

## APPENDIX D

### Crookes and WalkeyActive Travel Neighbourhood Objection Log

No.	Summary	detail
<b>CROOKES</b>		
1	General objection	<p>This is just a quick line to register (again) my objection to the Experimental Traffic Regulation Order (ETRO) being implemented on the 25th April in the Crookes/Walkley area. I was one of many residents who clearly explained my opposition to this profoundly misguided scheme during the online consultation that took place last year. The overall feedback from that exercise was by no means strongly positive, yet here we are with work about to start and just over a fortnight's notice for people to get used to the idea. It is now clear that the present developments were already a fait accompli before anyone started typing, and one wonders if the results of the 'experiment' itself are a similarly foregone conclusion. At a time when life is incredibly stressful for people as it is, here comes the solution to a non-existent problem, guaranteed to add a little bit more difficulty to everyone's day as they deal with newly-created traffic bottlenecks and dead ends. Moreover, by the very definition of these proposals, even if a few lucky residents are able to benefit in some way, this can only happen at the expense of their less fortunate neighbours. I don't think it's going to be great for us on Springvale Road, but I suppose I can console myself with the thought that it will be much worse for the poor souls unlucky enough to live on South Road. How is it that the council recently allowed developers to build flats on the old petrol station site at the busy junction between Springvale Rd and Commonsidge (nearly finished as I write), yet is now taking steps to needlessly corral more traffic through that already hazardous area? It's so illogical one can only assume the real reasons relate to how different pots of funding are accessed, and similar bureaucratic considerations likely to remain mysterious to the average council taxpayer.</p>
2	Measures around Sackville Road	<p>As a resident of Marston Road, I'm finding your proposed changes on accessing the following roads, Sackville Road, Newent Lane, Romsdal Road and Pickmere Road pretty short sighted. Your plan forces traffic onto Marston Road, a road which is already a busy road due to the CO-OP delivery yard and parking is in short supply because it's close to commercial centre of Crookes..By blocking off Sackville Road, you will now no longer be able to disperse traffic for houses between Crookes Road and School Road but force them to travel up School Road onto Crookes Road and then down via Marston Road. I think that you need to go back to the drawing board as your plan is flawed and will result in an increase in accidents and possible fatalities</p>
3	General	<p>To whom it may concern, I am seriously concerned with the Crookes Active Neighbourhood Proposal, its effect on the environment and safety of local residents.</p>

		<p>The effective closure of Springvale Road will push extra traffic onto School Road which is already choked with obstructive parking, and where the 20mph limit is routinely not observed. The convoluted routes required to access many properties will result in extra car mileage in the area with consequent effects on air quality.</p> <p>There is physically not enough space for the diagonal closures without risking vehicles mounting the pavement. In icy weather, the few safe routes in and out of residential areas will be blocked off.</p> <p>The scheme fails to address the use of the area by commuters as a free car park. I am concerned with the haste by which the scheme is being implemented without an adequate window for response by the community (the 2021 consultation did not specify any details).</p> <p>I am submitting my objections based on the above, and request that a suspension of the proposal be put in place immediately these safety concerns are addressed</p>
4	Sackville road interventions	<p>Good afternoon</p> <p>I am writing to object to the above and the proposals that are being implemented for Sackville Road. As a resident how do I gain access to park my car on my road as the bottom of the road will be inaccessible and there are restrictions at the junction with Pickmere Road. Can you please clarify what that means for residents from that junction downwards?</p>
5	Mona Springvale	<p>To whom it may concern</p> <p>I am emailing to express my incredulous misgivings about the Crookes experimental traffic regulation order which is to be imposed upon our area later this month.</p> <p>If you were to look at the Crookes Community Facebook page you would see that many hundreds of Crookes residents also feel the same way.</p> <p>First of all I feel there has been zero consultation on the specifics of the scheme. I know of course there was consultation about the wider idea of a Crookes active neighbourhood, and indeed I was among the residents who looked carefully at those plans online and submitted some suggestions largely in support - but I do not agree the changes now being implemented match the aims discussed, are necessary or are wanted, and I am surprised such punitive alterations can be imposed on residents without specific consultation beforehand.</p> <p>For our part, the map is a serious misrepresentation of what, currently, is not a situation that needs much doing to 'fix' it. We live at the top of on Mona Road, a mostly pretty quiet side street of the same small size and non-busy nature as Brighton Terrace Road and Melbourn Road.</p> <p>Yet whilst those two streets are drawn as thin pale lines befitting their quiet side street status, the map inexplicably depicts our</p>

