

Connecting Sheffield: Crookes and Walkley Active Neighbourhood

Experimental Traffic Regulation Order Feedback Analysis Report

May 2023

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Section 1

Purpose of this report

The purpose of this report is to provide an overview of and insight into the opinions of those who have shared feedback on the Crookes and Walkley Active Neighbourhood.

This report presents analysis of the feedback received during the Experimental Traffic Regulation Order (ETRO) consultation period for the Crookes and Walkley Active Neighbourhood. Between April 2022 and March 2023, respondents were able to provide feedback via email, phone and freepost as well as in-person at community drop-in events. Between October 2022 and March 2023, respondents also had the option of responding via a feedback form on the Crookes and Walkley page of the Connecting Sheffield website. Further details of feedback received is outlined in section 2.

The majority of feedback analysed in this report was received via email, though there was a significant amount of feedback received through the Connecting Sheffield website. Emails and open text responses received via the website are not constrained by pre-determined categories, response options or by word count and allowed respondents to express their experience of the Crookes and Walkley Active Neighbourhood in their own words.

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

The analysis presented in this report aims to:

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

The Context for Active Neighbourhoods

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

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

[Sheffield's '2019 Transport Strategy'](#) sets out the need to increase cycling and walking; the ['Move More' Strategy](#) highlights the car-centric nature of journeys currently in Sheffield; while the South Yorkshire Mayor, Oliver Coppard, has a ['Vision for Transport'](#) and ['Active Travel Implementation Plan'](#) which aims to put pedestrians and cyclists at the heart of the South Yorkshire Mayoral Combined Authority's (SYMCA) transport plans to address carbon emissions. Nationally, the Department for Transport's 2020 paper ['Decarbonising Transport, Setting the Challenge'](#) establishes the aim for 'active travel' to become the country-wide norm.

Active Neighbourhoods are principally designed to maintain access by motor vehicle to all areas - particularly for residents or businesses located within the neighbourhood - but to remove journeys where a vehicle is passing through an area enroute to get to somewhere else, and where an alternative, more appropriate route(s) exists.

Typically, Active Neighbourhoods form part of wider city plans to create a new network of high-quality, safe and legible main arterial active travel routes, which allow larger numbers of people to walk, wheel or cycle across the city. Active Neighbourhoods can play an important role in extending the impact of these new routes to make large areas of a city active travel-friendly.

In Sheffield, two Active Neighbourhoods have been proposed and consulted on, one in Crookes and Walkley, the other in Nether Edge, alongside four planned major new arterial cycle routes and planned improvements for the city centre.

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

Consultation process

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

The majority of responses received for the Crookes and Walkley Active Neighbourhood consultation period were freeform emails, however there was also an option for respondents to provide feedback via a feedback form on the Connecting Sheffield website between October 2022 and March 2023. This is the methodology for receiving feedback used on most forms of ETRO, although the volume received for Active Neighbourhoods has proved to be considerably higher than would typically be expected for most other projects where ETROs are applied, probably due a wider than typical area being affected by the trials. This form of freeform response is more detailed and more complex to analyse. Our methodology seeks to provide a thematic approach to the analysis so that common patterns and conclusions can be identified.

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

1. The aims of the scheme and understanding feedback

It is the aim of Active Neighbourhoods to remove or significantly reduce through-traffic from a particular neighbourhood. While this may result in a number of varied comments being raised, it is likely that people who have historically used an area as a through-route before the Active Neighbourhood is introduced will not welcome having to find an alternative, potentially slightly longer route, resulting in negative feedback. Equally, people benefiting from the changes may be more positive. Understanding that these different perspectives exist and what they mean for the consultation should be considered.

2. The timing of feedback

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

The consultation period for the Crookes and Walkley Active Neighbourhood went live approximately a month before the *first* measures were actually implemented, and around six months before *all* of the measures were implemented.

Introduction

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

The **Connecting Sheffield: Crookes and Walkley Active Neighbourhood** scheme was one of three ATF schemes to be brought forward under Connecting Sheffield. An initial concept consultation was held in summer 2021, **where 66% of respondents expressed their support** for an Active Neighbourhood in their area.

Following this concept consultation, an Experimental Traffic Regulation Order (ETRO) was advertised on 14 April 2022 in advance of changes being made to create the Crookes and Walkley Active Neighbourhood.

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

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

The six month statutory consultation period for this ETRO ran from 25th April 2022 until 25 October 2022. Sheffield City Council experienced unexpected delays in putting some of the planned measures in place which meant that some measures were not put in until November 2022, after the end of the statutory consultation period. As this meant that local people had not been able to experience how the Active Neighbourhood worked as a whole, the period for accepting comments on the scheme was extended until 3 March 2023 and this was communicated to the local community. This report considers feedback that was submitted up to 3 March 2023.

Creating the Active Neighbourhood

On 25th May 2022, the first measures were implemented to create the Active Neighbourhood via an 'Experimental Traffic Regulation Order' (ETRO).

The plans originally included:

- 13 proposed road-point closures that restrict vehicular through-route access at the mid-point of a road while still allowing access at either end (two on Springvale Road at the junctions with Cobden View Road and Western Road; two on Newent Lane; two on Slinn Street; two on Matlock Road - one at the junction of Pickmere Road and Sackville Road and another at the junction of Sackville Road and Romsdal Road; one on Leamington Street; one on Fir Street; and one on Highton Street).
- Five one-way restrictions (two at either end of Greenhow Street; one on Heavygate Avenue; one on Springvale Road; and one on Mona Avenue).
- Three controlled pedestrian crossings (one on Crookes; one on Heavygate Road; and one on Crookesmoor Road).
- One School Street.

Responding to feedback from local residents and businesses throughout the trial period, Sheffield City Council made some changes to the Active Neighbourhood. Changes made include:

- Removing the closure at the junction of Sackville Road and Romsdal Road as the closure at the junction of Sackville Road and Pickmere Road reduced through-traffic sufficiently.
- Removing the closure on Slinn Street to retain access to the church and pub, and to provide an alternative route during snowy periods.
- Repositioning the closure on Newent Lane to allow easier refuse collection.
- Removing the closure at the eastern junction of Matlock Road and Heavygate Road to maintain a car access route between Crookes and Walkley.

- Removing the diagonal closures on Springvale Road at the junctions with Cobden View Road and Western Road due to a lack of space for vehicles to manoeuvre.
- Restoring the double yellow lines on the corners of Western Road and Cobden View Road to their original lengths as they were no longer necessary following the removal of the diagonal closures.
- Removing the one-way restriction on Springvale Road to reduce the impact of displaced traffic using Melbourn Road.

The map included in Appendix 4 shows the scheme as it currently stands.

Response to the Crookes and Walkley Active Neighbourhood Experimental Traffic Regulation Order

Interest in the Crookes and Walkley Active Neighbourhood proved to be high once the ETRO was advertised and has been sustained throughout the trial period.

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

Commented [AK1]: This is the council email not ours, ours is .co.uk. Have we listed the correct one?

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

In total, **823** feedback submissions were received during the **Crookes and Walkley Active Neighbourhood** ETRO consultation between 25 April 2022 and 3 March 2023. These are categorised below according to the channels through which the feedback was provided.

Consultation response received	Total
Email	403
Connecting Sheffield Website Feedback Form	376
Phone	41
Freepost	3
Total	823

Table 1: Number of consultation responses received.

Feedback received via email and the online feedback form in regard to the Crookes and Walkley Active Neighbourhood amounted to 133,249 words. The volume of feedback received, and the nature of responses informed the method of analysis.

Section 2: Feedback analysis

Overview of feedback received via email

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

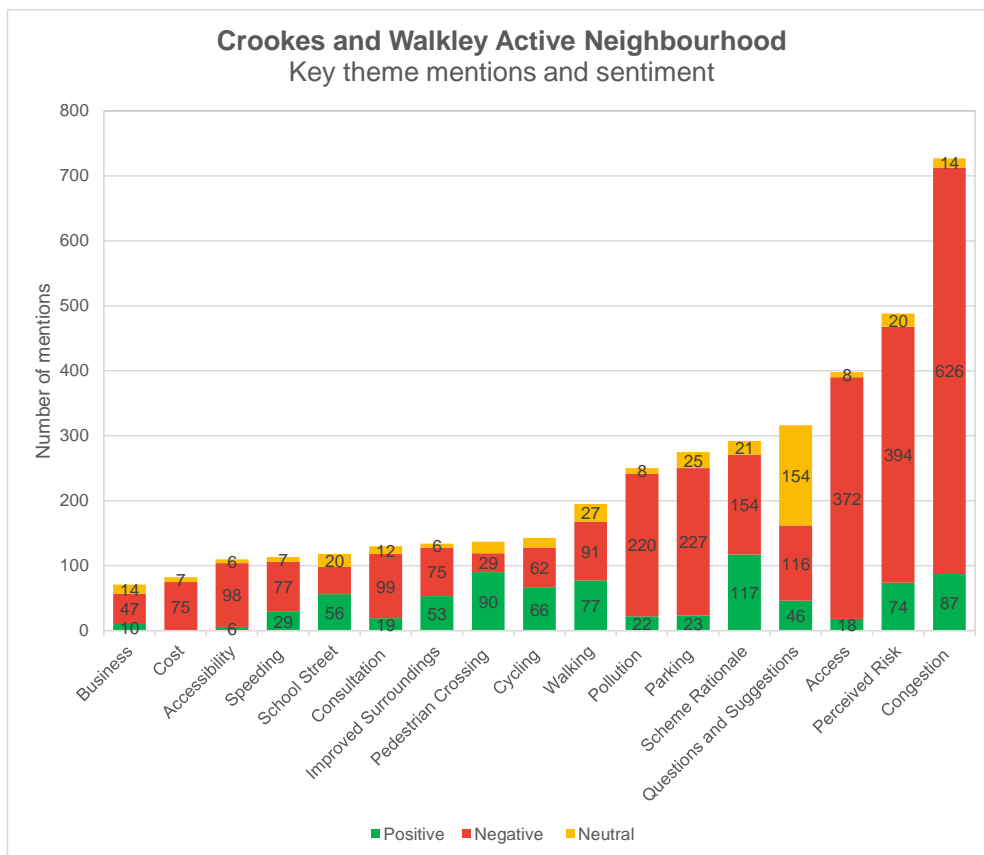


Figure 1: Crookes and Walkley Active Neighbourhood: Overview of feedback received via email and online feedback form.

Crookes and Walkley Active Neighbourhood					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	87	626	14	727
	Percentage	12%	86%	2%	
Perceived Risk	Number of mentions	74	394	20	488
	Percentage	15%	81%	4%	
Access	Number of mentions	18	372	8	398
	Percentage	5%	93%	2%	
Questions and Suggestions	Number of mentions	46	116	154	316
	Percentage	15%	37%	49%	
Scheme Rationale	Number of mentions	117	154	21	292
	Percentage	40%	53%	7%	
Parking	Number of mentions	23	227	25	275
	Percentage	8%	83%	9%	
Pollution	Number of mentions	22	220	8	250
	Percentage	9%	88%	3%	
Walking	Number of mentions	77	91	27	195
	Percentage	39%	47%	14%	
Cycling	Number of mentions	66	62	15	143
	Percentage	46%	43%	10%	
Pedestrian Crossing	Number of mentions	90	29	18	137
	Percentage	66%	21%	13%	
Improved Surroundings	Number of mentions	53	75	6	134
	Percentage	40%	56%	4%	
Consultation	Number of mentions	19	99	12	130
	Percentage	15%	76%	9%	
School Street	Number of mentions	56	42	20	118
	Percentage	47%	36%	17%	
Speeding	Number of mentions	29	77	7	113
	Percentage	26%	68%	6%	
Accessibility	Number of mentions	6	98	6	110
	Percentage	5%	89%	5%	
Cost	Number of mentions	0	75	7	82
	Percentage	0%	91%	9%	
Business	Number of mentions	10	47	14	71
	Percentage	14%	66%	20%	

Table 2: Crookes and Walkley Active Neighbourhood email and online feedback form feedback: Key themes and sentiment.

Across all roads mentioned within the 403 email responses received and 380 open responses on the Connecting Sheffield website feedback form, the principal theme raised was **congestion**. Overall, there were 727 mentions of **congestion**. The majority of these mentions were associated with a negative sentiment (86% or 626 mentions).

Some of the main areas of concern for respondents in regard to the Crookes and Walkley Active Neighbourhood are exemplified in the following quotes. Respondents expressed negative sentiment in regard to **congestion**, **perceived risk** and **access** as a result of the implemented measures.

"Can you explain the reason for road closures in crookes I don't understand why. Traffic now is herded all the same way causing congestion. The roads are either closed completely or planters plonked in the middle of the road must be a nightmare for residents. As a local I am confused to were I can drive. I drive down one road then told no further. I can drive up another road then stopped again what as crookes done wrong as a local new short cuts avoiding congestion why do we have to all go the same route?"

"So far, sadly my experience has been very negative. It's become more difficult to access my house, increased traffic near to my property and I'm now having to drive further to get home from work. Cars seem to be driving at an increased speed (possibly due to frustration) and there are more vehicles having to turn round and reverse which reduces safety."

"I would simply like to express my distain and absolute infuriation with all the ridiculous 'traffic calming' measures across Walkley and Crookes. These measures have led to people reversing/rat racing around the town and driving erratically. I have (on a few occasions) got myself list in these ridiculous barriers which has led to me driving in circles causing more traffic and pollution than simply being allowed through. None of the barricades have stopped me from using my car but have just made the routes impossibly longer and more complicated when I do."

Conversely, those respondents who expressed positive regard for the implemented changes tended to highlight the scheme rationale and the pedestrian crossings. Within all email feedback received, the key themes with the highest proportion of mentions associated with a positive sentiment were **pedestrian crossings**, **scheme rationale** and **school street**.

This feedback is exemplified in the following quotes:

"I just wanted to send a message of thanks for your work in implementing the Crookes ATN. I think this is a really important step towards improving our neighbourhood, giving children streets where they can play and move around, giving mobility back to older people, helping those who want to travel by foot or cycle, making our neighbourhoods safer and a more pleasant place to live, and addressing climate change and air pollution."

"Hi I just wanted to get in touch to say that I love the pedestrian crossing on heavy gate road near the bus stop, I used to have to wait for minutes to cross that road as the cars sped by. And half the time I thought it was clear someone would round the corner and turn my morning walk into a run for my life."

Please keep it."

"Amidst what seems to be so much negativity about this scheme I would like to register some support and positivity. Anything that enables our children to walk/cycle to school safely is great. As people get used to the new roadways safer walking will open up more. I am totally behind this scheme. Thank you."

Frequently mentioned roads

Below is the analysis of feedback submitted in relation to the five most commonly mentioned roads. These roads are listed below in table 3. Analysis conducted on an additional 32 less frequently mentioned roads within the Crookes and Walkley Active Neighbourhood has helped significantly inform this analysis and is included in appendix 5.

Position (presented in descending order of frequency)	Key theme	Number of mentions
1	Springvale Road	155
2	Western Road	97
3	School Road	96
4	Heavygate Road	68
5	Matlock Road	32

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

Springvale Road: Key themes and sentiment

Springvale Road is a heavily used through-route within the Crookes and Walkley area. A clear strategy within the Crookes and Walkley Active Neighbourhood proposals was to limit the amount of through-traffic on smaller residential roads, such as Springvale Road, and re-route these journeys by motor vehicle along main roads designed to carry higher volumes of traffic.

Roads in the immediate vicinity or directly adjacent to Springvale Road such as Cobden View Road, Western Road and Melbourn Road were frequently mentioned in conjunction with Springvale Road. In general, people were more likely to provide feedback in regards to Springvale Road to highlight the effect that the closures on Springvale Road had on neighbouring roads. This feedback was generally negative.

In total, 155 emails and feedback form responses mentioned Springvale Road. Figure 2 shows that throughout the entire consultation period, the key theme mentioned most frequently in relation to Springvale Road was **congestion**. A more detailed insight of the keyword congestion in relation to Springvale Road is below.

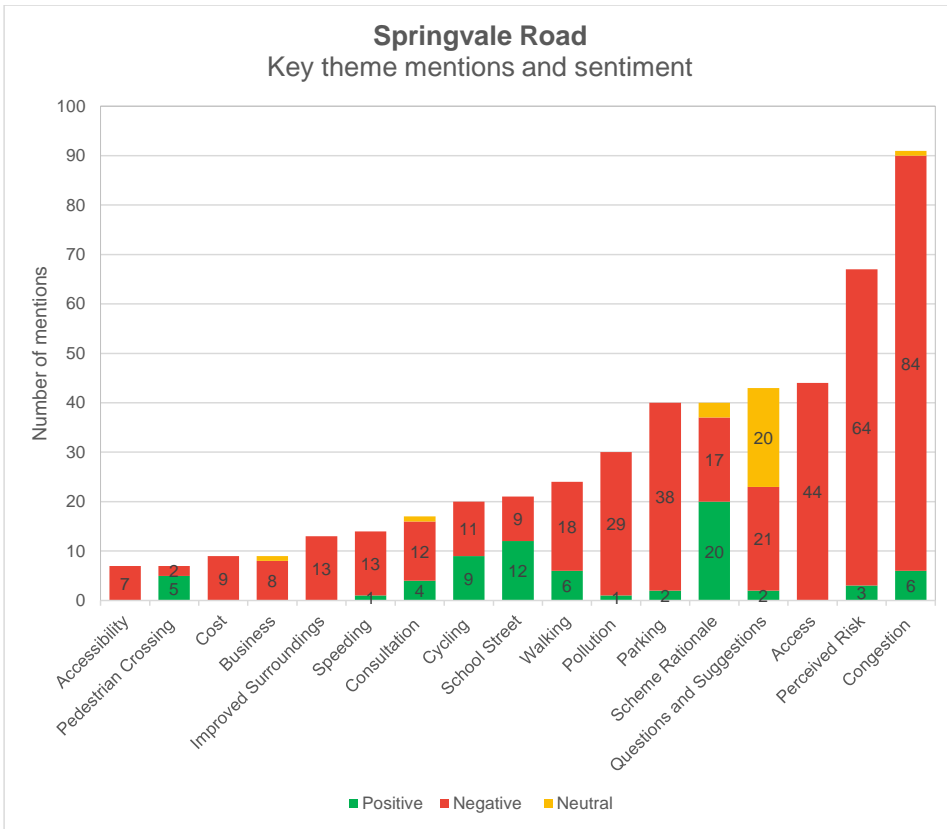


Figure 2: Springvale Road: Key themes and sentiment.

Springvale Road: Key themes and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	6	84	1	91
	Percentage	7%	92%	1%	
Perceived Risk	Number of mentions	3	64	0	67
	Percentage	4%	96%	0%	

Access	Number of mentions	0	44	0	44
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	2	21	20	43
	Percentage	5%	49%	47%	
Parking	Number of mentions	2	38	0	40
	Percentage	5%	95%	0%	
Scheme Rationale	Number of mentions	20	17	3	40
	Percentage	50%	43%	8%	
Pollution	Number of mentions	1	29	0	30
	Percentage	3%	97%	0%	
Walking	Number of mentions	6	18	0	24
	Percentage	25%	75%	0%	
School Street	Number of mentions	12	9	0	21
	Percentage	57%	43%	0%	
Cycling	Number of mentions	9	11	0	20
	Percentage	45%	55%	0%	
Consultation	Number of mentions	4	12	1	17
	Percentage	24%	71%	6%	
Speeding	Number of mentions	1	13	0	14
	Percentage	7%	93%	0%	

Improved Surroundings	Number of mentions	0	13	0	13
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	9	0	9
	Percentage	0%	100%	0%	
Business	Number of mentions	0	8	1	9
	Percentage	0%	89%	11%	
Accessibility	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	5	2	0	7
	Percentage	71%	29%	0%	

Table 4: Springvale Road: Key themes and sentiment.

Springvale Road: Breakdown of keyword mentions and sentiment

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

Key theme: 'Congestion'

In total, in relation to Springvale Road, **congestion** was mentioned **91** times and **92% (84 mentions)** of these expressed **negative** sentiment in regard to the impact of the Crookes and Walkley Active Neighbourhood on congestion.

Examples of feedback expressing negative sentiment in relation to **congestion** surrounding Springvale Road is illustrated below:

"I understand the intention of the scheme but I cannot help but feel the measures and contradictory to the aims. The planters on Springvale Road do not make smaller roads less busier. They push all the traffic from a main road (Crookes/Springvale) onto side roads such as Western Road and Cobden View Road. This makes smaller roads busier, achieving the opposite effect."

"The barriers that have been placed on Springvale Road are ridiculous and unsafe. It is creating a lot of congestion and preventing people from getting to their homes."

Only **7% (6)** of these responses regarding **congestion** in relation to Springvale Road were positive. An example of feedback expressing positive sentiment in regards to **congestion** is contained in the following quote:

"I live on Springvale Road and have found the measures put in place locally have helped with some reduction of traffic."

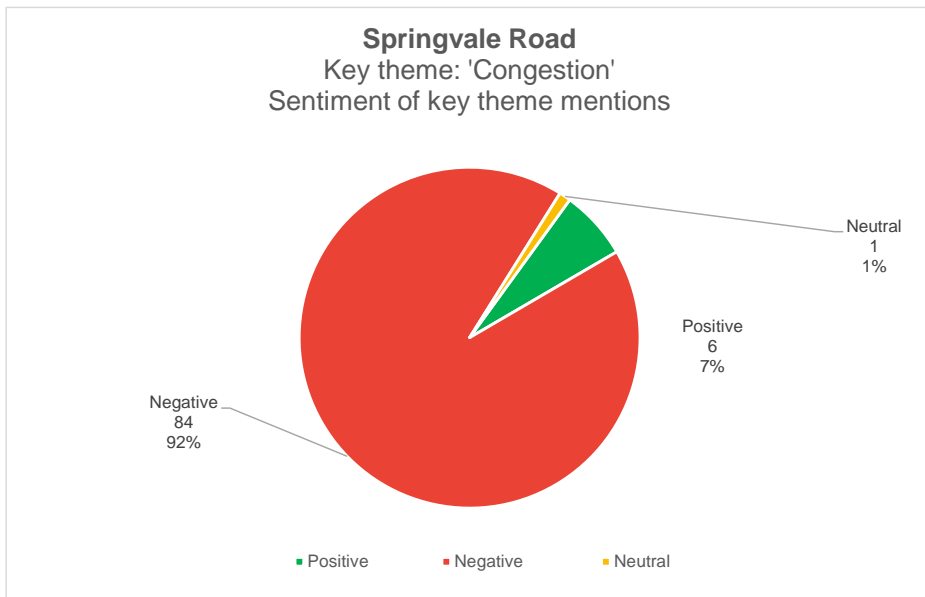


Figure 3: Springvale Road: Mentions of the key theme 'Congestion'

Springvale Road					
Key theme: 'Congestion'					
Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	6	84	1	91
	Percentage	7%	92%	1%	

Table 5: Springvale Road: Mentions of the key theme 'Congestion'.

Key theme: 'Perceived risk'

In relation to Springvale Road, **67** respondents mentioned keywords associated with the key theme **perceived risk**, making it the second most frequently mentioned key theme in relation to Springvale Road. **Perceived risk** refers to respondent perception of potential risks to road-users, pedestrians and cyclists within or as a result of the Active Neighbourhood. This theme captures the subjective evaluation or belief of individual respondents regarding potential negative consequences associated with the Crookes and Walkley Active Neighbourhood measures.

These 67 mentions of the key theme **perceived risk** have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised pertaining to the key theme **perceived risk**, helping to identify areas of concern raised by respondents.

Email responses mentioned the keywords **dangerous** and **danger** 44 times. **95% (42)** of these responses expressed negative sentiment regarding **danger**, suggesting that respondents perceived the Crookes and Walkley Active Neighbourhood to have had a negative impact on hazards and associated risks in the Springvale Road area.

An example of feedback expressing negative sentiment in regards to risks associated with restricting through traffic on Springvale Road is contained in the following quote:

"The small section of Springvale Rd became one way on 13th July. Since then, the standard of driving on this section of road has become even worse than it was before.

- *Cars going uphill do not expect to meet any oncoming traffic, and therefore are going faster*
- *Cars and large commercial vehicles coming downhill are ignoring the no entry sign (which is not large enough), and as the one-way section is so small, they are speeding through hoping not to get caught*
- *Pedestrians can be observed only looking one way before crossing, I have witnessed a couple of near misses*
- *There is zero enforcement, the police have been present once on the 13th July but have not been there since."*

The second most frequently mentioned keyword, **narrow**, had a total of **20** mentions, with **100% (20)** of those mentions being associated with a negative sentiment. These responses tended to highlight that the space on Springvale Road which drivers had to use when the diagonal closures were in place at the junctions with Cobden View Road and Western Road were too narrow and therefore making driving in and around the area dangerous. Some respondents perceived the Crookes and Walkley Active Neighbourhood to have positively impacted this risk and reduced it whilst the majority of mentions are associated with a negative sentiment, suggesting that the measures have exacerbated this problem.

