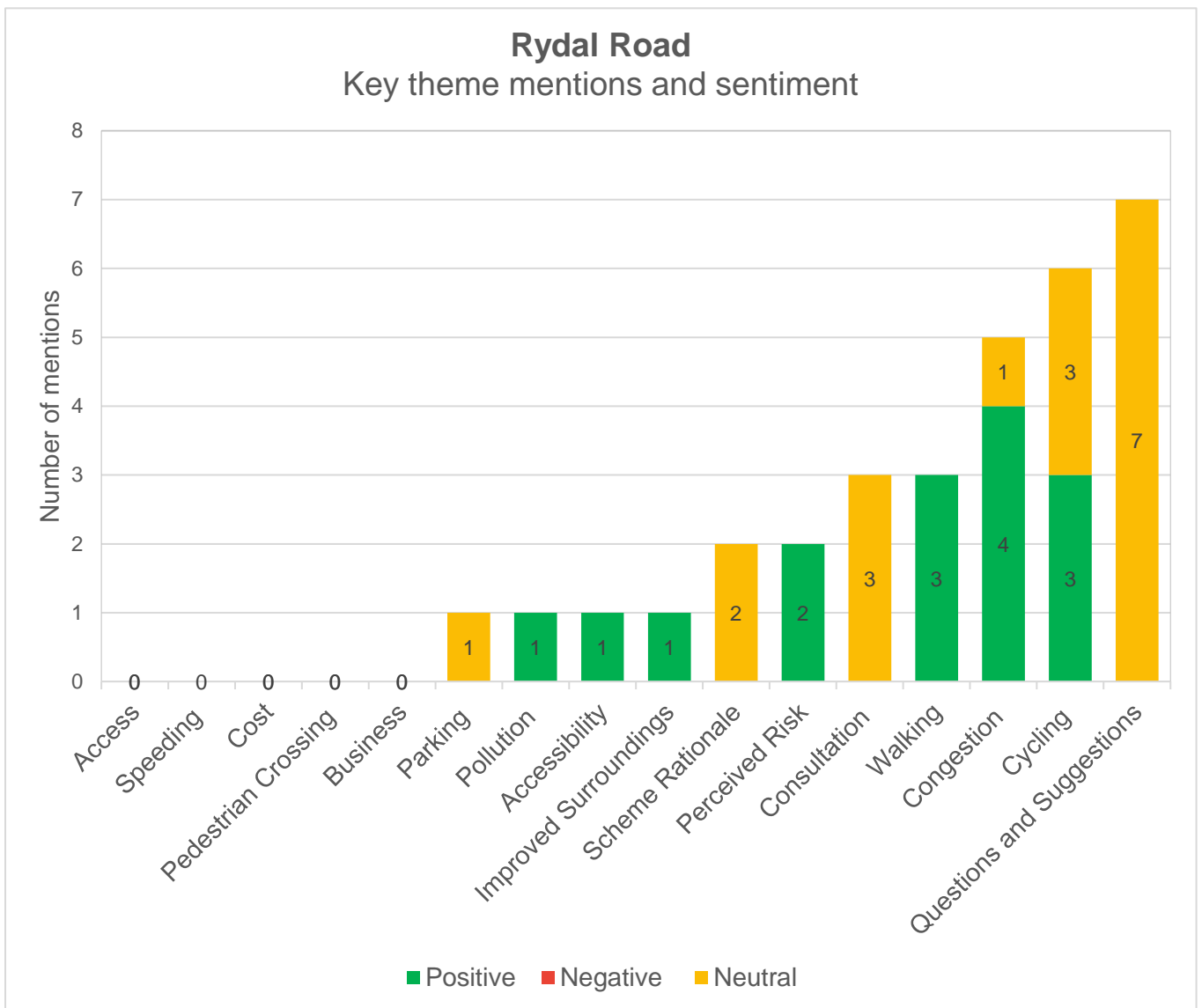


Figure 28: Rydal Road: Key theme mentions and sentiment

Rydal Road					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Questions and Suggestions	Number of mentions	0	0	7	7
	Percentage	0%	0%	100%	
Cycling	Number of mentions	3	0	3	6
	Percentage	50%	0%	50%	
Congestion	Number of mentions	4	0	1	5
	Percentage	80%	0%	20%	
Consultation	Number of mentions	0	0	3	3
	Percentage	0%	0%	100%	
Walking	Number of mentions	3	0	0	3
	Percentage	100%	0%	0%	
Scheme Rationale	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	
Perceived Risk	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Parking	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Pollution	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Accessibility	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Improved Surroundings	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 29: Rydal Road: Key theme mentions and sentiment