		<p>road as a thick grey main road of the same substance as Springvale Road and School Road. It appears this has been done to justify the fact that, once the changes come in, a huge amount of traffic will be funnelled up our road from Springvale Road, and back again down Townend, creating a busy one way loop for irate drivers angry they can no longer progress up a blockaded Springvale Road or left onto the one way Mona Avenue.</p> <p>Our children attend Westways Primary School, a three minute walk from our house, and again I have long been in support of the need for changes to reduce the dangerous amount of traffic - which ignores all double yellow lines and indeed rules of the road - which accesses and parks up on Mona Avenue and the small section of Mona Road every morning and afternoon at school drop off and pick up.</p> <p>I am pleased Mona Avenue will be closed for those portions of the day, and supportive of the one way system being introduced.</p> <p>However, the problems with school traffic are not limited to Mona Avenue, and I fear the changes being brought in, whilst making Mona Avenue quieter, will make surrounding streets, and our road Mona Road in particular, more dangerous.</p> <p>My seven year old daughter cycles to school each day, a very short yet perilous journey as it is. I mention this as proof of our existing efforts to live in an 'Active Neighbourhood' where we already try as much as we can to walk, cycle, or use public transport, rather than use our car. But once Springvale Road is blocked off with its numerous bewildering diagonal blockades, and made one way for one hilariously short little section, and if the traffic is indeed forced to funnel its way off Springvale Road and up Mona Road as I predict, I am not sure we will be able to continue allowing her to cycle. She will be contending with cycling downhill towards a constant dangerous uphill stream of angry drivers being diverted away from Westways, and her little sister who walks on the pavement beside us will be breathing in a much increased level of exhaust fumes.</p> <p>The only motorists whose behaviour causes a concern around the school are those who live far enough away from school that realistically they do have to drive their children in each day. Everybody we know who lives near enough to school already walks to and from school every day. The changes being imposed will do nothing to deter the motorist parents from driving, as most of them really have little choice but to do so - instead they will continue to drive but be ever more annoyed about it, and that annoyance and angry driving and parking will spill over into roads that previously had nothing to do with the problem.</p> <p>I move on to the insanity of the new access to our own house by car. Because, whilst encouraging our children to walk and cycle as often as practicable, and walking most places locally ourselves, we do also have a car, for longer journeys and transporting heavy shopping and other such normal activities for which we shouldn't be made to feel guilty!</p>
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6	General	<p>i Would like to raise my concerns and objections at what appears to be an illogical and poorly thought through redesign scheme.  I request details of consultations with emergency services be provided as I have grave concerns there will be delays to potentially life threatening situations caused by more indirect routes having to be taken.  Following the initial consultation, which I contributed to, there has been no public consultation or engagement in the actual plans which have been proposed. I request this is provided prior to implementation of any scheme. It would appear that few suggestions of any logical benefit have been incorporated into the scheme.</p>