An example of feedback expressing negative sentiment in regards to closing Springvale Road making the road more **narrow** and therefore more **dangerous** on the road is contained in the following quote:

"The new road blockages currently direct oncoming traffic into a single lane round a blind corner. How on earth does this improve the flow of traffic? I've seen cars having to mount the curb to avoid head on collisions. It's just pure luck that no pedestrians have been run over yet. Please change this immediately before someone gets hurt.

There was nothing wrong with Springvale Road being a two way street. By endangering the public and reducing, both, traffic flow and parking availability, you've not solved anything at all. Only made the area more inconvenient and dangerous to live in for everyone.

If you don't listen to this email, it's only a matter of time before someone gets run over."

An example of feedback expressing positive sentiment in regards to closing Springvale Road and decreasing **danger** on the road is contained in the following quote:



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context

"As a resident of Crookes (Springvale Road)...I was pleased that the scheme was to be trialed. I feel that the scheme, as proposed, is not perfect; for example it does nothing to limit the very poor situation on School Road; however it was a huge step forward in at least trying to address the problems that are forced on all the residents by a small number of very selfish individuals.

The upper part of Springvale Road continues to be blighted by traffic cutting through and selfish drivers travelling in both directions. Can I also suggest that a diagonal block (similar to the ones for the junctions of Springvale and Western Road, and Springvale and Cobden View Road) be put in place at the junction of School Road and Western Road/Conduit."

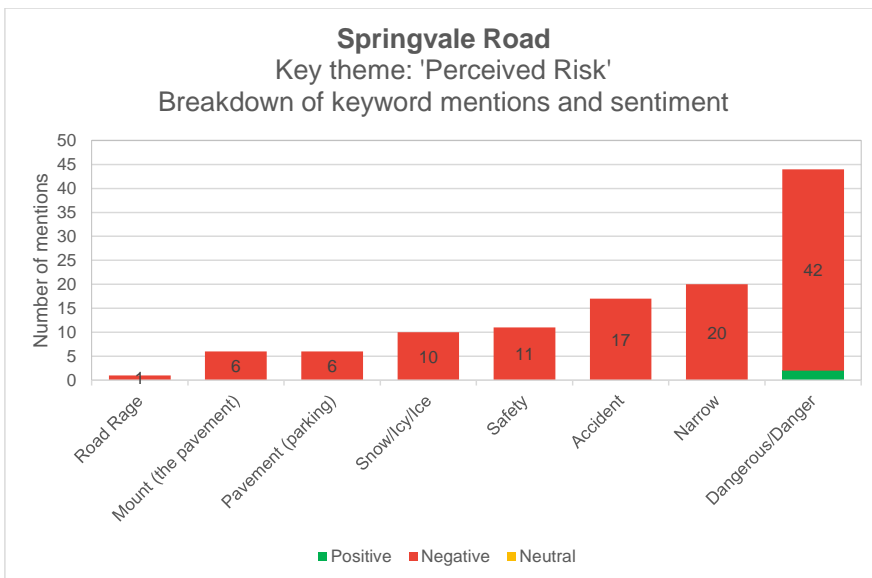


Figure 4: Springvale Road: Mentions of the key theme 'Perceived Risk'

Springvale Road					
Key theme: Perceived Risk					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Dangerous/Danger	Number of mentions	2	42	0	44
	Percentage	5%	95%	0%	
Narrow	Number of mentions	0	20	0	20
	Percentage	0%	100%	0%	
Safety	Number of mentions	0	17	0	17
	Percentage	0%	100%	0%	
Accident	Number of mentions	0	11	0	11
	Percentage	0%	100%	0%	
Snow/Ice/Icy	Number of mentions	0	10	0	10
	Percentage	0%	100%	0%	
Mount (the pavement)	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Pavement (parking)	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Road Rage	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	

Table 6: Springvale Road: Mentions of the key theme 'Perceived Risk'.

Key theme: 'Access'

In relation to Springvale Road, **44** respondents mentioned keywords associated with the key theme **access**. **Access** refers to respondent comments in relation to the impact of the Crookes and Walkley Active Neighbourhood on highways access and safe and efficient travel.

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

Email and feedback form responses mentioned the keywords **stuck** ten times and **emergency services** five times. **100% (10)** of the mentions of **stuck** were associated with a negative sentiment, **100% (5)** of the mentions of **emergency services** were also associated with a negative sentiment. This suggests that respondents perceived the Crookes and Walkley Active Neighbourhood to have had a negative impact on **access** in the Springvale Road area.

The third most frequently mentioned keyword was **lorry** with a total of four mentions, this also had **100% (4)** negative sentiment associated with it.

An example of feedback expressing negative sentiment in regards to closing Springvale Road and therefore reducing access is contained in the following quotes:

"A lorry was dropping off at Bingham's and the bin lorry was going down Cobden View Rd, it took 15 minutes to do a 2 minute journey. Cars were backed up and emergency services would not have been able to access the area. Cars were also going on the pavement as not wide enough for the traffic. This is extremely dangerous."

"The closure of Springvale Road - forcing all drivers to now come up Western Road - has obviously begun, because Western Road is chaos this evening."

Cars are either driving at speed up Western Road or are getting stuck in traffic jams if a vehicle is coming down towards Springvale.

It is not a wide enough road for cars to pass.”

“There are obvious concerns such as emergency vehicle access, the recent popularity of home supermarket delivery vehicles blocking roads when unloading and refuse collection.”

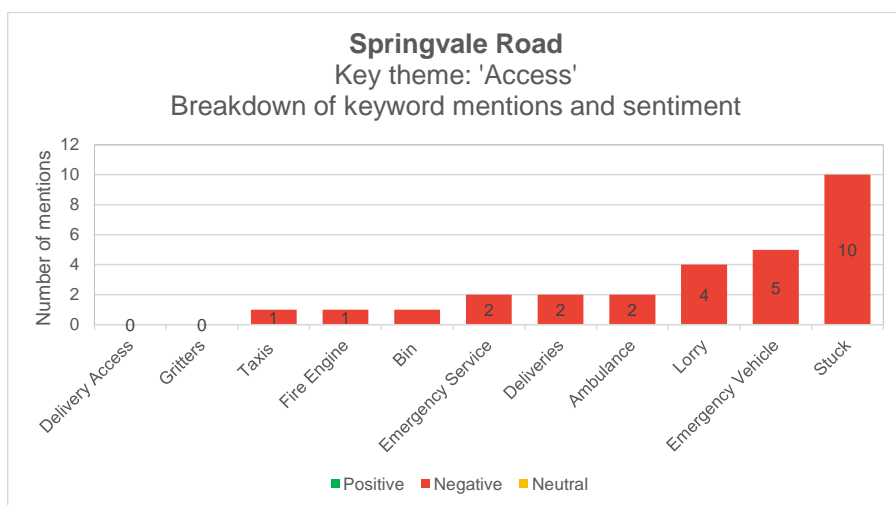


Figure 5: Springvale Road: Mentions of the key theme 'Access'

Springvale Road Key theme: Access Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Stuck	Number of mentions	0	10	0	10
	Percentage	0%	100%	0%	
Emergency Vehicle	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Lorry	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Emergency Service	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Deliveries	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Ambulance	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Taxis	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Fire Engine	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	

	Percentage	0%	100%	0%	
Bin	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Delivery Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Gritters	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 7: Springvale Road: Mentions of the key theme 'Access'.

Key theme: 'Scheme Rationale'

In relation to Springvale Road, **40** respondents mentioned keywords associated with the key theme **scheme rationale**. **Scheme rationale** refers to whether respondents thought the idea and aims of the Crookes and Walkley Active Neighbourhood were positive.

These **40** mentions of the key theme **scheme rationale** have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised pertaining to the key theme scheme rationale, helping to identify areas of concern raised by respondents.

Of the **40** mentions of **scheme rationale**, **50% (20)** of mentions were positive, meaning that half of the respondents like the aims and ideas behind the scheme. An example of a respondent expressing positive sentiment with regards to the **scheme rationale** is below:

"I just wanted to register my support for the active neighbourhood works that have taken place around Crookes and Walkley.

I don't have any issues with the aims of the scheme, or the majority of the proposed changes/alterations.

I'm really quite frustrated by the level of frustration shown by residents in the area towards the scheme! I think people need to better balance their own selfish needs against those of the neighbourhood. Driving a slightly longer way round is little price to pay for keeping our neighbourhood clear of traffic, congestion and pollution."

While half of respondents were supportive of the **scheme rationale** in relation to Springvale Road, a significant number of respondents expressed negative sentiment. **43% (17)** of respondents who referenced keywords relating to **scheme rationale** in their feedback on Springvale Road felt negatively about it:

"This morning workmen were once again setting up a barricade across springvale road to force drivers to risk head on collisions when turning into cobden veiw road as it forces them to use the wrong side of the road also when they get to the end and want to turn left to go into school road due to the angle of the road visability is very poor as you pull out risking yet another crash. Why we can't all just go down springvale as we have for years i dont know as these changes make us take longer cover more distance all adding to pollution and take more risks.Also what is the point in having a partial one way as people dont take any notice of it as it adds aprox half a mile to there journeys and people even park facing the wrong way in it so this shows that there is no enforcement to these stupid schemes."

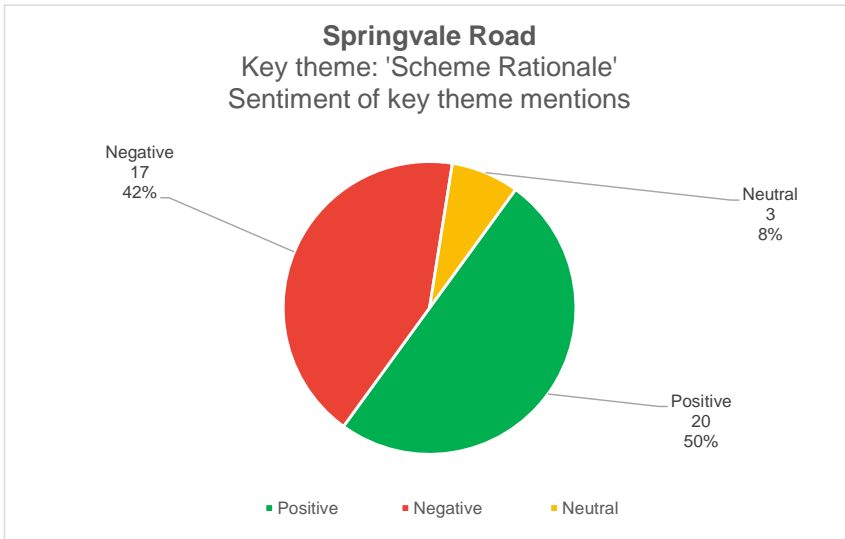


Figure 6: Springvale Road: Mentions of the key theme 'Scheme Rationale'

Springvale Road					
Key theme: 'Scheme Rationale'					
Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Scheme Rationale	Number of mentions	20	17	3	40
	Percentage	50%	42%	8%	

Table 8: Springvale Road: Mentions of the key theme 'Scheme Rationale'.

Western Road: Key themes and sentiment

A clear strategy within the Crookes and Walkley Active Neighbourhood proposals was to limit the amount of through-traffic on smaller residential roads and re-route these journeys by motor vehicle along main roads designed to carry higher volumes of traffic.

In total, **97** email responses mentioned Western Road. The graph below shows that the key theme mentioned most frequently in relation to Western Road was **congestion**. In total, **congestion** was mentioned in **49** email responses and **96% (47 mentions)** of these expressed negative sentiment in regard to the impact of the Crookes and Walkley Active Neighbourhood on congestion.

The second most frequently mentioned key theme in relation to Western Road was **perceived risk**. **37** responses mentioned **perceived risk**. Overall, people perceived the Crookes and Walkley Active Neighbourhood to have a negative impact on **risk** as **100% (37)** of these mentions had a negative sentiment.

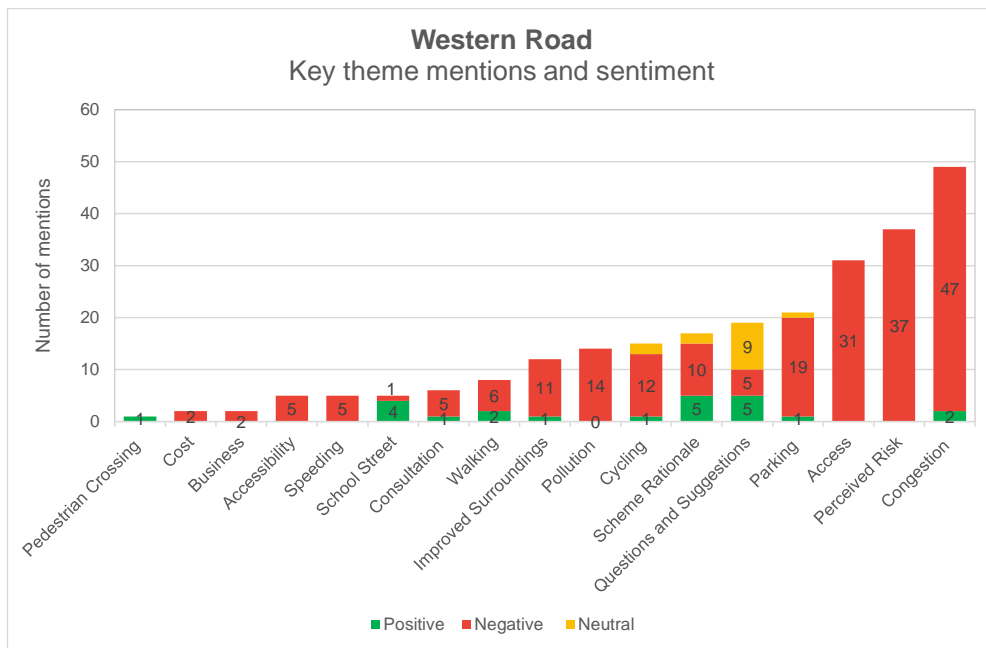


Figure 7: Western Road: Key themes and sentiment

Western Road: Key themes and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	2	47	0	49
	Percentage	4%	96%	0%	
Perceived Risk	Number of mentions	0	37	0	37
	Percentage	0%	100%	0%	
Access	Number of mentions	0	31	0	31

Parking	Percentage	0%	100%	0%	
	Number of mentions	1	19	1	21
Questions and Suggestions	Percentage	5%	90%	5%	
	Number of mentions	5	5	9	19
Scheme Rationale	Percentage	26%	26%	47%	
	Number of mentions	5	10	2	17
Cycling	Percentage	29%	59%	12%	
	Number of mentions	1	12	2	15
Pollution	Percentage	7%	80%	13%	
	Number of mentions	0	14	0	14
Improved Surroundings	Percentage	0%	100%	0%	
	Number of mentions	1	11	0	12
Walking	Percentage	8%	92%	0%	
	Number of mentions	2	6	0	8
Consultation	Percentage	25%	75%	0%	
	Number of mentions	1	5	0	6
Accessibility	Percentage	17%	83%	0%	
	Number of mentions	0	5	0	5
Speeding	Percentage	0%	100%	0%	
	Number of mentions	0	5	0	5
School Street	Percentage	0%	100%	0%	
	Number of mentions	4	1	0	5
Cost	Percentage	80%	20%	0%	
	Number of mentions	0	2	0	2
Business	Percentage	0%	100%	0%	
	Number of mentions	0	2	0	2
Pedestrian Crossing	Percentage	0%	100%	0%	
	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	

Table 9: Western Road: Key themes and sentiment.

Western Road: Breakdown of keyword mentions and sentiment

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

Key theme: 'Congestion'

In relation to Western Road, **49** respondents mentioned keywords associated with the key theme **congestion**. Of these **49** mentions **96% (47)** contained negative sentiment, while **4% (2)** contained positive sentiment.

'**Congestion**' refers to the volume of traffic on roads and the impact of the Active Neighbourhood on travel times.

The vast majority of these comments were in relation to Western Road becoming more busy and congested as a result of the diagonal restrictions to through traffic on Springvale Road at the junctions with Western Road and Cobden View Road, which meant that motorists had to follow a chicane system.

An example of feedback expressing negative sentiment in regards to additional congestion associated with Western Road is contained in the following quote:

"My parents live on Western Road and my friend had to drive up this road today. They informed me the level of traffic has, already, inevitably, increased substantially with queuing traffic at the top of Western Road, which having lived in Crookes for 20 years and still visiting twice a week, I have never seen in my life. The equally bizarre decision to cobble Western Road is making the noise pollution unbearable with the increased traffic load. The roads are still through roads anyway, just as alternative routes, so this has obviously not enabled a safer environment for those walking / cycling - as already evidenced by smaller side roads taking the traffic from Springvale Road."

An example of feedback expressing positive sentiment in regards to reducing congestion on Western Road is contained in the following quote:

"Thanks so much for installing the barriers at cobden view road and western road on springvale road. Sadly twice today I've had to move the barriers back in place as seemingly some people want to take traffic management into their own hands.

I and a lot of people that live near the barriers support them, i just hope you can get something less moveable installed soon."

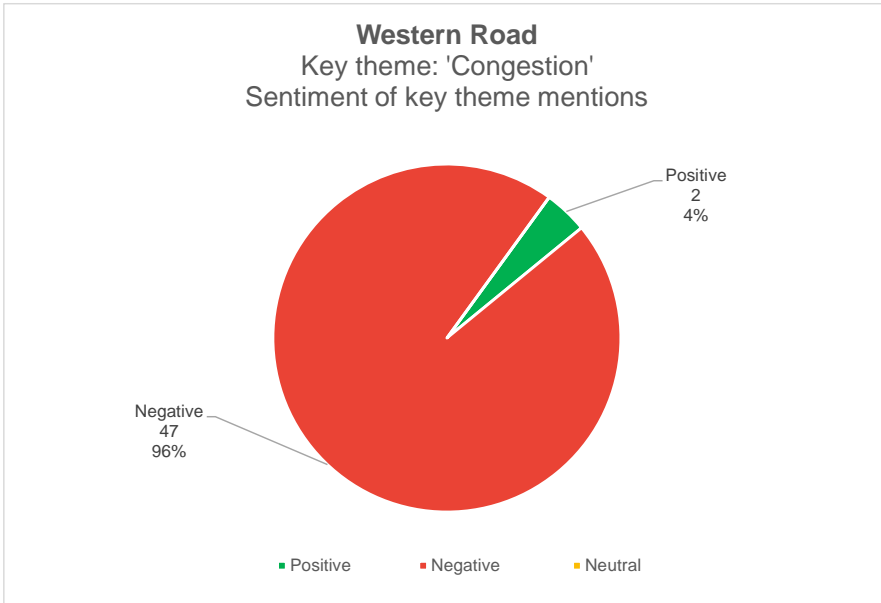


Figure 8: Western Road: Mentions of the key theme 'Congestion'

Western Road					
Key theme: 'Congestion'					
Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	2	47	0	49
	Percentage	4%	96%	0%	

Table 10: Western Road: Mentions of the key theme 'Congestion'.

Key theme: 'Perceived Risk'

In relation to Western Road, **37** respondents mentioned keywords associated with the key theme **perceived risk**. **Perceived risk** refers to respondent perception of potential risks to road-users, pedestrians and cyclists within or as a result of the Active Neighbourhood. This theme captures the subjective evaluation or belief of individual respondents regarding potential negative consequences associated with the Crookes and Walkley Active Neighbourhood measures.

These **37** mentions of the key theme **perceived risk** have been broken down further below to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised pertaining to the key theme **perceived risk**, helping to identify areas of concern raised by respondents.

Email responses mentioned the keyword **dangerous 28** times. **100% (28)** of these responses expressed negative sentiment suggesting that respondents perceived the Crookes and Walkley Active Neighbourhood to have had a negative impact on danger in the Western Road area.

The second most frequently mentioned keyword **narrow** had a total of ten mentions, with **100% (10)** of those mentions being associated with a negative sentiment. These responses tended to highlight that due to the diagonal closure at the junction of Western Road and Springvale Road, more traffic was being diverted along Western Road which increased danger as it is a narrow residential road.

Examples of feedback mentioning the way in which increased traffic on Western Road has impacted respondent perception of increased risk is contained in the following quotes:

"I am extremely worried about the visibility when leaving Crookes via Western Road. It is very difficult to see oncoming traffic when leaving the Western Road junction onto the main road. Also due to the narrow roads these only allow one car down at a time. The new system being put in place will cause chaos on Western Road as cars will be forced to go both ways."

"The filters on Springvale Road at the junction of Western Road and Cobden View Road are dangerous, it will not be long before there is a collision. You are forcing traffic onto narrow roads and into head on position. I witnessed a car coming slow down Springvale readying to turn, come up against a car going reasonably along western nearly collide."

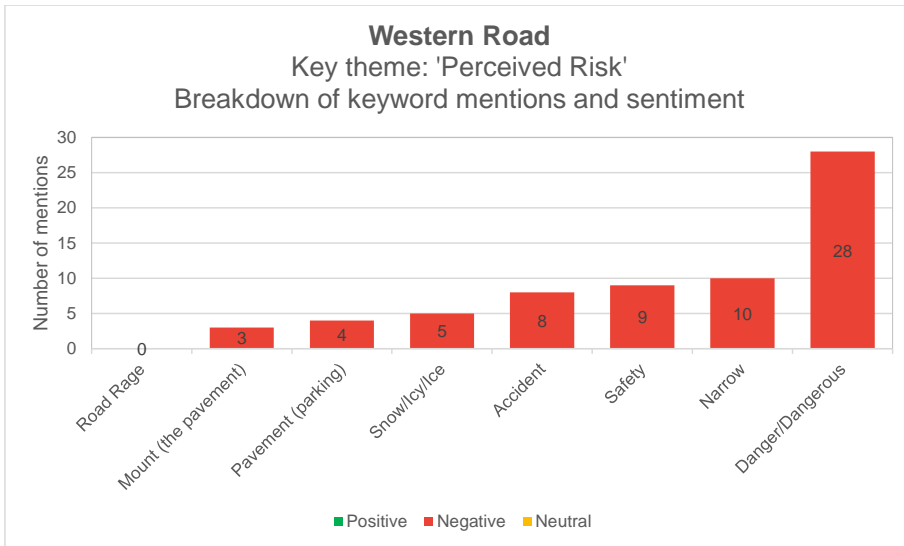


Figure 9: Western Road: Mentions of the key theme 'Perceived Risk'

Western Road Key theme: Perceived Risk Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Dangerous/Danger	Number of mentions	0	12	0	12
	Percentage	0%	100%	0%	
Narrow	Number of mentions	0	10	0	10
	Percentage	0%	100%	0%	
Safety	Number of mentions	0	9	0	9
	Percentage	0%	100%	0%	
Accident	Number of mentions	0	8	0	8
	Percentage	0%	100%	0%	
Snow/Ice/Icy	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Pavement (parking)	Number of mentions	0	4	0	4
	Percentage	0%	0%	0%	
Mount (the pavement)	Number of mentions	0	3	0	3
	Percentage	0%	0%	0%	
Road Rage	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 11: Western Road: Mentions of the key theme 'Perceived Risk'.

Key theme: 'Pollution'

In relation to Western Road, 14 respondents mentioned keywords associated with the key theme **pollution**. 'Pollution' refers to respondent comments regarding the impact of the Crookes and Walkley Active Neighbourhood on local pollution levels including air and noise pollution.

On Western Road, **100% (14)** of feedback related to pollution was negative. This feedback was mainly in relation to the section of Western Road between Springvale Road and Northfield Road being cobbled, and therefore noisy (creating noise pollution) when traffic drives along the road. Residents felt that additional traffic was being directed along Western Road as a result of the diagonal closures at the junctions of Springvale Road/Western Road and Springvale Road/Cobden View Road, and therefore felt that the amount of noise pollution on Western Road had increased.

Examples of feedback mentioning the way in which increased traffic on Western Road increased the amount of noise pollution on Western Road are in the following quotes:

"The map on the website shows that all traffic from Springvale Road will be diverted up Western Road. As I'm sure you're aware, that part of Western Road is cobbled and it makes the traffic much louder.

I'm concerned about the high volume of traffic being moved onto this road - the safety of families on the road and the loudness of traffic.

Can you explain whether you think this will make our roads more quiet, or whether it's just a diversion from one busy road onto a quieter road.

The cobbled Western Road will now have many more cars on. This will cause much more noise and disruption than if they were diverted up one of the newly laid tarmac roads."

"I live on Western Road in Crookes. The closure of Springvale Road - forcing all drivers to now come up Western Road - has obviously begun, because Western Road is chaos this evening.

Cars are either driving at speed up Western Road or are getting stuck in traffic jams if a vehicle is coming down towards Springvale. It is not a wide enough road for cars to pass. Slinn Street is blocked off (by your plan).

I am frustrated about your decision to block off Springvale Road which has directly caused this. Please reconsider.

As you will know, Western Road is also now a cobbled road so the noise from the massive increase in the number of vehicles is intrusive."