Saxon Road

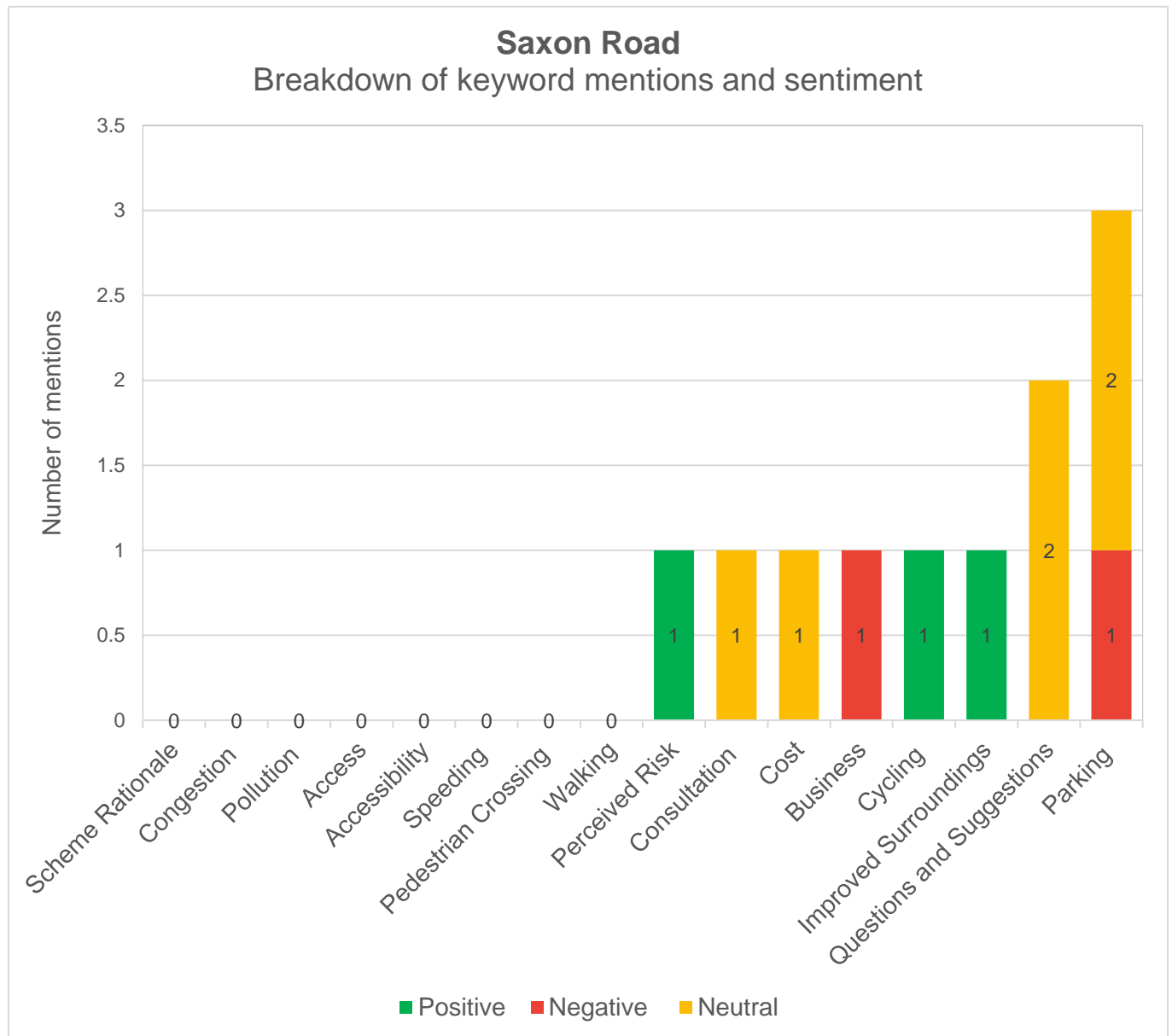


Figure 29: Saxon Road: Key theme mentions and sentiment

Saxon Road					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Parking	Number of mentions	0	1	2	3
	Percentage	0%	33%	67%	
Questions and Suggestions	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	
Perceived Risk	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Consultation	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Cost	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Business	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cycling	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Improved Surroundings	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Congestion	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pollution	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Scheme Rationale	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 30: Saxon Road: Key theme mentions and sentiment

