

Sheaf Valley Cycle Route

Perception survey feedback analysis

July 2023

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 via a survey which was available between 23 June 2023 and 10 July 2023.

The survey was created after the initial trial period for the Experimental Traffic Regulation Order had ended and was designed to gain insight into people's views of the Sheaf Valley Cycle Route now that they have had the opportunity to experience the scheme after a trial period of the measures has been completed.

The survey was hosted on the Connecting Sheffield website. This website brings together a number of Sheffield City Council projects focused on improving public transport, cycling and walking in Sheffield. The Sheaf Valley Cycle Route page on this website has acted as an online resource hub for the project, and includes details of the scheme and information on how to get in touch. Respondents who were not able to complete the survey online were able to contact the Connecting Sheffield information phoneline or email address to either provide their feedback over the phone or to request a paper copy of the survey be posted out to them.

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
- support and inform the decision-making process about the Sheaf Valley Cycle Route.

The purpose of the perception survey is to build on the feedback received as part of both the initial concept consultation and the subsequent Experimental Traffic Regulation Order (ETRO) consultation. Taken collectively, each opportunity for feedback provides a view on which aspects of the scheme have had a positive and negative impact to help inform next steps after the conclusion of the trial of the scheme.

Background

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 concept consultation was held in summer 2021, where 58% of respondents felt positive about proposals to create an improved cycle route from the city centre, through the Sheaf Valley, towards Woodseats Road.

Following this concept consultation, an Experimental Traffic Regulation Order (ETRO) was advertised on 5 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.

Sheffield City Council asked local people to share their feedback on the scheme during this trial period so that it could understand how the Cycle Route was working and make any changes where necessary.

The six month statutory consultation period for this ETRO ran from 16 May 2022 until 16 November 2022. A report was produced to present the feedback received during the trial period in May 2023. The report produced considers feedback that was submitted up to 31 December 2022 since significant public interest in the scheme meant that Sheffield City Council sought to consider a broader range of views and opinions.

It is important to note that some of the measures proposed 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.

Creating the Cycle Route

On 16 May 2022, the first measures were implemented to create 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 Hackthorne 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.

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 5 May 2022 and remained open for comments until 26 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.

Publicising the survey

On Friday 23 June 2023, the survey was published on the Connecting Sheffield website on the **Sheaf Valley Cycle Route: Latest Updates** page where the public were able to access a live link. Appendix 1 shows a screenshot of the webpage.

On 23 June 2023, Sheffield City Council officers contacted all members of the Transport, Regeneration and Climate policy committee and Sheffield MP Louise Haigh via email to communicate that the survey was live and to ask them to share this with the local community via their own communication channels. Ward councillors for Nether Edge and Sharrow, Gleadless Valley and Graves Park were also contacted via email to let them know that the survey was live.

In addition to this, on 23 June 2023, the Connecting Sheffield team contacted 148 key local stakeholders directly via email and provided access to a live survey link.

On 5 July 2023 Sheffield City Council issued a Nextdoor post to publicise the survey online. Nextdoor is a discussion-style social media platform where members can post updates, polls, events, and ask for recommendations, as well as list items for sale. Sheffield City Council has its own Nextdoor account and page.

The scheme has previously been discussed on local Facebook pages, and the survey link was shared within social media groups by members of the public and an elected local councillor. Appendix 2 shows where surveys were publicised online.

Section 2

Response to the Sheaf Valley Cycle Route survey June and July 2023

In total, 345 people responded to the online survey during the feedback period between 23 June 2023 and 10 July 2023. We were set up to provide access to the survey in alternative formats, with respondents being able to provide feedback by Freepost and Freephone. However, no surveys were submitted either over the phone or in hardcopy format.

The number of submissions received according to each category is broken down below in Table 1 and Figure 1.

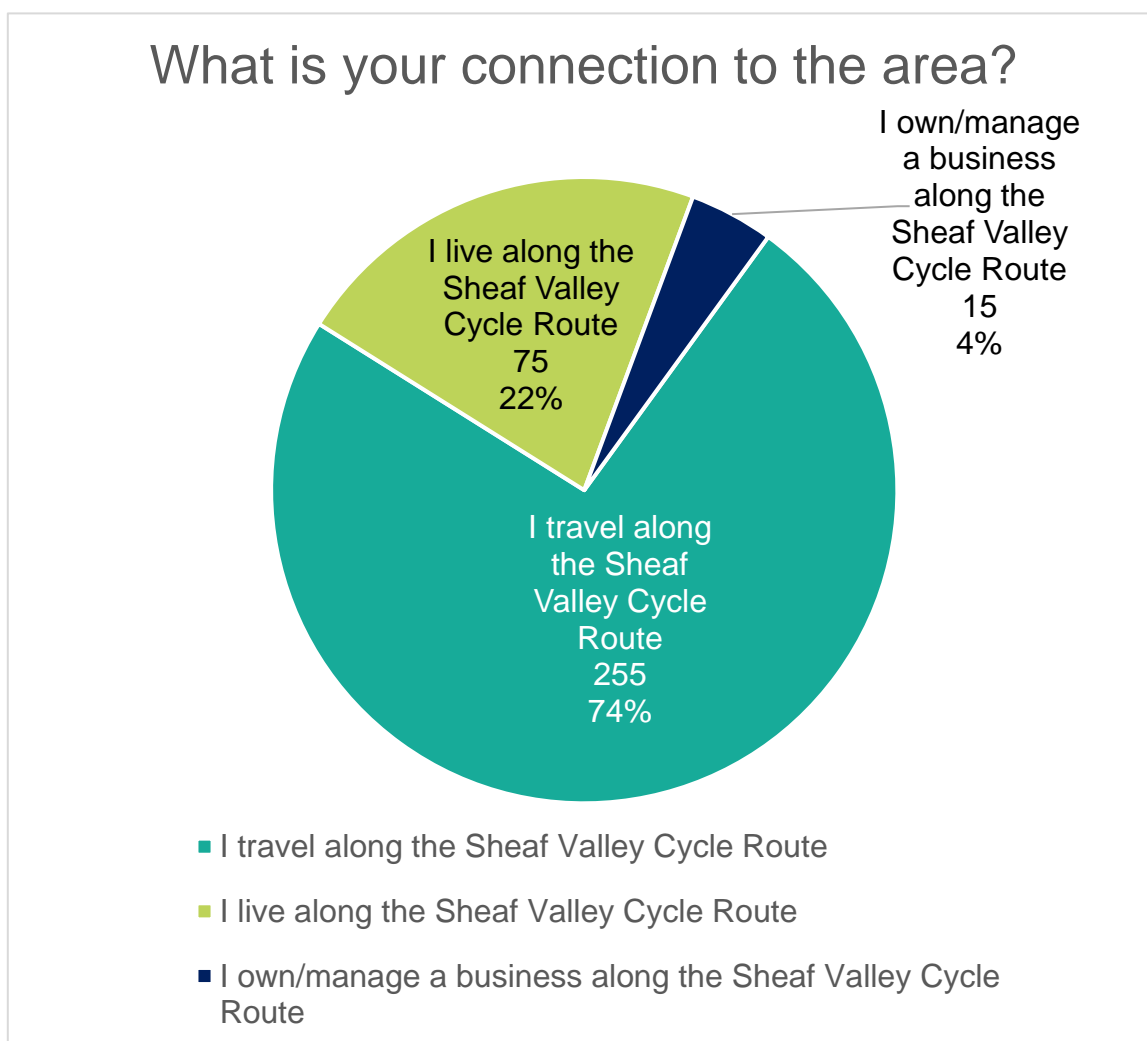


Figure 1: Pie chart showing response to the question: What is your connection to the area?

What is your connection to the area?	
Respondent category	Number
I live along the Sheaf Valley Cycle Route	75
I travel along the Sheaf Valley Cycle Route	255
I own/manage a business along the Sheaf Valley Cycle Route	15

Table 1: Table showing response to the question: What is your connection to the area?

Respondent feedback: I live along the Sheaf Valley Cycle Route

In total, 75 (22%) of 345 respondents categorised themselves as living along the Sheaf Valley Cycle Route.

The feedback received from respondents living along the Sheaf Valley Cycle Route is presented below.

Closed question responses:

What change, if any, have you noticed in the following since the Sheaf Valley Cycle Route was put in place in May 2022?

Of these 75 respondents, the majority selected that they had noticed no change in the number of people walking, traffic speeds on residential streets, the amount of traffic on residential streets, traffic speeds on main roads and the amount of traffic on main roads. 26 respondents (35% of respondents) selected that they had noticed that the number of people cycling had increased since the Sheaf Valley Cycle Route was put in place in May 2022.

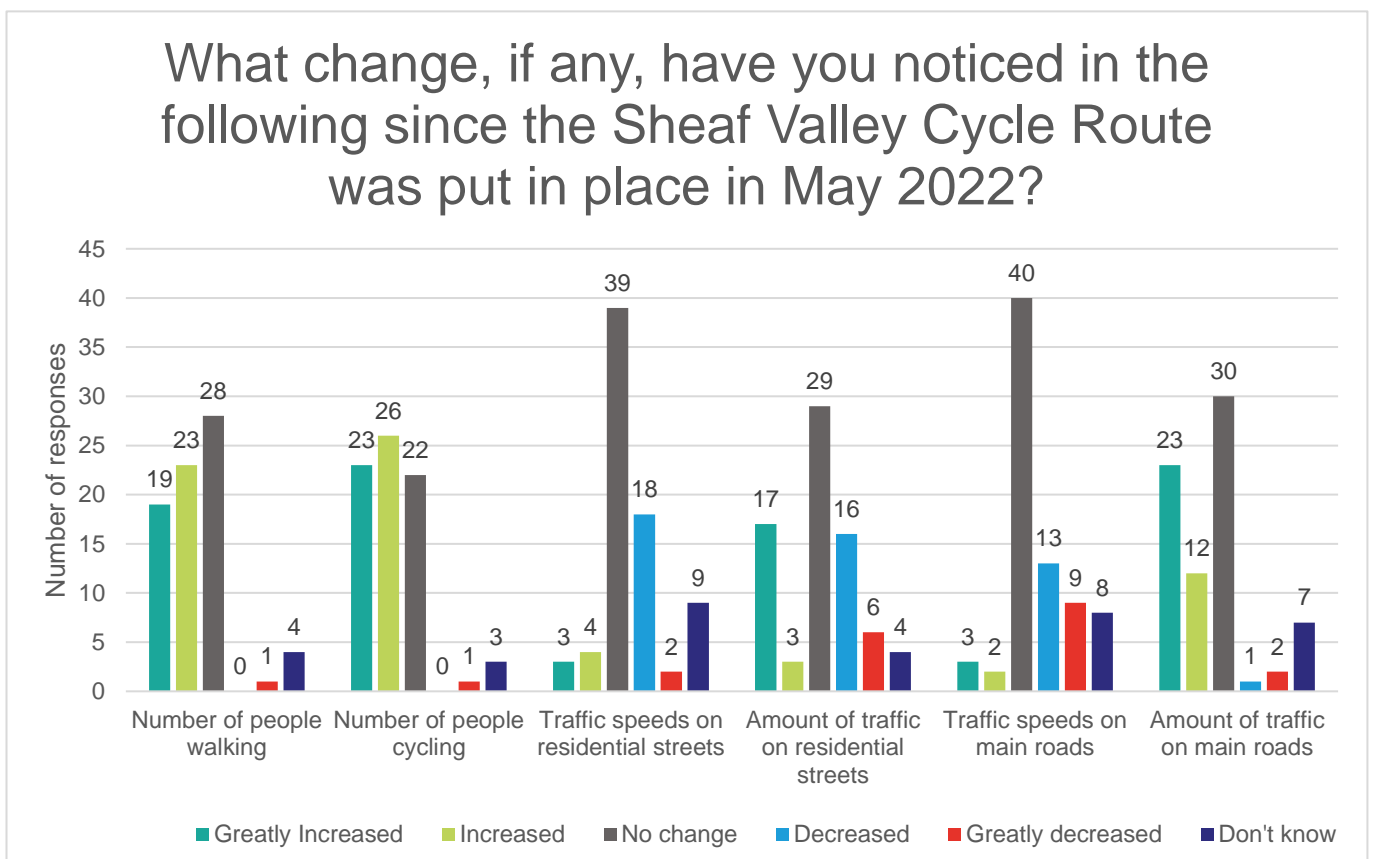


Figure 2: Chart showing response to the question: What change, if any, have you noticed in the following since the Sheaf Valley Cycle Route was put in place in May 2022?

What change, if any, have you noticed in the following since the Sheaf Valley Cycle Route was put in place in May 2022?													
	Greatly Increased		Increased		No change		Decreased		Greatly decreased		Don't know		Total question responses
	No.	% of total question responses	No.	% of total question responses	No.	% of total question responses	No.	% of total question responses	No.	% of total question responses	No.	% of total question responses	
Number of people walking	19	25%	23	31%	28	37%	0	0%	1	1%	4	5%	75
Number of people cycling	23	31%	26	35%	22	29%	0	0%	1	1%	3	4%	75
Traffic speeds on residential streets	3	4%	4	5%	39	52%	18	24%	2	3%	9	12%	75
Amount of traffic on residential streets	17	23%	3	4%	29	39%	16	21%	6	8%	4	5%	75
Traffic speeds on main roads	3	4%	2	3%	40	53%	13	17%	9	12%	8	11%	75
Amount of traffic on main roads	23	31%	12	16%	30	40%	1	1%	2	3%	7	9%	75

Table 2: Table showing response to the question: What change, if any, have you noticed in the following since the Sheaf Valley Cycle Route was put in place in May 2022?

Before the Sheaf Valley Cycle Route measures were put in place, how did you tend to travel along the route or into the city centre?

This question allowed a selection of multiple responses. Of the 75 respondents who identified themselves as living along the Sheaf Valley Cycle Route, most respondents selected that their main mode of travel before the Sheaf Valley Cycle Route measures were put in place was by car (52 responses or 69% of question respondents). Walking was the second most popular mode of travel, with 48 responses (64% of question respondents). Cycling and travel by bus were the third most popular modes of travel, with 34 responses each (45% of question respondents).

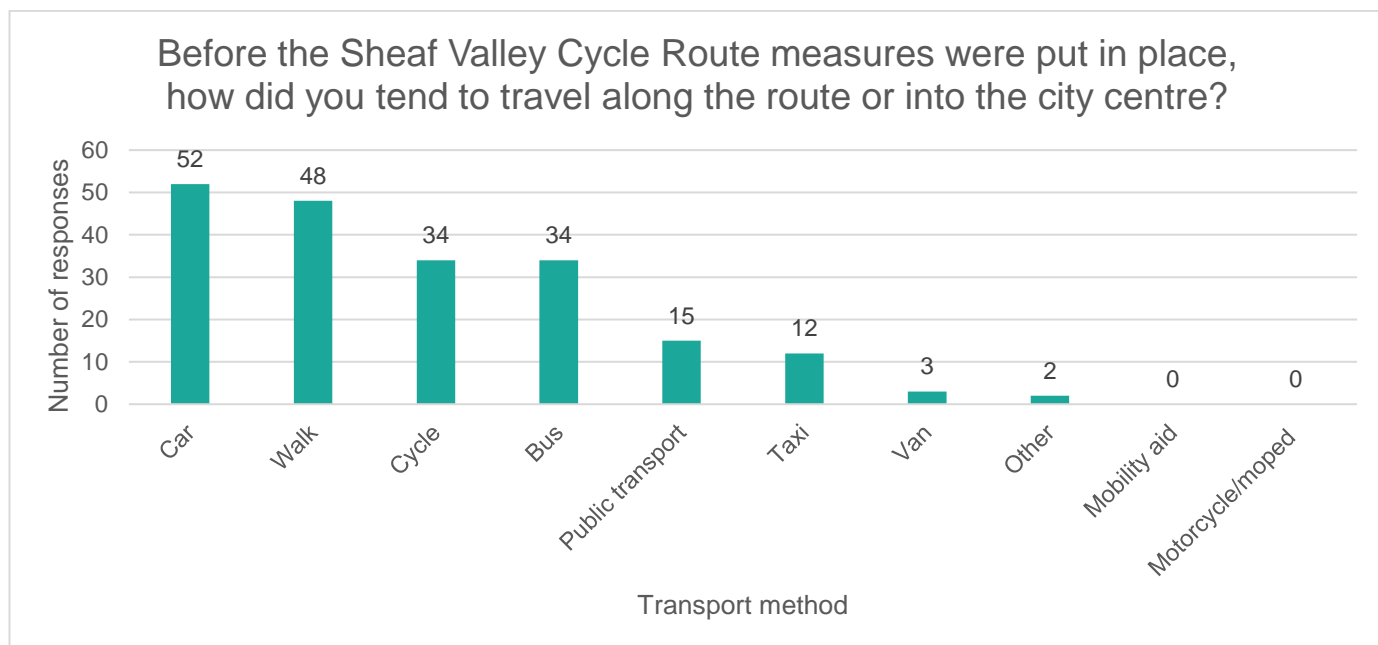


Figure 3: Chart showing response to the question: Before the Sheaf Valley Cycle Route measures were put in place, how did you tend to travel along the route or into the city centre?

Before the Sheaf Valley Cycle Route measures were put in place, how did you tend to travel along the route or into the city centre?		
	Number of responses	% of total question respondents
Car	52	69%
Walk	48	64%
Cycle	34	45%
Bus	34	45%
Public transport	15	20%
Taxi	12	16%
Van	3	4%
Other	2	3%
Mobility aid	0	0%
Motorcycle/moped	0	0%
Total question respondents	75	

Table 3: Table showing response to the question: Before the Sheaf Valley Cycle Route measures were put in place, how did you tend to travel along the route or into the city centre?

Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?

This question allowed selection of multiple responses. Of the 75 respondents who identified themselves as living along the Sheaf Valley Cycle Route, most respondents selected that their main mode of travel now that the Sheaf Valley Cycle Route measures are in place is by walking (51 responses or 68% of question respondents). Cycling was the second most popular mode of travel, with 44 responses selecting this option (59% of question respondents). Car was the third most popular mode of travel, with 32 responses (43% of question respondents).

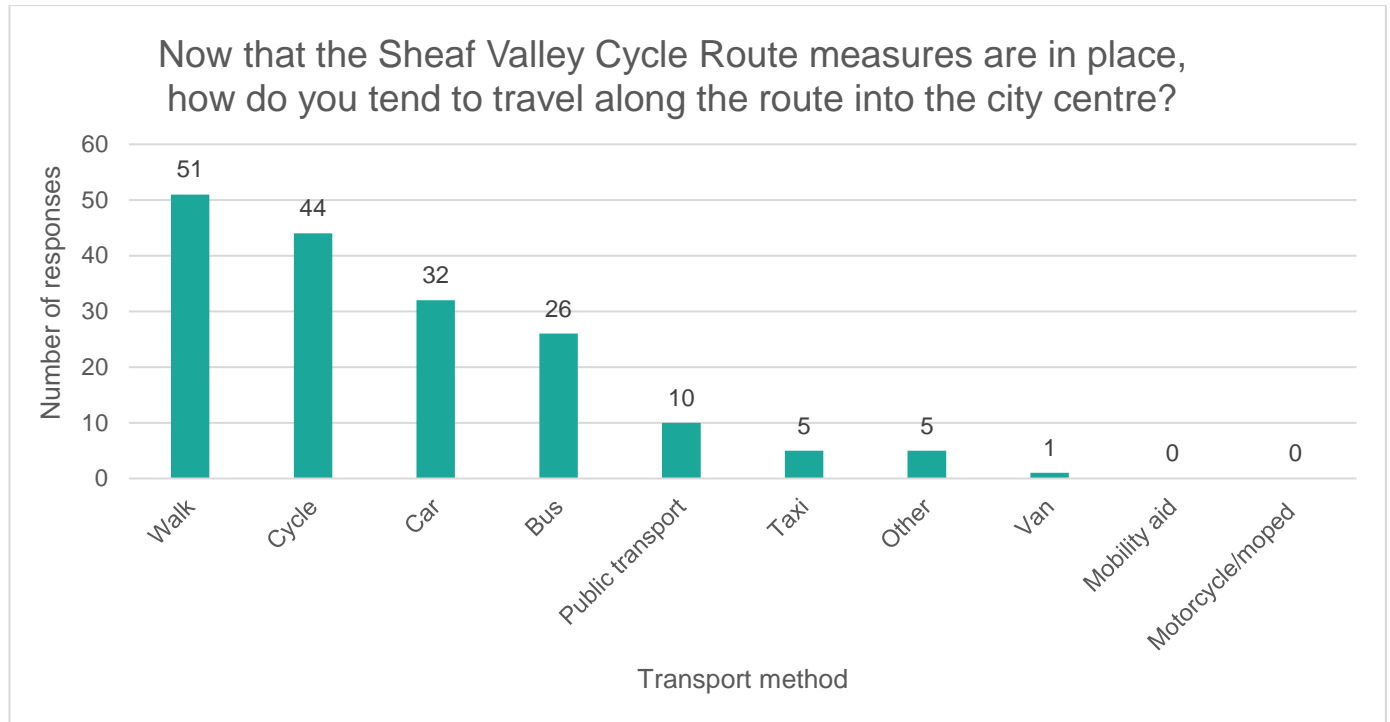


Figure 4: Chart showing response to the question: Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?

Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?		
	Number of responses	% of total question respondents
Walk	51	68%
Cycle	44	59%
Car	32	43%
Bus	26	35%
Public transport	10	13%
Taxi	5	7%
Other	5	7%
Van	1	1%
Mobility aid	0	0%
Motorcycle/moped	0	0%
Total question respondents	75	

Table 4: Table showing response to the question: Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?

Comparison of response to the questions:

Before the Sheaf Valley Cycle Route measures were put in place, how did you tend to travel along the route or into the city centre?

and

Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?

Figure 5 and table 5 show a comparison between the number of respondents selecting car, walk and cycle as their main modes of transport 'Before the Sheaf Valley Cycle Route measures were put in place' and 'Now that the Sheaf Valley Cycle Route measures are in place'.

The number of respondents selecting car as one of their main ways of travelling along the route decreased, from 52 responses (69% of question respondents) to 32 responses (43% of question respondents). Whilst the number of respondents that selected walking and cycling as one of their main ways of travelling along the route increased.

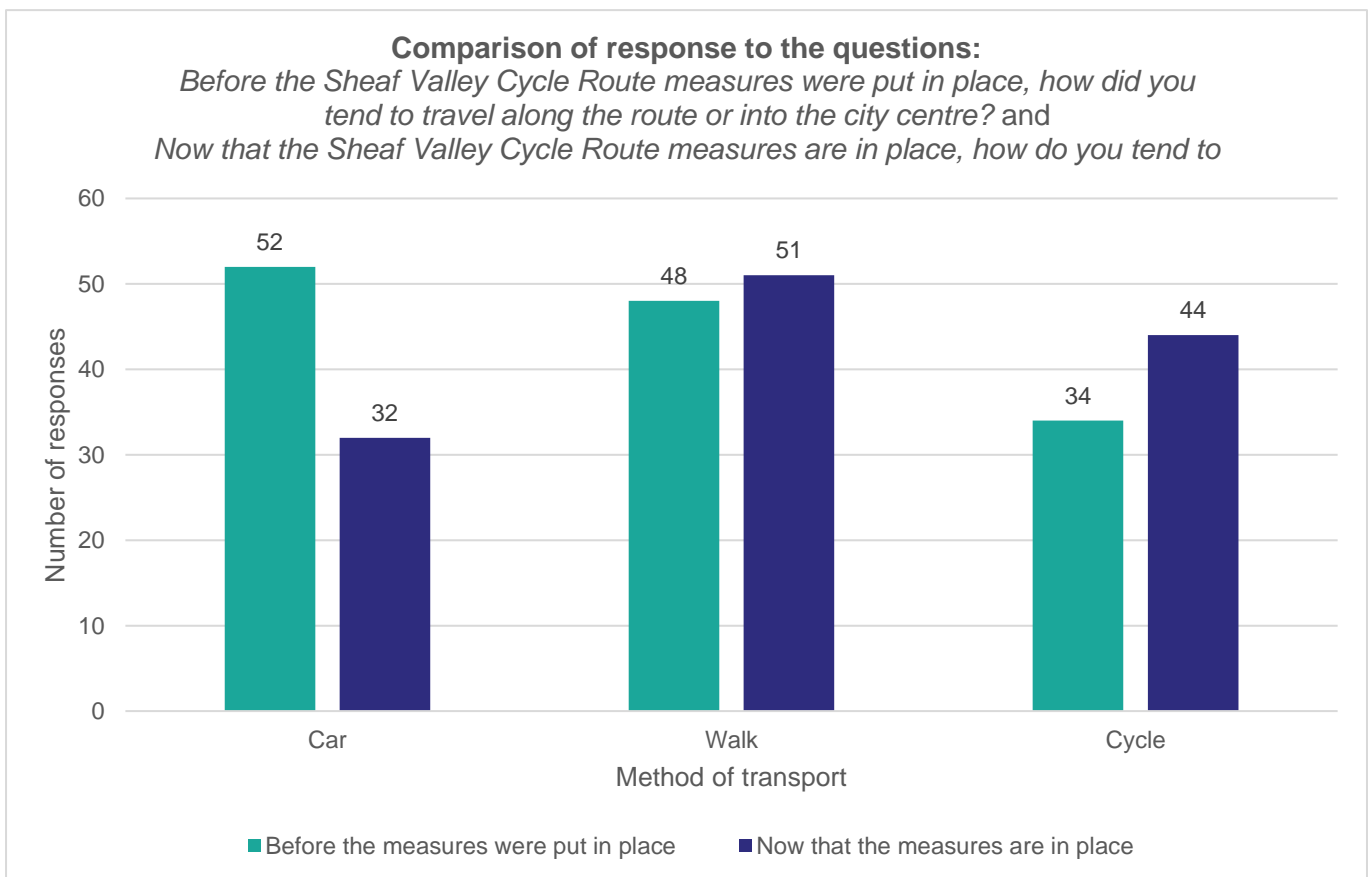


Figure 5: Chart showing comparison between question responses.