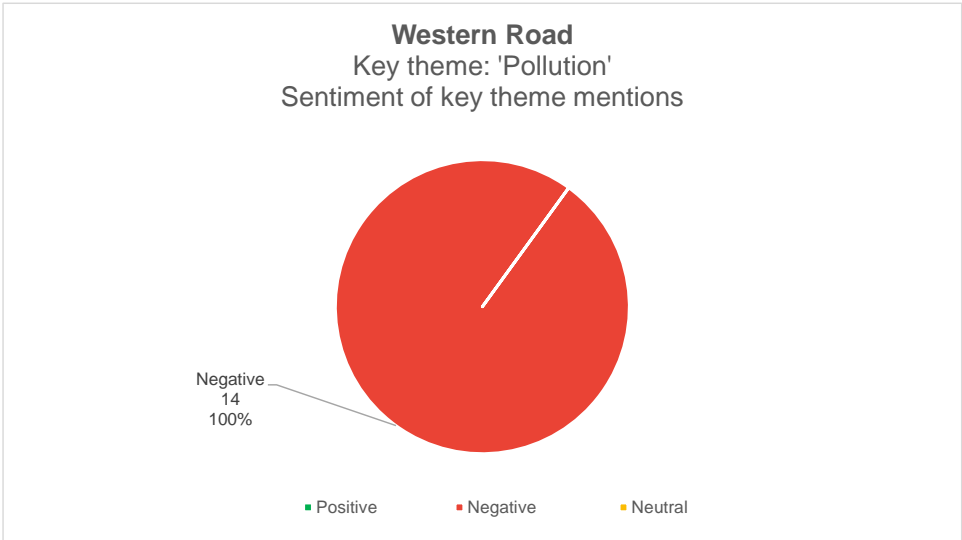


Figure 10: Western Road: Mentions of the key theme 'Pollution'

Western Road Key theme: 'Pollution' Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Pollution	Number of mentions	0	14	0	14
	Percentage	0%	100%	0%	

Table 12: Western Road: Mentions of the key theme 'Pollution'.

School Road: Key themes and sentiment

School Road has been identified as a main road within the Crookes and Walkley area and is often used in conjunction with Springvale Road as it is the other major through route between Crookes and Commonsides running parallel to Springvale Road.

In total, 96 email and online feedback form responses mentioned School Road. Figure 11 shows that the key theme mentioned most frequently in relation to School Road was **congestion**. In total, in relation to School Road, **congestion** was mentioned 48 times and 100% (48) of these expressed negative sentiment in regard to the impact of the Crookes and Walkley Active Neighbourhood on **congestion**. The second most frequently mentioned key themes in relation to School Road was **parking**. 33 responses mentioned this key theme, 73% (24) of these mentions were associated with a negative sentiment, with 18% (6) of responses associated with positive sentiment.

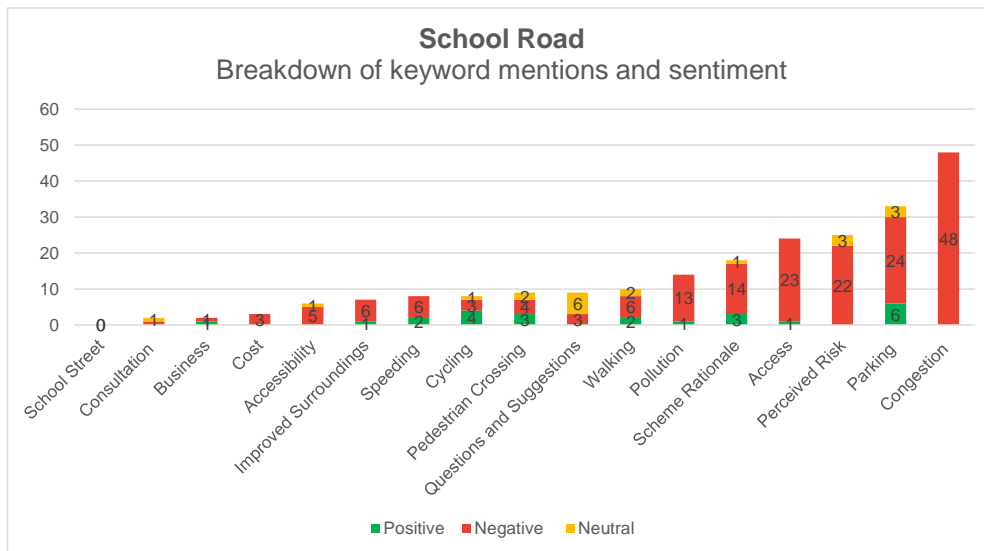


Figure 11: School Road: Key themes and sentiment

School Road: Key themes and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	2	48	0	50
	Percentage	4%	96%	0%	
Parking	Number of mentions	6	24	3	33
	Percentage	18%	73%	9%	
Perceived Risk	Number of mentions	3	22	2	27
	Percentage	11%	81%	7%	
Access	Number of mentions	1	23	0	24
	Percentage	4%	96%	0%	
Scheme Rationale	Number of mentions	3	14	1	18

	Percentage	17%	78%	6%	
Pollution	Number of mentions	1	13	0	14
	Percentage	7%	93%	0%	
Walking	Number of mentions	2	6	2	10
	Percentage	20%	60%	20%	
Pedestrian Crossing	Number of mentions	3	4	2	9
	Percentage	33%	44%	22%	
Questions and Suggestions	Number of mentions	0	3	6	9
	Percentage	0%	33%	67%	
Speeding	Number of mentions	2	6	0	8
	Percentage	25%	75%	0%	
Cycling	Number of mentions	4	3	1	8
	Percentage	50%	38%	13%	
Improved Surroundings	Number of mentions	1	6	0	7
	Percentage	14%	86%	0%	
Accessibility	Number of mentions	0	5	1	6
	Percentage	0%	83%	17%	
Cost	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Business	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 13: School Road: Mentions of the key themes and sentiment.

School Road: Breakdown of keyword mentions and sentiment

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

Key theme: 'Congestion'

In total, in relation to School Road, **congestion** was mentioned **48** times and **100% (48)** of these expressed negative sentiment in regard to the impact of the Crookes and Walkley Active Neighbourhood on **congestion**. '**Congestion**' refers to the volume of traffic on roads and the impact of the Active Neighbourhood on travel times.

The vast majority of these comments were in relation to School Road becoming more busy and congested as a result of the restrictions to through traffic on Springvale Road, which runs parallel to School Road.

Examples of feedback expressing negative sentiment in regards to additional congestion associated with School Road are contained in the following quotes:

"For 4 years I have never had to drive up and down School Road or use the junction at the top of School road. I think this was a good thing since the traffic on this road has always been bad. I now have to do this daily (as do many other commuters living on Pickmere Road (my house backs onto this road so this is where I park). Since the road blockage was put into effect the traffic on School Road has been nothing short of atrocious! Today I am sitting in my Living room, all I can hear is the beeping of cars trying to get up and down School Road! Not only this, but if you do choose to walk along the road cars are forced to mount the pavement so to let oncoming vehicles past."

"School Road is a complete nightmare to travel up or down. There's too much traffic pushed into that one road because people cannot use other roads."

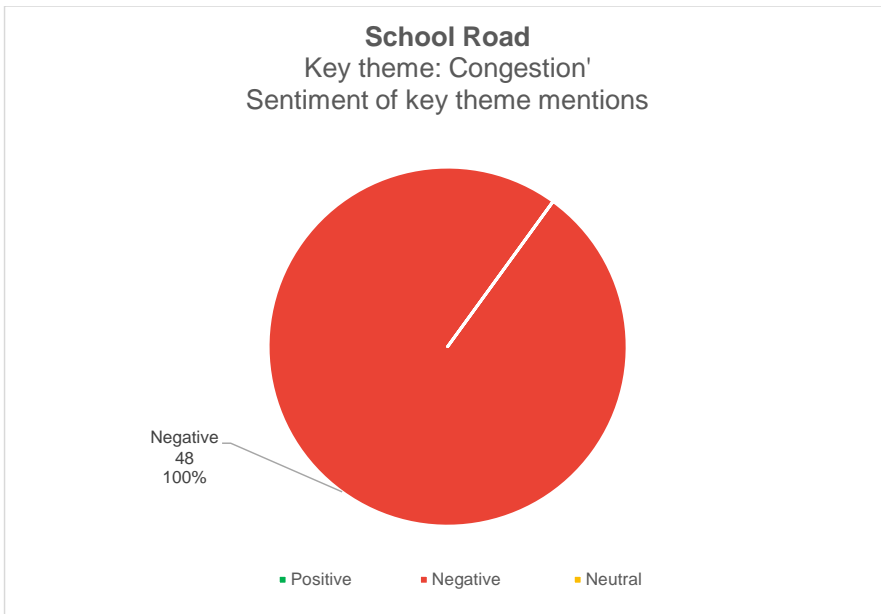


Figure 12: School Road: Mentions of the key theme 'Congestion'

School Road					
Key theme: 'Congestion'					
Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	48	0	48
	Percentage	0%	100%	0%	

Table 14: School Road: Mentions of the key theme 'Congestion'.

Key theme: 'Perceived risk'

In relation to School Road, **25** respondents mentioned keywords associated with the key theme **perceived risk**. **Perceived risk** refers to respondent perception of potential risks to road-users, pedestrians and cyclists within or as a result of the Active Neighbourhood. This theme captures the subjective evaluation or belief of individual respondents regarding potential negative consequences on School Road associated with the Crookes and Walkley Active Neighbourhood measures.

Of the **25** mentions of **perceived risk** in relation to School Road **88% (22)** were negative. These mentions of the key have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised pertaining to the key theme **perceived risk**, helping to identify areas of concern raised by respondents.

Email responses mentioned the keywords **danger** and **dangerous** **13** times. **77% (12)** of these responses expressed **negative** sentiment regarding **danger**, suggesting that respondents perceived the Crookes and Walkley Active Neighbourhood to have had a negative impact on hazards and associated risks in the School Road area. Examples of feedback expressing negative sentiment in regards to risks associated with School Road are contained in the following quotes:

"As a cyclist, School road is a more manageable gradient than many roads in the area but is very harrowing to cycle up (especially with my children) due to the amount of through traffic using it as a Rat run.."

"What on earth are you doing to Springvale Road? Forcing cars down Cobden View Road, long known to be a road to avoid at all costs. School Road is utter chaos. It takes 10 minutes to get from the bottom to the top, if you're lucky. Crossing over between the pubs at bottom during school drop off and pick up times is dangerous.."

The second most frequently mentioned keyword, **narrow**, had a total of **7** mentions, with **100% (7 mentions)** of those mentions being associated with a **negative** sentiment. These responses tended to highlight that School Road is the narrowest of the through routes between Crookes and Commonsides and so by restricting through traffic on Springvale Road, more traffic is pushed to School Road.

An example of feedback expressing negative sentiment in regards to School Road being a **narrow** road is contained in the following quote:

"The scheme you have decided upon is highly dangerous to residents who will now effectively be 'trapped' and unable to come and go or park with ease. The roads are narrow so drivers are far more likely to get stuck waiting behind delivery vans etc, engines idling, unable to safely make their journeys to and from home as before. Emergency services will now struggle to attend. Blocking the road is a fire hazard and danger to the residents living closest to it."

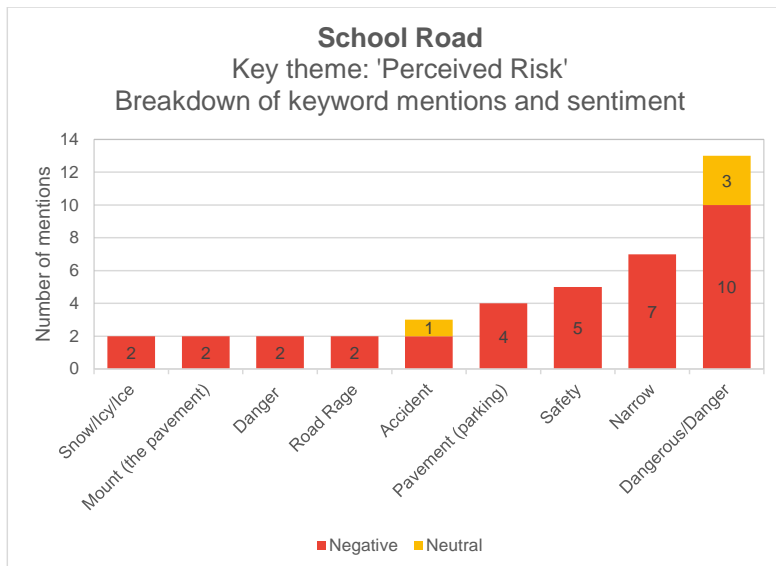


Figure 13: School Road: Mentions of the key theme 'Perceived Risk'

School Road Key theme: Perceived Risk Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Dangerous/Danger	Number of mentions	3	10	2	15
	Percentage	20%	67%	13%	
Narrow	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	
Safety	Number of mentions	1	5	0	6
	Percentage	17%	83%	0%	
Snow/icy/ice	Number of mentions	2	2	0	4
	Percentage	50%	50%	0%	
Pavement (parking)	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Accident	Number of mentions	0	2	1	3
	Percentage	0%	67%	33%	
Mount (the pavement)	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Road Rage	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	

Table 15: School Road: Mentions of the key theme 'Perceived Risk'

Commented [AK2]: Can you align it to the edge of the table - wont let me

Key theme: 'Parking'

In relation to School Road, eight respondents mentioned keywords associated with the key theme **parking**. Parking was mentioned **33** times in relation to School Road. Of these mentions, **73% (24)** were negative, **18% (6)** were positive and **9% (3)** were neutral. '**Parking**' refers to respondent perception of the way in which the scheme interacts with local parking.

These 33 mentions of the key theme **parking** have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised, helping to identify areas of concern raised by respondents.

An example of feedback expressing negative sentiment in regards to **parking** on School Road is contained in the following quote:

"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."

A permanent Traffic Regulation Order (TRO) to put in place double yellow lines was advertised in January 2023 following complaints that double parking on School Road near it's junction with Crookes was creating a bottleneck for traffic. After this TRO was advertised, we started to receive more positive feedback with regards to **parking** on School Road. An example of feedback expressing positive sentiment in regards to **parking** on School Road is contained in the following quote:

"I shall be pleased to see double yellow lines on School Road. It cannot happen quick enough."

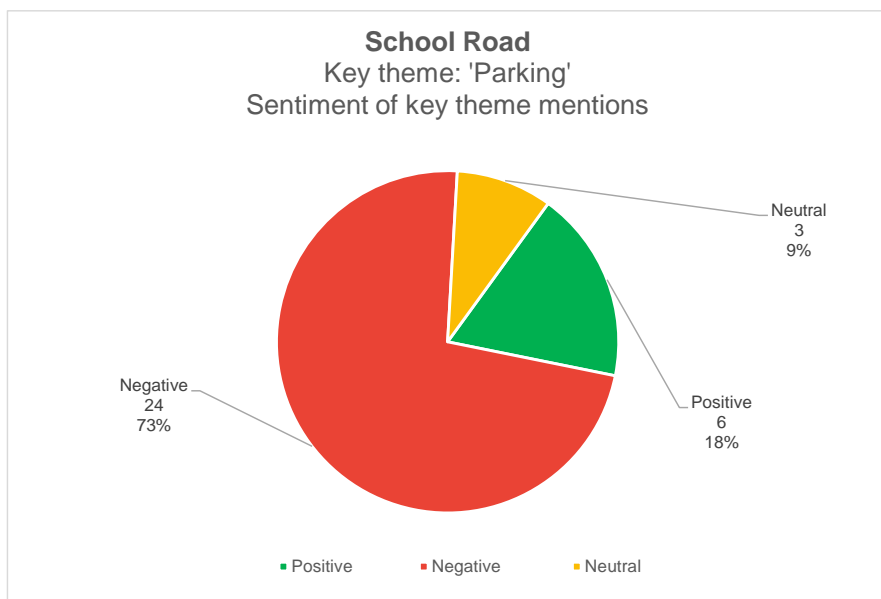


Figure 14: School Road: Mentions of the key theme 'Parking'

School Road					
Key theme: 'Parking'					
Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Parking	Number of mentions	6	24	3	33
	Percentage	18%	73%	9%	

Table 16: School Road: Mentions of the key theme 'Parking'.

Heavygate Road: Key themes and sentiment

Heavygate Road, specifically the section of Heavygate Road between Northfield Road and Howard Road, was identified as a heavily used cut through which motorists use to get between Crookes and Walkley. While the road has always been used as a cut through to get between the two areas, since the Active Neighbourhood measures were put in place on roads surrounding Heavygate Road, such as Matlock Road and Slinn Street, respondents have complained of much higher levels of traffic than before the measures were in place. Respondents have also complained of vehicles travelling at higher speeds since the measures were implemented as it is one of the only non-20mph roads in the area and motorists are attempting to make up time along the road.

In total, **68** email responses mentioned Heavygate Road. Figure 15 shows the key theme mentioned most frequently in relation to Heavygate Road was **congestion**. In total, in relation Heavygate Road, **congestion** was mentioned **29** times. **97% (28)** of mentions expressed negative sentiment in regard to the impact of the Crookes and Walkley Active Neighbourhood on congestion whilst **3% (1)** of mentions were associated with a positive sentiment. The second most frequently mentioned key themes in relation to Heavygate Road was **perceived risk**. **24** responses mentioned this key theme, **79% (19)** of these mentions were associated with a positive sentiment whilst **21% (9)** of these mentions were associated with a negative sentiment.

Examples of feedback expressing negative sentiment in regards to additional **congestion** associated with Heavygate Road are contained in the following quote:

"I live on Aldred Road just off heavygate road. I wanted to give feedback that I have seen a noticeable increase in the amount of traffic on the residential end of heavygate road and fulton Road. People are clearly using it as a cut through down from crookes. These roads in the most part allow only one way traffic and they struggle to cope with the volume of traffic. I feel sorry for the residents on these streets. I cycle back from work this way so I more often than not meet this traffic."

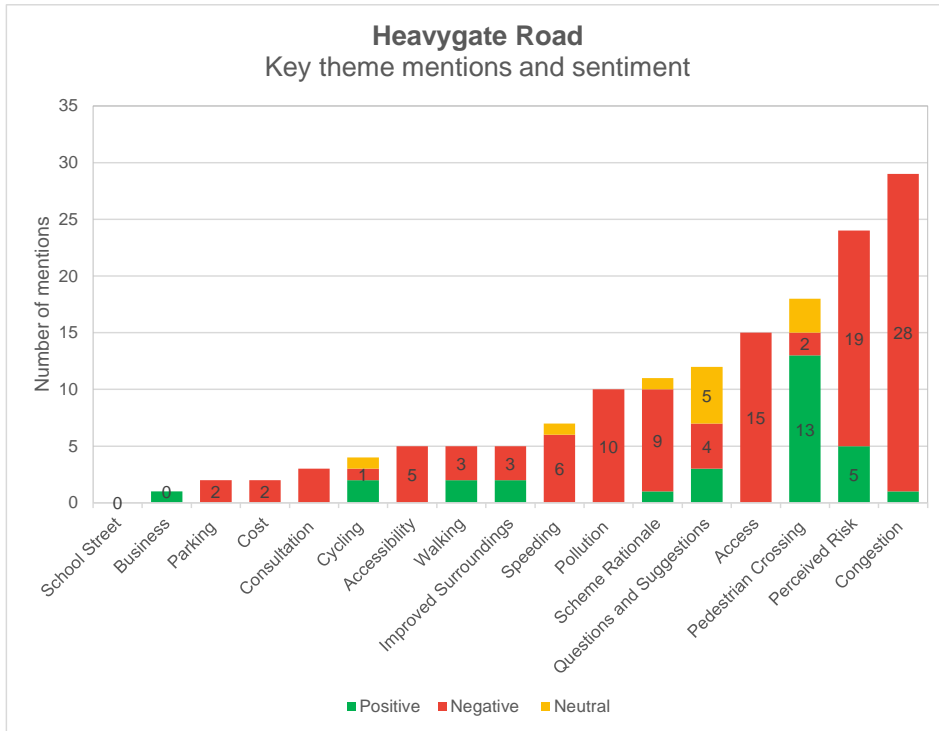


Figure 15: Heavygate Road: Key themes and sentiment

Heavygate Road Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	1	28	0	29
	Percentage	3%	97%	0%	
Perceived Risk	Number of mentions	5	19	0	24
	Percentage	21%	79%	0%	

Pedestrian Crossing	Number of mentions	13	2	3	18
	Percentage	72%	11%	17%	
Access	Number of mentions	0	15	0	15
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	3	4	5	12
	Percentage	25%	33%	42%	
Scheme Rationale	Number of mentions	1	9	1	11
	Percentage	9%	82%	9%	
Pollution	Number of mentions	0	10	0	10
	Percentage	0%	100%	0%	
Speeding	Number of mentions	0	6	1	7
	Percentage	0%	86%	14%	
Accessibility	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Walking	Number of mentions	2	3	0	5
	Percentage	40%	60%	0%	
Improved Surroundings	Number of mentions	2	3	0	5
	Percentage	40%	60%	0%	
Cycling	Number of mentions	2	1	1	4

	Percentage	50%	25%	25%	
Consultation	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Business	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 17: Heavygate Road: Mentions of the key themes and sentiment.

Heavygate Road: Breakdown of keyword mentions and sentiment

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

Key theme: 'Congestion'

In total, in relation to Heavygate Road, **congestion** was mentioned **29** times and **97% (28)** of these expressed negative sentiment in regard to the impact of the Crookes and Walkley Active Neighbourhood on **congestion**. 'Congestion' refers to the volume of traffic on roads and the impact of the Active Neighbourhood on travel times.

Nearly all of these comments were referring to increased congestion on the section of Heavygate Road between Northfield Road and Howard Road.

Examples of feedback expressing negative sentiment in regards to additional congestion associated with Heavygate Road are contained in the following quotes:

"The stretch of Heavygate Road between Northfield Road and Commons side has seen significant and detrimental increase in traffic today, travelling at unacceptable speeds for a narrow, residential road.

The speed that traffic travels on this road has already been raised and nothing been done. The bulk of the fast traffic travels down the hill making it increasing hard for traffic to travel up and this causes increased revving when there is a space for them to move.

I noted you placed some traffic monitoring equipment on the road over the summer but in a place where traffic would struggle to hit 20 let alone more as it was so close to the junction.

Please remove immediately all traffic measures implemented or planned on Springvale Rd, Western Rd, Greenhow St and Highton Street so the traffic evens out across all these roads rather than funnelling it all down what used to be the quieter part of Heavygate Rd - you have made living on this road intolerable."

"Heavygate Road (the section from the junction with Northfield road down to the junction with Howard Road) is narrow, congested and has slopes and cambers which make it difficult to drive on.

I live on Aldred Road and on most days I have to use this stretch of Heavygate Road as a pedestrian.

Over the last few months I have noticed an increase in traffic on Heavygate - which is stressful. I feel that much of this traffic is moving too quickly for the type of road and in terms of visibility and what drivers can see of pedestrians and other car users.

In addition, there is a short stretch of this road which has a row of blue, black and brown bins permanently left out on the pavement, near the now blocked junction of Matlock Street and Heavygate Road). I understand that residents may be short on space around their properties for storing the bins, but it does mean that that stretch of the pavement is unusable for pedestrians so if walking, either you have to step into the road or cross over.

Would it be possible to include this stretch of Heavygate Road in the 20mph area?

This would improve the pedestrian experience and go some way to making up for the increase in traffic caused by the low traffic scheme."

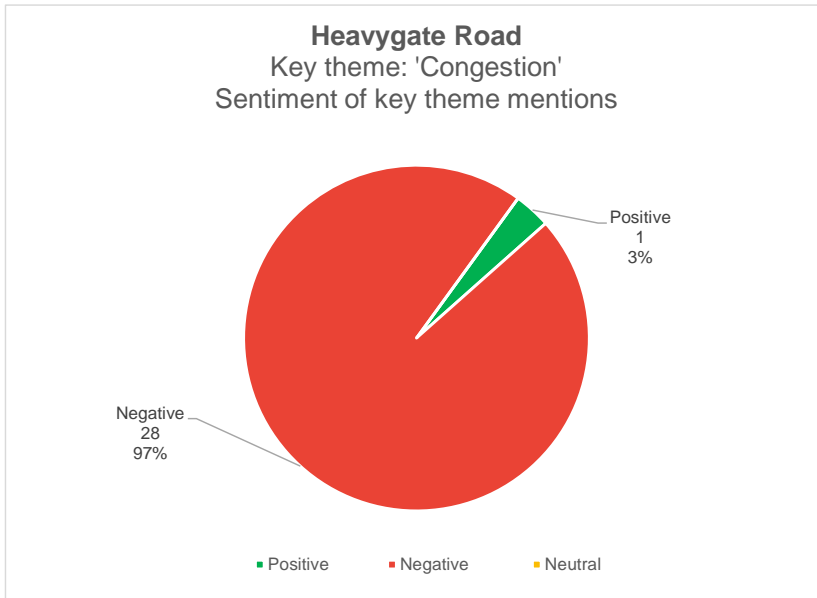


Figure 16: Heavygate Road: Mentions of the key theme 'Congestion'

Heavygate Road					
Key theme: 'Congestion'					
Sentiment of key theme mentions					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	1	28	0	29
	Percentage	3%	97%	0%	

Table 18: Heavygate Road: Mentions of the key theme 'Congestion'.