		<p>I live on the smaller section of Heavygate road as it dips down to Commonside, it is already a rat run with traffic cutting down from Northfield Rd, however, limiting traffic on all neighbouring roads apart from this on will increase the activity on this road significantly. The plans would suggest that no one with knowledge of the area has had involvement as it has been treated as an extension of the main road, not as the narrow and steep road it becomes before exiting onto Commonside. As a resident we will have to make a significant detour, increasing our petrol consumption and it's effect on the environment every time we travel home from the city centre or the west as all more direct routes have been blocked, either travelling via Slinn street or via Matlock Road. The maps you have sent out show the incompetence of this scheme with incorrectly labelled roads and poorly recognisable layout - shame on you.</p>
7	General	<p>What new connections are there? New bus routes? More frequent buses? More reliable buses? The name of this scheme is disingenuous and misleading when the only thing that seems to be planned is "disconnecting neighbourhoods". If I'm being sarcastic "this scheme (presented on the Crookes/Walkley maps) appears to have as much forethought as a toddler with a crayon".</p> <p>1. What further consultations have been done with local residents? You performed an initial consultation 1 year ago, asking for feedback and suggestions online. Has anything else at all been discussed with (or communicated to) local residents before these final proposals were put online?</p> <p>2. Why has there only been around 3-4 weeks warning of the proposed changes? The scheme has been poorly publicised. The short notice period is entirely insufficient for news to spread throughout the community, for people to find/inspect the plans, and for final feedback/comments to be gathered. Because you have done so little consultation, and given so little notice for these proposals – it is hard to believe that you take the local residents (and their concerns) seriously.</p> <p>3. What traffic data has been collected to inform these decisions? Have these decisions actually been based on traffic data? Nobody I know has seen any kind of traffic monitoring over the last year (eg. the black cables, or actual people monitoring) I can put in a FOI request if necessary to find out the extent of your data-collection, but I strongly suspect that these proposals are based on a whim/ideology, not actual data.</p> <p>4. You are basing your decisions on incorrect maps!!! Larger roads are shown as minor roads, minor roads are shown as larger roads – and you even have a 3ft wide ginnel shown as a large road FFS!!! This is clearly an indication that the people in charge of this scheme certainly do not know the local area, have probably never visited, and couldn't even be bothered to check Google StreetView which is where I got the attached image from (HallamshireGinnel.png) The fact that decision-</p>