Scarsdale Road

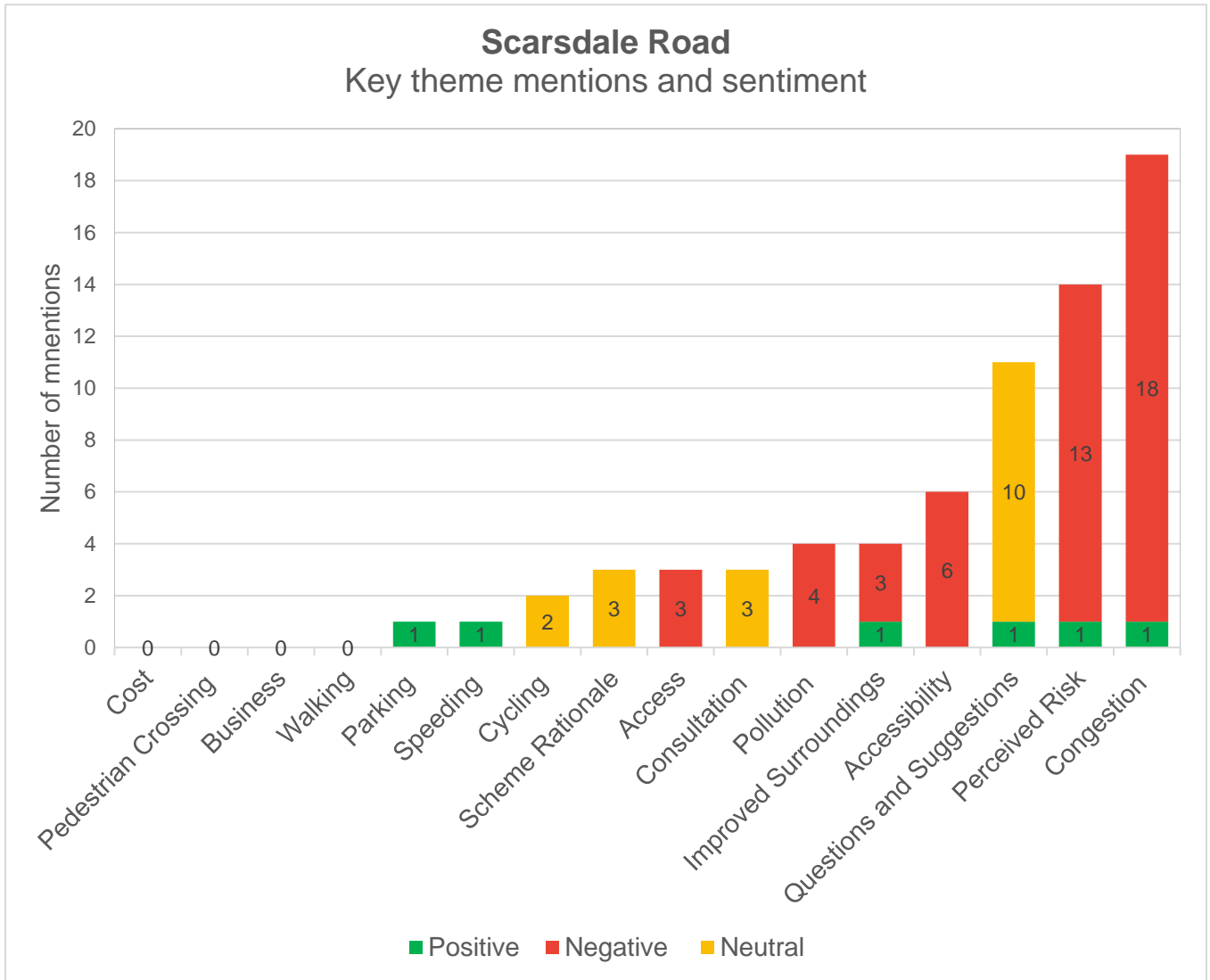


Figure 30: Scarsdale Road: Key theme mentions and sentiment

Scarsdale Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	1	18	0	19
	Percentage	5%	95%	0%	
Perceived Risk	Number of mentions	1	13	0	14
	Percentage	7%	93%	0%	
Questions and Suggestions	Number of mentions	1	0	10	11
	Percentage	9%	0%	91%	
Accessibility	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	1	3	0	4
	Percentage	25%	75%	0%	
Scheme Rationale	Number of mentions	0	0	3	3
	Percentage	0%	0%	100%	
Access	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	0	3	3
	Percentage	0%	0%	100%	
Cycling	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	
Parking	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Speeding	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 31: Scarsdale Road: Key theme mentions and sentiment