Key theme: 'Perceived Risk'

In relation to Heavygate Road, **24** respondents mentioned keywords associated with the key theme **perceived risk**. **Perceived risk** refers to respondent perception of potential risks to road-users, pedestrians and cyclists within or as a result of the Active Neighbourhood. This theme captures the subjective evaluation or belief of individual respondents regarding potential negative consequences on Heavygate Road associated with the Crookes and Walkley Active Neighbourhood measures.

Of the **24** mentions of **perceived risk**, **79% (19)** were negative while **21% (5)** were positive. These **24** mentions of the key theme **perceived risk** have been analysed further to illustrate which keywords were mentioned in relation

to this key theme. This breakdown of keywords illustrates the subjects raised, helping to identify areas of concern raised by respondents.

An example of feedback expressing negative sentiment in regards to **perceived risk** on Heavygate Road is contained in the following quote:

"I live on Heavygate road, towards south road and it's become like the M1 with cars at all hours racing down the road. Getting my two young children in the car is a nightmare and I genuinely worry for there safety with the amount of traffic coming up and down the road now, half of them speeding towards south road. It's a nightmare even me getting in the car. I have spoken to neighbours and they all feel the same. I get what you are trying to achieve and I want everyone to be save but to direct the large flow of traffic from one area to another can't be the solution. I have to say me and my family are just as important as everyone else so I would like to see something me done about this please before someone gets hurt or worse."

Some respondents did express positive sentiment with regards to the Active Neighbourhood measures on Heavygate Road. An additional controlled pedestrian crossing was installed on Heavygate Road as part of the Active Neighbourhood on the section which is used as a main road between its junctions with Greenhow Street and Highton Street.

When looking at the sentiment for the pedestrian crossing on Heavygate Road, of the **18** responses which refer to it, **72% (13)** responses express positive sentiment. **11% (2)** of responses express negative sentiment and **17% (3)** of responses express neutral sentiment when referring to the pedestrian crossing.

Some examples of feedback expressing positive sentiment with regards to **perceived risk** in relation to the pedestrian crossing on Heavygate Road are contained in the following quotes:

"Firstly, I love the new crossing on Heavygate road and would be very happy for this to stay. It makes taking my young children to Bolehill park much safer and less stressful."

"The additional crossings for pedestrians are very welcome, particularly the one near Heavygate Avenue, as it is now safer and easier to cross Heavygate Road when taking my child to Bole Hills."

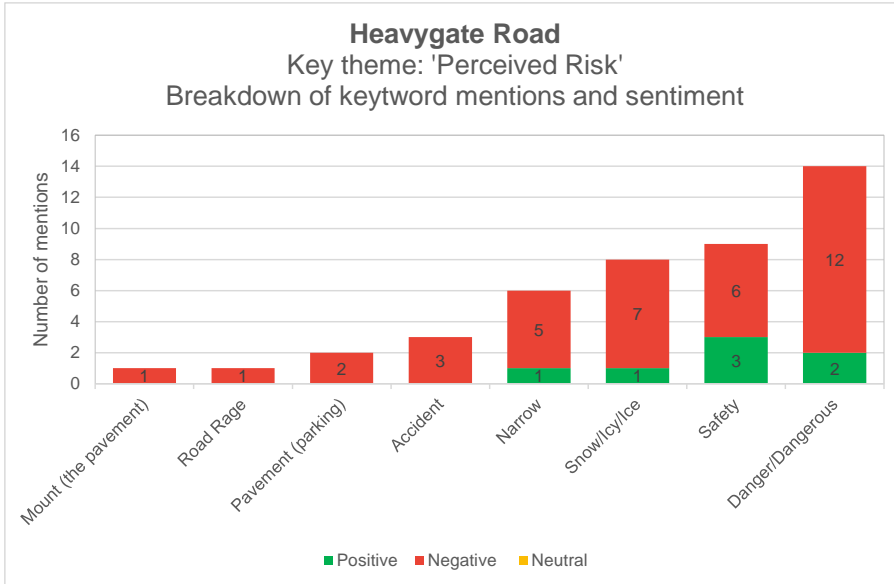


Figure 17: Heavygate Road: Mentions of the key theme 'Perceived Risk'

Heavygate Road					
Key theme: 'Perceived Risk'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Danger/Dangerous	Number of mentions	2	12	0	14
	Percentage	14%	86%	0%	
Safety	Number of mentions	3	6	0	9
	Percentage	33%	67%	0%	
Snow/Icy/Ice	Number of mentions	1	7	0	8
	Percentage	13%	88%	0%	
Narrow	Number of mentions	1	5	0	6
	Percentage	17%	83%	0%	

Accident	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Pavement (parking)	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Mount (the pavement)	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Road Rage	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	

Table 19: Heavygate Road: Mentions of the key theme 'Perceived Risk'.

Matlock Road: Key themes and sentiment

Matlock Road has been identified as a main through route within the Crookes and Walkley area, and is often used in conjunction with Heavygate Road as a major through route between Northfield Road in Crookes and South Road in Walkley.

In total, **32** email and online feedback form responses mentioned Matlock Road. Figure 18 shows that the key theme mentioned most frequently in relation to Matlock Road was **congestion**. In total, in relation to Matlock Road, **congestion** was mentioned **16** times with **69% (11)** of these mentioned expressing negative and **31% (5)** respondents expressing positive sentiment in regard to the impact of the Crookes and Walkley Active Neighbourhood on **congestion**.

The second most frequently mentioned key themes in relation to Matlock Road was **perceived risk**. **11** responses mentioned this key theme, **74% (7)** of these mentions were associated with a negative sentiment, with **36% (4)** of responses associated with positive sentiment.

Examples of feedback expressing negative sentiment in regards to additional **perceived risk** associated with Matlock Road are contained in the following quote:

"As I resident of Matlock Road, I haven't seen any benefit at all from the measures, and the junction with Heavygate Road that is still open has in my view become more dangerous. Having said that, closing both ends of Matlock Road would have been even worse. The measures don't address the real issues, which are speeding and bad parking."

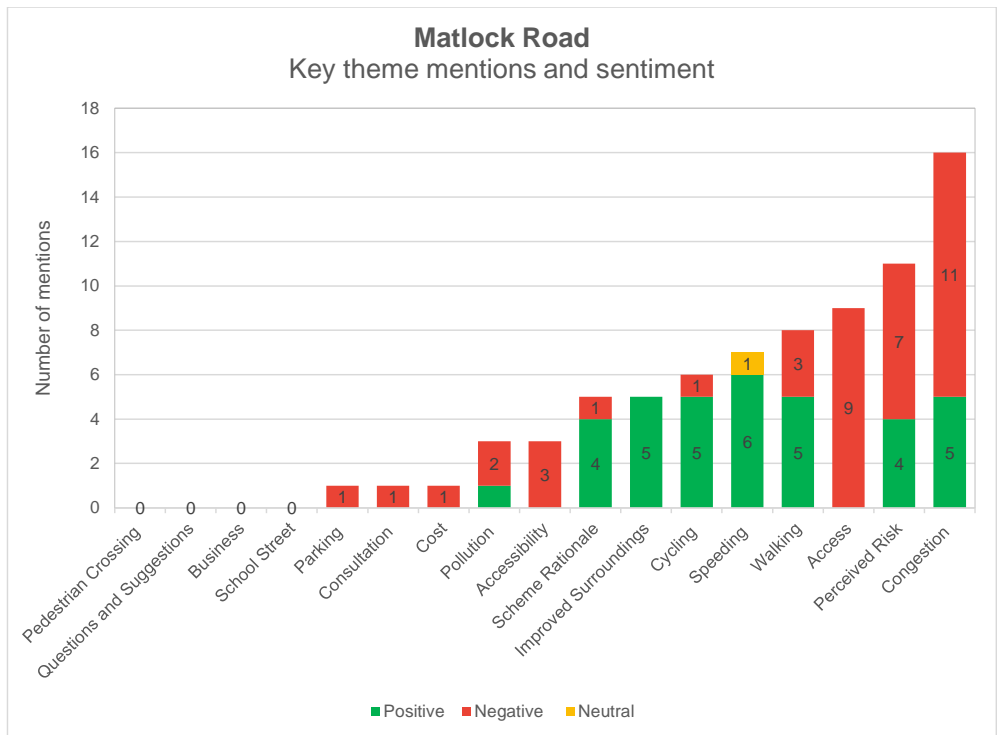


Figure 18: Matlock Road: Key themes and sentiment

Matlock Road: Key themes and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	5	11	0	16
	Percentage	31%	69%	0%	
Perceived Risk	Number of mentions	4	7	0	11
	Percentage	36%	64%	0%	
Access	Number of mentions	0	9	0	9
	Percentage	0%	100%	0%	
Walking	Number of mentions	5	3	0	8
	Percentage	63%	38%	0%	
Speeding	Number of mentions	6	0	1	7
	Percentage	86%	0%	14%	
Cycling	Number of mentions	5	1	0	6
	Percentage	83%	17%	0%	
Scheme Rationale	Number of mentions	4	1	0	5
	Percentage	80%	20%	0%	
Improved Surroundings	Number of mentions	5	0	0	5
	Percentage	100%	0%	0%	

Pollution	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Accessibility	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Questions and Suggestions	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 20: Matlock Road: Mentions of the key themes and sentiment.

Matlock Road: Breakdown of keyword mentions and sentiment

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

Key theme: 'Perceived Risk'

In relation to Matlock Road, 11 respondents mentioned keywords associated with the key theme **perceived risk**. **Perceived risk** refers to respondent perception of potential risks to road-users, pedestrians and cyclists within or as a result of the Active Neighbourhood. This theme captures the subjective evaluation or belief of individual respondents regarding potential negative consequences on Matlock Road associated with the Crookes and Walkley Active Neighbourhood measures.

Of the 11 mentions of **perceived risk**, 64% (7) were negative while 36% (4) were positive. These 11 mentions of the key theme **perceived risk** have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised, helping to identify areas of concern raised by respondents.

An example of feedback expressing negative sentiment in regards to **perceived risk** on Matlock Road is contained in the following quote:

"This planter is not even preventing large white vans from using the road. (See photo) It is a complete waste of time, and is actually creating major danger to pedestrians like myself as the vehicles are mounting the pavement. It also places cyclists turning left into Matlock road in danger of colliding with a vehicle they aren't expecting to encounter. I cannot see any logic for blocking off this road, it's never actually busy, and by blocking it you are forcing cars to the other end of matlock.road and then down the top half of Fulton Road, and increasing the volume of traffic on the already overused ratrun of the lower part of Fulton Road.."

Email responses mentioned the keywords **snowy** or **ice** 7 times. **86% (6)** of these responses expressed **negative** sentiment regarding **danger**, suggesting that respondents perceived the Crookes and Walkley Active Neighbourhood to have had a negative impact on hazards and associated risks in the Matlock Road area during snowy periods. An example of feedback expressing negative sentiment in regards to risks associated with Matlock Road are contained in the following quote:

"I would like to lodge a formal complaint about the proposed closure of Matlock Road. As a resident of Hadfield Street, the proposed closure will have wide reaching impacts upon the residents of our street. During the winter months, the safest way to leave the top of Hadfield Street is via Matlock Road as the gradient and curve of Hadfield Street make it treacherous in icy conditions. On a personal level, this closure will considerably increase my journey time to and from work as I travel up Matlock Road to access Heavygate Road in the direction of Crookes. This extra driving time will reduce family time and increase the pollution caused by driving as well as increasing traffic on already congested South Road."

Examples of feedback expressing positive sentiment in regards to **perceived risk** on Matlock Road are contained in the following quotes:

"I just wanted to comment on the brilliant closure of Matlock Road (west) – its transformed the road from a speeding rat run for thru traffic to a quiet suburban street. It feels so much safer."

"I am all in favour of blocking the junction at the top of Matlock Road – its made a huge difference to the safety of Matlock Road. Cars have no longer been using it as a 'cut thru' to South Road which when they do, inevitably don't look or check what's coming up Matlock Road and therefore speed down the road, often cutting the corner and mounting the pavement to avoid each other!!"

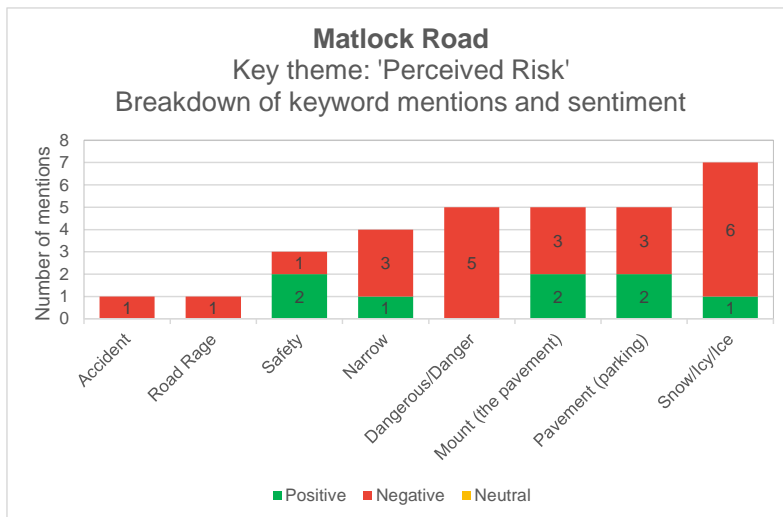


Figure 19: Matlock Road: Mentions of the key theme 'Perceived Risk'

Matlock Road					
Key theme: Perceived Risk					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Snow/Icy/Ice	Number of mentions	1	6	0	6
	Percentage	17%	100%	0%	
Dangerous/Danger	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Mount (the pavement)	Number of mentions	2	3	0	5
	Percentage	40%	60%	0%	
Pavement (parking)	Number of mentions	2	3	0	5
	Percentage	40%	60%	0%	
Narrow	Number of mentions	1	3	0	4
	Percentage	25%	75%	0%	
Safety	Number of mentions	2	1	0	3
	Percentage	67%	33%	0%	
Accident	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Road Rage	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	

Table 21: Matlock Road: Mentions of the key theme 'Perceived Risk'.

Key theme: 'Congestion'

In relation to Matlock Road, **16** respondents mentioned keywords associated with the key theme **congestion**. 'Congestion' refers to the volume of traffic on roads and the impact of the Active Neighbourhood on travel times.

Of the **16** mentions of **congestion**, **69% (11)** were negative while **31% (5)** were positive. These **16** mentions of the key theme **congestion** have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised, helping to identify areas of concern raised by respondents.

An example of feedback expressing negative sentiment in regards to **congestion** on Matlock Road is contained in the following quote:

"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.."

An example of feedback expressing positive sentiment in regards to **congestion** on Matlock Road are contained in the following quotes:

"We fully support the other end of Matlock Road being blocked off - even though we do use it, the traffic that comes down from that end travels far too fast, and it will make it much safer for our kids, I am more inclined to allow them to use their bikes and walk more to enjoy our local area now it's getting quieter.."

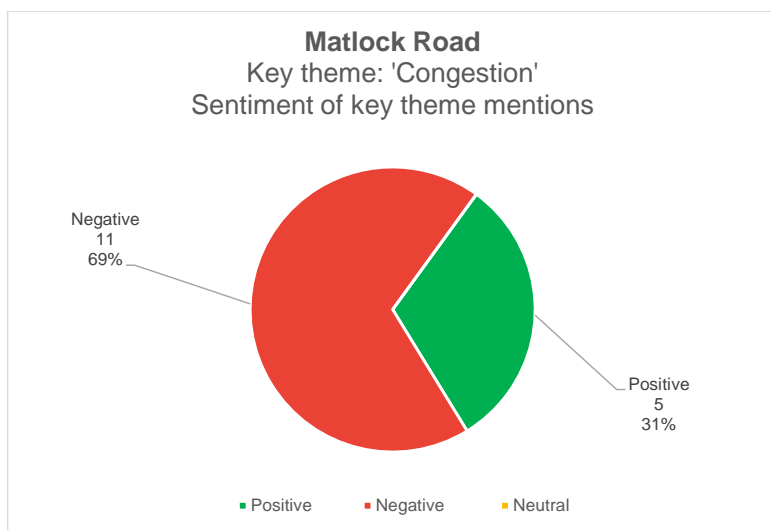


Figure 20: Matlock Road: Mentions of the key theme 'Congestion'

Matlock Road					
Key theme: Congestion					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	5	11	0	16
	Percentage	31%	69%	0%	

Table 22: Matlock Road: Mentions of the key theme 'Congestion'.

Key theme: 'Walking'

In relation to Matlock Road, 8 respondents mentioned keywords associated with the key theme **walking**. 'Walking' refers to respondent comments in relation to walking in and around the Crookes and Walkley Active Neighbourhood.

Of the 8 mentions of **walking**, 62% (5) were positive while 38% (3) were negative. These 8 mentions of the key theme **congestion** have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised, helping to identify areas of concern raised by respondents.

An example of feedback expressing positive sentiment in regards to **walking** on Matlock Road is contained in the following quote:

“There is a very vocal minority of people constantly rallying against this trial, though I cannot understand why, when this changed are to improve our neighbourhood and make it safer and more appealing for walking and cycling safely. I imagine it will take some people longer to adjust than others, to walking or cycling for short journeys instead of relying on cars.

Since this trial was implemented, both my partner and I have purchased bicycles to use to commute to work daily, and to use for getting to leisure activities when we can, which again is almost daily.

Our car use has dropped dramatically and we are cycling and walking more, including through other pre-existing active neighbourhoods in Sheffield, where cycling feels safer due to reduced road traffic and cycle provisions. “

An example of feedback expressing negative sentiment in regards to **walking** on Matlock Road is contained in the following quote:

“As a community, this effectively cuts off this part of Walkley from Crookes for those with mobility issues. The gradients of these streets make walking or cycling only for the Olympians among us..”

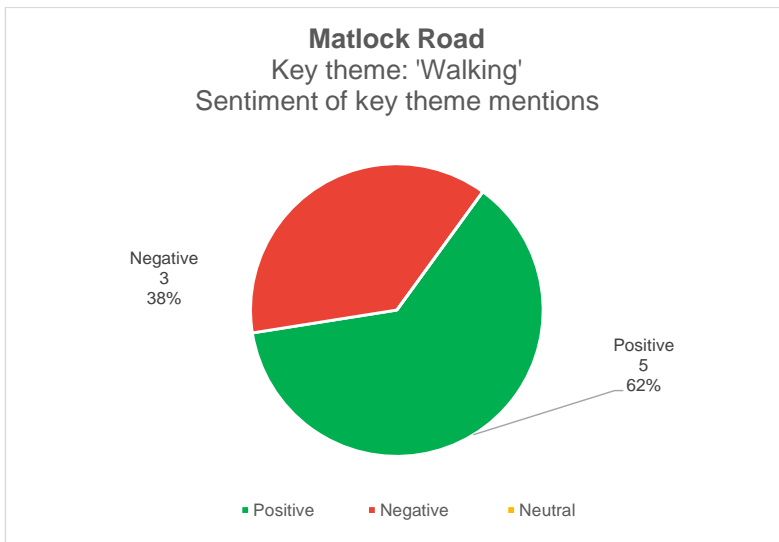


Figure 21: Matlock Road: Mentions of the key theme 'Walking'

Matlock Road Key theme: Walking Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Walking	Number of mentions	5	3	0	8
	Percentage	62%	38%	0%	

Table 23: Matlock Road: Mentions of the key theme 'Walking'.

Other roads mentioned in feedback received

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

Figures and tables illustrating feedback received in relation to these roads is included in appendix 5.

- **Bates Street**

Respondents mentioning Bates Street tended to express negative sentiment with regards to the Active Neighbourhood measures as they felt that the one-way restriction on Springvale Road and the closures on Slinn Street restricted access to Bates Street by car. Some also expressed concern about being able to access the road during wintry weather.

"In addition, living on Bates Street (a very steep hill with blind summit) we know that in winter snow it is inaccessible from the bottom in bad weather and the only safe access is via Crookes and Slinn Street at the top. This needs factoring in to any decisions so residents on Bates Street can safely access their homes all year round."

- **Bole Hill Road**

Respondents mentioning Bole Hill Road tended to express negative sentiment with regards to the Active Neighbourhood measures as they felt that the one-way restriction on Springvale Road and the other measures have negatively impacted traffic in this vicinity.

"I live at the back of Crookes, where it meets Walkley on Bole Hill Road. We have experienced increasing volumes of commuter and anti social traffic over the last 15yrs since I've lived here. Tinker Lane and Bole Hill itself have increasingly become popular cut throughs. Both roads suffer from having no calming measures. We've experienced repeated accidents, burnt out and damaged cars being abandoned, near miss pedestrian accidents and pets run over."

"I live on bole hill road and get to asda via camm street and Highton which puts less pressure on right turning vehicles at the cross junction preventing traffic flowing down Walkley Lane. This measure now means myself and lots of others will now travel further (more pollution) to the shops at Crookes. This will create increased traffic in crookes and take business away from South Road."

- **Brighton Terrace Road**

Respondents mentioning Brighton Terrace Road tended to express negative sentiment with regards to the Active Neighbourhood measures as they felt that the one-way restriction on Springvale Road and the closures on Slinn Street forced some traffic along Brighton Terrace Road and restricted their access to the road by car.

Slinn street should not be closed as this is forcing traffic up and down narrow side rds of mona rd Melbourne rd Brighton terrace rds. Slinn street was never over used and gives direct access to a local church and community space which is widely used. he closure of slinn st is also making the flow of traffic more difficult and creates an emergency access problem .

- **Camm Street**

Respondents mentioning Camm Street expressed frustration and negative sentiment as they felt the measures pushed more traffic attempting to avoid main roads onto Camm Street, and the one-way system on Greenhow Street restricted their access to the road.

"The bottom part of the road is narrow, residential and parked up. It will also increase traffic on South Road and in turn congestion and pollution at the traffic lights at the end. People will try to avoid it by cutting up to Camm Street, an even smaller road."

Commented [AK3]: Close space - cant do on my version

"The double one way system on Greenhow Street with Camm Street as the only way out is very frustrating it just makes our journeys longer."

- **Cobden View Road**

Respondents mentioning Cobden View Road expressed frustration and negative sentiment as they felt the measures pushed more traffic attempting to avoid main roads.

"I am absolutely appalled by the new road block measures at the junction of Cobden View Road and Springvale Road. Cobden View Road is one of the tightest Roads In area so to divert traffic down here is nothing short of ludicrous."

"The planters on Springvale Road do not make smaller roads less busier. They push all the traffic from a main road (Crookes/Springvale) onto side roads such as Western Road and Cobden View Road. This makes smaller roads busier, achieving the opposite effect."

- **Commonside**

Respondents mentioning Commonside expressed negative sentiment towards the restrictions. Some felt that there was additional traffic on Commonside as a result of the measures, while others highlighted that they didn't feel walking across the junction of Springvale Road and Commonside was safe due to parked cars blocking a clear view and a high level of traffic using the junction.

"Despite 20mph signs, cars do speed up and down the road and I have found it difficult to cross Commonside/Barber Rd due to the influx of traffic turning into Commonside from all angles (I even missed catching the 95 bus because I couldn't cross the road due to the traffic)."

"There were many comments about the danger of the easterly Springvale Road junction with Commonside Road, both about dangers for drivers and pedestrians. The building of 10+ flats at that junction would only make the situation worse. For example, one ideal would be to impose double yellow parking lines at the end of that junction so there would be better visibility for that crossing."

- **Crookesmoor Road**

Respondents mentioning Crookesmoor Road tended to express positive sentiment, particularly in relation to the controlled pedestrian crossing at the junction of Crookesmoor Road and Conduit Road. Some respondents did however have concerns about the quantity and speed of vehicles travelling along Crookesmoor Road.

"As a student that only walks and cycles around Sheffield I am really pleased with the changes made in Crookes so far. Especially with the proposed traffic light crossing on Crookesmoor Road as I really dislike crossing this road currently as I will often be waiting a long time to cross it."

"This means that Crookesmoor will be sandwiched between two competing schemes to lower traffic which can only logically mean that Crookesmoor has an even greater vehicular pressure placed on it. I urge the local authority to give specific consideration to Crookesmoor Road - beyond the single (currently temporary) crossing which has been placed at the junction with Northumberland/Conduit. A comprehensive plan for traffic volume and speed reduction - especially at peak times - is absolutely necessary for our road."

- **Conduit Road**

Respondents mentioning Conduit Road tended to mention Conduit Road regarding the traffic lights at the junction with Crookesmoor Road. These comments were mostly expressing positive sentiment.