Comparison of question responses:				
	Responses before the measures were put in place	% of total question responses	Responses now that the measures are in place	% of total question responses
Car	52	69%	32	43%
Walk	48	64%	51	68%
Cycle	34	45%	44	59%

Table 5: Table showing comparison between question responses.

How often do you walk or cycle?

Respondents were asked this question only if their previous response to 'Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?' indicated walking or cycling as their mode of transport.

The majority of respondents selected that they walk and cycle frequently. 93% of question respondents (41) selected that they walk frequently whilst 82% of question respondents (36) selected that they cycle frequently.

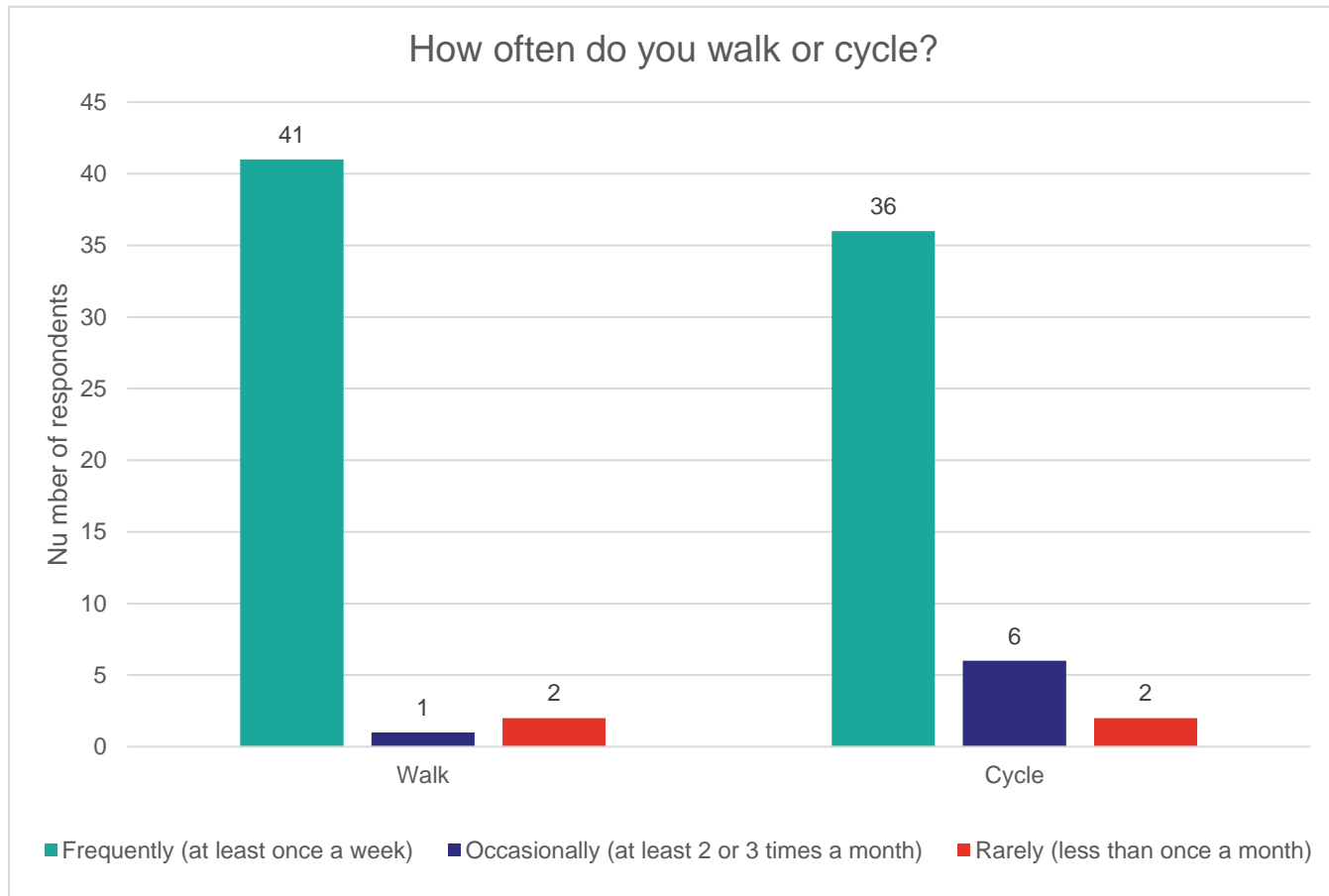


Figure 6: Chart showing response to the question: How often do you walk or cycle?

How often do you walk or cycle?							
	Frequently (at least once a week)		Occasionally (at least 2 or 3 times a month)		Rarely (less than once a month)		Total question respondents
	No.	% of total question respondents	No.	% of total question respondents	No.	% of total question respondents	
Walk	41	93%	1	2%	2	5%	44
Cycle	36	82%	6	14%	2	5%	44

Table 6: Table showing response to the question: How often do you walk or cycle?

How do you think the Sheaf Valley Cycle Route has affected safety in the surrounding area when walking and cycling at different times of the day?

Respondents were asked this question only if their previous response to 'Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?' indicated walking or cycling as their mode of transport.

Most respondents selected that they thought walking in the daytime and cycling in the daytime was much safer as a result of the Sheaf Valley Cycle route. Most respondents also selected that they thought walking in the daytime, walking after dark, cycling in the daytime and cycling after dark felt either slightly safer or much safer.

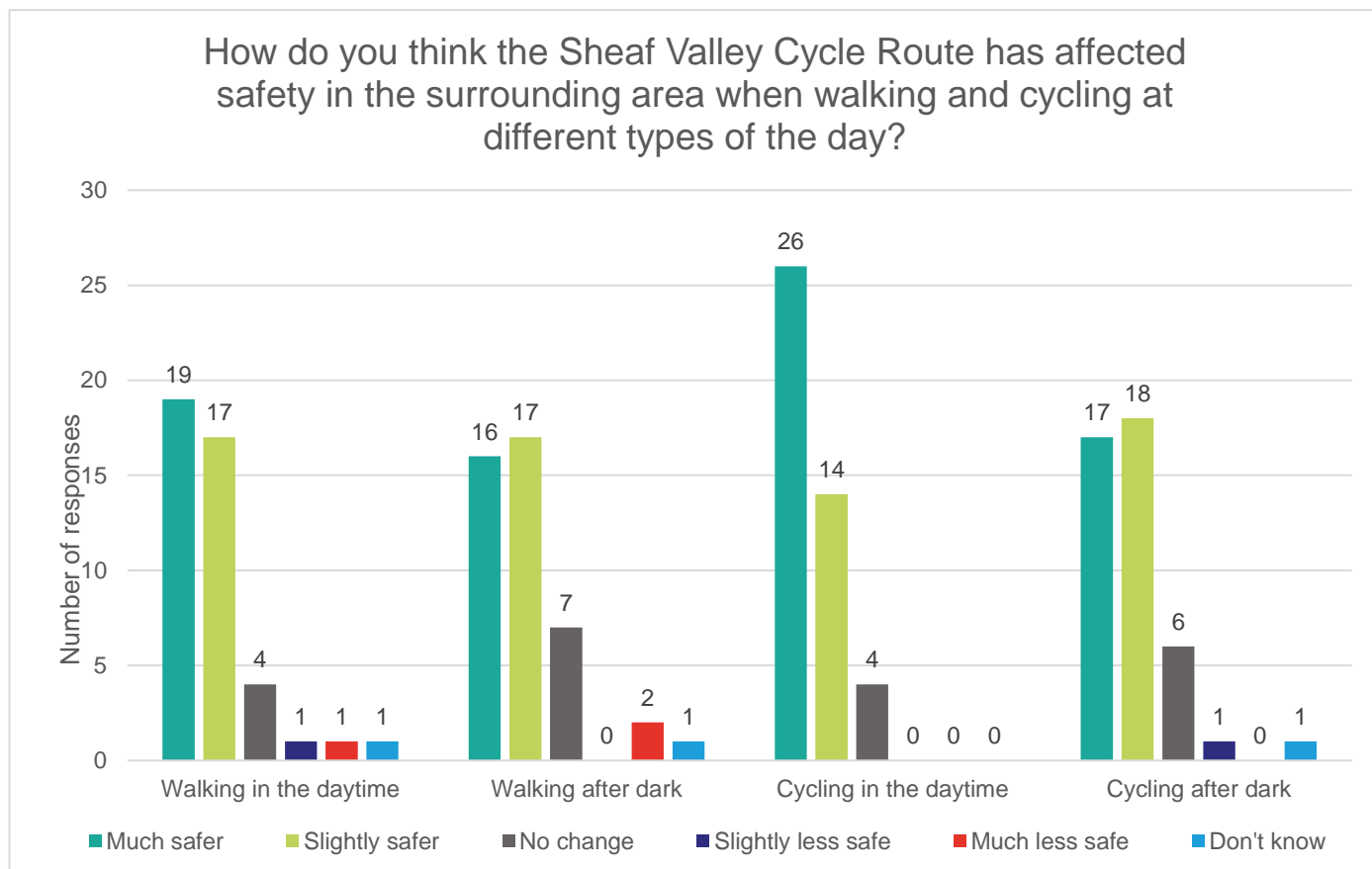


Figure 7: Chart showing response to the question: How do you think the Sheaf Valley Cycle Route has affected safety in the surrounding area when walking and cycling at different times of the day?

How do you think the Sheaf Valley Cycle Route has affected safety in the surrounding area when walking and cycling at different times of the day?													
	Much safer		Slightly safer		No change		Slightly less safe		Much less safe		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Walking in the daytime	19	44%	17	40%	4	9%	1	2%	1	2%	1	2%	43
Walking after dark	16	37%	17	40%	7	16%	0	0%	2	5%	1	2%	43
Cycling in the daytime	26	59%	14	32%	4	9%	0	0%	0	0%	0	0%	44
Cycling after dark	17	40%	18	42%	6	14%	1	2%	0	0%	1	2%	43

Table 7: Table showing response to the question: How do you think the Sheaf Valley Cycle Route has affected safety in the surrounding area when walking and cycling at different times of the day?

In what ways do you think the measures put in place have improved safety for people walking and cycling?

Respondents were asked this question only if their previous response to 'Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?' indicated walking or cycling as their mode of transport.

Of the 44 question respondents, the majority (88% or 39 respondents) selected that safety for people walking and cycling had improved due to reduced traffic whilst 61% of the respondents (27) selected that they thought safety had increased because there were more people using the route.

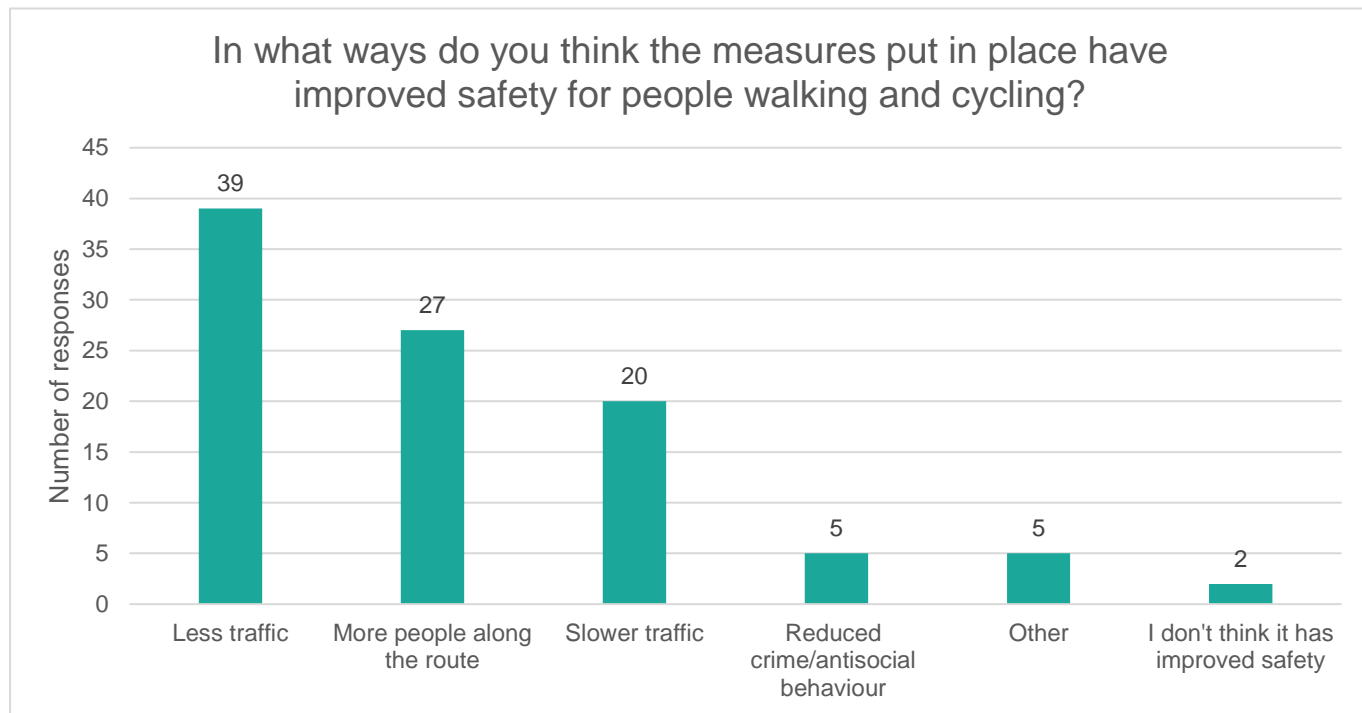


Figure 8: Chart showing response to the question: In what ways do you think the measures put in place have improved safety for people walking and cycling?

In what ways do you think the measures put in place have improved safety for people walking and cycling?		
	Number of responses	% of total question respondents
Less traffic	39	88%
More people along the route	27	61%
Slower traffic	20	45%
Reduced crime/antisocial behaviour	5	11%
Other	5	11%
I don't think it has improved safety	2	4%
Don't know	0	0%
Total question respondents	44	

Table 8: Table showing response to the question: In what ways do you think the measures put in place have improved safety for people walking and cycling?

In what ways do you think the measures put in place have made the area less safe for people walking and cycling?

Respondents were asked this question only if their previous response to 'Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?' indicated walking or cycling as their mode of transport.

Of the 44 question respondents, a high proportion (77% or 34 respondents) selected that they didn't think the measures had made the route less safe.

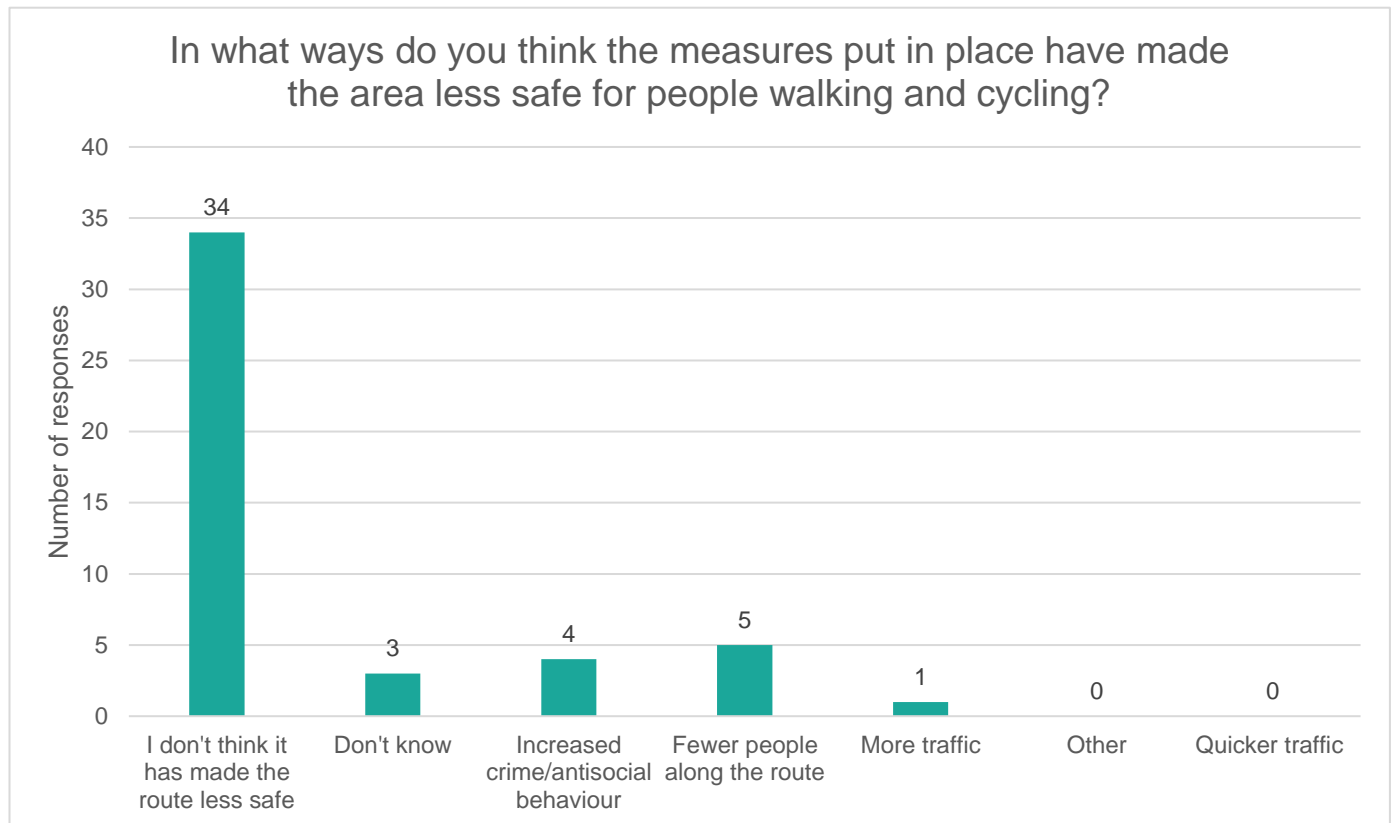


Figure 9: Chart showing response to the question: In what ways do you think the measures put in place have made the area less safe for people walking and cycling?

In what ways do you think the measures put in place have made the area less safe for people walking and cycling?		
Respondent category	Number of responses	% of total question respondents
I don't think it has made the route less safe	34	77%
Don't know	3	7%
Increased crime/antisocial behaviour	4	9%
Fewer people along the route	5	11%
More traffic	1	2%
Other	0	0%
Quicker traffic	0	0%
Total question respondents	44	

Table 9: Table showing response to the question: In what ways do you think the measures put in place have made the area less safe for people walking and cycling?

Do you think any of the following measures would encourage you to walk or cycle more?

75 respondents answered this question, and respondents were able to select multiple options. Most respondents selected that dedicated space for cycling would encourage local residents to walk or cycle more.

The option 'None of the above' refers to all measures listed in figure 10 and table 10.

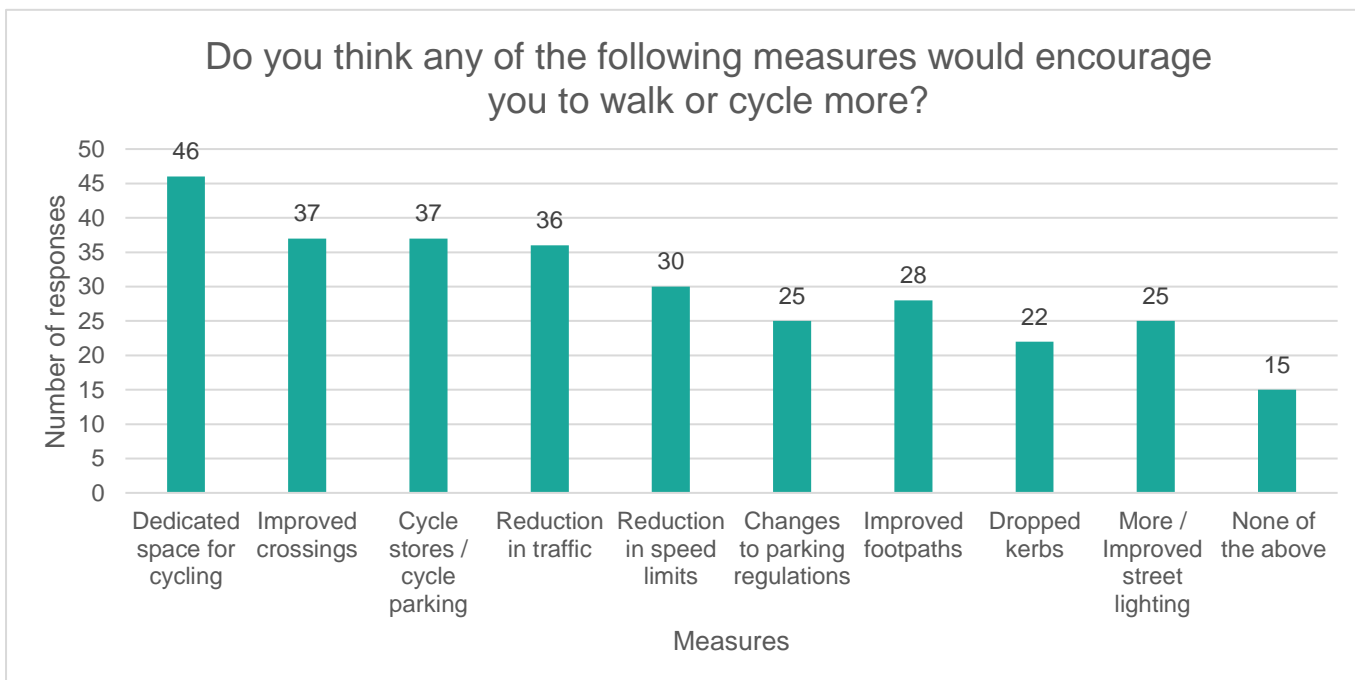


Figure 10: Chart showing response to the question: Do you think any of the following measures would encourage you to walk or cycle more?

Do you think any of the following measures would encourage you to walk or cycle more?		
Respondent category	Number of responses	% of total question respondents
Dedicated space for cycling	46	61%
Improved crossings	37	49%
Cycle stores / cycle parking	37	49%
Reduction in traffic	36	48%
Reduction in speed limits	30	40%
Changes to parking regulations	25	33%
Improved footpaths	28	37%
Dropped kerbs	22	29%
More / Improved street lighting	25	33%
None of the above	15	20%
Total question respondents	75	

Table 10: Table showing response to question: Do you think any of the following measures would encourage you to walk or cycle more?

How do you think the changes have impacted children's safety when they walk or cycle around the local area without adult supervision?