Shoreham Street

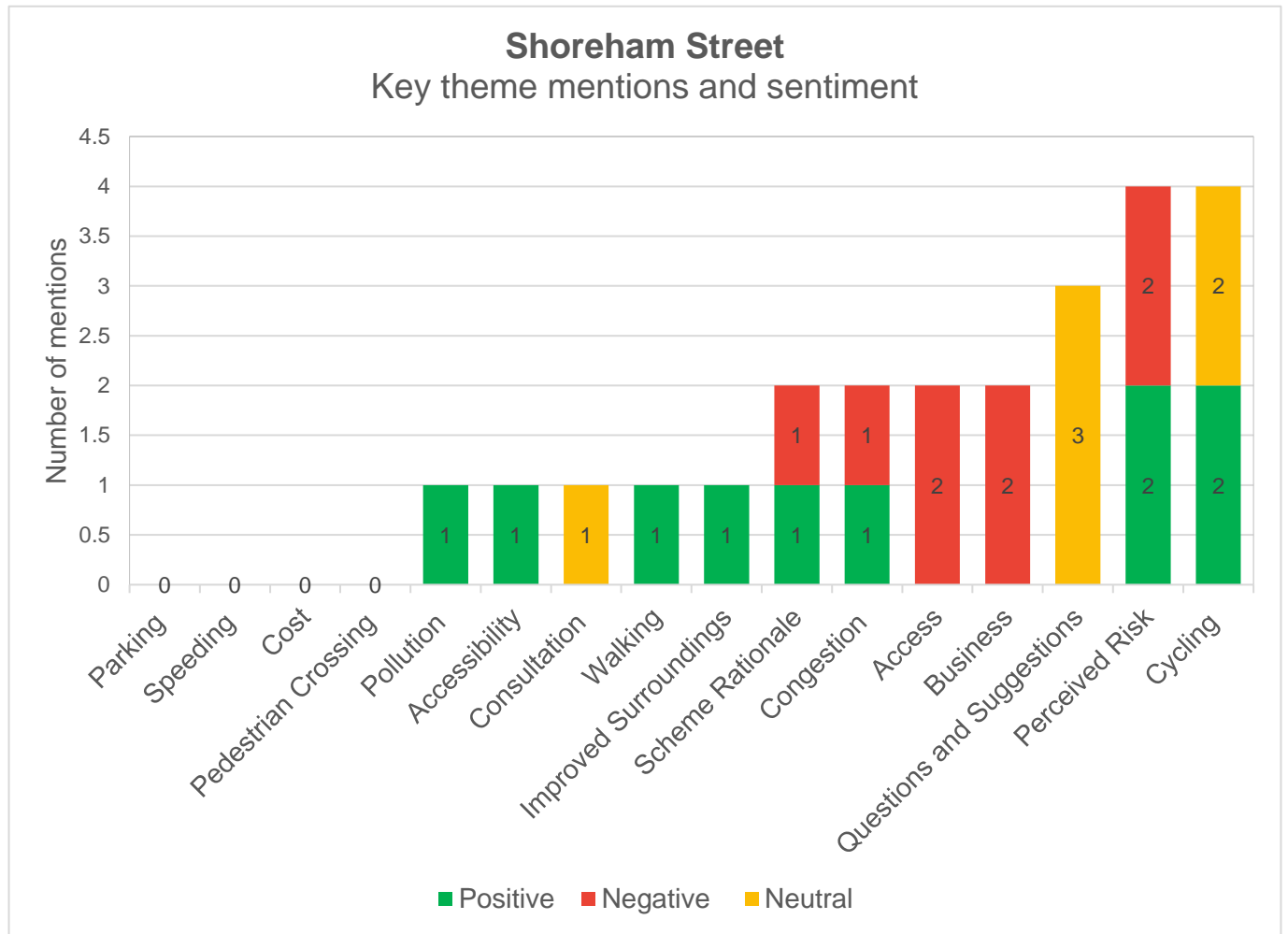


Figure 31: Shoreham Street: Key theme mentions and sentiment

Shoreham Street Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Perceived Risk	Number of mentions	2	2	0	4
	Percentage	50%	50%	0%	
Cycling	Number of mentions	2	0	2	4
	Percentage	50%	0%	50%	
Questions and Suggestions	Number of mentions	0	0	3	3
	Percentage	0%	0%	100%	
Scheme Rationale	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Congestion	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Access	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Business	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Pollution	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Accessibility	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Consultation	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Walking	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Improved Surroundings	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 32: Shoreham Street: Key theme mentions and sentiment