		<p>making has been based on incorrect maps should be reasonable enough for this entire scheme (in its current form/proposal) to be immediately stopped.</p> <p>5. Have you considered 'vertical distance' when trying to reduce pollution? Forcing people to take unnecessary uphill and downhill routes to 'escape' the proposed maze will only increase pollution. As will the congestion that is forced onto specific junctions that are already unsuited for large volumes of traffic.</p> <p>Now onto more specific issues to do with the proposals and locations. Please note these are just the 3 main ones - my list of rational observations/objections with local perspective could be much much longer!!!!</p> <p>1. <b>SPRINGVALE ROAD CLOSURES</b> This is the main route up/down the hill for local access. It is a wide road with plenty of passing points and traffic calming measures already in-place, such as 'narrowed uphill priority' sections. This is the most devastating and pointless change to roads, as it will simply force more traffic onto less-suitable roads (eg. School Rd) and towards the most congested/awkward junctions. This is especially stupid when taken in conjunction with the changes being proposed for Walkley/SteelBank and how much traffic will be forced towards the Walkley traffic lights which already has the highest pollution levels in the area.</p> <p>2. <b>FITZGERALD / SACKVILLE / ROMSDAL LOOP</b> You've created a stupid loop with these roads! It shows that your plans will funnel a huge number of local residents onto 2 specific junctions that are both entirely unsuited for handling significant traffic (Sackville/School &amp; Romsdal/Newent). This is especially notable for the junction of Romsdal/Newent which is a nightmare most of the time and one that most locals avoid if they can – so why funnel more traffic onto it? You show Newent road as a 'larger' road when it is in-fact tiny and only 1 car-width width in places (incorrect map again). A huge amount of traffic will attempt to exit the neighbourhood from the top of Marston road, which is bigger than your map suggests, but still not a great junction with a Co-Op delivery area at the top. The complete lack of local knowledge is perhaps most clearly displayed with the stupid decisions in this area!</p> <p>3. <b>2x (NEW )TRAFFIC-LIGHT CROSSINGS ON CROOKES</b> Have there been a significant number of accidents/injuries involving pedestrians? There is currently 1 traffic light crossing, 1 zebra crossing and multiple 'courtesy crossings' that are generally well-respected by drivers. New crossings like this are unnecessary. I have never had an issue crossing the main road (Crookes) anywhere along it's length in the 14yrs of living here. Busses already cause a significant amount of 'stop-start' traffic which is the worst thing for pollution, and this will make the 'stop-start' traffic along Crookes significantly worse.</p> <p>If you wanted to make residents happier, it would be simple enough to paint double-yellow lines on all the corners of</p>
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		<p>junctions throughout the neighbourhood to discourage terrible parking and allow better (natural) crossing points for pedestrians/vehicles/cyclists. Maybe make the main road (Crookes) a simple 20mph zone to slow traffic – but otherwise you should F-off with your terribly thought-out plans that are clearly written without local knowledge (based on incorrect maps) and with sod-all consultation before the ‘toddler with a crayon’ was allowed to do the exact opposite of “Connecting Sheffield”.</p> <p>I gather from other neighbours/locals that you are currently experiencing a large volume of emails and sending out automated replies? Given that you brought this situation on yourself with negligible consultation and stupid proposals with only a few weeks notice, it would (quite frankly) be insulting if any changes get implemented before addressing this email (and ALL other emails from concerned residents).</p>
8	Western Road	<p>Having just signed the petition to stop the planned Crookes road changes, I wanted to provide some context.</p> <p>I do not object to the aim of the proposed changes, however, I am very concerned that the proposals (amongst the many issues raised by fellow residents) will result in a significant increase in traffic on the upper part of Western Rd. This is an area with a great community spirit, where children regularly gather to play outside on their way to Bolehill Park. Despite the road being cobbled, many cars already use the road as a cut through, many driving way too quickly. My concern is that the proposed redirection of traffic from Springvale Rd up Western Rd will increase the number of cars travelling up what should be a quiet family orientated road , dramatically increasing the risk to the residents and their children in particular. I believe the risk is not only to the physical safety of the children; but consider if it also results in parents keeping their children indoors rather than playing out. This could then result in a significant increase in mental health problems, as well as energy usage (video games, tablets, etc), with the compound impact upon the environment). If changes must be made, I would very much support the closing off of the top end of Western Rd, either at its junction with Northfield Rd or Springvale Rd (or conceivably half way up the road). This would stop it being used as a cut through, vastly improving the area for children and the other residents.</p> <p>Thank you for your consideration.</p>
9	Western Road	<p>Complaint Information</p> <p>What is your complaint?</p> <p>I want to make a complaint about the new double yellow lines which have been added to Western Road, Crookes, due to the Active Neighbourhood Scheme which has taken place. The council have been out in the last few months to add even more double yellow lines onto the road, which is now making the road impossible to park on- especially during school hours. This has massive reduced parking on this road, forcing residents to park their car on neighbouring streets SpringvaleMonaeven further at times as there is no where to park anymore. This is resulting in people parking dangerously on double yellowsblocking cars in as they squeeze onto the end of a space not big enough.</p>