The majority of respondents selected that they thought the changes had either positively or very positively impacted children's safety when they walk and cycle around the local area without supervision.

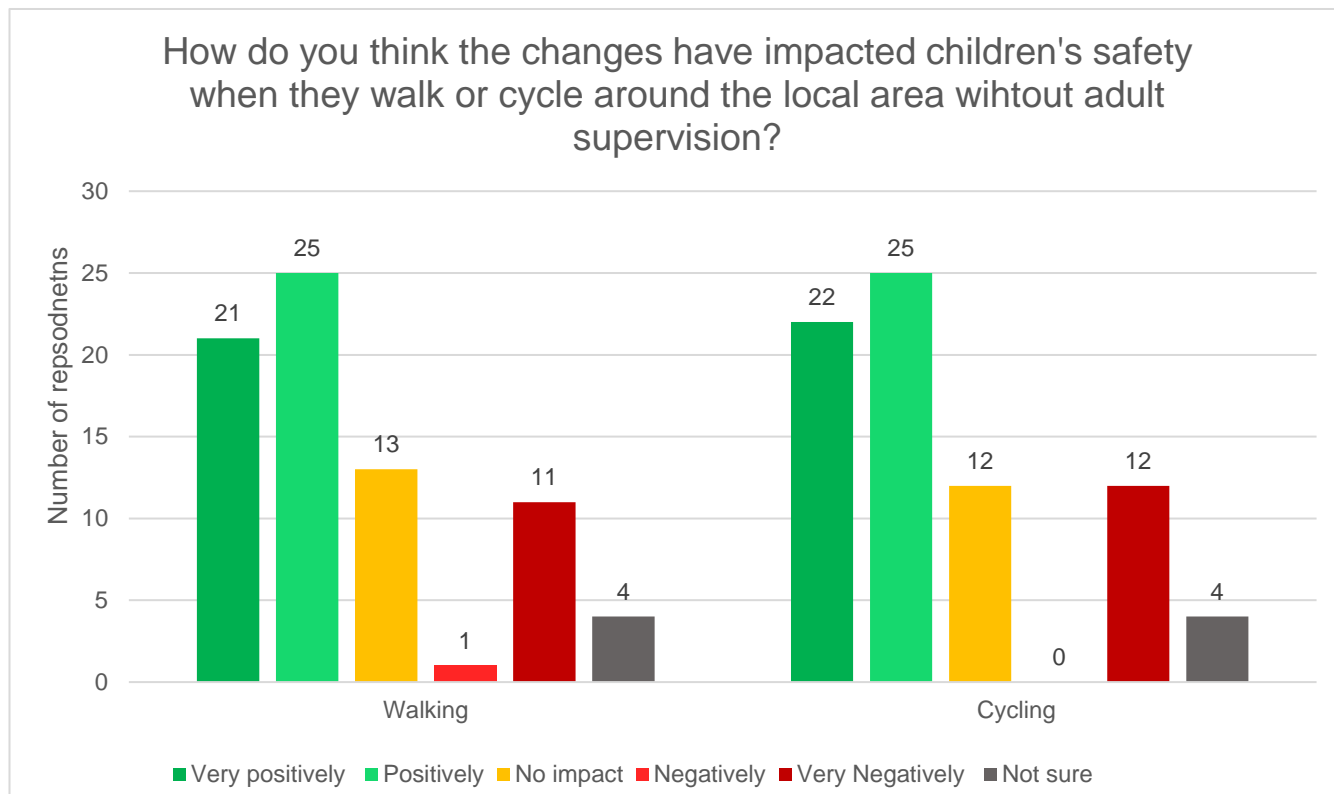


Figure 11: Chart showing response to the question: How do you think the changes have impacted children's safety when they walk or cycle around the local area without adult supervision?

How do you think the changes have impacted children's safety when they walk or cycle around the local area without adult supervision?													
	Very positively		Positively		No impact		Negatively		Very Negatively		Not sure		Total question respondents
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Walking	21	28%	25	33%	13	17%	1	1%	11	15%	4	5%	75
Cycling	22	29%	25	33%	12	16%	0	0%	12	16%	4	5%	75

Table 11: Chart showing response to the question: How do you think the changes have impacted children's safety when they walk or cycle around the local area without adult supervision?

Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

The majority of respondents living along the Sheaf Valley Cycle route (67% or 50 respondents) selected that they completely support the changes introduced as part of the Sheaf Valley Cycle Route. Conversely, 25% of respondents (19) selected that they did not support the changes whilst a smaller percentage (7%) selected that they support the changes but only if certain things were changed.

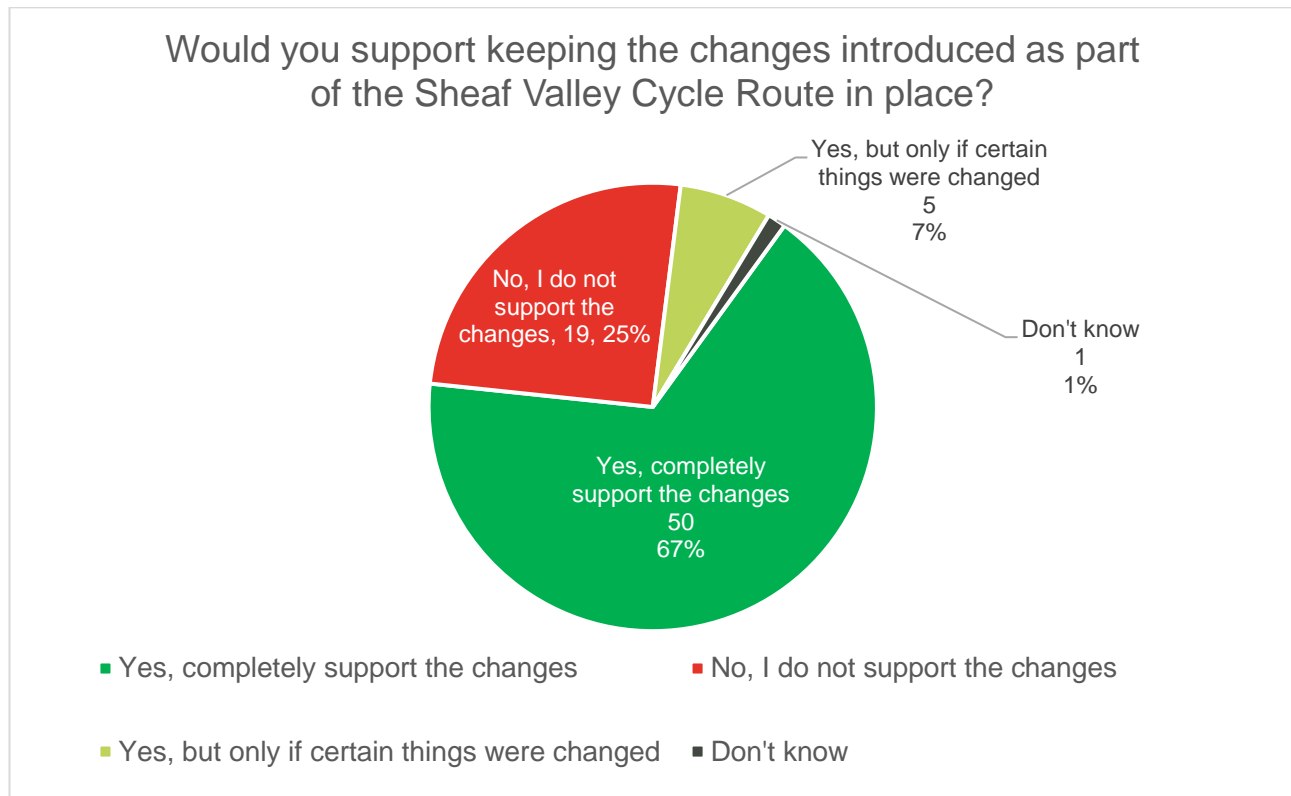


Figure 12: Pie chart showing response to the question: Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?		
Respondent category	Number of responses	% of total question respondents
Yes, completely support the changes	50	67%
No, I do not support the changes	19	25%
Yes, but only if certain things were changed	5	7%
Don't know	1	1%
Total question respondents	75	

Table 12: Table showing response to the question: Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

Open question feedback response

Respondents who live along the Sheaf Valley Cycle Route

Respondents who live along the Sheaf Valley Cycle Route were asked to provide further feedback if they selected the following option in response to the previous question: 'Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?':

'Yes, but only if certain things were changed'.

Respondents were then asked to let us know what changes they would suggest. These responses are presented below in the following tables, grouped by theme.

Congestion concerns
<i>Total responses: 4</i>
2 respondents commented that there is increased congestion on Woodseats Road and Abbeydale Road during peak times, specifically the morning.
1 respondent made a general comment regarding increased congestion on Abbeydale Road.
1 respondent commented on an increase in congestion on Holt House junction.

Suggested additional measures
<i>Total responses: 2</i>
1 respondent suggested implementing a one-way restriction on Little London Road.
1 respondent suggested better public transport within the area.

Suggested areas for parking
<i>Total responses: 1</i>
1 respondent suggested having parking on one side of Little London Road.

Pedestrian concerns
<i>Total responses: 1</i>
1 respondent suggested a dedicated safe space for pedestrians to walk.

Respondent feedback: I travel along the Sheaf Valley Cycle Route

In total, 255 (74%) of 345 respondents categorised their connection to the area as people who travel along the Sheaf Valley Cycle Route. This respondent category represents the majority of survey respondents.

The feedback received from respondents that travel along the Sheaf Valley Cycle Route is presented below.

What change, if any, have you noticed in the following since the Sheaf Valley Cycle Route was put in place in May 2022?

Of these 255 respondents, the majority selected that they had noticed no change in traffic speeds on residential streets, traffic speeds on main roads and the amount of traffic on main roads. 222 respondents (87% of respondents) selected that they had noticed that the number of people cycling had either greatly increased or increased since the Sheaf Valley Cycle Route was put in place in May 2022.

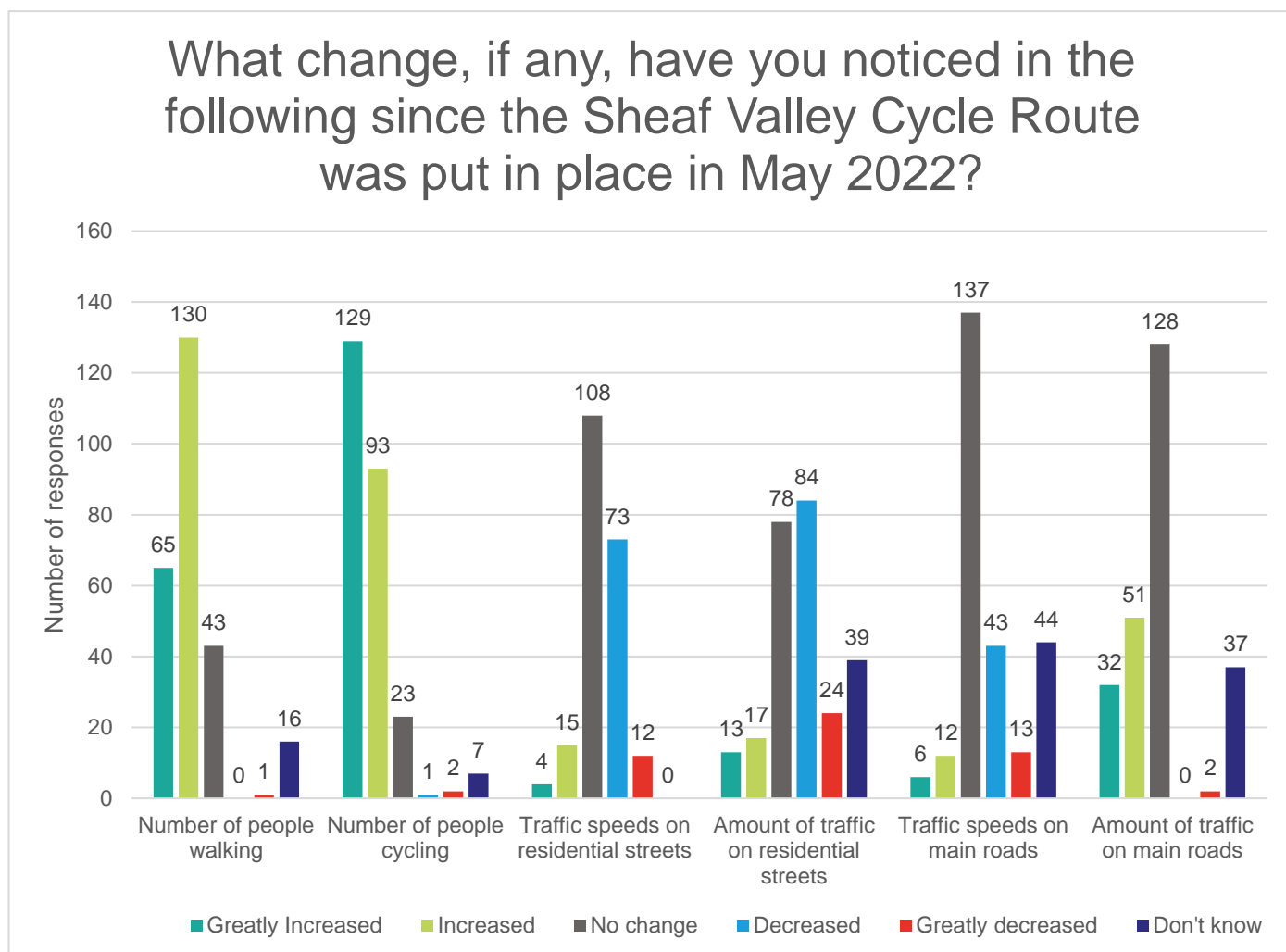


Figure 13: Chart showing response to the question: What change, if any, have you noticed in the following since the Sheaf Valley Cycle Route was put in place in May 2022?

What change, if any, have you noticed in the following since the Sheaf Valley Cycle Route was put in place in May 2022?													
	Greatly Increased		Increased		No change		Decreased		Greatly decreased		Don't know		Total question respondents
	No.	% of total question respondents	No.	% of total question respondents	No.	% of total question respondents	No.	% of total question respondents	No.	% of total question respondents	No.	% of total question respondents	
Number of people walking	65	25%	130	51%	43	17%	0	0%	1	0%	16	6%	255
Number of people cycling	129	51%	93	36%	23	9%	1	0%	2	1%	7	3%	255
Traffic speeds on residential streets	4	2%	15	6%	108	42%	73	29%	12	5%	43	17%	255
Amount of traffic on residential streets	13	5%	17	7%	78	31%	84	33%	24	9%	39	15%	255
Traffic speeds on main roads	6	2%	12	5%	137	54%	43	17%	13	5%	44	17%	255
Amount of traffic on main roads	32	13%	51	20%	128	50%	5	2%	2	1%	37	15%	255

Table 13: Table showing response to the question: What change, if any, have you noticed in the following since the Sheaf Valley Cycle Route was put in place in May 2022?

Before the Sheaf Valley Cycle Route measures were put in place, how did you tend to travel along the route or into the city centre?

This question allowed a selection of multiple responses. Of the 255 respondents who identified themselves as travelling along the Sheaf Valley Cycle Route, most respondents selected that their main mode of travel before the Sheaf Valley Cycle Route measures were put in place was cycling (151 responses or 59% of question respondents). Car was the second most popular mode of travel, with 130 responses (51% of question respondents). Walking and travel by bus were the third most popular modes of travel.

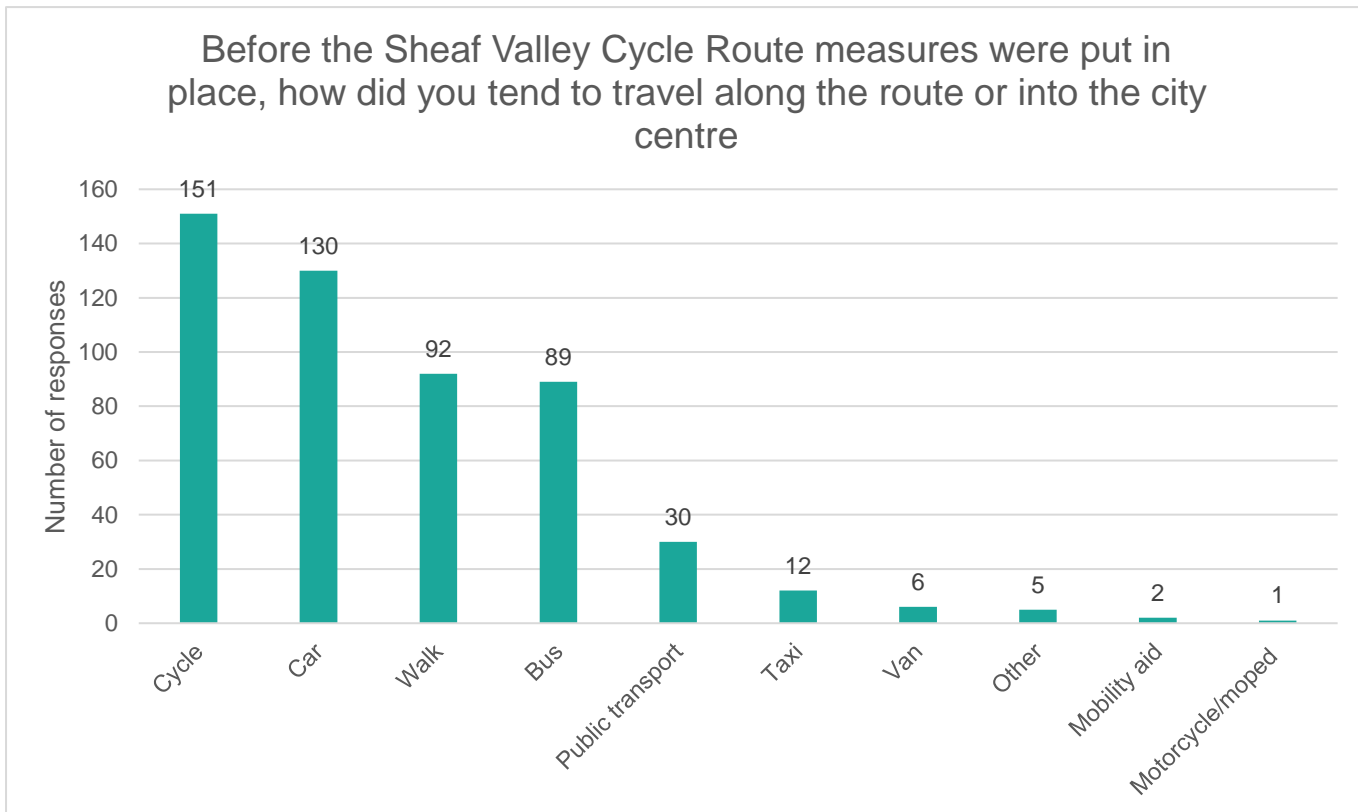


Figure 14: Chart showing response to the question: Before the Sheaf Valley Cycle Route measures were put in place, how did you tend to travel along the route or into the city centre?

Before the Sheaf Valley Cycle Route measures were put in place, how did you tend to travel along the route or into the city centre?		
	Number of responses	% of total question respondents
Cycle	151	59%
Car	130	51%
Walk	92	36%
Bus	89	35%
Public transport	30	12%
Taxi	12	5%
Van	6	2%
Other	5	2%
Mobility aid	2	1%
Motorcycle/moped	1	0%
Total question respondents	255	

Table 14: Table showing response to the question: Before the Sheaf Valley Cycle Route measures were put in place, how did you tend to travel along the route or into the city centre?

Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?

This question allowed selection of multiple responses. Of the 255 respondents who identified themselves as travelling along the Sheaf Valley Cycle Route, most respondents selected that their main mode of travel now that the Sheaf Valley Cycle Route measures are in place is by cycle (211 responses or 83% of question respondents). Walking was the second most popular mode of travel, with 98 responses selecting this option (59% of question respondents). Bus was the third most popular mode of travel, with 54 responses (21% of question respondents).

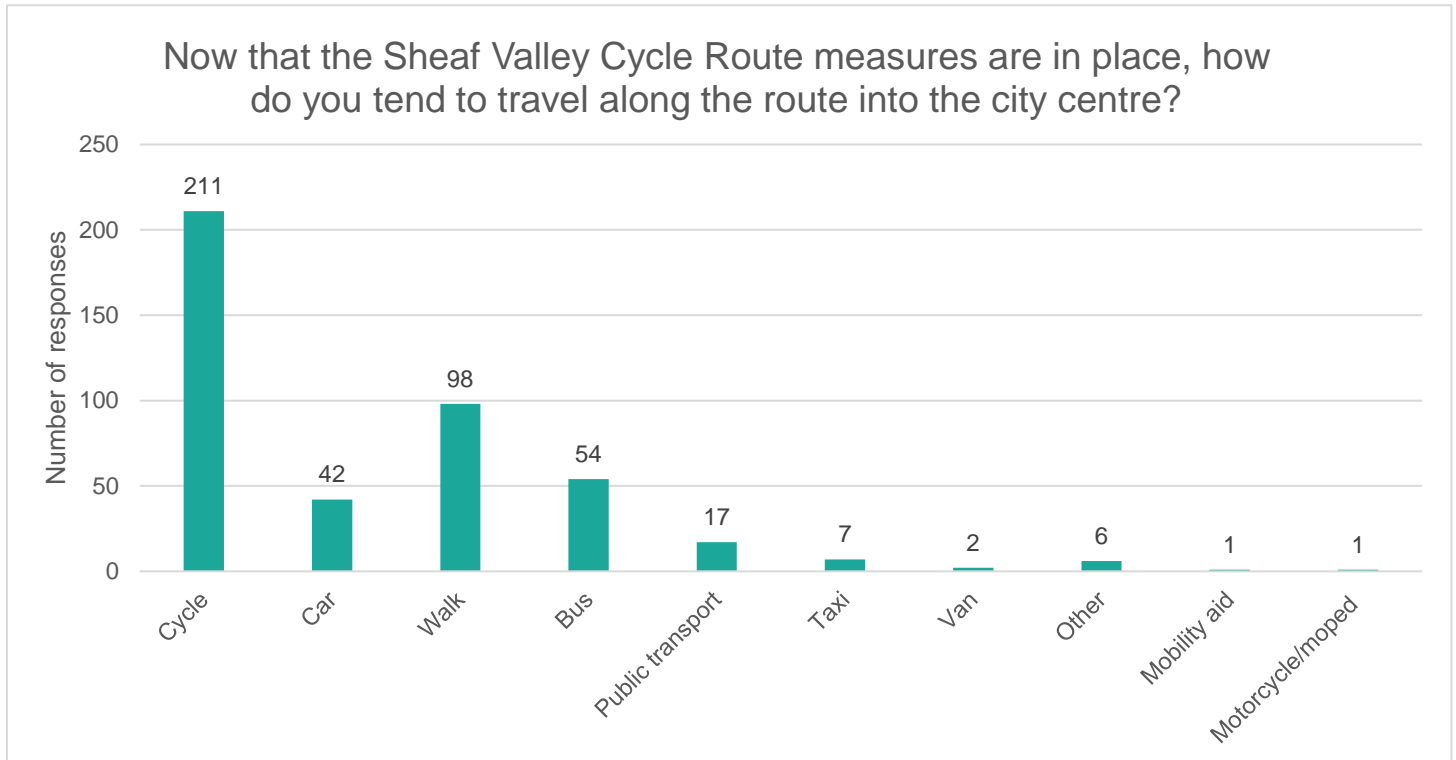


Figure 15: Chart showing response to the question: Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?

Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?		
	Number of responses	% of total question respondents
Cycle	211	83%
Car	42	16%
Walk	98	38%
Bus	54	21%
Public transport	17	7%
Taxi	7	3%
Van	2	1%
Other	6	2%
Mobility aid	1	0%
Motorcycle/moped	1	0%
Total question respondents	255	

Table 15: Table showing response to the question: Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?

Comparison of response to the questions:

Before the Sheaf Valley Cycle Route measures were put in place, how did you tend to travel along the route or into the city centre?

and

Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?

Figure 16 and table 16 show a comparison between the number of respondents selecting car, walk and cycle as their main modes of transport 'Before the Sheaf Valley Cycle Route measures were put in place' and 'Now that the Sheaf Valley Cycle Route measures are in place'.