No road name mentioned

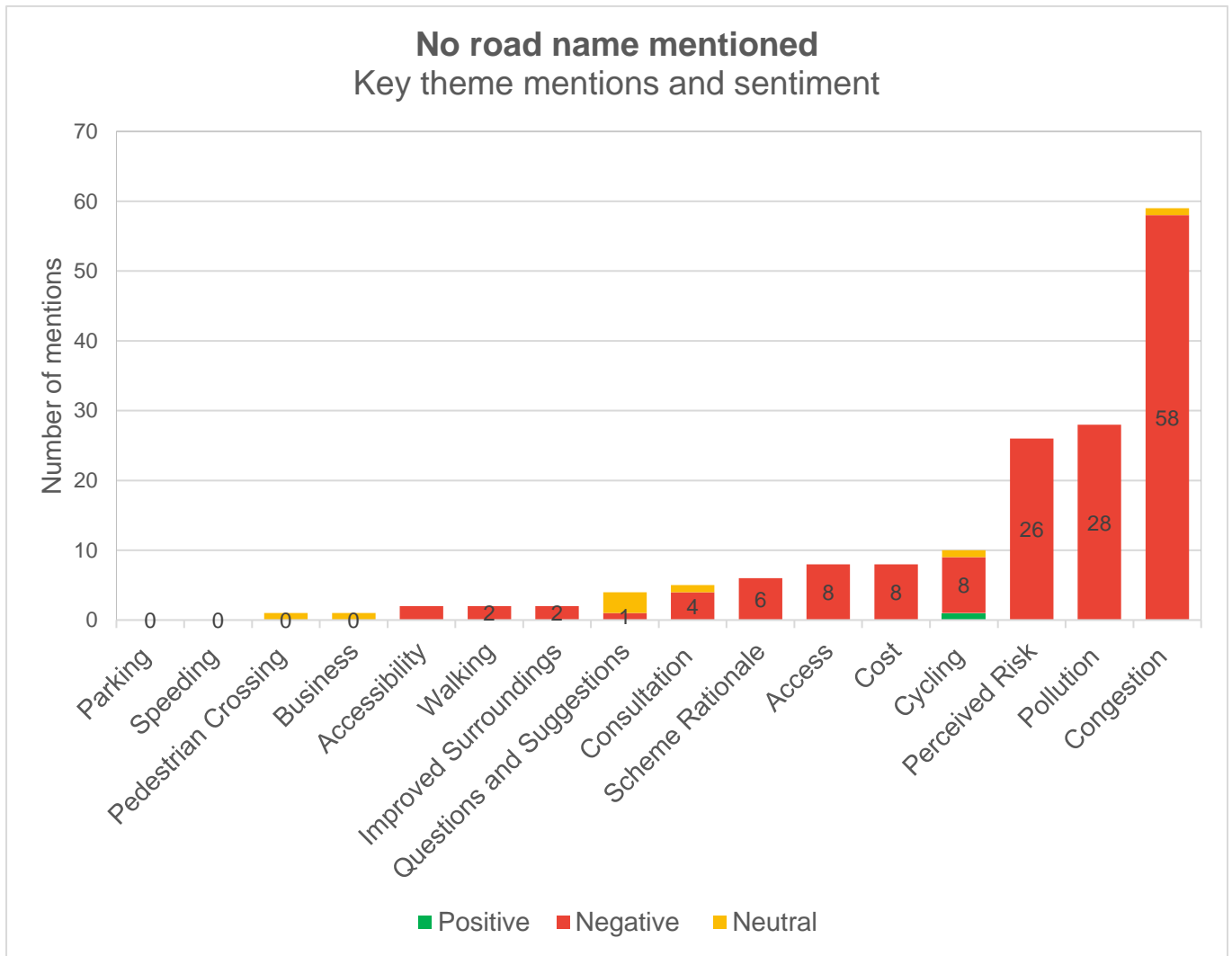


Figure 32: No road name mentioned: Key theme mentions and sentiment

No road name mentioned					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	58	1	59
	Percentage	0%	98%	2%	
Pollution	Number of mentions	0	28	0	28
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	0	26	0	26
	Percentage	0%	100%	0%	
Cycling	Number of mentions	1	8	1	10
	Percentage	10%	80%	10%	
Access	Number of mentions	0	8	0	8
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	8	0	8
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	4	1	5
	Percentage	0%	80%	20%	
Questions and Suggestions	Number of mentions	0	1	3	4
	Percentage	0%	25%	75%	
Accessibility	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Walking	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Business	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 33: No road name mentioned: Key theme mentions and sentiment