"The crossing on Crookesmoor Road at the junction with Northumberland and Conduit has made the crossing safer for pedestrians also seems safer for cars coming out of conduit/ Northumberland as it creates some gaps in traffic when the lights are red."

- **Cromwell Street**

Respondents mentioning Cromwell Street expressed mixed sentiment with regards to the Active Neighbourhood measures. Some felt that there had been less through traffic which made the road safer, and there were fewer people risking driving along the road during snowy periods, again making the road safer. Others felt that the closure on Matlock Road made them drive further to get to their destination.

“Our main feedback is on the specific area that affects Cromwell Street, which is the blockage of the top end of Matlock Road, where it meets Heavygate road. The difference has been noticeable, and wonderful. There are so many fewer cars racing up and down the hill, and I am so much less worried about children and animals getting hit by cars.

The difference during the snowy/icy spell was dramatic! Usually, when snowy/icy, there are always cars crazily attempting to drive down our steep road, and crashing/scraping other cars, and risking skittling people as they are out of control. But this time, the road was quiet and safe until the snow had melted again.”

“I drove from Cromwell street to crooked the other night to a local business up there. Instead of driving up my road onto Matlock and out onto the main road there, I drove to the very top of cromwell st, turned left onto Matlock rd, turned right onto heavygate, and up Bradley st. This extended my journey time and length. All this is doing is pushing traffic onto other residential roads.”

- **Fir Street**

Respondents mentioning Fir Street tended to express negative sentiment in relation to the Active Neighbourhood measures. Respondents felt there was little point in the closure at the junction of Fir Street and Heavygate Road and that it was blocking access for both emergency services and residents of Bank House Road.

“I’m writing regarding the closure of the top of Fir Street, as a resident of Bank house road I am concerned about the safety impact of closing the top of the road. Currently the top of Fir street is a one-way road, therefore infrequently used, but mainly by residents of the road. Therefore the closure of the end of the road would have minimal impact on encouraging the reduction of motor use but may have a major impact of emergency services getting to residents on both Fir Street and bank house road.

Fir Street has cars parked on both sides of the road, often making the passing of larger vehicles impossible from the South Road. Meaning the accessibility of emergency services may be impacted, harming the safety of the residents of the roads.

- **Fitzgerald Road**

Respondents mentioning Fitzgerald Road expressed negative sentiment with regards to the Active Neighbourhood measures. Respondents felt that there was additional traffic forced onto Fitzgerald Road due to the closures at the junctions of Pickmere Road/Sackville Road and Romsdal Road/Sackville Road making the road more dangerous.

“Large amounts of traffic on Fitzgerald Road, met car in both directions while commuting today, had to reverse full length of road. Multiple vehicles 3 point turning in the road and on sackville to position themselves for easier exit.

People parking on the corners making it very difficult to turn the corners.”

- **Greenhow Street**

Respondents mentioning Greenhow Street tended to express negative sentiment with regards to the Active Neighbourhood measures, particularly the two one-way restrictions on Greenhow Street. Respondents felt that the restrictions were confusing with poor signage and increased journey times, with many drivers ignoring the restrictions and therefore making the road more dangerous.

"The restrictions on Greenhow Street and Highton Street in Walkley are increasing journey times and mileage for car users living on those streets.

The signage associated with the Greenhow Street changes is presently inadequate leading to inconvenience and potentially situations arising.

The no entry restriction on Greenhow Street section with Camm Street (for vehicles that would otherwise be able to go down to South Road) has a road painted sign but no no-entry sign on the flower tub and is widely ignored.

More worryingly, as a resident of Greenhow street and sometime car driver (as well as pedestrian and public transport user) I have on three occasions now, in just 10 days, when driving to the street and attempting to enter at the top (junction with Heavygate Road), while approaching from the Hillsborough direction, found a vehicle on the wrong side (to manoeuvre around the plant tub) of the road attempting to come out at the top of Greenhow Street. This has resulted in my having to stop at the beginning of turning into the street leaving me and my vehicle dangerously exposed to other traffic coming up Heavygate Road around the blind bend I'd just come round."

- **Hands Road**

Respondents mentioning Hands Road expressed negative sentiment with regards to the Active Neighbourhood measures. Respondents felt that there was additional traffic forced onto Hands Road due to the closure at the junction of Hands Road/Leamington Street making the road narrower and therefore dangerous.

"I live at the top of Hands Road, at the junction with Leamington Street and Townend Street. A line of planters has been placed diagonally across this junction. Consequently, from the top of Hands Road traffic has to turn right into Leamington Street and traffic from Leamington Street has to turn left into the top of Hands Road. This is dangerous. Due to the placement of the planters and parked cars (often on double yellows) this forces traffic from both directions into the same space. A few days ago, I was turning into Leamington street and a car turning into Hands Road nearly hit me head on. It is only a matter of time before this actually happens."

- **Hadfield Street**

Of the few respondents that mentioned Hadfield Street, those who did expressed concerns about access between Hadfield Street and Crookes, particularly during wintry weather.

"As a resident of Hadfield Street, the proposed closure will have wide reaching impacts upon the residents of our street. During the winter months, the safest way to leave the top of Hadfield Street is via Matlock Road as the gradient and curve of Hadfield Street make it treacherous in icy conditions. On a personal level, this closure will considerably increase my journey time to and from work as I travel up Matlock Road to access Heavygate Road in the direction of Crookes. This extra driving time will reduce family time and increase the pollution caused by driving as well as increasing traffic on already congested South Road."

- **Heavygate Avenue**

Respondents mentioning Heavygate Avenue expressed mixed sentiment with regards to the one-way restriction at the junction of Heavygate Avenue and Heavygate Road. Some felt that they had to drive further as a result of the one-way restriction and that it reduced access during wintry weather, while others felt that it made the road safer and therefore improving it for walking and cycling.

"I think the one way system on heavy gate avenue is ridiculous. Making this a one way is just stupid it has never been used as a rat run. It's used to get home for residents. I don't understand why anyone would be if it going down this road would speed up any journey. This junction has never caused any problems before so don't understand why it's been implemented now.

The access at the top of the heavygate avenue top has always been the only safe way in winter months of safely getting back onto Moorside Avenue where I live. I believe that planer and plants along with the traffic lights have

actually made this junction more dangerous, and is actually going to cause an accident. I myself am only small 5ft tall and I can't actually see what is coming from the left-hand side."

"I live on Heavygate Ave. I would like to express my support for the one way restriction at the top of Heavygate Ave. We feel that the traffic on our road has dramatically decreased and, of the traffic that is present, the speed of that traffic has also decreased because people are no longer using it as a rat run from Heavygate Road to Bole hill road. I also appreciate the cut through for cyclists."

- **Heavygate Road (between Northfield Road and Howard Road)**

Respondents mentioning the mainly residential section of Heavygate Road running between Northfield Road and Howard Road expressed negative sentiment with regards to the Active Neighbourhood measures. Respondents felt the measures pushed more traffic along this section of Northfield Road as it is one of the through routes which remained open between Crookes and Walkley/Commonside. Respondents also expressed concern about the speed of some through traffic travelling along the road.

"I live on Heavygate road, towards south road and it's become like the M1 with cars at all hours racing down the road. Getting my two young children in the car is a nightmare and I genuinely worry for their safety with the amount of traffic coming up and down the road now, half of them speeding towards south road. It's a nightmare even me getting in the car."

- **Heavygate Road (main road which becomes Northfield Road towards Crookes)**

Respondents mentioning the main road section of Heavygate Road tended to express positive sentiment, particularly with regards to the controlled pedestrian crossing on Heavygate Road. They felt that the controlled crossing made getting across Heavygate Road safer.

"The additional crossings for pedestrians are very welcome, particularly the one near Heavygate Avenue, as it is now safer and easier to cross Heavygate Road when taking my child to Bole Hills."

- **Highton Street**

Respondents mentioning Highton Street expressed mixed sentiment with regards to the closure to through traffic on the road. Those who felt positively about the restriction felt that it made walking on the road safer as it is a well-trodden route between Crookes and Walkley. Those who expressed negative sentiment about the restriction felt that it endangered people by making cars turn around on such a steep road and restricted access to the road for residents.

"I live on Highton Street, one of the roads which will have planters to discourage through traffic and am very much in favour of these measures as part of the trail. The street is used as a rat-run between South Road and Heavygate so attracts more traffic than it should. At times it can be noisy (especially when cars and motorbikes speed up the street at night-time), this has meant we can't have windows open overnight as the noise wakes us up. I have also seen (and disturbed) a group of young men pulling up in a car and trying to steal a motorcycle late at night – I believe making the street a no-through road should reduce this kind of opportunistic crime."

The road is also well-used as a route for people to walk up from lower Walkley to Crookes and the Bolehills so I believe the new measures will also make it more attractive and safer to these pedestrian users. As with many side-streets in Walkley cars often have to park partly on the pavement to ensure vehicles can get through. This means some pedestrians (especially families with pushchairs and buggies) sometimes have to walk in the road to get by. Reducing the traffic on the road will make this safer. Aside from the benefits to people, I hope the reduction in through traffic will benefit wildlife in the area. We are lucky that we already get badgers, foxes, and hedgehogs visiting our gardens."

"I am very concerned about how difficult this will make it to park and turn around. We can only access our section of the road from above, meaning we will have to park facing downwards facing the closure and then turn around in the road to leave. The road is narrow and cars are almost always double parked, it is virtually impossible to safely turn around in the road. It is extremely impractical, and even now if I need to turn around I will either use orchard road to turn around or just go the long way round by going down to south road because of how difficult it is to turn around outside our house."

- **Howard Road**

Very few respondents mentioned Howard Road substantively, the vast majority of mentions of the road were when comments were made with regards to the section of Heavygate Road between Northfield Road and Howard Road. When Howard Road was mentioned substantively, respondents had mixed sentiment about the road. Some felt that traffic had not changed, while others felt the road had become worse with pavement parking.

"I personally don't think the roads are more busy but it's hard to remember back to pre pandemic. Make sure you're measuring before and after impact on south / Howard road."

"A lot of drivers in Crookes drive in and out of residential roads along the high street very quickly without properly looking for pedestrians crossing, and pavement parking along south road and Howard road is getting worse making it feel dangerous to walk along some pavements eg. the green opposite Asda and outside takeaways where drivers often park on the pavement right where I am walking with my baby. I'd really like it if these high streets were targeted with traffic and parking intervention as a priority of the active neighbourhood before further residential road measures, along with action on pavement parking and lack of seating that stops people with prams and pushchairs and wheelchairs from being able to get to and from the high streets safely and be able to dwell there."

- **Leamington Street**

Respondents mentioning Leamington Street expressed negative sentiment, particularly with regards to parking on the road as double yellow lines have been extended in order to accommodate a closure to through traffic at the junction with Hands Road

"Active Neighbourhood has decreased my quality of life.

1. The traffic has increased, I cannot get off my street now, without having to reverse around corners to let people through (perhaps need a one way system?).

2. Was there analysis done to the number of resident cars that need to park on the street, before the long extension of the double yellows (way past junctions and hazards)?

There used to be ample space outside my door, but I parked a 5 minute walk away the other night, it was the only space for miles, a bitterly cold walk away, and half my back wheel was on a double yellow, I came back the next morning to a £35 parking fine. I haven't seen wardens for months, and now there are a myriad of parents parking on double yellows on the school run.

3. It will decrease the resale price of my house. Parking is impossible, food deliveries and emergency services can't get through (I have seen flashing ambulances come to a halt)."

- **Melbourn Road**

Respondents mentioning Melbourn Road expressed negative sentiment with regards to the Active Neighbourhood measures. Respondents felt that the one-way restriction on Springvale Road and the closures to through traffic on

Slinn Street were sending additional traffic along Melbourn Road. Some drivers felt frustrated they had to follow a one-way system and would therefore speed to make up time.

"I am concerned about the increase in volume of traffic and speed of vehicles on our road. Melbourn Road (S101NR) was a pleasant quiet side road in Crookes to live on. One of the reasons why we bought the house. Since the Crookes Active Neighbourhood Scheme was introduced earlier this year by Sheffield City Council one of the main roads in Crookes, Springvale Road was made one way by the junction of Melbourn Road which means traffic is now diverted up our road. Myself and my neighbours have been in touch with the council many times about our concerns about the speed at which the traffic is driving up our road. Drivers are frustrated that they can no longer drive all the way down Springvale Road and you can hear that frustration in their driving but the speed they go. And because our road is straight they can see what's coming ahead and if it's clear, which it's often is they put their foot down. I am extremely anxious that there is going to be an accident."

- **Mona Avenue**

Respondents mentioning Mona Avenue tended to express positive sentiment with regards to the Active Neighbourhood measures. Respondents felt that the School Street and one-way restriction on Mona Avenue reduced traffic and made parking easier, though there were concerns that the one-way restriction was sometimes ignored and staff were not always able to man the temporary School Street barriers.

"The school street scheme has been a very welcome step and has produced a noticeable reduction in traffic and dangerous parking/driving on Mona Avenue & Mona Road as well as reducing pressure on the limited parking opportunities for residents. Its is noticeable, however, that when school patrols are not available, even just for a morning or afternoon then the problems soon return."

- **Mona Road**

Respondents mentioning Mona Road expressed mixed sentiment with regards to the Active Neighbourhood measures. Some respondents felt that one-way restriction on the section of Mona Road which connects to Mona Avenue made the road more pleasant, however, there were some concerns that residents had to take a longer journey to reach their property due to the one-way. On the section of Mona Road which runs between Slinn Street and Springvale Road some respondents felt that the measures were sending additional traffic along Mona Road.

"I am a resident of Mona Road right next to Westways School and making this section of the road one way has been a great success in reducing the problem of parents using it as a drop off zone. I fully support any measures the council put in place to reduce the traffic flow through Crookes. The scheme has triggered myself and my family to reflect on our own car use and we have found we are now walking more local journeys.

I am really glad the council are trialing this scheme and hope it becomes permanent."

"I feel like the biggest impact on the neighbourhood has come from the changes to Springvale Road, however these appear to create more problems than they solve. Traffic coming up the hill is perhaps a little calmer than it used to be, but the decision to use Melbourn Road and Mona Road to create a chicane has spread that traffic onto roads that were previously significantly less busy and I know fellow Westways parents on both streets who are unhappy about that increase"

- **Moorsyde Avenue**

Respondents mentioning Moorsyde Avenue tended to express negative sentiment with regards to the Active Neighbourhood measures, particularly the one-way restriction on Heavygate Avenue. Respondents felt that the one-way restriction on Heavygate Avenue meant that residents of Moorsyde Avenue had to drive further in order to reach their properties.

"In order to access Moorsyde Avenue and Moorsyde Crescent when approaching from Heavygate road South Western kerb junction with Heavygateavenue, residents and visitors are required to carry along Heavygate road then turn left onto Bole Hill road and left again onto Heavygate avenue, up the hill and then turn right onto Moorsyde Avenue. This adds inconvenience, further road emissions and unnecessary traffic going up Heavygate avenue."

- **Newent Lane**

Respondents mentioning Newent Lane expressed mixed sentiment with regards to the Active Neighbourhood measures. Most respondents who mentioned the section of Newent Lane between Flodden Street and Crookes felt positively about the restriction to through traffic. Respondents mentioning the section of Newent Lane below Flodden Street expressed frustration that traffic was being routed along narrow roads due to the closures at the junctions of Sackville Road/Romsdal Road and Pickmere Road/Sackville Road.

"I live on Newent Lane and was effectively trapped in my car, unable to find an easy route out to get to School Road. Some bollards have been removed which make it a little easier but it is impossible to get onto the main road to go towards Broomhill without having to drive further onto Marston Road or drive up the narrow middle part of Newent Lane (which should be pedestrianised) and along Pickmere and up Sackville Road."

"The 'School Street' is good, as was closing the top of Newent Lane."

- **Northfield Road**

Respondents mentioning Northfield Road tended to express negative sentiment with regards to the Active Neighbourhood measures. Respondents felt that the measures on residential streets pushed traffic onto Northfield Road.

"This scheme isn't wanted or needed. It has increased traffic, speeding traffic and rat runs that wasn't there before. I haven't seen any increase in cyclists or even seen a cyclist use the bike lane by the bus terminus. Please listen to the people who actually live here and scrap it all. Are you trying to make south road and Heavygate/Northfield road a ring road?"

- **Pickmere Road**

Respondents mentioning Pickmere Road tended to express negative sentiment with regards to the Active Neighbourhood measures. Respondents felt that the measures at the junctions of Pickmere Road/Sackville Road and Romsdal Road/Sackville Road were unnecessary, pushed more traffic onto Pickmere Road and made residents drive further to reach their properties.

"The plant pots, on Sackville Rd, in particular, have been an absolute nightmare, for me, personally, and my business, in general. I live on Pickmere Rd. I have two commercial vehicles, and the detours my employees have to take to get to the vehicles, is horrendous. Once here, vehicles collected, they then, negotiate a maze of roads, to get to Crookes Rd.

The cost to my business, in terms of increased time, and extra diesel used, is crippling, and the cost to the environment, in terms of emissions, is equally painful, as a result of increased, and unnecessary journeys. Bear in mind we are in and out of Pickmere Rd, at least, four to five times, a day.

I hope that you understand that these obstructions are devastating. We are living through these trials. I am paying a very heavy price."

- **Romsdal Road**

Respondents mentioning Romsdal Road expressed negative sentiment with regards to the Active Neighbourhood measures. Respondents felt that the measures at the junction of Romsdal Road/Sackville Road were unnecessary, and made residents drive further to access their properties. Some respondents were also disappointed that additional double yellow lines were painted on the road, limiting the number of parking spaces.

"I can see no point to the complete block of Romsdal/Sackville. For residents in streets around it forces us to travel greater distances in residential areas to get to some destinations we frequent."

- **Sackville Road**

Respondents mentioning Sackville Road tended to express negative sentiment with regards to the Active Neighbourhood measures. Respondents felt that the measures at the junction of Romsdal Road/Sackville Road were unnecessary, and made residents drive further to access their properties. Some respondents were also disappointed that additional double yellow lines were painted on the road, limiting the number of parking spaces.

"As mentioned previously the measure at the junction of Pickmere and Sackville Road is very dangerous. As a result of this I've nearly been involved in a collision at least 3 times. It's too restrictive as the roads are too narrow to accommodate it both at the Pickmere Road junction and the Fitzgerald Road junction coming onto the bottom part of Sackville Road, this being used as an alternative. In summary it is ill-thought out and offers no benefits to those living on Sackville Road. Total waste of tax payers money."

- **South Road**

Respondents mentioning South Road tended to express negative sentiment with regards to the Active Neighbourhood measures. Respondents felt that the measures pushed additional traffic onto South Road which was an already busy road. Some were also concerned that as people would have to drive further to access South Road, they would no longer visit businesses as frequently as they may have done.

"The planters and new one way systems are causing more pollution on south road due to being sat with engines running for longer periods of time at the traffic lights and residents having to drive around the block to get parked outside their homes."

Businesses have been struggling due to the Pandemic and are working hard to survive. However, since these planters have been put in place no one can park or be bothered to wait in the queues of traffic to go around the block three times to find somewhere suitable to park, causing local businesses to lose custom. In the past few weeks three businesses on South road have announced they are closing due to a massive fall in sales, with a further two considering doing the same. This scheme is causing local people to lose their livelihoods and this could also have a negative effect on property value."

- **Spring House Road**

Respondents mentioning Spring House Road expressed negative sentiment with regards to the Active Neighbourhood measures, particularly the School Street measures on Leamington Street. Respondents felt that the measures pushed parents dropping off children at Westways Primary School onto Spring House Road and limited the number of resident parking spaces.

"Well today was the start of a manual barrier put across the junction of spring house rd and leamington st, crookes to close the road during school drop off and collect times."

Those manning the barrier are from the school. They are sending the traffic up spring house rd and therefore those trying to take kids to school are looking for parking places on this road. There isnt anywhere to park on here due to day trippers from uni and hospital that park on here from 7.30am till 6pm. This is a residential road where residents can't get parked because of this lot."

- **Townend Street**

Respondents mentioning Townend Street expressed mixed sentiment with regards to the Active Neighbourhood measures. Some respondents felt that the measures restricted access for all kinds of vehicles including refuse collection, emergency services and residents, while others felt that traffic flowed better around the area as a result of the measures.

"I want to express my concerns about the installation of planters diagonally across the intersection junctions of Hands Road - Leamington Street- Townend Street.

These I feel have been thoughtlessly dumped by the council and I find that these are prohibiting emergency services access to the 4 roads at this junction. You have also restricted the access to your own waste disposal vehicles. The access from the bottom part of Hands Road is painfully narrow for any vehicle and worse for these services."

"I hope we can keep the planters between Townend street and Warwick terrace as the traffic flow has improved so much."

- **Walkley Road**

Respondents mentioning Walkley Road tended to express negative sentiment with regards to the Active Neighbourhood measures. Respondents felt that there was an increase in traffic on Walkley Road given the restrictions to through traffic on smaller side roads with many respondents feeling that they had to queue at the lights at the junction of Walkley Road/South Road for more time than before the measures were in place.

"Increased queuing traffic at the South Road/Walkley Road traffic signals needs to be monitored, signal timings adjusted and vehicle detection maintained to balance queuing on all approaches. Some layout and/or timing alterations may be required to accommodate downhill right-turning traffic which can block straight ahead traffic. Could video vehicle detectors be installed to allow remote monitoring?"

- **No road mention**

Respondents who didn't mention a road in their feedback tended to express negative feedback though there was a significant minority who did express positive sentiment with regards to the measures.

"I want to add my concerns about the planters around Walkley.

You've cut off any access to the area from Crookes other than the main road and this is so very dangerous come Winter. I am a community nurse and several years ago bought a 4x4 so I could avoid stuck buses/cars on the main roads and use side roads to get to my appointments.

Is there no consideration to winter - one bus stuck on the main road will wipe out any access around the area as the side roads all have planters on them now.

I'm deeply concerned that my patients, and obviously others in need will be left without appropriate care.

From an environmental point of view - massive backlog of traffic now on the main road, increased pollution and use of gas to take longer routes.

Please please stop this crazy trial."

“This is just the sort of bold scheme that needs to happen in the area to tackle climate change, increase active travel options and make it safer to move around the area. People generally dislike change in this country, hence the negative responses here, but like anything once people get used to it everything will be much better in the long run.”

Feedback provided via phone calls

The Connecting Sheffield information line received 41 phone calls whereby respondents provided feedback in relation to the Crookes and Walkley Active Neighbourhood. The feedback provided via freephone tended to express a negative perception of the scheme, even more so than feedback provided via email and the Connecting Sheffield website feedback form. Respondents expressed their concern about **access** and increased **congestion**.

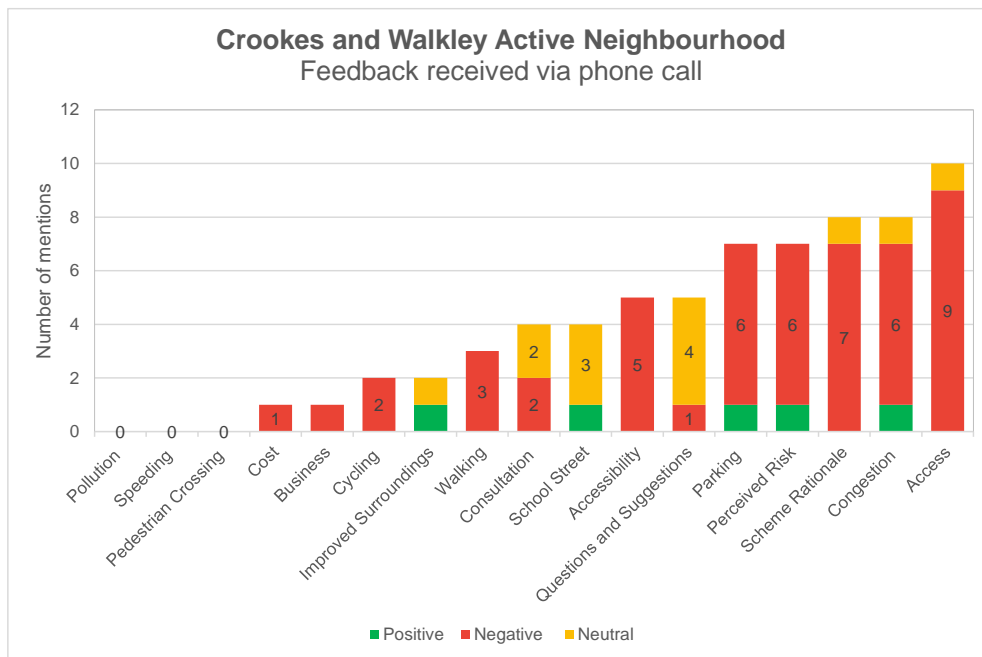


Figure 22: Crookes and Walkley Active Neighbourhood: Feedback received via phone call key themes and sentiment

Crookes and Walkley Active Neighbourhood Feedback received via phone call Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Access	Number of mentions	0	9	1	10
	Percentage	0%	90%	10%	
Scheme Rationale	Number of mentions	0	7	1	8
	Percentage	0%	88%	13%	
Congestion	Number of mentions	1	6	1	8
	Percentage	13%	75%	13%	
Parking	Number of mentions	1	6	0	7
	Percentage	14%	86%	0%	
Perceived Risk	Number of mentions	1	6	0	7
	Percentage	14%	86%	0%	
Accessibility	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	0	1	4	5
	Percentage	0%	20%	80%	
Consultation	Number of mentions	0	2	2	4
	Percentage	0%	50%	50%	
School Street	Number of mentions	1	0	3	4
	Percentage	25%	0%	75%	
Walking	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Cycling	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	1	0	1	2
	Percentage	50%	0%	50%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Business	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 24: Crookes and Walkley Active Neighbourhood: Feedback received via phone call.