The number of respondents selecting cycle as one of their main ways of travelling along the route increased, from 151 responses (59% of question respondents) to 211 responses (83% of question respondents). The number of respondents that selected walking as one of their main ways of travelling along the route increased slightly whilst the number of respondents that selected travel by car decreased. Responses to these questions suggest that a significant number of respondents to this survey already travelled by cycle and walking as well as by car before the measures to create the scheme were put in place. The impact of the scheme on these respondents overall seems to be that they now cycle more, walk slightly more and travel by car less.

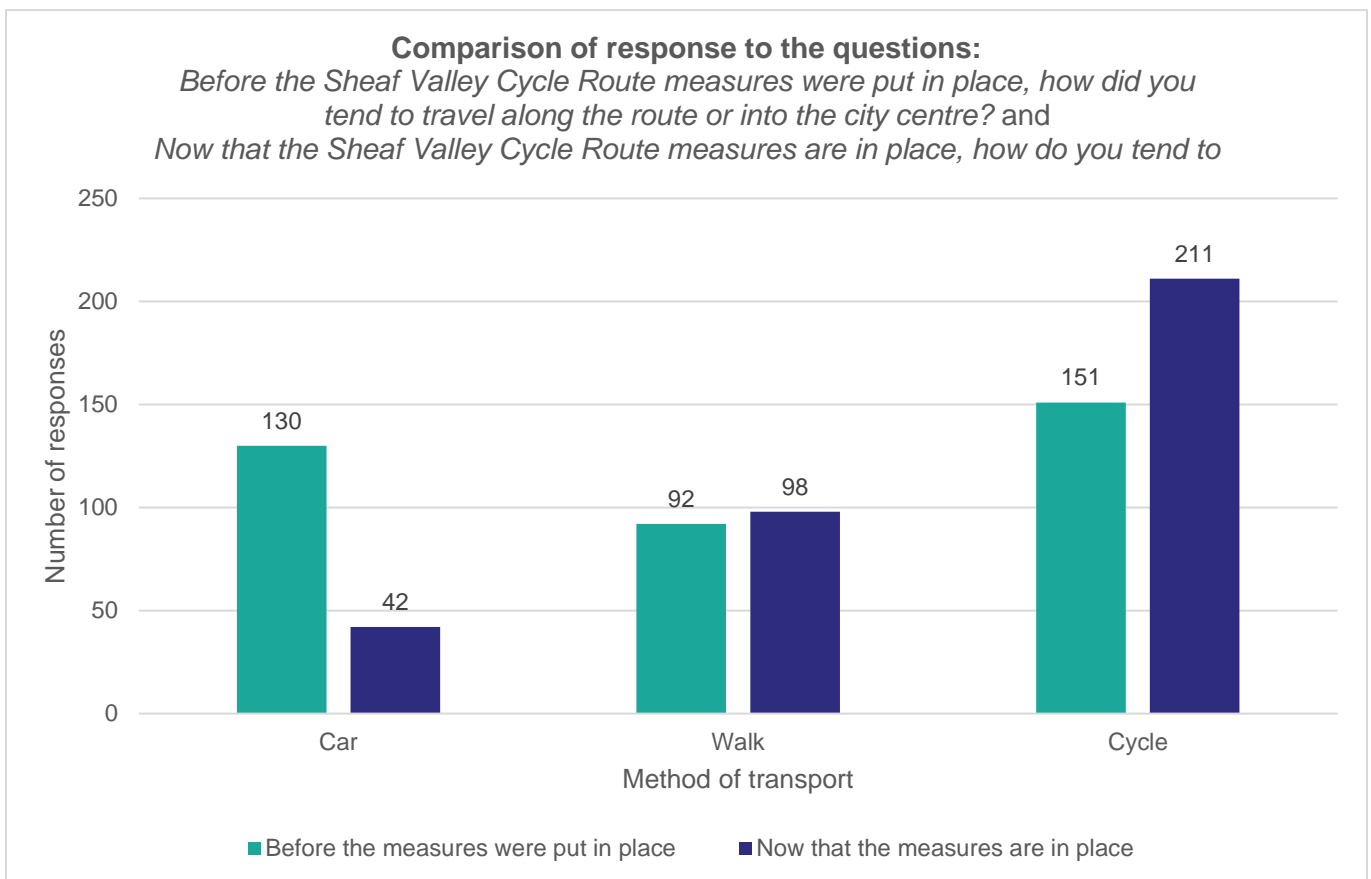


Figure 16: Chart showing comparison of question responses.

Comparison of question responses				
Transport method	Before the measures were put in place: number of responses	% of total question responses	Now that the measures are in place: number of responses	% of total question responses
Car	130	51%	42	16%
Walk	92	36%	98	38%
Cycle	151	59%	211	83%

Table 16: Table showing comparison of question responses.

How often do you walk or cycle?

Respondents were asked this question only if their previous response to 'Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?' indicated walking or cycling as their mode of transport.

The majority of respondents selected that they walk and cycle frequently. 85% of question respondents (180) selected that they walk frequently whilst 66% of question respondents (139) selected that they walk frequently.

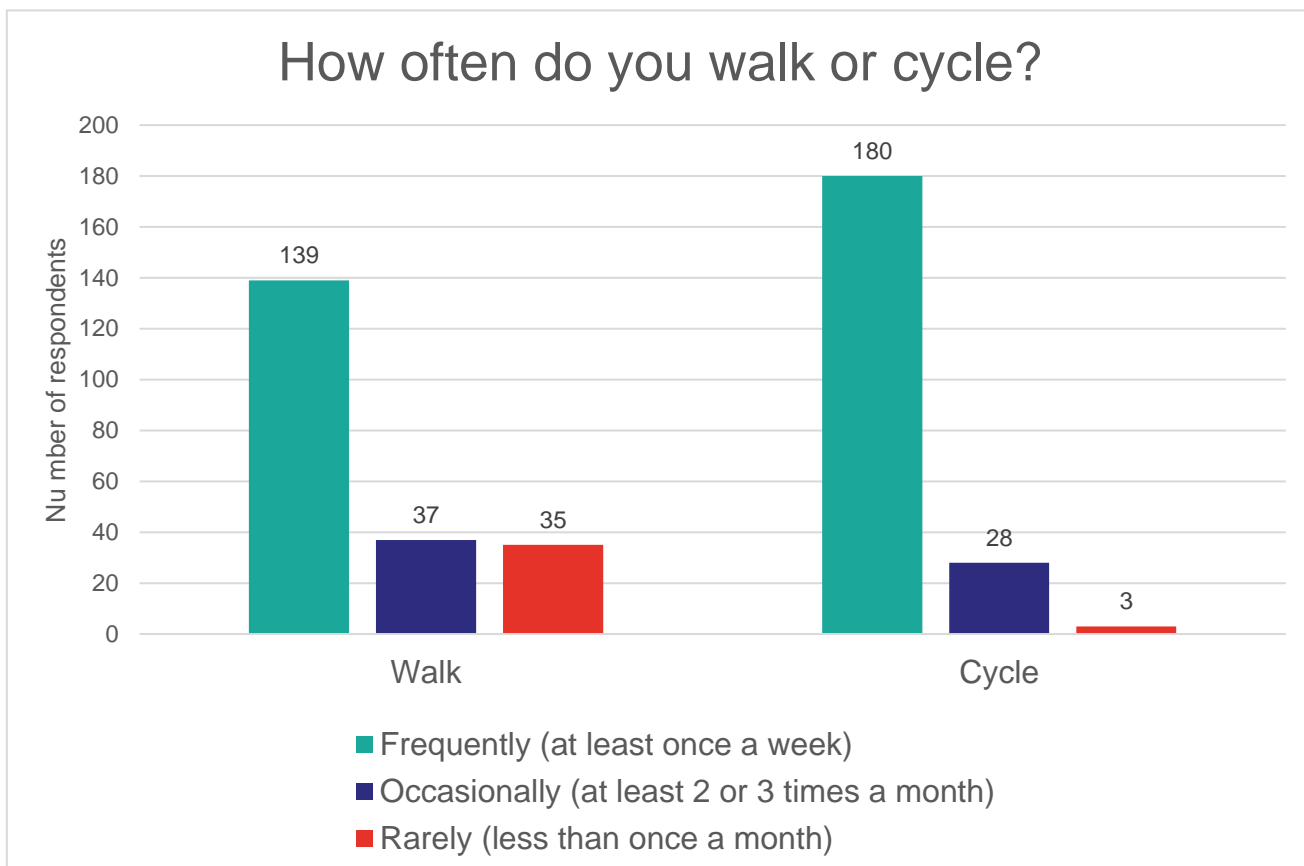


Figure 17: Chart showing response to the question: How often do you walk or cycle?

How often do you walk or cycle?							
	Frequently (at least once a week)		Occasionally (at least 2 or 3 times a month)		Rarely (less than once a month)		Total question respondents
	No.	% of total question respondents	No.	% of total question respondents	No.	% of total question respondents	
Walk	139	66%	37	18%	35	17%	211
Cycle	180	85%	28	13%	3	1%	211

Table 17: Table showing response to the question: How often do you walk or cycle?

How do you think the Sheaf Valley Cycle Route has affected safety in the surrounding area when walking and cycling at different times of the day?

Respondents were asked this question only if their previous response to 'Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?' indicated walking or cycling as their mode of transport. Most respondents selected that they thought walking in the daytime, walking after dark, cycling in the daytime and cycling after dark were much safer as a result of the Sheaf Valley Cycle route.

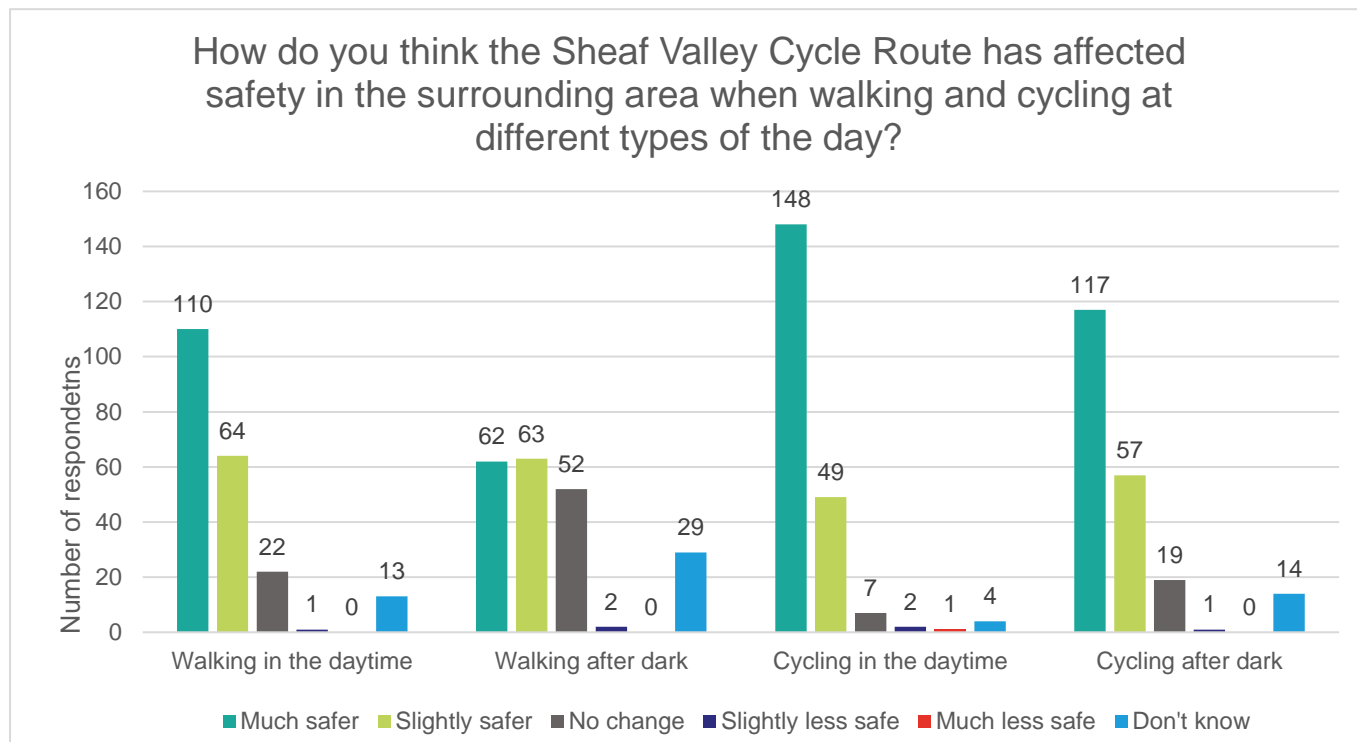


Figure 18: Chart showing response to the question: How do you think the Sheaf Valley Cycle Route has affected safety in the surrounding area when walking and cycling at different times of the day?

How do you think the Sheaf Valley Cycle Route has affected safety in the surrounding area when walking and cycling at different times of the day?													
	Much safer		Slightly safer		No change		Slightly less safe		Much less safe		Don't know		Total question responses
	No.	% of total question respondents	No.	% of total question respondents	No.	% of total question respondents	No.	% of total question respondents	No.	% of total question respondents	No.	% of total question respondents	
Walking in the daytime	110	52%	64	30%	22	10%	1	0%	0	0%	13	6%	210
Walking after dark	62	30%	63	30%	52	25%	2	1%	0	0%	29	14%	208
Cycling in the daytime	148	70%	49	23%	7	3%	2	1%	1	0%	4	2%	211
Cycling after dark	117	56%	57	27%	19	9%	1	0%	0	0%	14	7%	208

Table 18: Table showing response to the question: How do you think the Sheaf Valley Cycle Route has affected safety in the surrounding area when walking and cycling at different times of the day?

In what ways do you think the measures put in place have improved safety for people walking and cycling?

Respondents were asked this question only if their previous response to 'Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?' indicated walking or cycling as their mode of transport.

Of the 211 question respondents, the majority (85% or 179 respondents) selected that they thought safety for people walking and cycling had improved due to reduced traffic whilst 73% of the respondents (153) selected that they thought safety had increased because there were more people along the route.

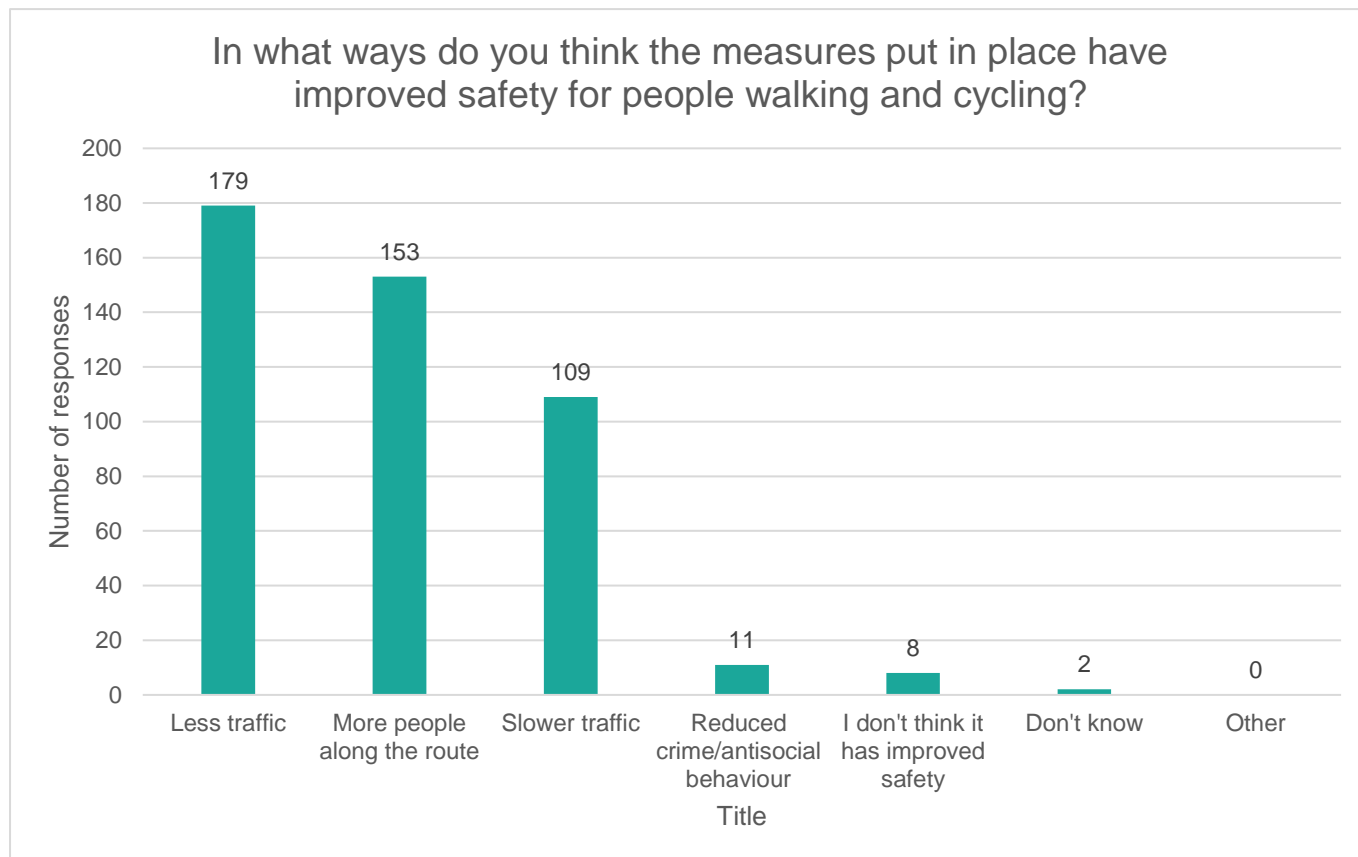


Figure 19: Chart showing response to the question: In what ways do you think the measures put in place have improved safety for people walking and cycling?

In what ways do you think the measures put in place have improved safety for people walking and cycling?		
	Number of responses	% of total question respondents
Less traffic	179	85%
More people along the route	153	73%
Slower traffic	109	52%
Reduced crime/antisocial behaviour	11	5%
I don't think it has improved safety	8	4%
Don't know	2	1%
Other	0	0%
Total question respondents	211	

Table 19: Table showing response to the question: In what ways do you think the measures put in place have improved safety for people walking and cycling?

In what ways do you think the measures put in place have made the area less safe for people walking and cycling?

Respondents were asked this question only if their previous response to 'Now that the Sheaf Valley Cycle Route measures are in place, how do you tend to travel along the route or into the city centre?' indicated walking or cycling as their mode of transport.

Of the 44 question respondents, a high proportion (87% or 183 respondents) selected that they didn't think the measures had made the route less safe.

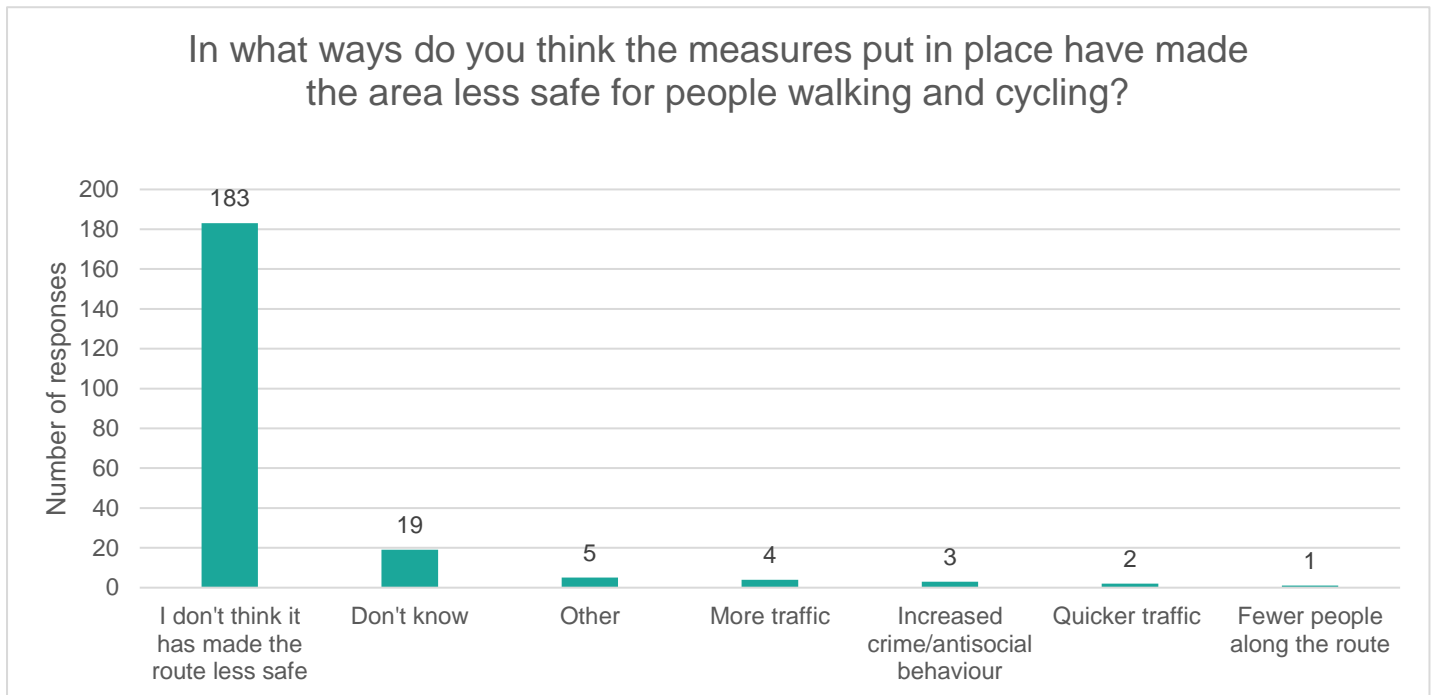


Figure 20: Chart showing response to the question: In what ways do you think the measures put in place have made the area less safe for people walking and cycling?

In what ways do you think the measures put in place have made the area less safe for people walking and cycling?		
	Number of responses	% of total question respondents
I don't think it has made the route less safe	183	87%
Don't know	19	9%
Other	5	2%
More traffic	4	2%
Increased crime/antisocial behaviour	3	1%
Quicker traffic	2	1%
Fewer people along the route	1	0%
Total question respondents	211	

Table 20: Table showing response to the question: In what ways do you think the measures put in place have made the area less safe for people walking and cycling?

Do you think any of the following measures would encourage you to walk or cycle more?

Of the 255 question respondents, the majority (80% or 205 respondents) selected that dedicated space for cycling would encourage them to walk or cycle more. Whilst a majority also selected that they thought improved crossings, cycle stores/cycle parking, reduction in traffic and reduction in speed limits would encourage them to walk or cycle more.