		<p>How can we put this right? Revert it back to how it was, get rid of the extended double yellow lines please.</p>
10	General	<p>In connection with your most recent communication regarding the Crookes and Walkley Active Neighbourhood Scheme Update dated 21 October and ongoing implementation of the ANS in this area.</p> <p>I notice that previously unimplemented aspects of the scheme are now being brought into force, despite what I observe to be quite overwhelming objections to and problems raised in connection with the scheme already in place. The latest impediment to my movement in my own neighbourhood is my inability to drive down the length of Western Road from Crookes to School Road, which is the quickest route to and from my allotment at Bole Hill Quarry. This leaves the only route for me to and from my allotment, the shops in Crookes and onward access to Hillsborough in one direction and Crosspool in the other, is via School Road. This road was already a nightmare before neighbouring roads were closed and parking availability displaced from nearby streets because of planters and other restrictions. Since the scheme has been implemented, this access has become incredibly stressful and difficult by car. An increase in double parking at the Crookes end of School Road, the lack of passing provision and drivers coming downhill not giving way to those going up are all factors causing bottlenecks, anger and frustration because of the narrow width of the road. To implement a scheme which doesn't address the key issue – parking – but actually exacerbates it in the name of 'activity' is not what any local scheme should be doing.</p> <p>My solution, like many others I am sure, is to avoid going to Crookes as much as possible and use areas easier to access by car when I need to do so; this will have an ongoing impact on the businesses of Crookes which I want to support. However, as has been pointed out in other responses to the consultation and implementation of this scheme, living on a steep hill, needing to transport goods and shopping, and having any sort of physical impediment (in my case arthritic knees) is not a combination that is going to encourage me to stop using my car. This scheme is punitive in every respect. No alternatives are offered and it is also being implemented at a time when the local bus service is so dire that I no longer use the 52 service because it is so unreliable. No services are available to enable access to Crookes from local residential streets anyway to replace necessary car use for all the reasons already referenced.</p> <p>I urge officers and elected representatives for Crookes and Walkley to seriously reconsider the implementation of this punitive and restrictive scheme that is having a major impact on the ability of people to move freely around our own neighbourhood and is creating traffic bottlenecks and snarl ups</p>



		<p>along with resulting increases in pollution and journey times as a result. Roads are meant to be travelled on. That's why they exist, to enable people to move around. Pavements enable pedestrians to walk safely whilst the highway is designed for traffic of all kinds and whilst the aims of a scheme to encourage bike use is laudable, this simply is not an option for many people.</p>
11	General	<p>Please consider this an objection in the strongest possible terms to the Crookes active neighbourhood scheme. Specifically, any and all changes to blocking the two junctions of cobden view road/springvale road, and springvale road and western road.</p> <p>I am a local resident that lives on cobden view road. Not only are the proposed changes completely unsafe for local school children, residents, drivers and cyclists (through making dangerous new junctions that the roads are simply not designed for) but perhaps more sinister is the whole ethos here which seems to be an attempt at behavioural modification of local residents - blocking a few roads is not going to make people drive less, if that is indeed the intended underlying objective?</p> <p>If not, please do elaborate on what is trying to be achieved here? I am open to dialogue so please feel free to elaborate.</p> <p>Might I suggest that building barricades is not the way to win hearts and minds of local residents, and that the very idea (presumably planned out on some map with poor simulations and practical considerations) is flawed to it's core.</p> <p>Id also add that the website is not clear on where to challenge this, so presumably you are aware of the controversy surrounding it and are trying to avoid residents reacting to this before you can get a permanent barricade in place? Please explain every current timeframe for challenging this, and when permanent barricades are scheduled if that is indeed the case, which it should not be.</p> <p>In summery, there is not a problem that needs fixing here. This whole thing is a colossal waste of every parties precious time and resources. I'm sure you only have to glance at the cities needs to see where resources can be better spent. Please desist from any form of road alteration in this area, it is not in the residents, or indeed the cities best interests and could genuinely cause accidents as it's dangerous.</p> <p>I look forward to your response regarding the above questions.</p>
12	General	<p>I am writing to share my experience, as a resident of Crookes, of the current Active Travel Scheme.</p> <p>Whenever there has been wintry weather over the last months, whether snow or ice, the scheme has made it virtually impossible to access numerous residential roads, including the one on which I live. No-one living here uses their car in wintry weather unless absolutely necessary due to the topography;</p>