Section 3

Closed question feedback responses received via Commonplace

The feedback form on the Connecting Sheffield website used closed questions, as well as one open question, designed to gain an understanding of what respondents like and dislike about the proposals and their overall view of the proposals. The responses to the open question have been included in the analysis in Section 2 above.

The below analysis looks closely at the responses to the closed questions on the feedback form.

Analysis of Closed Questions

The following question focuses on understanding the demographic of respondents in relation to the proposals. This question was not mandatory and therefore respondents were able to skip the questions.

The below answers are based on the 376 respondents who provided a response to the Crookes and Walkley feedback form on the Connecting Sheffield website.

- **Question 1: What is your connection to the area?**

Approximately 87% of the respondents who answered this question said that they live in the Crookes and Walkley area. A further 4% said that they visit friends and family who live in the area and an additional 3% said they travel through the area. Respondents were able to select more than one option, hence why percentages do not add up to 100%.

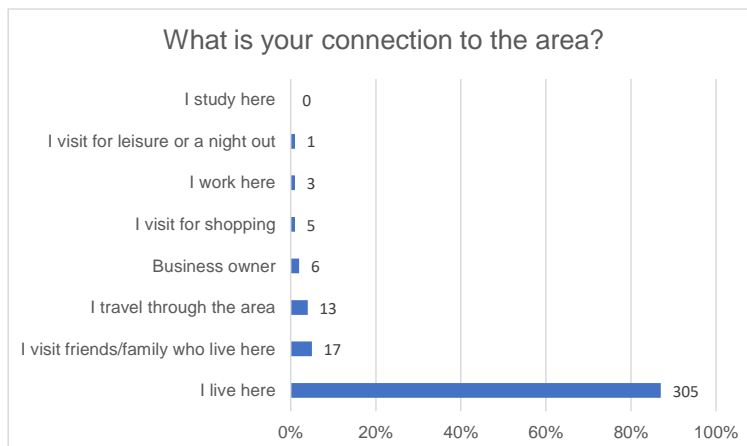


Figure 23: Crookes and Walkley Active Neighbourhood: What is your connection to the area?

The following graphs contain data taken from the specific questions asked to inform the **Crookes and Walkley Active Neighbourhood** proposals. As above, this data is based on the 376 respondents who provided their feedback on the main Crookes and Walkley Commonplace page. Please note that respondents were able to skip questions if they wished, and on some questions they could select multiple answers, and therefore 376 responses were not received for every question – sometimes more, sometimes less.

- **Question 2: What do you like about the scheme?**

Approximately 53% of respondents said they like the improved crossing points in the scheme, 38% of respondents said they liked the reduction in through traffic as a result of the scheme and 26% of respondents liked that it is easier/more pleasant to walk. Respondents were able to select more than one option, hence why percentages do not add up to 100%.

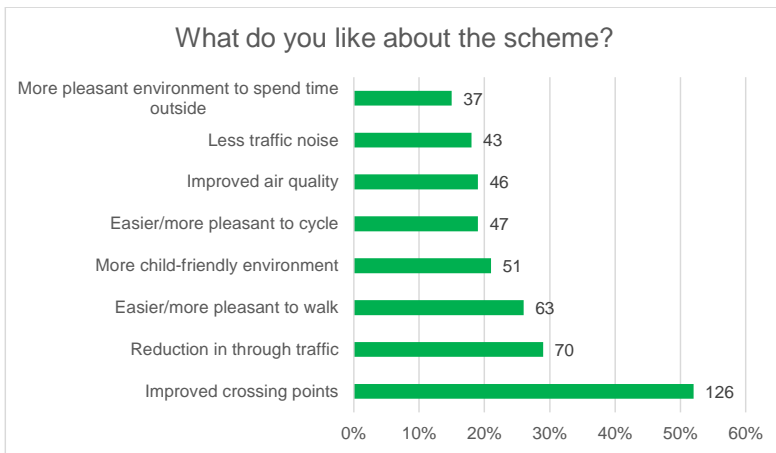


Figure 24: Crookes and Walkley Active Neighbourhood: What do you like about the scheme?

- **Question 3: What do you dislike about the scheme?**

Approximately 62% of respondents said they dislike the increased mileage on car journeys, while 60% of respondents said they dislike the increased journey times and 50% said they dislike the increased traffic on main roads. Respondents were able to select more than one option, hence why percentages do not add up to 100%.

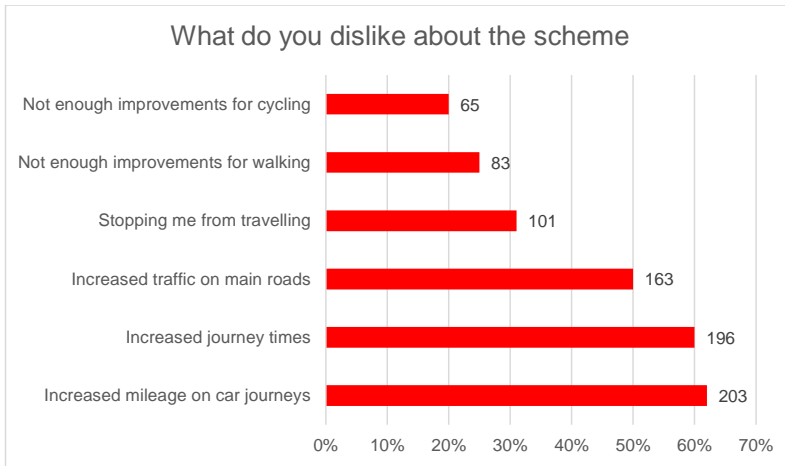


Figure 25: Crookes and Walkley Active Neighbourhood: What do you dislike about the scheme?

- Question 4: How do you feel about the addition of three controlled crossing points in Crookes and Walkley?**

Approximately 58% of respondents said they felt either 'happy' or 'very happy' about the additional crossing points, approximately 25% of respondents said they felt 'neutral' about the additional crossing points and 16% of respondents said they felt 'unhappy' or 'very unhappy' about them.

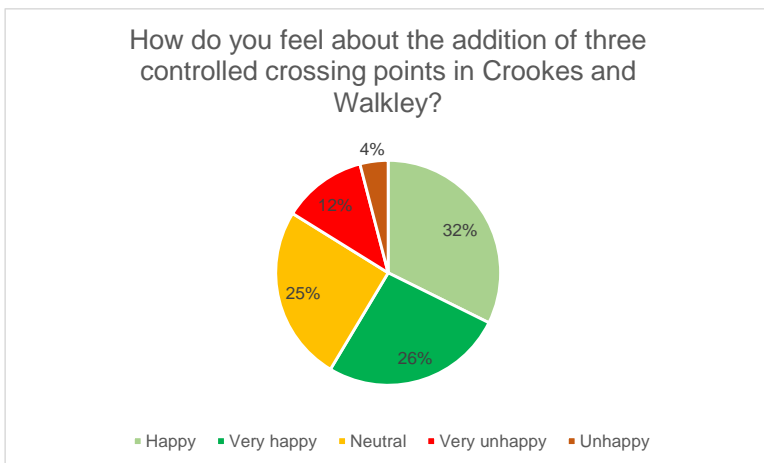


Figure 26: Crookes and Walkley Active Neighbourhood: How do you feel about the addition of three controlled crossing points in Crookes and Walkley?

- **Question 5: How do you feel about the School Street, which aims to increase safety and decrease pollution, outside of Westways Primary School?**

Approximately 51% of respondents said they feel 'happy' or 'satisfied' about the School Street outside of Westways Primary School. Approximately 34% of respondents said they felt 'neutral' and 15% of respondents said they felt 'dissatisfied' or 'unhappy' about the School Street.

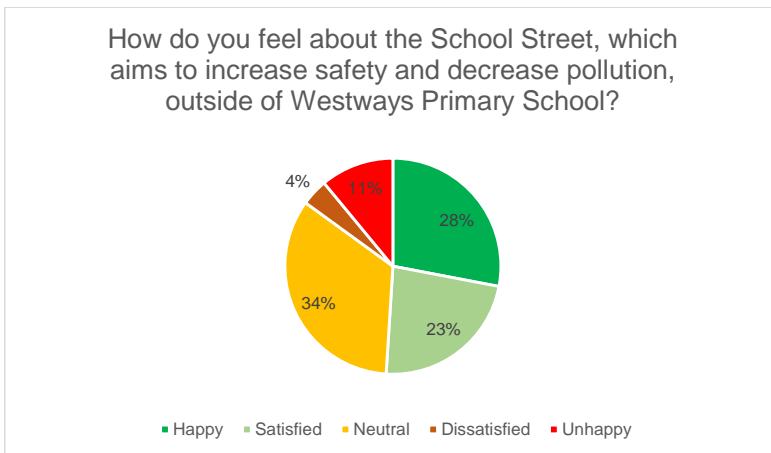


Figure 27: Crookes and Walkley Active Neighbourhood: How do you feel about the School Street, which aims to increase safety and decrease pollution, outside of Westways Primary School?

- **Question 6: How do you feel about the modal filters on Springvale Road at the junction of Western Road and Cobden View Road?**

Approximately 68% of respondents said they felt 'dissatisfied' or 'unhappy' about the modal filters on Springvale Road at the junction of Western Road and Cobden View Road. Approximately 13% of respondents felt 'neutral' about the modal filters and approximately 18% of respondents feel 'happy' or 'satisfied' about them.

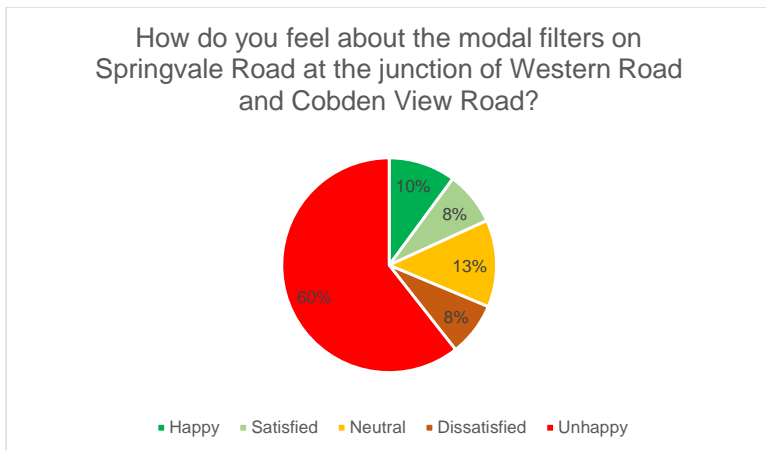


Figure 28: Crookes and Walkley Active Neighbourhood: How do you feel about the modal filters on Springvale Road at the junction of Western Road and Cobden View Road?

- Question 7: How do you feel about the one-way restriction on Springvale Road?**

Approximately 67% of respondents feel either 'dissatisfied' or 'unhappy' about the one-way restriction on Springvale Road, approximately 13% of respondents said they feel 'neutral' about the one-way restriction and 19% of respondents said they feel 'happy' or 'satisfied'.

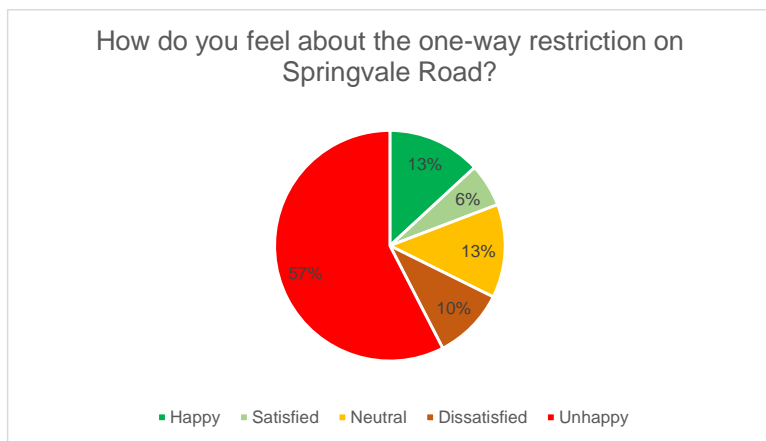


Figure 29: Crookes and Walkley Active Neighbourhood: How do you feel about the one-way restriction on Springvale Road?

- **Question 8: How do you feel about the modal filter at the junction of Sackville Road and Pickmere Road?**

Approximately 56% of respondents feel either 'dissatisfied' or 'unhappy' about the modal filter at the junction of Sackville Road and Pickmere Road, approximately 26% of respondents said they feel 'neutral' about the one-way restriction and 18% of respondents said they feel 'happy' or 'satisfied'.

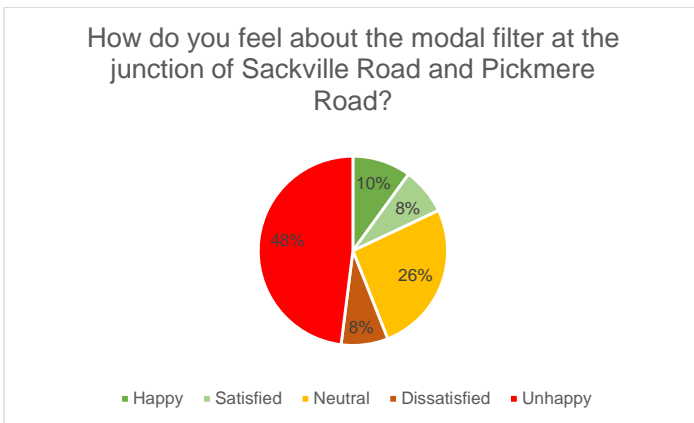


Figure 30: Crookes and Walkley Active Neighbourhood: How do you feel about the modal filter at the junction of Sackville Road and Pickmere Road?

- **Question 9: How do you feel about the series of modal filters and one-way restrictions on Highton Street, Greenhow Street, Fir Street and Matlock Road West?**

Approximately 62% of respondents feel either 'dissatisfied' or 'unhappy' about the modal filters and one-way restrictions on Highton Street, Greenhow Street, Fir Street and Matlock Road West, approximately 17% of respondents said they feel 'neutral' about the modal filters and one-way restrictions and 21% of respondents said they feel 'happy' or 'satisfied'.

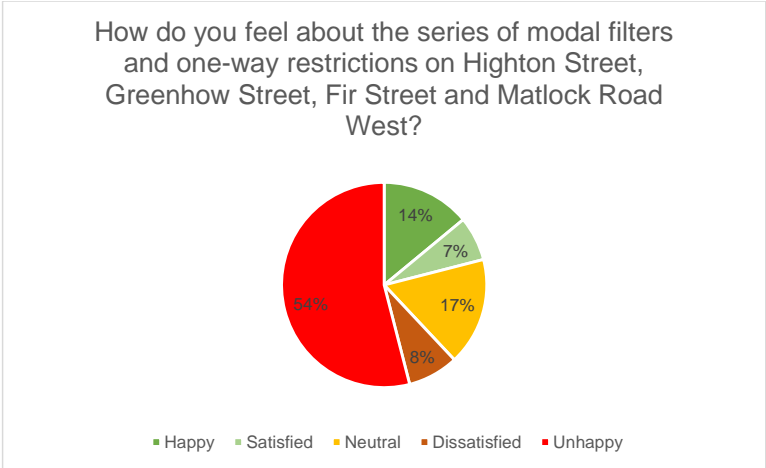


Figure 31: Crookes and Walkley Active Neighbourhood: How do you feel about the series of modal filters and one-way restrictions on Highton Street, Greenhow Street, Fir Street and Matlock Road?

- Question 10: How do you feel about the modal filter at the junction of Leamington Street and Hands Road?**

Approximately 50% of respondents feel either 'dissatisfied' or 'unhappy' about the modal filter at the junction of Leamington Street and Hands Road, approximately 31% of respondents said they feel 'neutral' about the modal filter and 19% of respondents said they feel 'happy' or 'satisfied'.

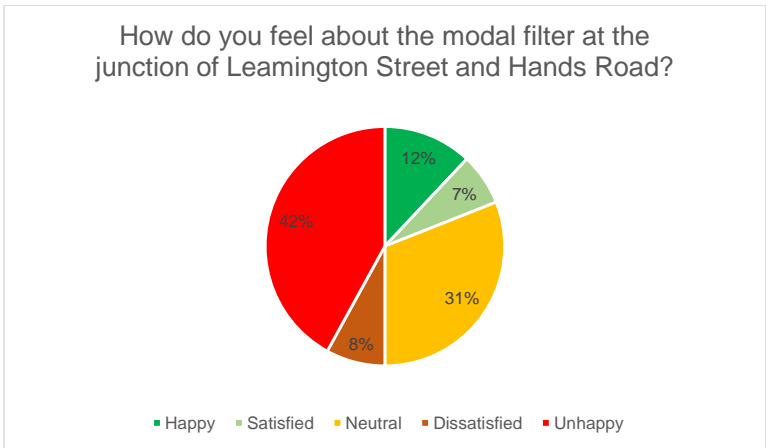


Figure 32: Crookes and Walkley Active Neighbourhood: How do you feel about the modal filter at the junction of Leamington Street and Hands Road?

- **Question 11: How do you feel about the one-way restriction on Heavygate Avenue?**

Approximately 49% of respondents feel either 'dissatisfied' or 'unhappy' about the one-way restriction on Heavygate Avenue, approximately 29% of respondents said they feel 'neutral' about the one-way restriction and 24% of respondents said they feel 'happy' or 'satisfied'.

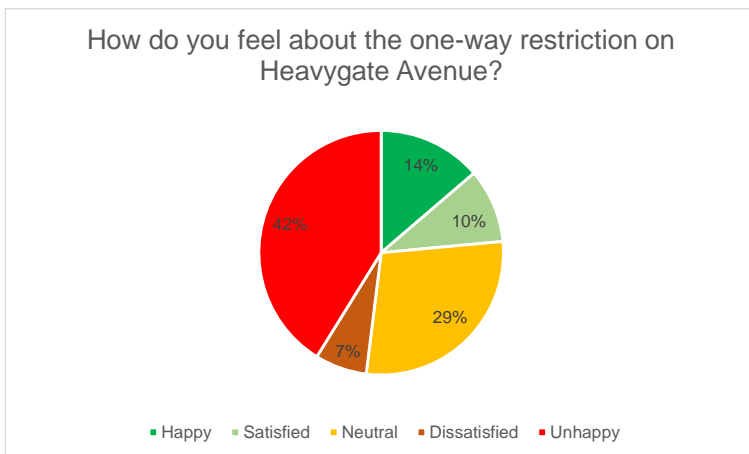


Figure 33: Crookes and Walkley Active Neighbourhood: How do you feel about the one-way restriction on Heavygate Avenue?

- **Question 12: Overall, how supportive are you of the Active Neighbourhood?**

Overall, approximately 65% of respondents are either 'unsupportive' or 'very unsupportive' of the active neighbourhood, approximately 9% of respondents said they feel 'neutral' about the active neighbourhood and 24% of respondents said they are 'supportive or 'very supportive'.

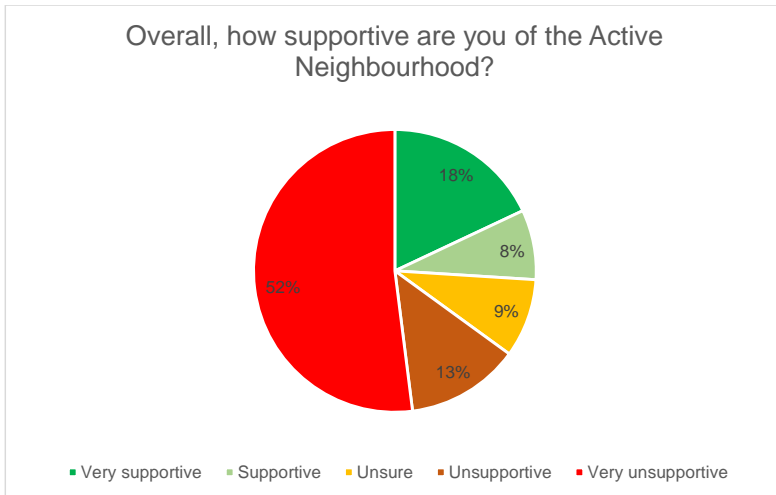


Figure 34: Crookes and Walkley Active Neighbourhood: Overall, how supportive are you of the Active Neighbourhood?

It is worth noting that prior to the installation of measures, feedback received in regard to the proposal of Active Neighbourhood measures being introduced in Crookes and Walkley was associated with significantly more positive sentiment. The pie chart below shows how people felt about the proposal prior to the implementation of measures.

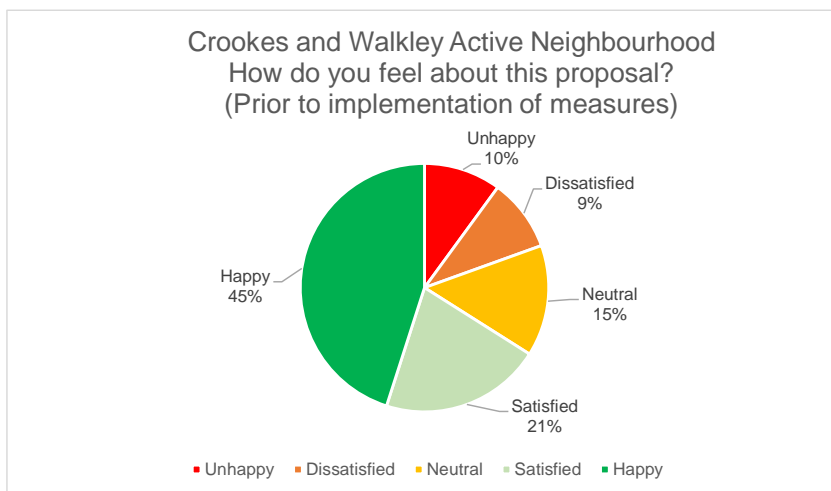


Figure 35: Crookes and Walkley Active Neighbourhood: How do you feel about this proposal? (Prior to implementation of measures).

Section 4

Conclusion

This report has provided an overview of and insight into the opinions of those who have shared feedback on the Crookes and Walkley Active Neighbourhood. This report presents analysis of the feedback received during the Experimental Traffic Regulation Order (ETRO) consultation period for the Crookes and Walkley Active Neighbourhood. Respondents were able to provide feedback via email, phone, freepost and a feedback form on the Connecting Sheffield website as well as in-person at community drop-in events.

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

Scheme Sentiment

The balance of sentiment towards the scheme is more weighted towards being negative about the scheme. However, this needs to be considered alongside the aims of the scheme at the outset. As described in the introduction, the aim of the AN has been to remove journeys passing through the area enroute to a specific destination outside the area. As such, it can be expected that people using the area as a through-route would be more likely to provide negative feedback in response to measures that prevent this journey. Some of the negative feedback provided – but by no means all – will inevitably relate to this dynamic, and so this should be borne in mind when determining if the scheme has had a positive overall impact or not.

General Patterns

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

- There is more negative feedback in relation to terms that relate to driving (e.g., congestion, pollution, perceived risk, parking, scheme rationale, and access) and more positive feedback in relation to terms that relate to active travel and the environment (e.g. walking, cycling, improved surroundings, pedestrian crossings).
- There are some respondents within the boundary of the AN, who appear to feel that the scheme has improved their environment, although those who expressed negative sentiment tended to appear to be living around the AN and on roads that are said to be used as an alternative route to avoid main roads, with commentators feeling that congestion and pollution in their area has worsened.
- Feedback is weighted positively from those commenting on their confidence to cycle and walk in the area.
- There is concern from respondents commenting on access to the AN area for people with disabilities and emergency services.

Section 5: Appendices

Appendix 1: Crookes and Walkley Active Neighbourhood feedback analysis method

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

Analysis method

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

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

These three elements are:

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

Element one: Road name

Within the 783 emails and online feedback forms received, feedback was initially categorised according to the mention of roads within the Crookes and Walkley Active Neighbourhood. The mention of each of these road names was counted and a breakdown of Road names and the number of times each road name was mentioned is included in the table below. Springvale Road, School Road, Western Road, Cobden View Road and Slinn Street were mentioned particularly frequently and are subject to a more rigorous analysis in section 2.