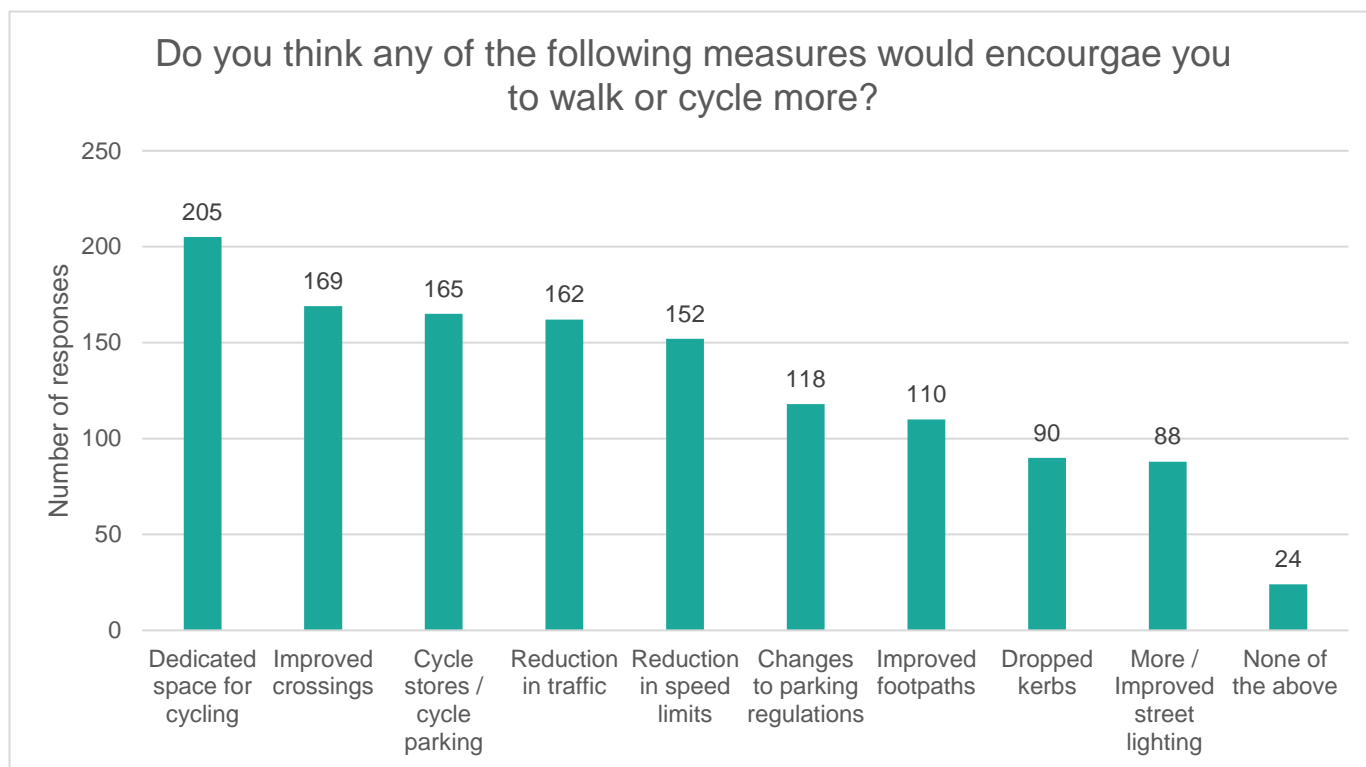


Figure 21: Chart showing response to the question: Do you think any of the following measures would encourage you to walk or cycle more?

Do you think any of the following measures would encourage you to walk or cycle more?		
	Number of responses	% of total question respondents
Dedicated space for cycling	205	80%
Improved crossings	169	66%
Cycle stores / cycle parking	165	65%
Reduction in traffic	162	64%
Reduction in speed limits	152	60%
Changes to parking regulations	118	46%
Improved footpaths	110	43%
Dropped kerbs	90	35%
More / Improved street lighting	88	35%
None of the above	24	9%
Total question respondents	255	

Table 21: Table showing response to the question: Do you think any of the following measures would encourage you to walk or cycle more?

How do you think the changes have impacted children's safety when they walk or cycle around the local area without adult supervision?

The majority of respondents selected that they thought the changes implemented have either very positively or positively impacted children's safety when they walk or cycle around the local area without adult supervision.

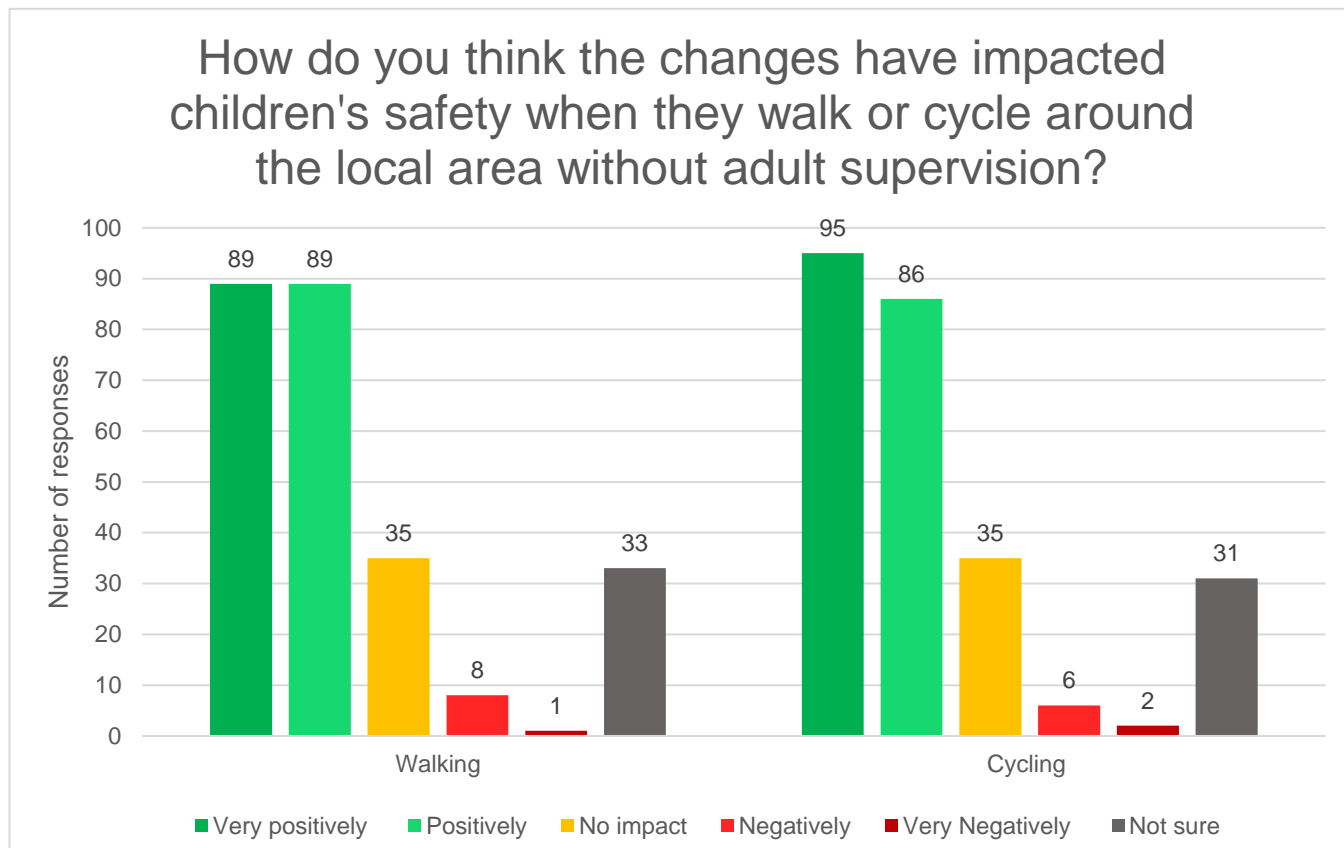


Figure 22: Chart showing response to the question: How do you think the changes have impacted children's safety when they walk or cycle around the local area without adult supervision?

How do you think the changes have impacted children's safety when they walk or cycle around the local area without adult supervision?													
	Very positively		Positively		No impact		Negatively		Very Negatively		Not sure		Total question respondents
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Walking	89	35%	89	35%	35	14%	8	3%	1	0%	33	13%	255
Cycling	95	37%	86	34%	35	14%	6	2%	2	1%	31	12%	255

Table 22: Table showing response to the question: How do you think the changes have impacted children's safety when they walk or cycle around the local area without adult supervision?

Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

The majority of survey respondents (86% or 219) that travel along the Sheaf Valley Cycle Route selected that they completely support the changes introduced as part of the scheme. 27 respondents (11%) selected that they do not support the changes.

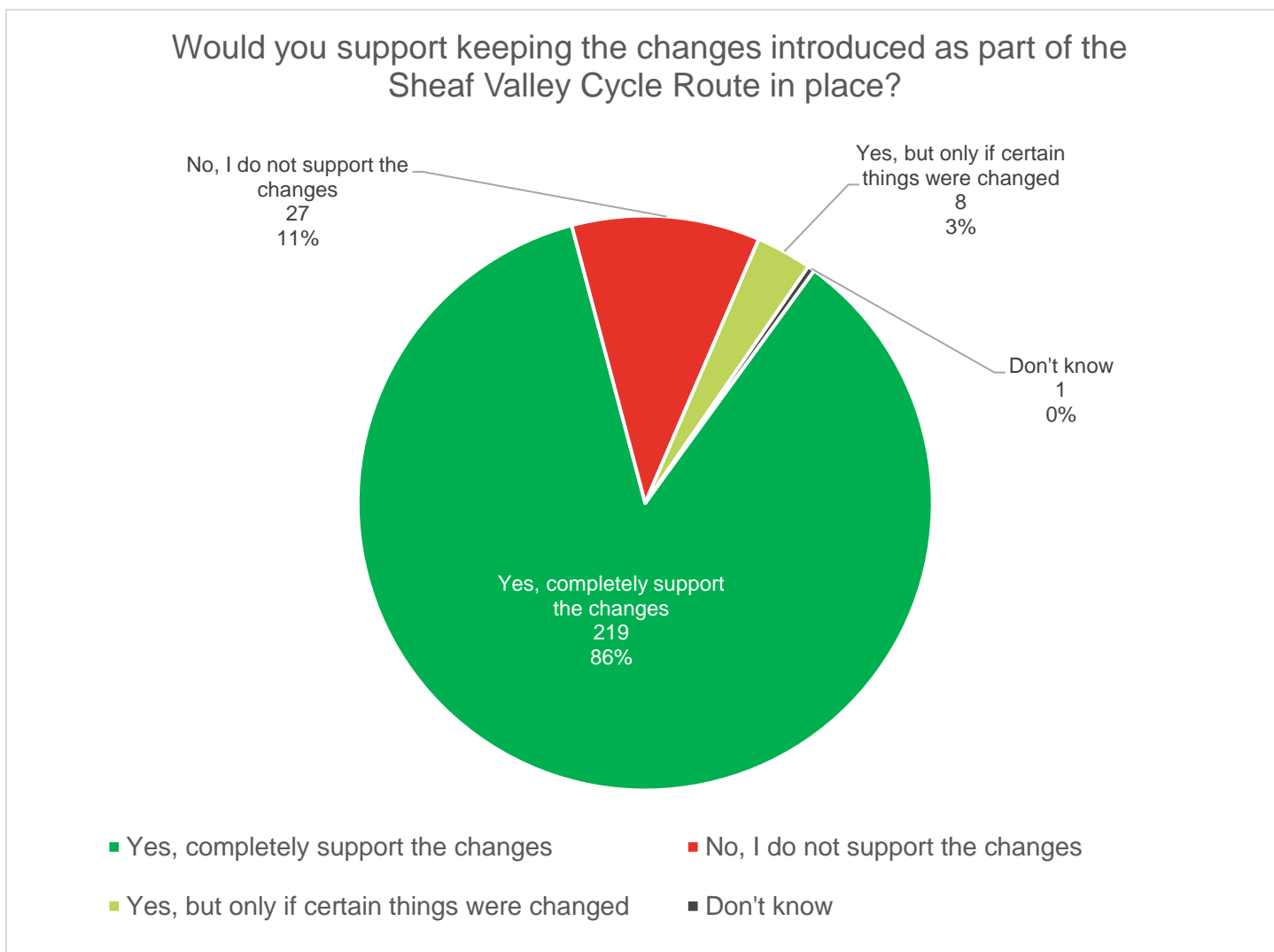


Figure 23: Pie chart showing response to the question: Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?		
	Number of responses	% of total question respondents
Yes, completely support the changes	219	86%
No, I do not support the changes	27	11%
Yes, but only if certain things were changed	8	3%
Don't know	1	0%
Total question respondents	255	

Table 23: Table showing response to the question: Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

Open feedback response

Respondents who travel along the Sheaf Valley Cycle Route

Respondents who travel along the Sheaf Valley Cycle Route were asked to provide further feedback if they selected the following option in response to the previous question: 'Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?':

'Yes, but only if certain things were changed'.

Respondents were then asked to let us know what changes they would suggest. These responses are presented below in the following tables, grouped by theme.

Suggested additional measures for cyclists <i>Total responses: 4</i>
2 respondents suggested more priority for cyclists. 1 respondent suggested implementing a cycle lane on Abbeydale Road. 1 respondent suggested implementing a Cycle Superhighway.

General positive mention of the scheme <i>Total responses: 3</i>
2 respondents stated that they support the completion of the cycle path along Sheaf Valley and encourage more. 1 respondent commented positively on the traffic free route.

Suggested additional measures <i>Total responses: 3</i>
1 respondent suggested implementing penalty charges to motorists obstructing cycle infrastructure. 1 respondent suggested a physical barrier to segregate cycles and motor vehicles. 1 respondent suggested more unrestricted parking in the area.

Suggested one-way restrictions <i>Total responses: 2</i>
1 respondent suggested a one-way restriction on Coverdale Road. 1 respondent suggested all routes in the vicinity be one-way restricted.

Pedestrian concerns <i>Total responses: 2</i>
1 respondent suggested an increase in pedestrian crossings in the area. 1 respondent suggested an general need for increase in priority for pedestrians.

Congestion concerns <i>Total responses: 1</i>
1 respondent commented on the increased congestion on Broadfield Road and Abbeydale Road.

Comparison of question response based on respondent category:

Figure 24 and table 24 present a comparison of responses to the following question based on respondent categories: 'I live along the Sheaf Valley Cycle Route' and 'I travel along the Sheaf Valley Cycle Route':

'Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?'

The chart illustrates that a higher proportion of respondents who travel along the Sheaf Valley Cycle Route (86%) indicated complete support for the changes, compared to respondents living along the Sheaf Valley Cycle Route (67%). A higher proportion of respondents who live along the Sheaf Valley Cycle Route (25%) selected that they do not support the changes, compared to respondents that travel along the Sheaf Valley Cycle Route (11%).

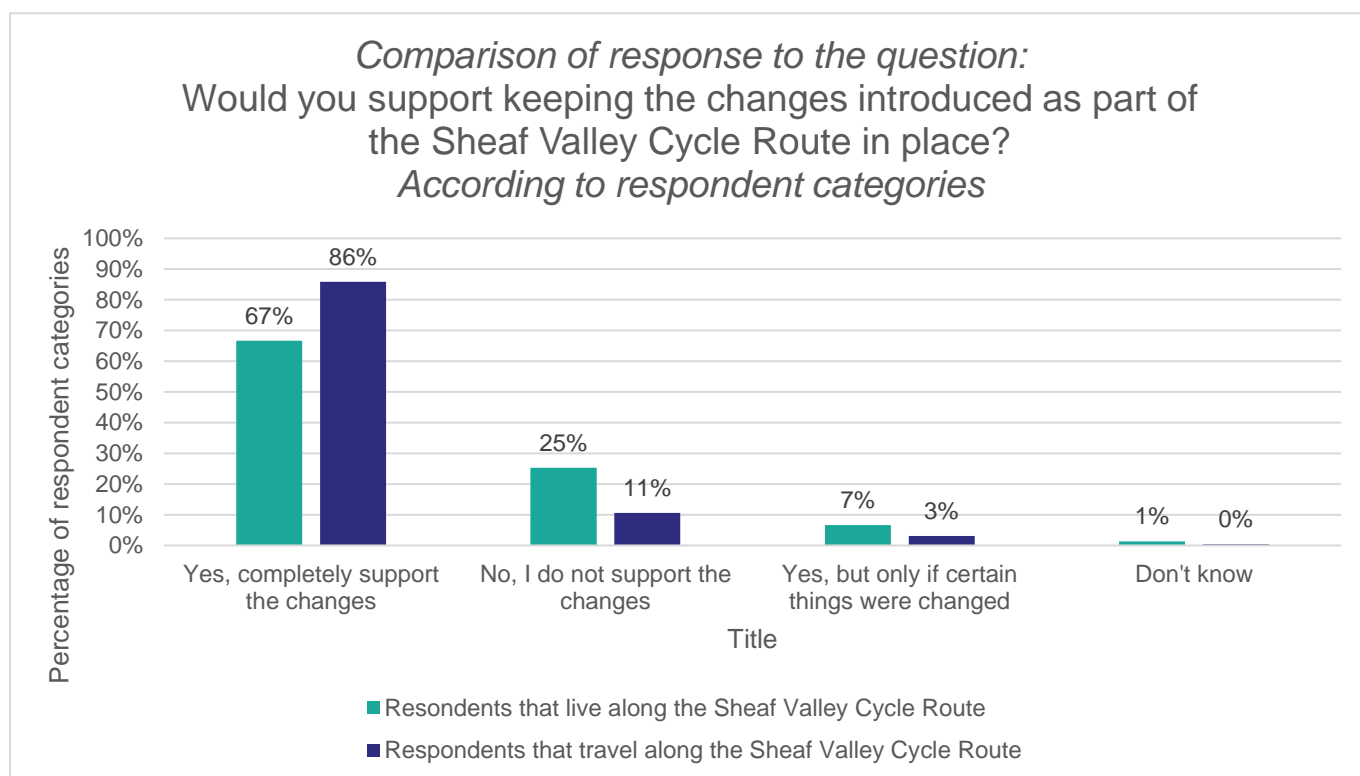


Figure 24: Chart showing comparison of response to the question: Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place? Comparison between respondent categories				
	Respondents that live along the Sheaf Valley Cycle Route	% of respondent category	Respondents that travel along the Sheaf Valley Cycle Route	% of respondent category
Yes, completely support the changes	50	67%	219	86%
No, I do not support the changes	19	25%	27	11%
Yes, but only if certain things were changed	5	7%	8	3%
Don't know	1	1%	1	0%
Total question respondents	75		255	

Table 24: Table showing comparison of response to the question: Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

I own/manage a business along the Sheaf Valley Cycle Route

In total, 15 (4%) of 345 respondents categorised themselves as owning or managing a business along the Sheaf Valley Cycle Route.

The feedback received from respondents owning or managing a business along the Sheaf Valley Cycle Route is presented below.

What is your role in the business/organisation?

Respondents were asked about their role in the business/organisation, 60% (9 respondents) identified as owners, while 40% (6 respondents) identified as managers.

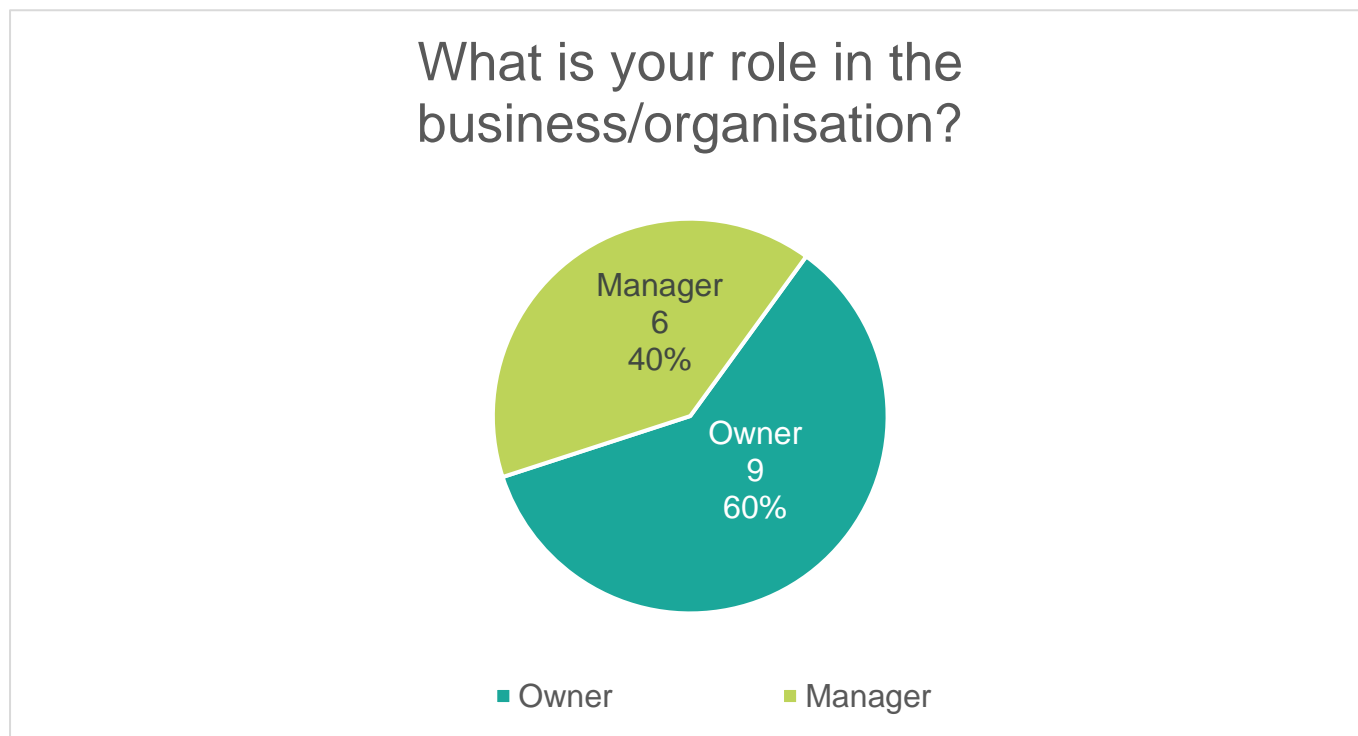


Figure 25: Pie chart showing response to the question: What is your role in the business/organisation?

What is your role in the business/organisation?		
Respondent category	Number of responses	% of total question respondents
Owner	9	60%
Manager	6	40%
Total question respondents	15	

Table 25: Table showing response to the question: What is your role in the business/organisation?

To which of the following sectors does your business/organisation belong?

The majority of respondents selected that their business or organisation belonged to either the retail sector (31% or 5 respondents) or another, unspecified sector (37% or 6 respondents).

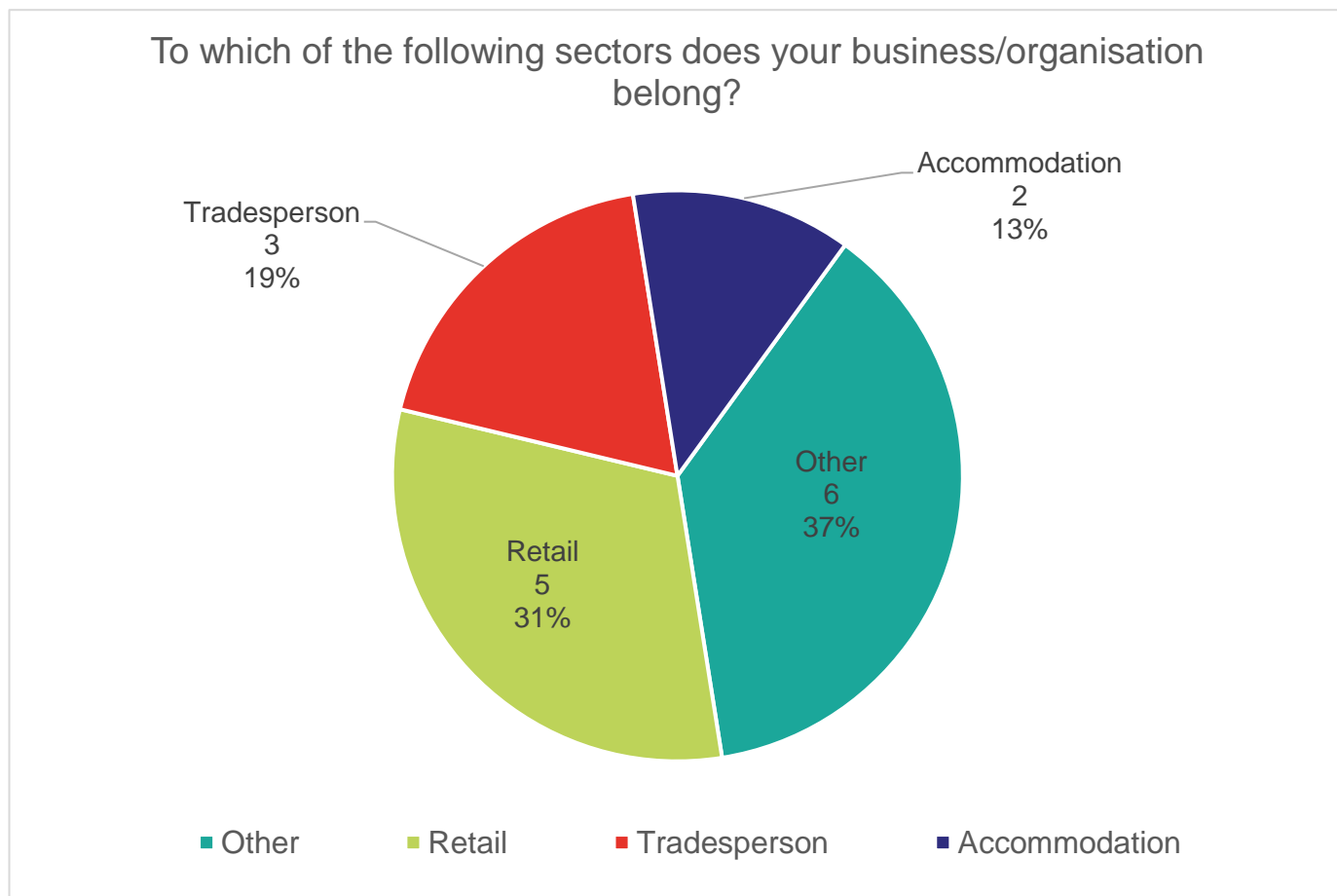


Figure 26: Pie chart showing response to the question: To which of the following sectors does your business/organisation belong?