		<p>when necessary the only way to travel has always been at low speed and downhill. The scheme has removed downhill access to numerous roads; the prime example of this are the planters across the junction of Pickmere Road and Sackville Road. Due to these planters, the only access is now uphill. My vehicle got stuck attempting this, and I witnessed several other cars struggling and skidding in a dangerous fashion.</p> <p>Heaven forbid my family or any of our neighbours should require the emergency services - will it require a death before council officers listen to those of us who live here and remove these ridiculous barriers?</p> <p>I walk to work and have walked around this area for more than twenty years; never have I found this area difficult to use as a pedestrian or felt remotely unsafe while doing so.</p> <p>This scheme was imposed upon us with virtually no consultation, and to be frank the attitude of officers at subsequent public question and answer sessions has felt belligerent and dismissive. The scheme, together with the failure to protect the community green space on the corner of Cobden View Road, has been an object lesson in ignoring the views and wishes of a local community and instead imposing the ideas of others who clearly have no knowledge of the area.</p> <p>With the exception of the "school streets" initiative around local primary schools, I call upon the council to remove the rest of this unwanted imposition.</p>
<b>Walkley</b>		
1.	General	<p>I would like to raise my concerns for the Crookes and Walkley active neighbourhood scheme.</p> <p>As you will be aware, a number of the 'experts' proposals for the scheme have been required to be immediately removed / altered or not put in position at all - this demonstrates a complete lack of knowledge of the area, coupled with a complete disregard of the community who have protested against these from the start.</p> <p>The remaining aspects of the scheme also need to be dismantled as soon as possible in my opinion. The partial aspects of the scheme do not work - I live on the smaller, previously quiet part of Heavygate Rd between Slinn St and Matlock Rd (East). Not only have you deliberately diverted traffic onto our road from far more suitable roads as part of the scheme, but we are also experiencing increased traffic travelling westwards on the road due to the dismantled plans on Matlock Rd and Slinn St.</p> <p>Traffic has massively increased on our road in both directions causing issues with most of the road being single lane due to parking on both sides. The road is dangerous (still a 30 mph in comparison with all other similar side roads being 20 mph). At times it can be really difficult to get out of the car due to the amount of traffic travelling both directions. I previously happily cycled up the road but would no longer choose to do this due to the amount of traffic now using the road. Yours measures to</p>

		<p>monitor traffic on the road last year will not give you the scale of the increase as they were sited in unsuitable places to capture any traffic travelling on the road but entering/exiting on Slinn Street and Matlock road(large numbers do this) This road is a regular route for families walking between Walkley and Westways school - it has become a very dangerous road to cross. While supposedly within the boundary of the LTN, our road has no benefit of it and extremely detrimental effects from closures on other roads., with massive amounts of traffic being diverted onto here.</p> <p>While I did not necessarily agree with members of the public who took it upon themselves to shift the planters, I had occasion to observe traffic travelling down Matlock Rd west when the planters had been moved to create a s-type chicane which vehicles had to steer around. This had a very positive effect of slowing vehicles down without blocking the road completely and would be far more desirable both on this junction and the junction turning off Northfield rd onto the smaller part of Heavygate road (giving priority to those turning onto the main road from the side road).</p> <p>In summary, the one way on School road and planters on Matlock rd (west), Highton St and Greenhow St all require removing and more suitable traffic calming rather than road blocking measures put in their place with the addition of traffic calming on the turn into the smaller section of Heavygate rd. Please listen to the residents, we are living with this scheme on a day to day basis, currently experiencing a nightmare stream of traffic on our road coupled with significant increases of pollution. To date, engagement and communication has been really poor.</p>
2.	Heavygate Road	<p>Just thought I'd give some feedback on this scheme. I live on the section of Heavygate Road that leaves Northfield Road and runs through to Howard Road. Since the scheme has been implemented the road has become exceptionally busy, traffic has been forced to use this section of road following road closures. This section is not as wide as the rest of Heavygate Road and really isn't suitable for this volume of traffic. Cars travel excessively fast. The danger to the pedestrians and road users has significantly increased. Everyday we hear revving engines, heavy breaking and conflict between drivers trying to pass each other.</p> <p>Please could you look into this matter</p>
3.	Fir Street	<p>Dear Sir or Madame. The top of Fir street and Matlock road in Walkley have been blocked off recently. It is becoming increasingly difficult to drive around walkley and Crookes meaning more idling engines in traffic and longer roots need to be taken to get from a to b. Please open the roads back up again so we residents can navigate our own neighbourhood unhindered and reduce traffic jams again. With thanks,</p>

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