Road name	Number of mentions
Bates Street	11
Bole Hill Road	17
Brighton Terrace Road	19
Camm Street	21
Cobden View Road	74
Commonside	25
Crookesmoor Road	22
Conduit Road	19
Cromwell Street	11
Fir Street	31
Fitzgerald Road	18

Greenhow Street	47
Hands Road	9
Hadfield Street	3
Heavygate Avenue	14
Heavygate Road	65
Highton Street	38
Howard Road	15
Leamington Street	14
Matlock Road	34
Melbourn Road	51
Mona Avenue	19
Mona Road	39
Moorsyde Avenue	5
Newent Lane	16
Northfield Road	38
Pickmere Road	29
Romsdal Road	16
Sackville Road	51
School Road	97
Slinn Street	88
South Road	69
Spring House Road	4
Springvale Road	155
Toftwood Road	1
Townend Street	7
Walkley Road	16
Western Road	98

Element two: Key theme

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

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

Count	Key theme	Theme definition
1	Access	'Access' refers to respondent comments in relation to the impact of the Crookes and Walkley Active Neighbourhood on highways access and safe and efficient travel.
2	Accessibility	'Accessibility' refers to whether respondents perceived the Crookes and Walkley Active Neighbourhood to be sensible, meaningful and usable for as many users as possible.
3	Business	'Business' refers to the impact of the measures on the operation of businesses in the local area.
4	Congestion	'Congestion' refers to the volume of traffic on roads and the impact of the Active Neighbourhood on travel times.
5	Consultation	'Consultation' refers to respondent perception of the consultation process.
6	Cost	'Cost' refers to mention of expenditure associated with the Crookes and Walkley Active Neighbourhood.
7	Cycling	'Cycling' refers to respondent comments in relation to cycling in and around the Crookes and Walkley Active Neighbourhood.
8	Perceived risk	'Perceived risk' refers to respondent perception of potential risks to road-users, pedestrians and cyclists within or as a result of the Active Neighbourhood. This theme captures the subjective evaluation or belief of individual respondents regarding potential negative consequences associated with the Crookes and Walkley Active Neighbourhood measures.
9	Parking	'Parking' refers to respondent perception of the way in which the scheme interacts with local parking.
10	Pedestrian crossings	'Pedestrian crossings' refers to respondent comments in relation to the pedestrian crossings installed as part of the Crookes and Walkley Active Neighbourhood.
11	Improved surroundings	'Improved surroundings' refers to the influence of the Crookes and Walkley Active Neighbourhood on the overall setting and people's experience of living in, using and travelling through the area. This theme captures respondent perception as to whether the Active Neighbourhood has improved aspects of their quality of life.

12	Pollution	'Pollution' refers to respondent comments regarding the impact of the Crookes and Walkley Active Neighbourhood on local pollution levels including air and noise pollution.
13	Questions and suggestions	'Questions and suggestions' refers to respondent enquiries and suggestions regarding the Active Neighbourhood.
14	Scheme rationale	'Scheme rationale' refers to the respondent perception of the purpose of the scheme and associated aims and outcomes.
15	Speeding	'Speeding' refers to the impact of the Crookes and Walkley Active Neighbourhood on traffic and vehicle speeds.
16	Walking	'Walking' refers to respondent comments in relation to walking in and around the Crookes and Walkley Active Neighbourhood.

Element three: Sentiment

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

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

Appendix 2: Connecting Sheffield Commonplace Web Page and Online Feedback Form

< Home Crookes and Walkley Active Neighbourhood: Latest Updates

1709 responses

1/1

CROOKES AND WALKLEY ACTIVE NEIGHBOURHOOD

UPDATE 07 MARCH 2023

Following the permanent removal of the diagonal closures on Springvale Road, we have been reviewing the measures which had been implemented to work in conjunction with the diagonal closures. These measures are:

- A one-way restriction between Mona Road and Melbourn Road
- The extension of double yellow lines around side roads at the junctions of Springvale Road/ Western Road and Springvale Road/Codben View Road.

Traffic monitoring data we have collected so far has shown a large reduction in traffic using Springvale Road as a result of the one-way restriction. However, there are also around 100 vehicles per day which are abusing the one-way restriction which creates a safety risk. In addition, observation and feedback from local residents indicates that there has been a significant increase in traffic on Melbourn Road as a result of the one-way restriction on Springvale Road.

As a result of the review, we have concluded that the extended double yellow lines and one-way restriction should be removed from the scheme.

We will be conducting more traffic monitoring later in March which will allow us to assess the effects of removing the one-way restriction on the road on local traffic flows. This information will allow us to make an informed recommendation on these measures as part of our report to the Transport, Regeneration and Climate Change Committee to inform the decision-making process. A decision on the Crookes and Walkley Active Neighbourhood is expected to be made in summer 2023 by that committee.

The extended double yellow-lines will be returned to the extents described in the original permanent Traffic Regulation Order which will return spaces for on-street parking and provide adequate road space for large vehicles navigating around the junctions.

A couple of the double yellow lines were not marked to the correct extent outlined in the permanent Traffic Regulation Order before we introduced the scheme and were a few metres short. The image below shows the extents of the double yellow lines outlined in the permanent Traffic Regulation Order. These are the lengths they will be returned to. This should not significantly affect the amount of on-street parking provision.

We have also reviewed the double yellow lines which were implemented around the junction of Sackville Road/Romsdal Road following the removal of the planters on Sackville Road.

Following this review, we have concluded that some of the double yellow lines around this junction should remain during the decision-making process as they aid access and visibility in this area, particularly for larger vehicles like bin lorries. However, the double yellow lines on the eastern side opposite the junction on Romsdal Road/Sackville Road can be removed which will return spaces for on-street parking but still provide adequate road space for those larger vehicles. A long term decision on all of the double yellow lines around this junction will be made by the Transport, Regeneration and Climate Change Committee alongside the other measures which form part of the Crookes and Walkley Active Neighbourhood.

We will remove the double yellow lines on Springvale Road/Western Road/Codben View Road, the double yellow lines opposite the junction of Romsdal Road/Sackville Road and the one-way restriction in the coming weeks along with the associated signage. Once we have a removal date confirmed, we will post a further update on this website.



Figure 1. Permanent Traffic Regulation Order - No Waiting At Any Time extents

UPDATE 06 MARCH 2023

Thank you for all your questions, comments and feedback over the course of the Crookes and Walkley Active Neighbourhood trial. The period for accepting feedback has now ended.

Now that the trial period is complete, there will be a formal review of the trial by the Council's Transport, Regeneration and Climate Policy Committee as to which elements of the scheme should stay in place and which should be removed or changed. This decision is expected to be made in summer 2023.

UPDATE 23 FEBRUARY 2023

Further to the update below, we would like to clarify that the diagonal closures on Springvale Road have been removed and will not be put back in place as part of the Crookes and Walkley Active Neighbourhood trial.

UPDATE 20 FEBRUARY 2023

On 8 February 2023, we put in place diagonal closures on Springvale Road using small spaced islands. These measures were planned as part of the Active Neighbourhood trial. They were designed to restrict the amount of through traffic on Springvale Road to create a nicer environment for residents and to make it more attractive for walking and cycling.

Council Officers and local Ward Councillors were on site when the closures were put in place and they then stayed on site for a period of approximately two hours between 2pm and 4pm, which included school pick up time, to observe how these closures were received and how well they worked and to speak to local residents.

During this observation period some situations arose where vehicles couldn't easily pass each other at the junction and were unable to turn around or easily find a place to pull into. This was due to a number of factors including the existing junction layout, vehicles being parked on double yellow lines and both sides of the road being full of parked cars with very limited opportunities for vehicles to pass each other. The issue was compounded by some drivers not observing signage, but led to some vehicles mounting the pavement to pass each other. This is not something that was wanted. Although this issue could have been mitigated in part by extra lengths of double yellow lines, the scheme design had always tried to minimise the loss of parking in an area with high parking demand.

The junction had to be re-opened a couple of times to allow vehicles who were struggling to pass each other to pass through and a decision was made by Council Officers in discussion with the Ward Councillors who were on site. As the situation had occurred a number of times during a short period of observation, it was felt that the closure could not be left in place without the risk of vehicles mounting the footway.

We recognise that the observation period was short and that a longer period of time is always needed to allow drivers to get used to changes to road layouts and for travel habits to change, however, removing the closure immediately was the responsible thing to do to ensure safety.

Since the first measures were put in place to create the Active Neighbourhood, we have been listening to feedback, making some changes and considering other changes to the scheme to improve its effectiveness for those living and working in the area. We will continue to do this. This will include reviewing the ongoing need for the 'one way' section on Springvale Road and the lengths of double yellow lines around the Springvale Road/Western Road and Cobden View Road junctions.

Everything that we are learning during this process will be fed into the formal review of the scheme by the Council's Transport, Regeneration and Climate Change Committee which will make a decision as to which elements of the trial should stay in place and which should be removed or changed. This decision is expected to be made in summer 2023.

UPDATE 31 JANUARY 2023

As we let you know in December, we will be putting the diagonal closures on Springvale Road back in place using small spaced islands across the junctions. The image below provides an indication of what these will look like.

The diagonal closures are scheduled to be put in place on Wednesday 8th February and will be monitored closely.



UPDATE 20 DECEMBER 2022

Following the removal of the temporary diagonal closures on Springvale Road due to incidents of vehicles driving on pavements to get around them, we have been looking at solutions to reinstate the closures in a more robust way, so that the trial period can be completed and that roads and pavements are safer for all.

Next Steps

We will be putting the diagonal closures back in place using small islands spaced across the junction. The image below provides an indication of what this will look like, though the gaps between the islands will be smaller than those shown. We have used similar materials around the city before. Due to supply chain delays, these measures will not be put in place until January 2023.

Bollards will also be added to the pavements alongside the diagonal closures. The pavements will still be wide enough for pedestrians, cyclists and wheelchair users, but vehicles will not be able to mount the pavement to get around the measures.

A concrete barrier will be placed behind the planters on Matlock Road to reinforce this closure following further incidents of vandalism. Again, this reinforcement will ensure that there is enough space for pedestrians, cyclists and wheelchair users but that cars cannot mount the pavement around the planters.

Benefits

The combination of new islands and bollards will ensure that access can be retained for larger vehicles when they are turning at the junctions, that the measures cannot be moved or removed, and that using the pavement is not an option for drivers trying to avoid the measures.

The measures which are being implemented on Springvale Road aim to restrict the amount of through traffic in Crookes, making the area safer and more attractive for walking and cycling and more pleasant for residents. To view a summary of all of the measures which form the Crookes and Walkley Active Neighbourhood and the rationale for each measure, please click [here](#).

Communication

In addition to these more robust measures, we will also be putting in advance warning signage to highlight to motorists any changes to road layouts. Black and yellow signage will be in place directly around the measures and along routes where motorists will meet measures such as planters and bollards which will change the route they need to take, such as at the bottom of Western Road and Cobden View Road and at both ends of Springvale Road. This additional signage will help to prevent confusion around the measures regarding the flow of traffic and priorities at junctions.

Timescales

We will continue to accept comments on the scheme until 31st March 2023. A permanent decision on the scheme will be made by the Transport, Regeneration and Climate Change Committee in summer 2023 and the measures will remain in place until that decision is taken.



UPDATE 10TH NOVEMBER 2022

Thank you for all of your comments and feedback which we have received over the last couple of weeks since we announced the amendments to the scheme and extension of the trial period.

Unfortunately, since the latest measures were put in place, we have been alerted to some serious incidents on Springvale Road and Matlock Road where cars have been driven over the pavement in order to get around the measures rather than follow the new road layouts which the measures are creating. This behaviour is illegal and it is putting local residents in danger.

The measures which were put in place have been designed by experienced transport planners to create a neighbourhood which is quieter, safer and more pleasant to live in. The emergency services and refuse collection services have been consulted to ensure that access can be retained.

Cars mounting pavements is creating a risk to safety. As a result of this behaviour we are pausing the scheme on Springvale Road for one week and will then replace the current measures with more robust measures which will ensure that cars will no longer be able to bypass them and put people at risk.

We will be reinforcing the measures on Matlock Road this week so that closure to through traffic will remain in place.

If you would like to share any feedback on the scheme, please complete the feedback form at the bottom of this page.

We will continue to update this page with further information as it becomes available.

Introduction

All of us want to live on streets that are safe for pedestrians, drivers and cyclists. We want streets where children are safe to play out and that aren't busy cut-throughs. That's why the Active Neighbourhood trial was established, to try out ideas for how to make streets more liveable.

In 2021 we asked what you thought an Active Neighbourhood in Crookes and Walkley could look like. You told us that you wanted to see changes made in your area such as less traffic, safer streets for walking, and a nicer place to spend time outside. The link to the consultation and final report can be found [here](#).

In April 2022, changes were introduced in Crookes and Walkley to create an Active Neighbourhood. The changes were advertised through an Experimental Traffic Regulation Order (ETRO) and an update was added to Commonplace to share details of the changes that would be made to the local area. You can visit the Crookes and Walkley Active Neighbourhood April 2022 update page [here](#).

Introducing road closures, crossings, and one-way systems to create the Active Neighbourhood through an ETRO has allowed us to put changes in place on a trial basis while giving local people the opportunity to comment and provide feedback throughout a six-month period of consultation.

Thank you to everyone who has taken the time to provide their feedback to us via email, phone or in person at one of the drop-in events we held.

Since the first measures were put in place, we have been reviewing feedback on an on-going basis, making some changes and considering other changes to the scheme to improve its effectiveness for those living and working in the area. We are now in a position to provide a detailed update on the next steps for the Crookes and Walkley Active Neighbourhood.

Completing the measures and extending the trial period

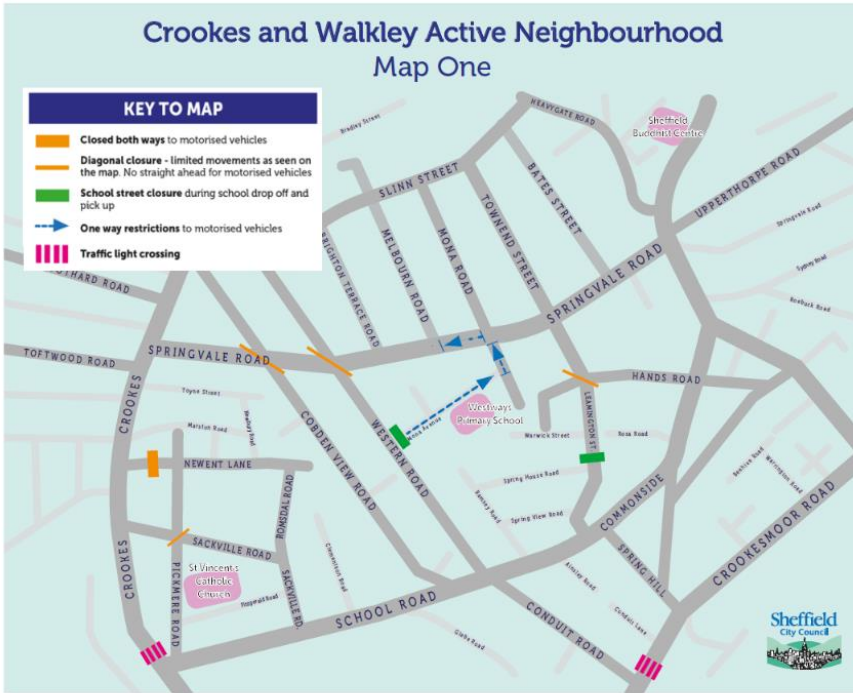
We recognise that not having all of the Active Neighbourhood measures in place and not being able to let people know when changes would be happening has created more uncertainty for local people over the past few months.

We are planning to put in place all remaining measures by the end of November 2022 and we are extending the period for accepting comments on the Active Neighbourhood scheme until 3rd March 2023.

Fully implementing the Active Neighbourhood measures will allow residents and businesses to properly experience how the Active Neighbourhood works in its entirety and will also allow the trial to be monitored during the winter months, something which has been requested through feedback we have received from a number of respondents.

The maps below show which measures will be going in as part of the extended trial period.

The maps below show which measures will be going in as part of the extended trial period.



To view this map as a pdf, click [here](#).



To view this map as a pdf click [here](#).

Explaining the measures

We have created a document that provides an explanation about each of the measures which make up the Crookes and Walkley Active Neighbourhood. This includes some measures which are no longer part of the scheme following feedback on how the Active Neighbourhood works.

Crookes and Walkley Active Neighbourhood Summary of Measures



To view the document in full as a PDF, please click [here](#).



School Street

As part of the Active Neighbourhood, a 'School Street' has been trialled over the past few months. The school street trial will continue with some adjustments which are being made in response to feedback from Westways Primary School as well as from local residents.

On 20th October a new, standalone Experimental Traffic Regulation Order (ETRO) was published to enable changes to be made on Mona Road to help the existing School Street at Westways Primary School to work more safely. The six-month period to comment on this new ETRO will end in April 2023. You can view the ETRO on Sheffield City Council's website [here](#).

Mona Avenue has already become a one-way street through the installation of planters, road traffic signs and road markings. There will now also be a short section of one way introduced on Mona Road, between Mona Avenue and Springvale Road.

As School Street closures rely on staffing of movable barriers by the school, introducing the one-way street on Mona Road means that there will only be one location where the barrier needs to be operated, rather than two.

Details of these measures can also be viewed [here](#).

Timescales

The table below outlines the planned programme of works to complete the Active Neighbourhood:

Location	Measure	Date
Slinn Street/Melbourn Road	Remove planters	Monday 24 th October
Pickmere Road/Sackville Road	Install bollards	Thursday 27 th October
Mona Road	Painting double yellow lines	Monday 31 st October
Springvale Road/Western Road	Painting double yellow lines	Tuesday 1 st November
Springvale Road/Cobden View Road	Painting double yellow lines	Tuesday 1 st November
Leamington Street/Hands Road	Painting double yellow lines	Tuesday 1 st November
Greenhow Street/Camm Street	Painting double yellow lines	Wednesday 2 nd November
Springvale Road/Western Road	Planter installation	Thursday 3 rd November
Springvale Road/Cobden View Road	Planter installation	Friday 4 th November
Matlock Road West	Planter installation	Friday 4 th November
Fir Street	Planter installation	Friday 4 th November

Keeping to the above programme relies on our ability to implement double yellow lines along the corners of roads where planters would go to ensure there is enough space for vehicles to turn around and to ensure vehicles don't block the space between planters for pedestrians, cyclists and wheelchair users to get through. It has taken much longer than planned to get yellow lines painted in some places, and has still not been possible in a few locations, due to parked vehicles.

In advance of the remaining double yellow lines being painted on roads, 'no loading and no waiting' temporary signs will be used in a small number of locations to provide residents with advance notice of this work. A new Temporary Traffic Regulation Order (TTRO) is now in place that provides us with enforcement powers to ticket and, as a last resort, tow away parked vehicles that obstruct this work. We are asking local residents to observe the 'no loading and no waiting' temporary signs that will be used in a small number of locations across the scheme.

Responding to ongoing concerns about road safety and access, on 20th October 2022 a Traffic Regulation Order (TRO) was published proposing permanent double yellow lines along one side of the uppermost part of School Road. A link to this three week statutory consultation can be found [here](#).

Feedback

We still want to hear your feedback during the trial so that we can understand how it is working. We have added a feedback form to the bottom of this page to make it easier for you to share your views. Please provide your feedback via this form to allow us to continue to monitor how the scheme is working.

You can also provide formal feedback on the scheme by emailing connectingsheffield@sheffield.gov.uk

Scheme review

Prior to the implementation of the scheme, we monitored traffic numbers in and around Crookes and Walkley. This has given us a data baseline from which we can monitor the effects of the scheme on traffic numbers. We will repeat this monitoring process over the remainder of the trial period to give us an idea of how the measures have affected traffic in the area.




Once the extended trial period is complete in March 2023, there will then be a formal review of the scheme by the Council's Transport, Regeneration and Climate Change Committee as to which elements of the trial should stay in place and which should be removed or changed. This is likely to be in summer 2023 and will include consideration of public feedback received, traffic monitoring data and independent randomised polling. During this decision-making period the scheme will remain in place. Final decisions will be communicated to local residents via a direct letter and via the Connecting Sheffield website.

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

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

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

Document library

	221021_Crookes Active travel map 2.pdf	pdf	↓	👁
	221021_Crookes Active travel map 1.pdf	pdf	↓	👁
	220920_Crookes and Walkley Active Neighbourhood Rationale Document_V1.10 (1).pdf	pdf	↓	👁

What is your connection to the area?

Select one option

Business owner	I work here
I visit friends/family who live here	I visit for leisure or a night out
I visit for shopping	I live here
I travel through the area	I study here

[Add something else](#)

What do you like about the scheme?

Select one or more options

Less traffic noise	Reduction in through traffic	Improved air quality
Easier/more pleasant to walk	Easier/more pleasant to cycle	
More child-friendly environment	Improved crossing points	
More pleasant environment to spend time outside		

[Add something else](#)

What do you dislike about the scheme?

Select one or more options

Increased mileage on car journeys

Increased journey time

Not enough improvements for walking

Not enough improvements for cycling

Increased traffic on main roads (please let us know which roads in the 'any further comments' box below)

Stopping me from travelling (please let us know where in the 'any further comments' box below)

 [Add something else](#)

How do you feel about the addition of three controlled crossing points in Crookes and Walkley? (If you have any feedback on individual crossings, please share it in the 'further comments' text box at the end of this survey.)



Very happy



Happy



Neutral



Unhappy



Very unhappy

Very happy

Very unhappy

How do you feel about the school street, which aims to increase safety and decrease pollution, outside of Westways Primary School?



Happy



Satisfied



Neutral



Dissatisfied



Unhappy

Love it

Dislike

How do you feel about the one-way restriction on Springvale Road?



Happy



Satisfied



Neutral



Dissatisfied



Unhappy

Love it

Dislike

How do you feel about the modal filters on Springvale Road at the junction of Western Road and Cobden View Road?



Happy



Satisfied



Neutral



Dissatisfied



Unhappy

Love it

Dislike

How do you feel about the modal filter at the junction of Sackville Road and Pickmere Road?



Happy



Satisfied



Neutral



Dissatisfied



Unhappy

Love it

Dislike

How do you feel about the series of modal filters and one-way restrictions on Highton Street, Greenhow Street, Fir Street and Matlock Road West?



Happy



Satisfied



Neutral



Dissatisfied



Unhappy

Love it

Dislike

How do you feel about the modal filter at the junction of Leamington Street and Hands Road?



Happy



Satisfied



Neutral



Dissatisfied



Unhappy

Love it

Dislike

How do you feel about the one-way restriction on Heavygate Avenue?



Happy



Satisfied



Neutral



Dissatisfied



Unhappy

Love it

Dislike

Overall, how supportive are you of the Active Neighbourhood?



Very supportive



Supportive



Unsure



Unsupportive



Very unsupportive

Very supportive

Very unsupportive

Do you have any further comments on the Active Neighbourhood measures?

Next >

Appendix 3: Crookes and Walkley Drop-in Events Report

Connecting Sheffield: Crookes and Walkley Active Neighbourhood

Analysis of feedback from community drop-in events, Crookes, June/July 2022

October 2022

This report included below provided analysis of the feedback received from community drop-in events held in Crookes in June and July 2022.

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: Crookes and Walkley Active Neighbourhood** scheme was one of three ATF schemes to be brought forward under Connecting Sheffield. An initial concept consultation was held in summer 2021, **where 66% of respondents expressed their support** for an active neighbourhood in their area.

Following this consultation, an Experimental Traffic Regulation Order (ETRO) was advertised on 14 April 2022 in advance of changes being made to start to create the Crookes and Walkley Active Neighbourhood. Through the ETRO mechanism, changes are implemented on a trial basis and the opportunity for the public to comment and provide feedback remains open for a six-month period of statutory consultation which can be extended for up to 18 months.

Crookes and Walkley Active Neighbourhood ETRO

Interest in the Crookes and Walkley Active Neighbourhood proved to be high once the ETRO was advertised. The statutory consultation process provided the public with a Council email address and postal address to provide comments. 59 emails were sent to the Council within the first 2 weeks of the ETRO being live and emails continue to be received.

Measures Implemented

Of the proposed measures to create the Active Neighbourhood, at the time of the drop-in events, road closures on Hands Road, Sackville Road, Slinn Street and Newent Lane, signal-controlled crossings on Crookes and Crookesmoor Road, and one-way systems on Springvale Road, Greenhow Street and Heavygate Avenue had been implemented, alongside a school street scheme on Mona Avenue and Leamington Street.

Crookes Drop-in Events

Three public drop-in sessions were arranged for the local community in Crookes to pose questions, provide comments or share feedback on the scheme with local Ward Councillors and officers from Sheffield City Council's Transport team.