To which of the following sectors does your business/organisation belong?		
	Number of responses	% of total question respondents
Other	6	37%
Retail	5	31%
Tradesperson	3	19%
Accommodation	2	13%
Total question respondents	15	

Table 26: Table showing response to the question: To which of the following sectors does your business/organisation belong?

Does your organisation/business rely on people visiting your physical location?

All respondents to this question selected that their business/organisation relied on people visiting their physical location.



Figure 27: Pie chart showing response to the question: Does your organisation/business rely on people visiting your physical location?

Does your organisation/business rely on people visiting your physical location?		
Respondent category	Number of responses	% of total question respondents
Yes	15	100%
No	0	0%
Total question respondents	15	

Table 27: Table showing response to the question: Does your organisation/business rely on people visiting your physical location?

During the last year of trading, what impact do you think the Sheaf Valley Cycle Route has had on footfall to your business?

The majority of respondents (67% or 10 respondents) to this question selected that they thought that footfall to their business had significantly decreased as a result of the Sheaf Valley Cycle Route whilst 20% (3 respondents) thought footfall to their business had not changed.

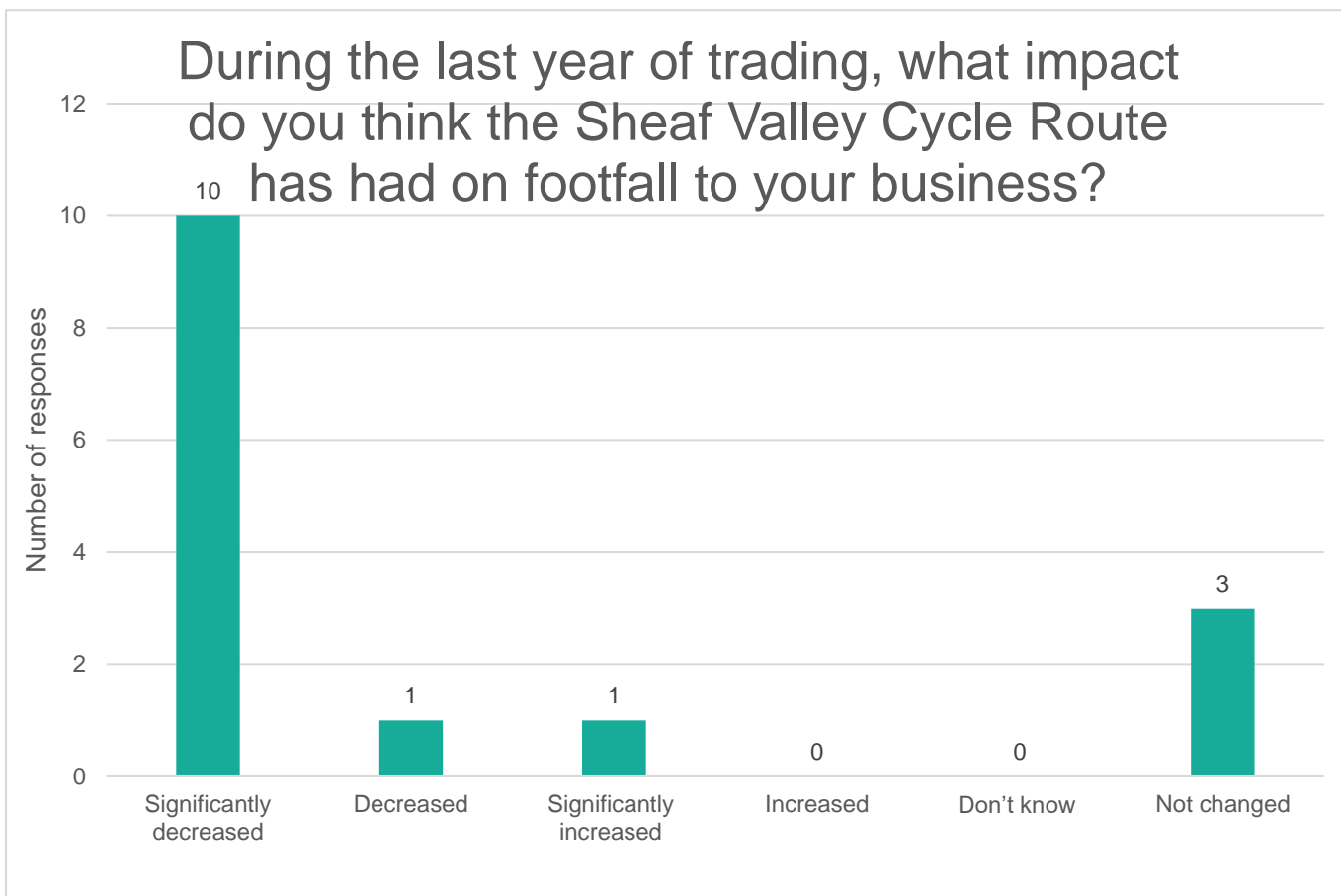


Figure 28: Chart showing response to the question: During the last year of trading, what impact do you think the Sheaf Valley Cycle Route has had on footfall to your business?

During the last year of trading, what impact do you think the Sheaf Valley Cycle Route has had on footfall to your business?		
	Number of responses	% of total question respondents
Significantly decreased	10	67%
Decreased	1	7%
Significantly increased	1	7%
Increased	0	0%
Don't know	0	0%
Not changed	3	20%
Total question respondents	15	

Table 28: Table showing response to the question: During the last year of trading, what impact do you think the Sheaf Valley Cycle Route has had on footfall to your business?

What do you think has caused this change in footfall?

Respondents were able to select multiple responses to this question. The majority of respondents (73% or 11 respondents) selected that they thought the change in footfall was caused by their business or organisation being difficult to access via motor vehicle.

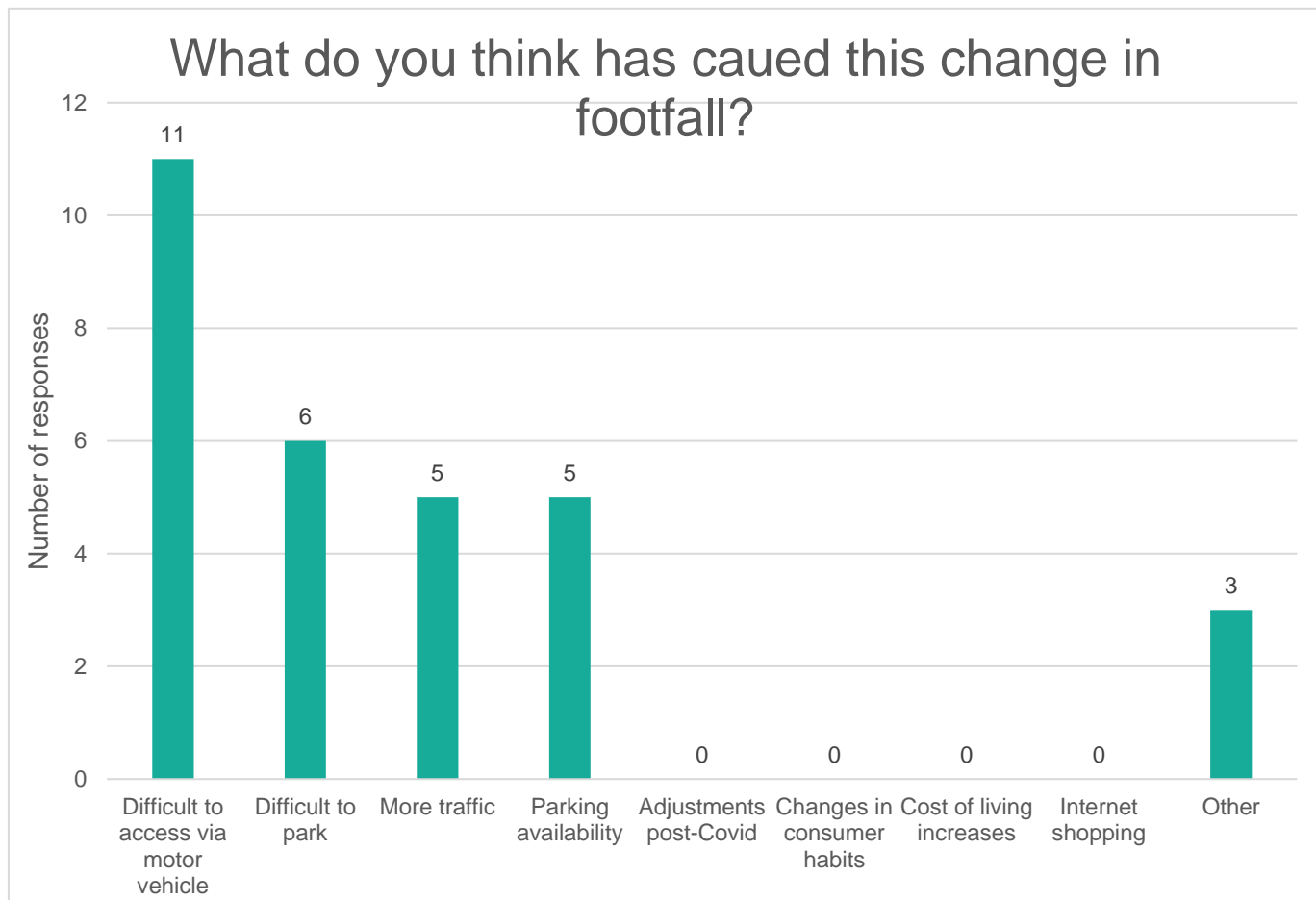


Figure 29: Chart showing response to the question: What do you think has caused this change in footfall?

What do you think has caused this change in footfall?		
	Number of responses	% of total question respondents
Difficult to access via motor vehicle	11	73%
Difficult to park	6	40%
More traffic	5	33%
Parking availability	5	33%
Adjustments post-Covid	0	0%
Changes in consumer habits	0	0%
Cost of living increases	0	0%
Internet shopping	0	0%
Other	3	20%
Total question respondents	15	

Table 29: Table showing response to the question: What do you think has caused this change in footfall?

How do you think the Cycle Route has impacted on the operations of your organisation/business?

The majority of respondents selected that they felt that the Sheaf Valley Cycle Route had either very negatively (60%) or negatively (13%) impacted on the operations of their organisation/business.

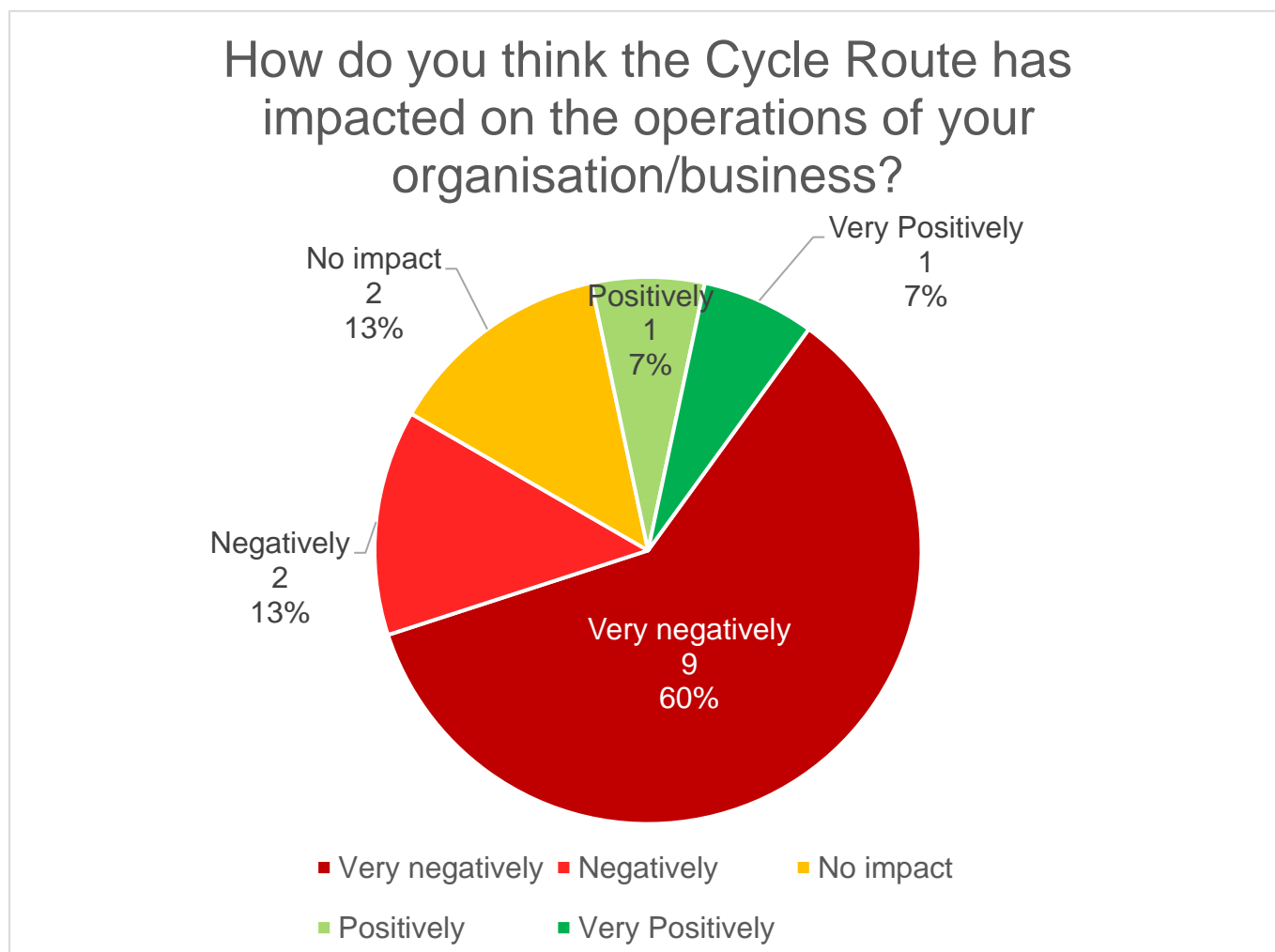


Figure 30: Pie chart showing response to the question: How do you think the Cycle Route has impacted on the operations of your organisation/business?

How do you think the Cycle Route has impacted on the operations of your organisation/business?		
	Number of responses	% of total question respondents
Very negatively	9	60%
Negatively	2	13%
No impact	2	13%
Positively	1	7%
Very Positively	1	7%
Total question respondents	15	

Table 30: Table showing response to the question: How do you think the Cycle Route has impacted on the operations of your organisation/business?

Taking everything into account, would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

The majority of respondents identifying as business owners/managers (80% or 12 respondents) selected that they do not support the changes introduced as part of the Sheaf Valley Cycle Route. 20% of respondents (3) selected that they completely support the changes introduced as part of the Sheaf Valley Cycle Route.

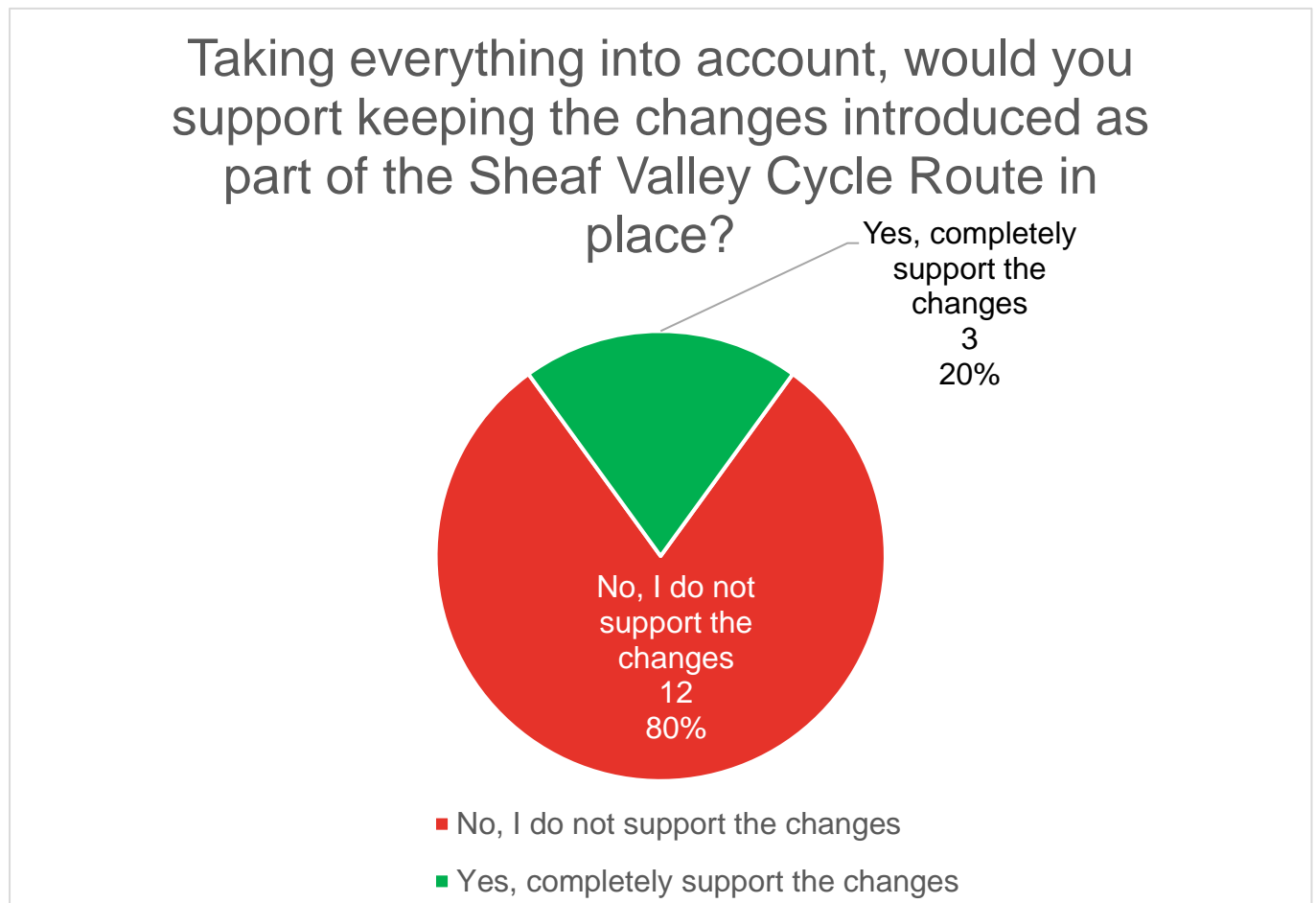


Figure 31: Pie chart showing response to the question: Taking everything into account, would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

Taking everything into account, would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?		
	Number of responses	% of total question respondents
No, I do not support the changes	12	80%
Yes, completely support the changes	3	20%
Yes, but only if certain things were changed	0	0%
Don't know	0	0%
Total question respondents	15	

Table 31: Table showing response to the question: Taking everything into account, would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?

Business owners/managers along the Sheaf Valley Cycle Route

Business owners/managers along the Sheaf Valley Cycle Route were asked to provide further feedback if they selected the following option in response to the previous question: 'Would you support keeping the changes introduced as part of the Sheaf Valley Cycle Route in place?':

'Yes, but only if certain things were changed'.

No respondents selected this option and as such, no open text feedback responses were provided.

Demographic questions:

Respondents were able to end the survey after answering the questions listed above. They were also asked: Are you happy to share some more information about yourself for the purpose of equality monitoring?

Responses to these questions are included below, according to respondent categories.

Respondent demographic responses: I live along the Sheaf Valley Cycle Route

What is your gender?

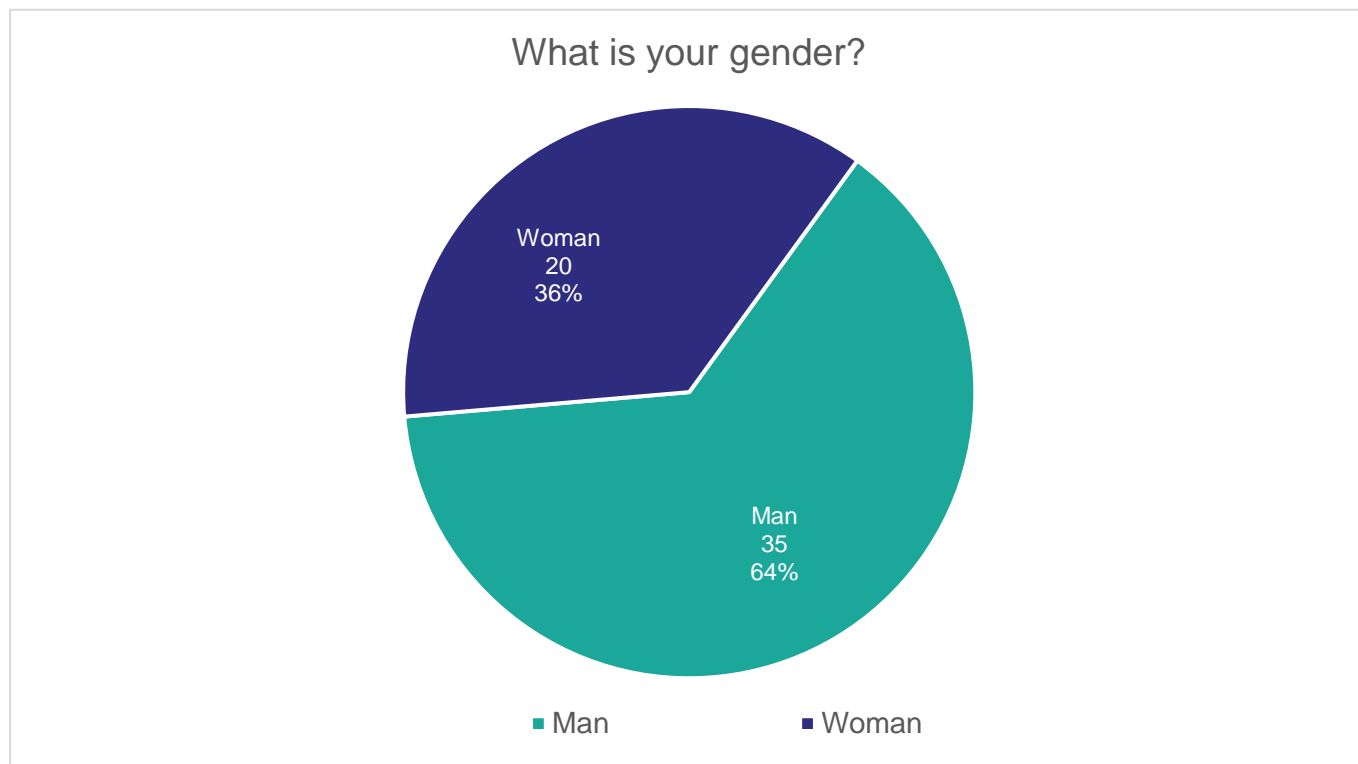


Figure 32: Pie chart showing response to the question: What is your gender?

What is your gender?		
	Number of responses	% of total question respondents
Man	35	64%
Woman	20	36%
I describe my gender identity in another way	0	0%
Non-binary	0	0%
Prefer not to say	0	0%
Total question respondents	55	

Table 32: Table showing response to the question: What is your gender?

How old are you?

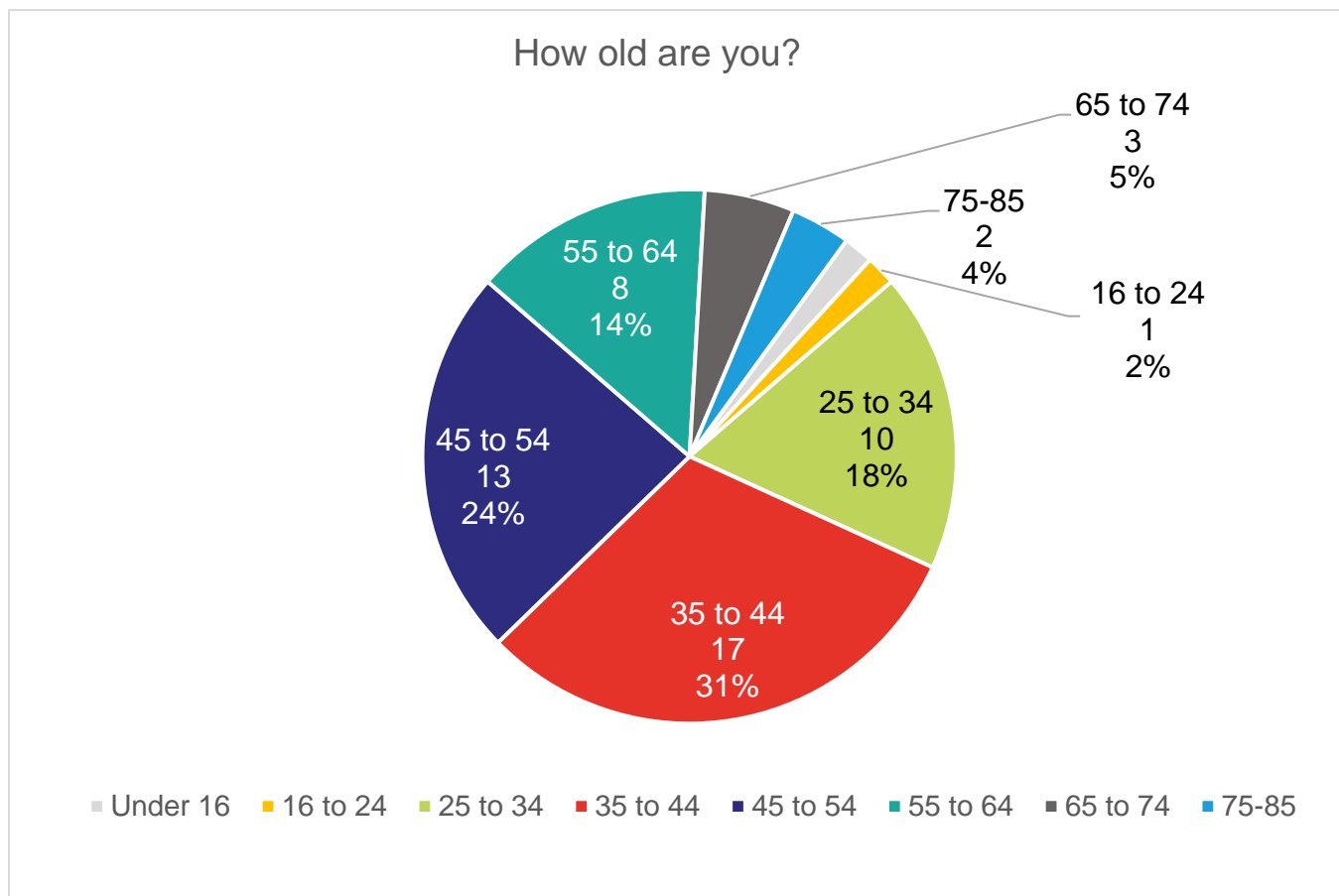


Figure 33: Pie chart showing response to the question: How old are you?

How old are you?		
	Number of responses	% of total question respondents
Under 16	1	2%
16 to 24	1	2%
25 to 34	10	18%
35 to 44	17	31%
45 to 54	13	24%
55 to 64	8	15%
65 to 74	3	5%
75-85	2	4%
Over 85	0	0%
Prefer not to say	0	0%
Total question respondents	55	

Table 33: Table showing response to the question: How old are you?

Which of these best describes your working status?

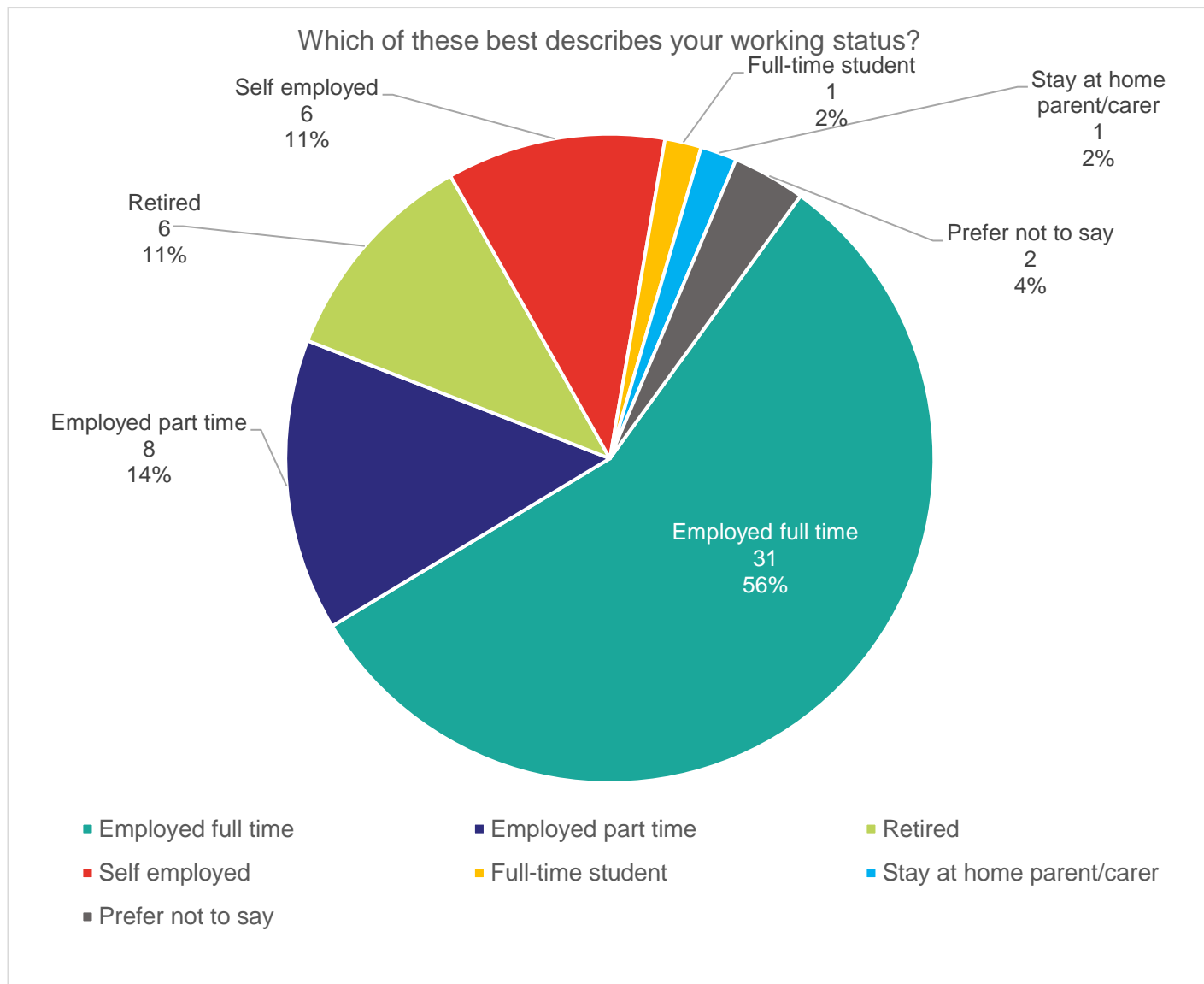


Figure 34: Pie chart showing response to the question: Which of these best describes your working status?

Which of these best describes your working status?		
	Number of responses	% of total question respondents
Employed full time	31	56%
Employed part time	8	15%
Retired	6	11%
Self employed	6	11%
Full-time student	1	2%
Stay at home parent/carer	1	2%
Prefer not to say	2	4%
Total question respondents	55	

Table 34: Table showing response to the question: Which of these best describes your working status?

With which ethnic group do you most identify?

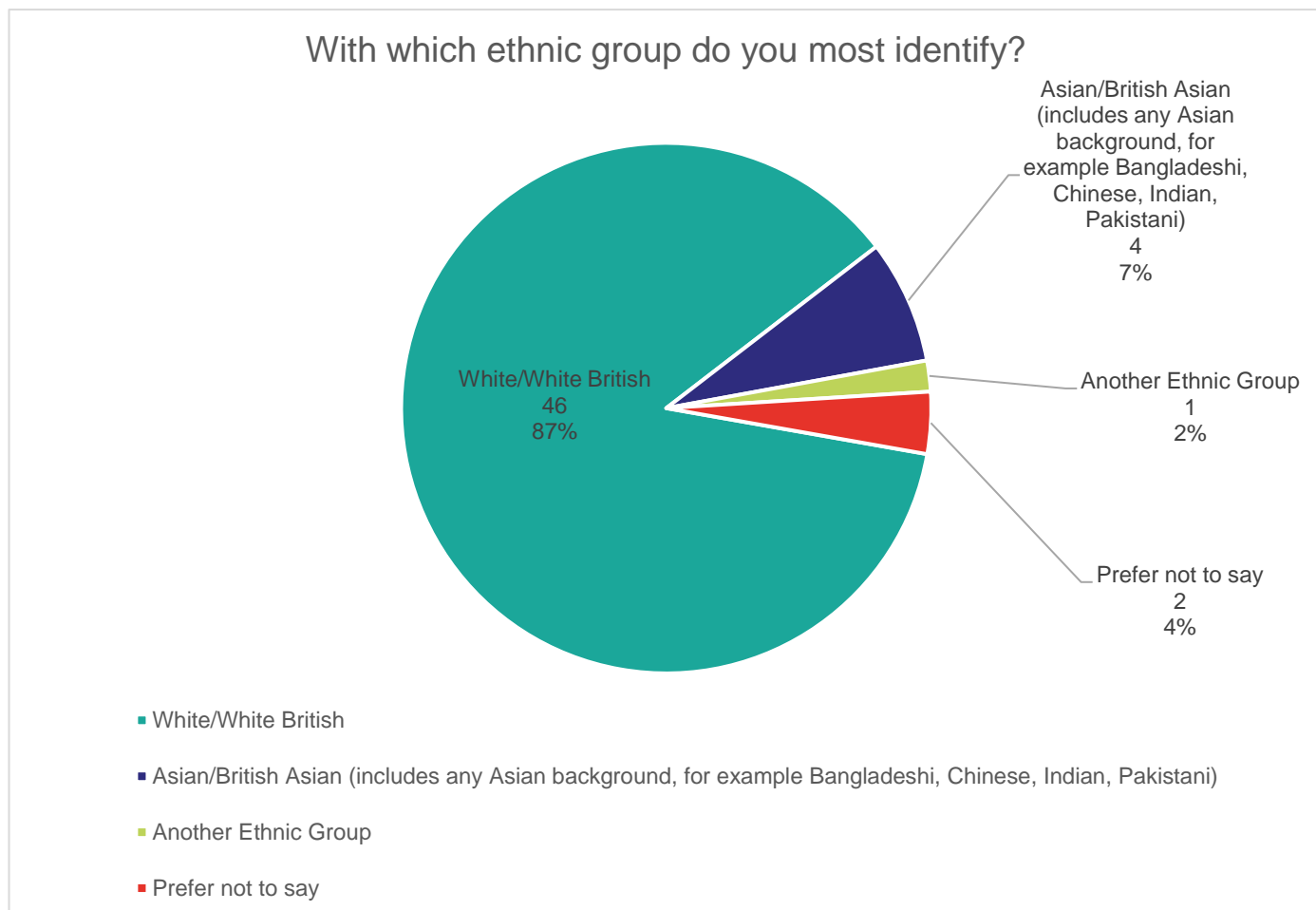


Figure 35: Pie chart showing response to the question: With which ethnic group do you most identify?

With which ethnic group do you most identify?		
	Number of responses	% of total question respondents
White/White British	46	87%
Asian/British Asian (includes any Asian background, for example Bangladeshi, Chinese, Indian, Pakistani)	4	8%
Another Ethnic Group	1	2%
Prefer not to say	2	4%
Black, African, Black British or Caribbean (Includes any Black background)	0	0%
Mixed or multiple ethnic groups	0	0%
Total question respondents	53	

Table 35: Table showing response to the question: With which ethnic group do you most identify?

Including yourself, does anyone in your household have a mental health condition or illness lasting or expected to last 12 months or more?

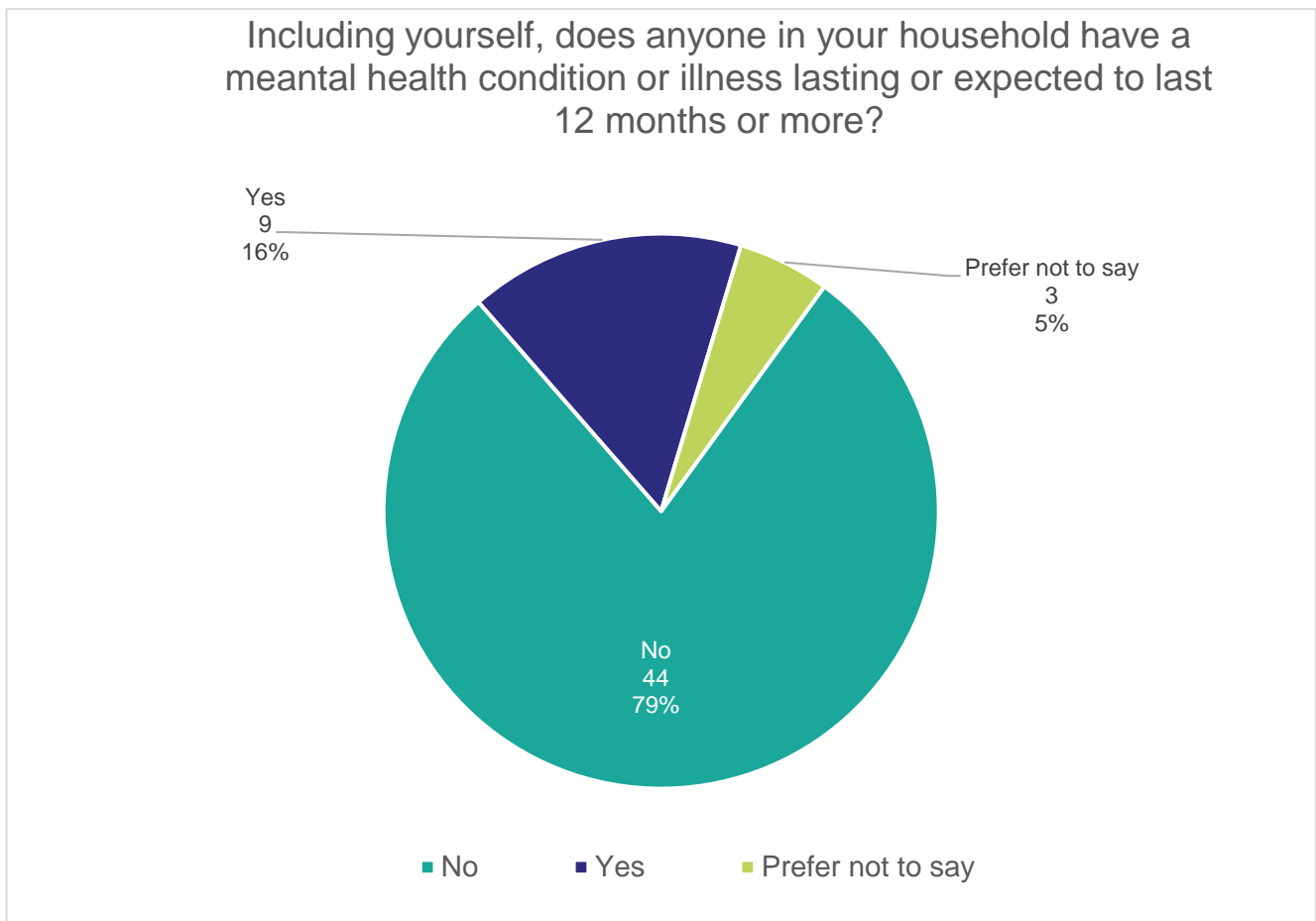


Figure 36: Pie chart showing response to the question: Including yourself, does anyone in your household have a mental health condition or illness lasting or expected to last 12 months or more?

Including yourself, does anyone in your household have a mental health condition or illness lasting or expected to last 12 months or more?		
	Number of responses	% of total question respondents
No	43	79%
Yes	9	16%
Prefer not to say	3	5%
Total question respondents	55	

Table 36: Table showing response to the question: Including yourself, does anyone in your household have a mental health condition or illness lasting or expected to last 12 months or more?

Respondent demographic responses: I travel along the Sheaf Valley Cycle Route

What is your gender?

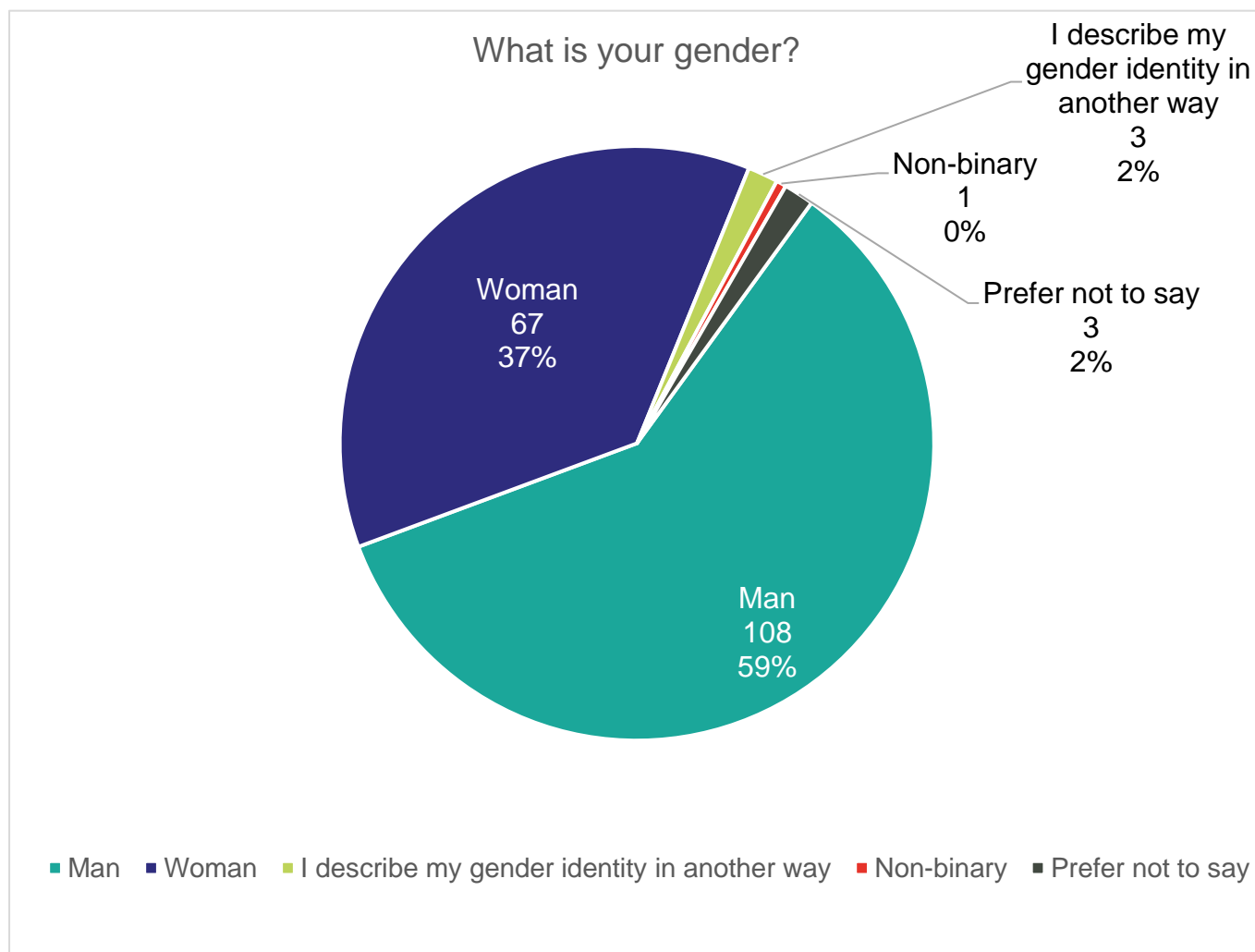


Figure 37: Pie chart showing response to the question: What is your gender?

What is your gender?		
	Number of responses	% of total question respondents
Man	108	59%
Woman	67	37%
I describe my gender identity in another way	3	2%
Non-binary	1	1%
Prefer not to say	3	2%
Total question respondents	182	

Table 37: Table showing response to the question: What is your gender?

How old are you?

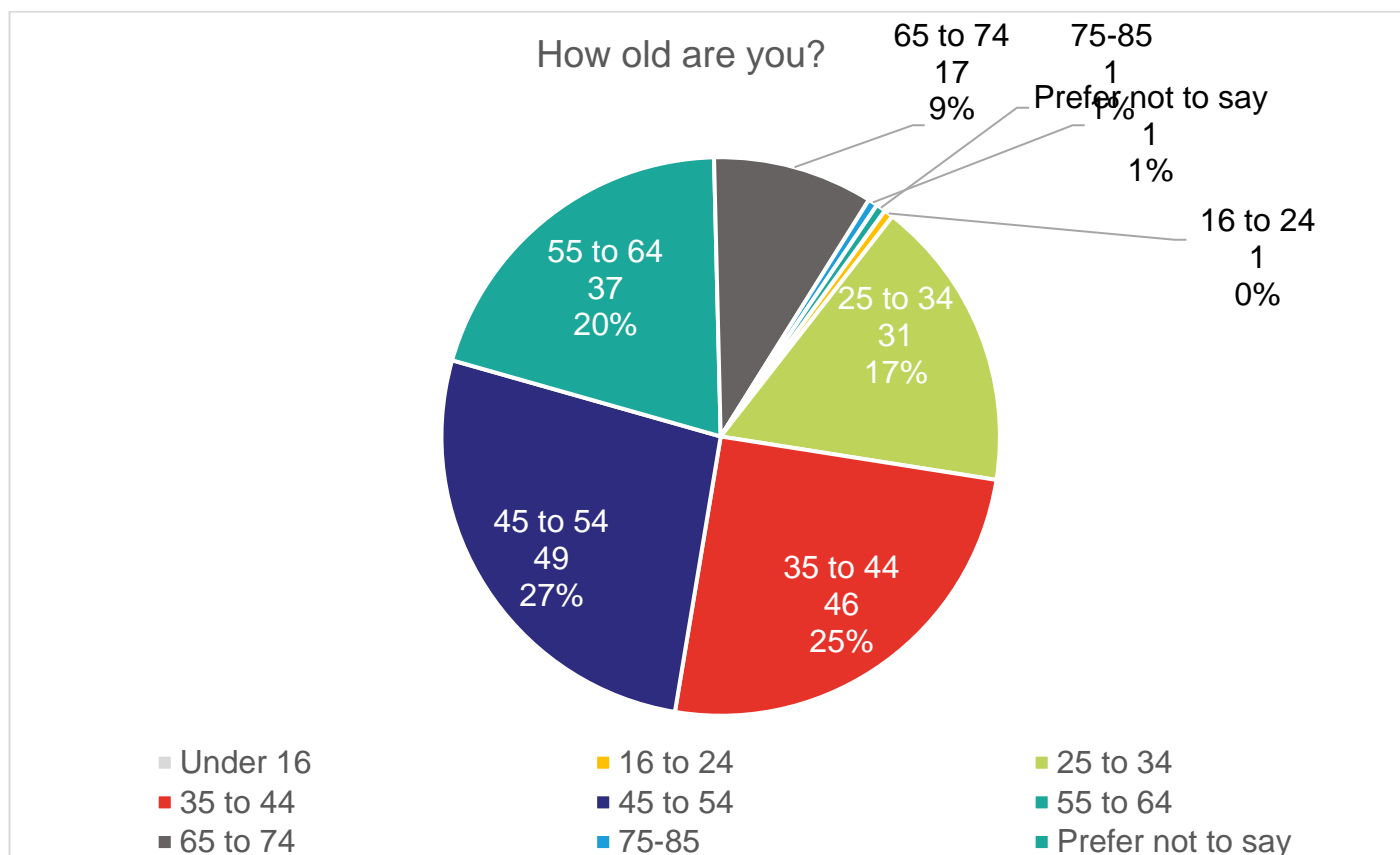


Figure 38: Pie chart showing response to the question: How old are you?

How old are you?		
	Number of responses	% of total question respondents
Under 16	0	0%
16 to 24	1	1%
25 to 34	31	17%
35 to 44	46	25%
45 to 54	49	27%
55 to 64	37	20%
65 to 74	17	9%
75-85	1	1%
Prefer not to say	1	1%
Total question respondents	182	

Table 38: Table showing response to the question: How old are you?

Which of these best describes your working status?

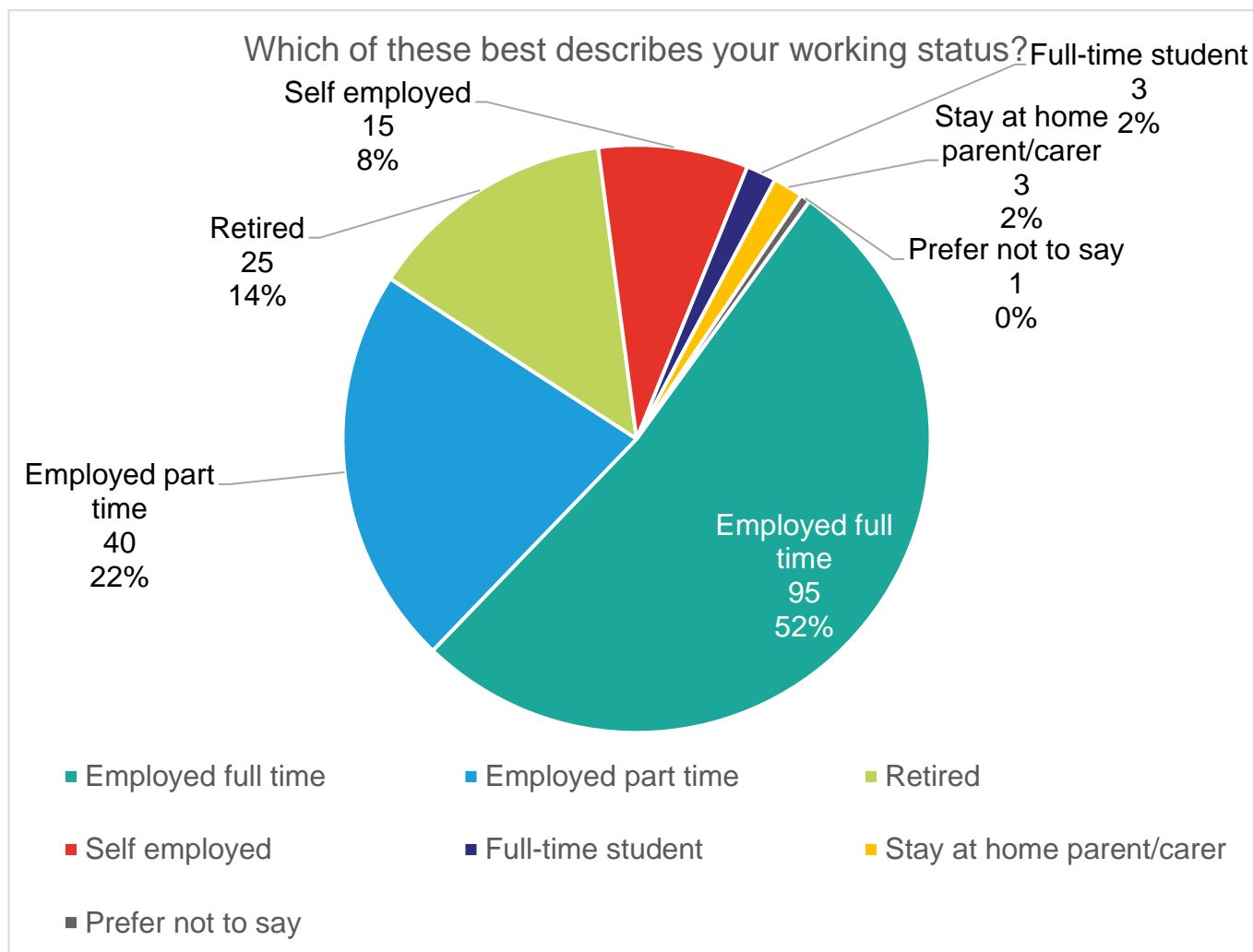


Figure 39: Pie chart showing response to the question: Which of these best describes your working status?

Which of these best describes your working status?		
	Number of responses	% of total question respondents
Employed full time	95	52%
Employed part time	40	22%
Retired	25	14%
Self employed	15	8%
Full-time student	3	2%
Stay at home parent/carer	3	2%
Prefer not to say	1	1%
Total question respondents	182	

Table 39: Table showing response to the question: Which of these best describes your working status?

With which ethnic group do you most identify?

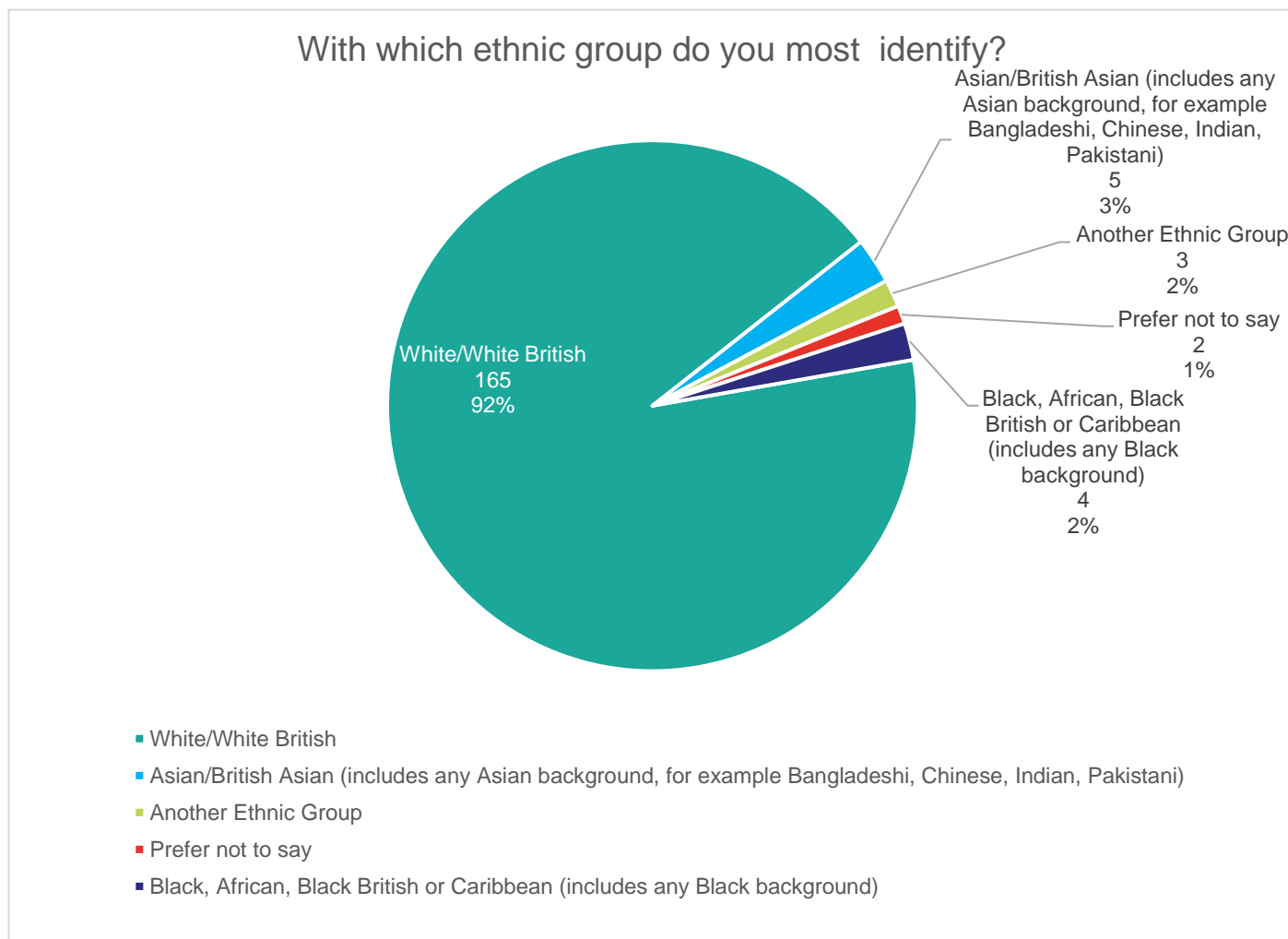


Figure 40: Pie chart showing response to the question: With which ethnic group do you most identify?

With which ethnic group do you most identify?		
	Number of responses	% of total question respondents
White/White British	165	92%
Asian/British Asian (includes any Asian background, for example Bangladeshi, Chinese, Indian, Pakistani)	5	3%
Another Ethnic Group	3	2%
Prefer not to say	2	1%
Black, African, Black British or Caribbean (includes any Black background)	4	2%
Total question respondents	179	

Table 40: Table showing response to the question: With which ethnic group do you most identify?

Including yourself, does anyone in your household have a mental health condition or illness lasting or expected to last 12 months or more?

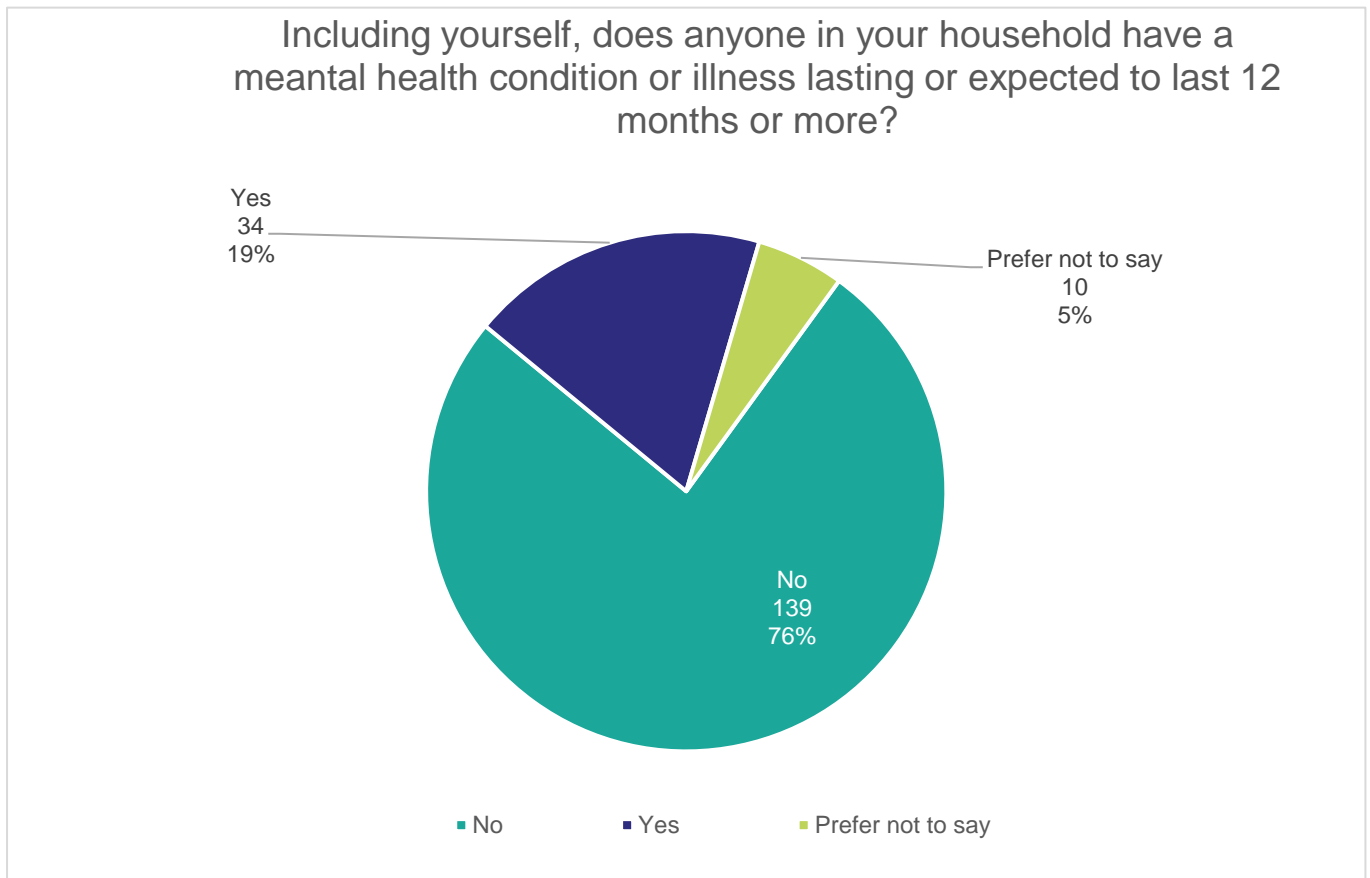


Figure 41: Pie chart showing response to the question: Including yourself, does anyone in your household have a mental health condition or illness lasting or expected to last 12 months or more?

Including yourself, does anyone in your household have a mental health condition or illness lasting or expected to last 12 months or more?		
	Number of responses	% of total question respondents
No	139	76%
Yes	34	19%
Prefer not to say	10	5%
Total question respondents	183	

Table 41: Table showing response to the question: Including yourself, does anyone in your household have a mental health condition or illness lasting or expected to last 12 months or more?

Respondent demographic responses: I own/manage a business along the Sheaf Valley Cycle Route

How many employees does your business or organisation have, including yourself?

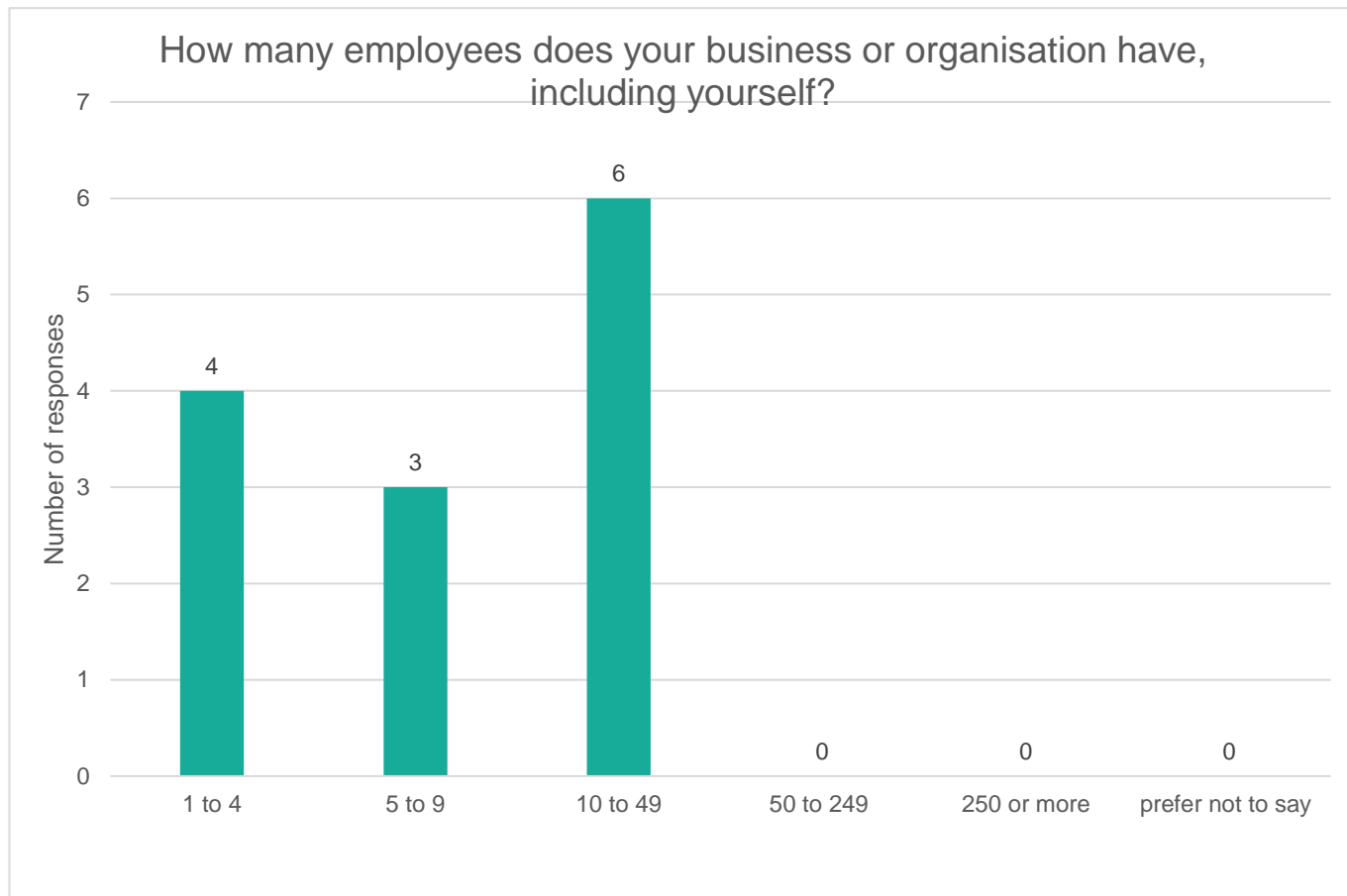


Figure 42: Chart showing response to the question: How many employees does your business or organisation have, including yourself?

How many employees does your business or organisation have, including yourself?		
	Number of responses	% of total question respondents
1 to 4	4	31%
5 to 9	3	23%
10 to 49	6	46%
50 to 249	0	0%
250 or more	0	0%
prefer not to say	0	0%
Total question respondents	13	

Table 42: Table showing response to the question: How many employees does your business or organisation have, including yourself?

Who tends to visit or use your business most?

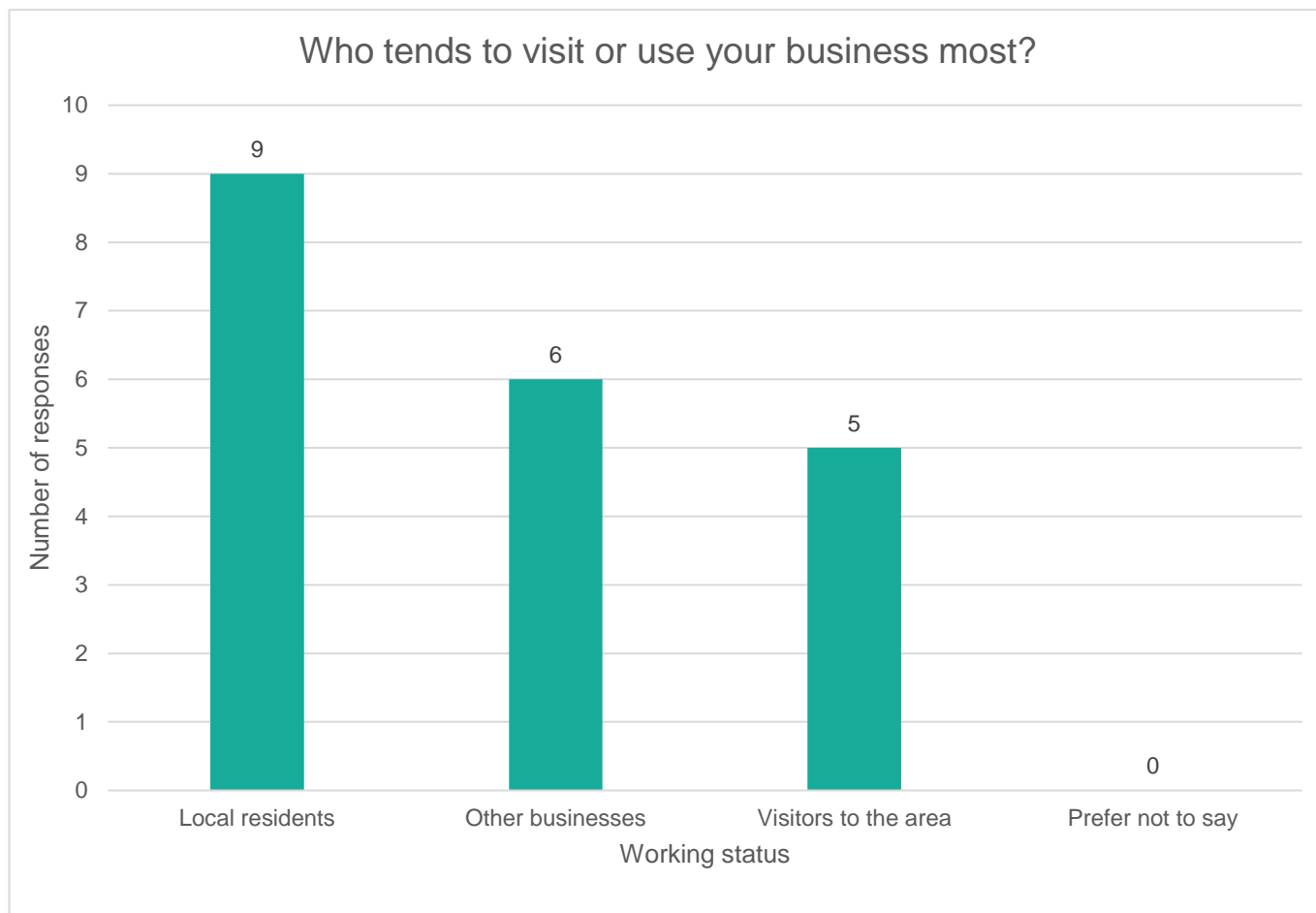


Figure 43: Chart showing response to the question: Who tends to visit or use your business most?

Who tends to visit or use your business most?		
	Number of responses	% of total question respondents
Local residents	9	69%
Other businesses	6	46%
Visitors to the area	5	38%
Prefer not to say	0	0%
Total question respondents	13	

Table 43: Table showing response to the question: Who tends to visit or use your business most?

Appendices

Appendix 1: The Sheaf Valley Cycle Route tile on the Connecting Sheffield webpage

[Home](#) Sheaf Valley Cycle Route: Latest Updates

1/1

Sheaf Valley Cycle Route: Latest Updates

Latest updates

June 2023

Over the course of the last year, we have been implementing measures to create the proposed Sheaf Valley Cycle Route. Thank you to everyone who has sent in feedback on the measures we have put in place so far.

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, we will advertise a Traffic Regulation Order with the intention of implementing the proposals.

To help inform our review of the measures, we would like to hear the thoughts of local residents, businesses and users of the route. To access and complete the online survey asking about your experience of the Sheaf Valley Cycle Route, please click [here](#). The survey will close on **Monday 10 July at 9am**.

If you or someone you know is unable to access information online, please get in touch with us using the contact details below. We can arrange a different way to provide information and record feedback, so that you or they can get involved.

We expect a decision on the long term future of the scheme to be made by the Transport, Regeneration and Climate Policy Committee in September 2023. All measures will remain in place until a final decision has been made.

You can get in touch with the Connecting Sheffield team using the following channels:

Email: info@connecting-sheffield.co.uk

-

Freephone: 0808 196 5105

Post: Freepost Connecting SHF

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.





Sheffield City Council

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sheffield.gov.uk

[More info...](#)

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Activity



We're asking residents, nearby businesses and people who use the Sheaf Valley Cycle Route about your experiences.


Communications Team BT from Sheffield City Council · 5 Jul

Please complete our short survey – and we'll use your feedback alongside comments we received during the trial period and traffic monitoring data to help inform decisions we make around the cycle route.

You can access the survey, which closes at 9am on Monday 10 July, here [https://operations641637.typeform.com/to....](https://operations641637.typeform.com/to...)



image ALT text: hand typing on keyboard



Sheaf Valley Cycle Route Survey - June...
Turn data collection into an experience with Ty...
OPERATIONS641637.TYPEFORM.COM

5 Jul · Subscribers of Sheffield City Council in 4 areas in General



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