The drop-in events were arranged as follows:

- Wednesday 29th June, 1pm-4pm at Wesley Hall Church
- Thursday 30th June, 6:30pm-8:30pm at St Vincent's Church
- Saturday 2nd July, 11am-2pm at Wesley Hall Church

The events were advertised on the Connecting Sheffield website and key local stakeholders were notified via email two weeks in advance of the events taking place. See Appendix One for a list of key stakeholders contacted.

The events were also publicised on social media by local Crookes and Crosspool and Walkley councillors.

Feedback from the drop-in events

At each of the Crookes drop-in sessions, an open response feedback form was available for attendees to fill out with any feedback they wished to share on the scheme. The three sessions were very well attended by local residents and across the three sessions **115 paper feedback forms** were completed.

As the feedback form effectively provided a blank sheet of paper for people to share their views rather than asking for feedback on specific aspects of the scheme through closed questions, respondents tended to comment on more than one aspect of the scheme. It is, therefore, the case that the number of comments exceeds the number of respondents.

Our analysis of the feedback has been categorised by theme to allow us to provide an overall picture of how people who attended the drop-in events feel about the scheme.

Analysis

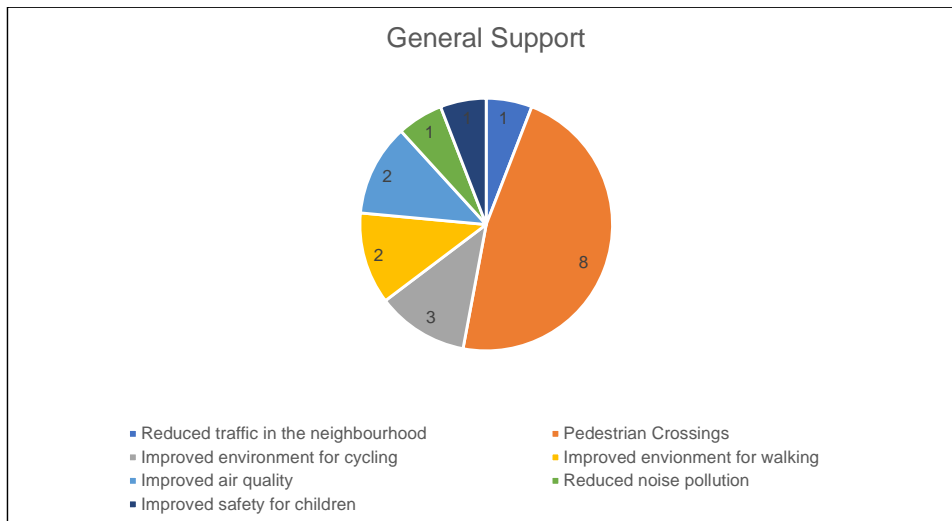
General sentiment

Through the written feedback provided across the 115 completed feedback forms, a number of key themes arose.

The graphs below highlight the themes which people referenced in a supportive way and those which were referenced negatively.

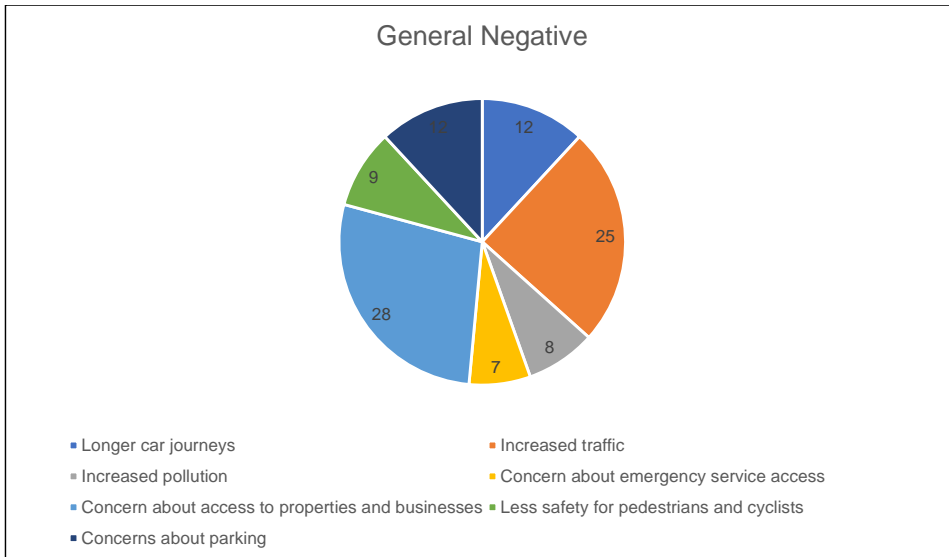
17 comments mentioned elements of the scheme that people felt would **positively impact** the local area.

47% (8 comments) referred to the positive impact the pedestrian crossings included in the Crookes and Walkley Active Neighbourhood would have. **17% (3 comments)** referred to the positive impact the proposals would have on improving the environment for cycling through the Crookes area.



101 comments mentioned parts of the scheme that people felt would **negatively impact** the area.

28% (28 comments) referred to the negative impact people perceived the proposals could have on access to both residential and business properties. **25% (25 comments)** referred to the impact they perceived the scheme could have on increased traffic in the Crookes and Walkley Active Neighbourhood area.

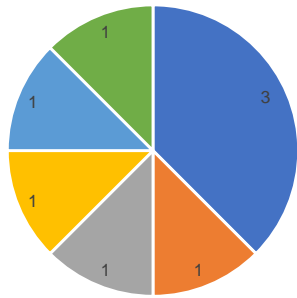


Key Themes

Through analysis of the open feedback responses, two key negative themes arose in reference to specific roads across Crookes and Walkley. These were **Dangerous Junctions and Crossings** and **Increased Traffic**.

Dangerous junctions and crossings were mentioned in **23** comments. Of these, **74% (17 comments)** referenced pedestrian and cycle safety more generally, however **six** responses mentioned dangerous junctions and crossings, as seen below.

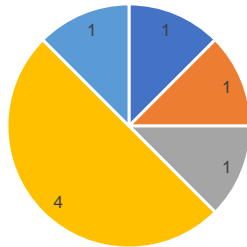
Dangerous Junctions and Crossings



■ School Road ■ Sackville Road ■ Fitzgerald Road ■ Commonsideroad ■ Western Road ■ Mona Road

Increased traffic on roads around Crookes was mentioned in **25** comments. Of these, **16% (4 comments)** referenced increased traffic on School Road as a result of the proposals. Other roads were also referenced as outlined below.

Increased Traffic on Specific Roads



■ Increased traffic on Heavygate Road ■ Increased traffic on South Road
 ■ Increased traffic on Crookes ■ Increased traffic on School Road
 ■ Increased traffic on Western Road

Summary of Feedback Received

Attendees to the drop-in sessions were able to complete a feedback form that consisted of one open question: 'If you have a question, comment, idea or suggestion you would like to raise, please add this in the box below'.

It is worth noting that the feedback received came from a self-selecting group of local residents and businesses who chose to attend the drop-in sessions. In our experience, people who attend these types of events usually feel strongly one way or another about the proposals which are under consultation and are more motivated to ask questions and provide feedback than people who choose not to attend a drop-in event.

It is also worth noting that the events were held within the first two months of the measures being implemented and evidence from other Active Neighbourhood schemes around the UK suggests that it can take up to six months for traffic to settle down and changes to be accepted.

Below is a table of feedback received, split into key themes that arose from the Crookes and Walkley Active Neighbourhood drop-in sessions held in Crookes.

General Support
<ul style="list-style-type: none"> Six respondents generally supported the Crookes and Walkley Active Neighbourhood.
Pedestrian Crossings
<ul style="list-style-type: none"> Eight respondents expressed support for the pedestrian crossings included in the plans, three specific road crossings were mentioned: <ul style="list-style-type: none"> Three respondents mentioned Crookesmoor Road. Three respondents mentioned Heavygate Road. Two respondents mentioned Crookes (main road).
Cycle Infrastructure
<ul style="list-style-type: none"> Two respondents commented on how the proposals would improve the general environment for cycling.
Air Quality
<ul style="list-style-type: none"> Two respondents commented on how the proposals would improve air quality in the area.
Traffic
<ul style="list-style-type: none"> One respondent commented positively on how the proposals will reduce traffic in the area.
Noise Pollution
<ul style="list-style-type: none"> One respondent mentioned how the scheme had already improved noise pollution in the area.
General Opposition
<ul style="list-style-type: none"> 11 respondents generally opposed the Crookes and Walkley Active Neighbourhood measures as a whole.
Access
<ul style="list-style-type: none"> 28 respondents expressed concern over access to homes and businesses due to the measures. Three respondents expressed concern over access to St Timothy's and St Vincent's churches for funeral services and local community group outings that are run from both sites.
Increased Traffic
<ul style="list-style-type: none"> 22 respondents commented on how the scheme had increased congestion on roads across Crookes and Walkley, some of the roads specifically mentioned included: <ul style="list-style-type: none"> Heavygate Road South Road Crookes School Road Western Road Camm Street
Consultation
<ul style="list-style-type: none"> 17 respondents requested more information regarding the Crookes and Walkley Active Neighbourhood scheme, specific requests included: <ul style="list-style-type: none"> Publishing statistics Explaining the rationale Further evidence to explain the decision to go ahead with the scheme. 10 respondents stated that consultation on the Crookes and Walkley Active Neighbourhood had been inadequate.
Parking Enforcement

<ul style="list-style-type: none"> • 12 respondents requested further parking controls and enforcement across Crookes, with specific mention to creating a residents parking scheme. • One respondent mentioned the double parking along many streets in Crookes and how this makes roads very dangerous for both drivers and pedestrians. • Five respondents suggested implementing double yellow lines on School Road specifically.
Congestion
<ul style="list-style-type: none"> • 12 respondents commented on how the proposals will increase congestion and therefore journey times.
Safety
<ul style="list-style-type: none"> • Nine respondents stated that the general area feels less safe for pedestrians and cyclists. • Seven respondents expressed concern about equality (age, disability, income).
Increased Pollution
<ul style="list-style-type: none"> • Eight respondents commented that the proposals would increase pollution across Crookes.
Speeding Controls
<ul style="list-style-type: none"> • Eight respondents requested further speeding control measures in Crookes, some of these respondents suggested making the whole area a 20mph zone.
Dangerous Junctions and Crossings
<ul style="list-style-type: none"> • Eight respondents mentioned specific roads and crossings that are dangerous: <ul style="list-style-type: none"> ○ Three respondents mentioned School Road ○ One respondent mentioned Sackville Road ○ One respondent mentioned Fitzgerald Road ○ One respondent mentioned Commonsides ○ One respondent mentioned Western Road ○ One respondent mentioned Mona Road
Emergency Services
<ul style="list-style-type: none"> • Seven respondents expressed concern over access for emergency service vehicles due to the measures.
Monitoring
<ul style="list-style-type: none"> • Four respondents queried whether traffic and pollution monitoring was being conducted in order to assess the impact of the scheme.
Winter Conditions
<ul style="list-style-type: none"> • Four respondents expressed concern over how the measures will cause problems in wintery conditions.
Business
<ul style="list-style-type: none"> • Three respondents mentioned the negative impact the measures would have on local business. Businesses on South Road were specifically mentioned.
Signage
<ul style="list-style-type: none"> • Two respondents stated that better signage needs to be implemented to accompany the scheme to make the measures clearer to residents and drivers.
Accessibility
<ul style="list-style-type: none"> • One respondent stated that planters being left on pavements can be dangerous for those with accessibility issues. • One respondent queried whether visually impaired residents had been consulted regarding the specifics of the scheme.
Cycling
<ul style="list-style-type: none"> • One respondent stated that the current placement of the planters forces cyclists into more dangerous road positions and that the impact of planters on cyclists needs to be reconsidered.

Appendix One

Key stakeholders contacted via email in relation to the drop-in events

- Community and Interest Groups: Crookes Forum.
- Accessibility Group: Transport4All; Disability Sheffield; Access Liaison Group; and Sheffield Cycling 4 All.
- Educational Organisations: University of Sheffield; and Sheffield Hallam University.
- Local Transport Organisations and Groups: Confederation of Passenger Transport; South Yorkshire Passenger Transport Executive; First Group; Stagecoach; Sheffield Taxi Trade Association; and others.
- Local Service Providers: South Yorkshire Police; South Yorkshire Fire & Rescue; Yorkshire Ambulance Service; NHS Blood & Transplant Service; Sheffield Health and Social Care NHS Foundation Trust; and Sheffield NHS Teaching Hospitals Trust.

Appendix Two

Screen shot of the updated Commonplace tile including information about the drop-in events.

16th June 2022: There are a number of amendments that need to be made to the Crookes Active Travel Neighbourhood Experimental Traffic Regulation Orders (ETRO) that came into effect on 25th April 2022. These changes are required to address a number of practical changes and corrections that have come through the feedback received after the initial installation of some of the measures. The Amendment Order will be advertised on 16th June 2022 coming into effect on 23rd June. To view the amended ETRO on Sheffield City Council's website, click [here](#). You can also read the ETRO as a pdf [here](#).

13th June 2022: As part of the ongoing consultation period, we will be hosting some drop-in sessions so you can find out more about the scheme, ask any questions you may have and give feedback to the council officers working on the Active Neighbourhood.

The drop-in sessions are open to anyone and will take place at the following times, dates and locations:

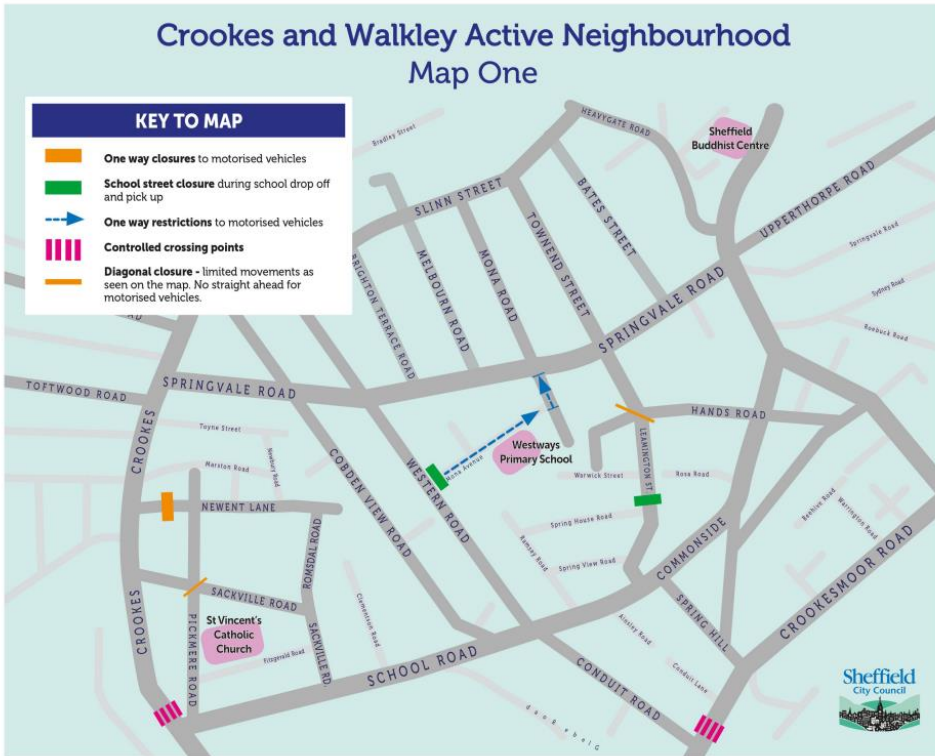
- **Wednesday 29th June, 1-4pm at Wesley Hall Church**
- **Thursday 30th June, 6:30-8:30pm at St Vincent's Church**
- **Saturday 2nd July, 11am-2pm at Wesley Hall Church**

8th June 2022: We have updated the scheme name to make it clear that some areas of Walkley are included in the Active Neighbourhood proposals.

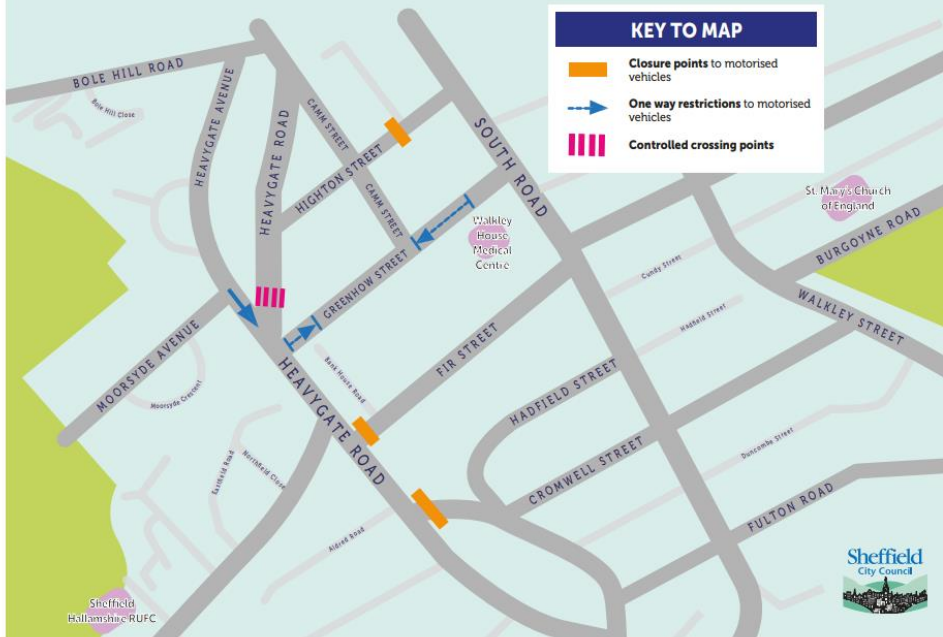
May 2022: We have been working our way through the comments received about the Crookes Active Neighbourhood and as a result of this we are delaying the closure on Slinn Street at the junction of Heavygate Road to review the access for larger vehicles.

Based on similar feedback we have also changed the direction of the diagonal road closure on Cobden View Road. This means that motor vehicles travelling up Cobden View Road will be able to turn left onto Springvale Road, but not right. Motor vehicles will also be able to travel down Cobden View Road turn left onto Springvale Road and right onto Western Road. The same movements can be made in the opposite direction. You can view this change on the updated Crookes Active Neighbourhood map. The Experimental Traffic Regulation Order (ETRO) will be updated and advertised in the coming weeks. **Please check this webpage for the latest updates.**

Appendix 4: Crookes and Walkley – Maps of scheme as it stands in May 2023

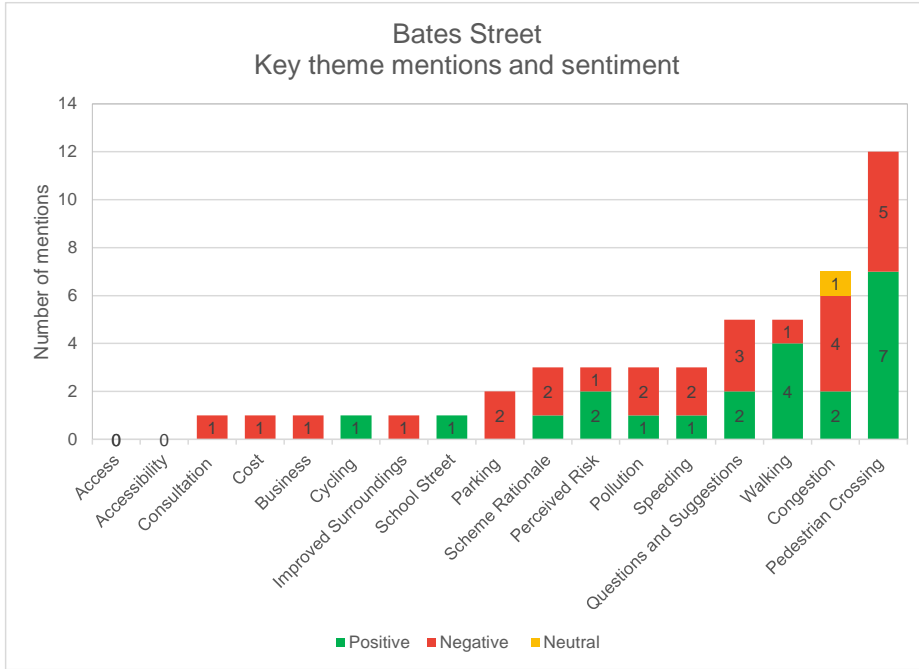


Crookes and Walkley Active Neighbourhood Map Two



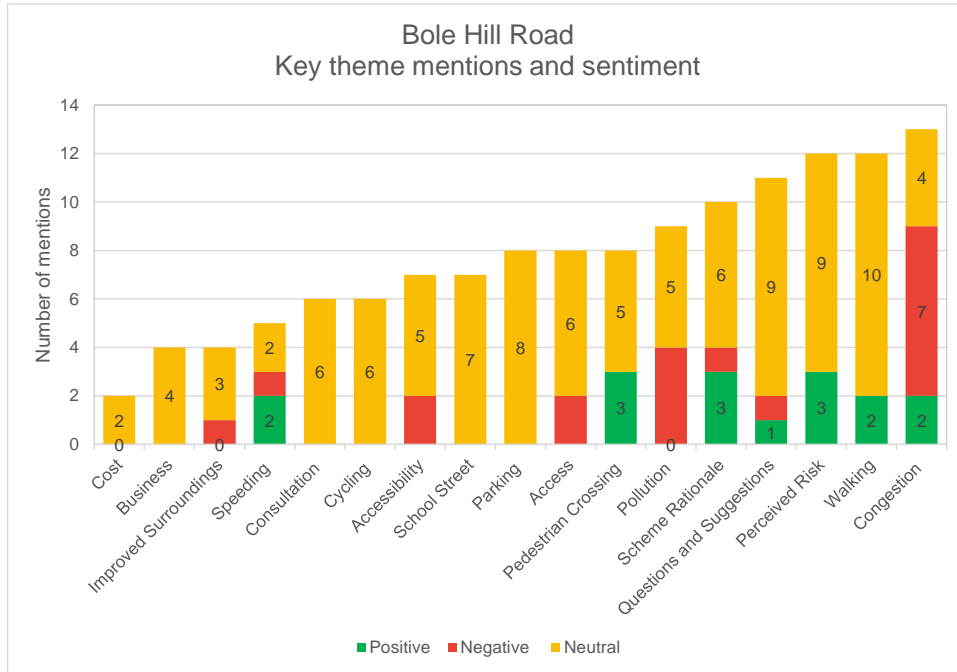
Appendix 5: Other roads mentioned in feedback received

Bates Street



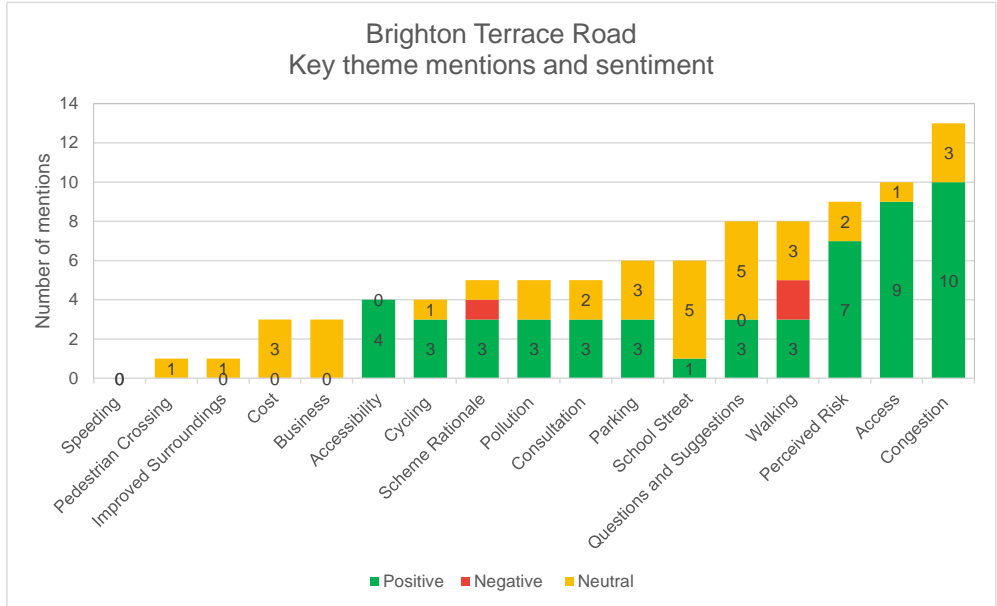
Bates Street Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Pedestrian Crossing	Number of mentions	7	5	0	12
	Percentage	58%	42%	0%	
Congestion	Number of mentions	2	4	1	7
	Percentage	29%	57%	14%	
Questions and Suggestions	Number of mentions	2	3	0	5
	Percentage	40%	60%	0%	
Walking	Number of mentions	4	1	0	5
	Percentage	80%	20%	0%	
Scheme Rationale	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Perceived Risk	Number of mentions	2	1	0	3
	Percentage	67%	33%	0%	
Pollution	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Speeding	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Parking	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Business	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cycling	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Improved Surroundings	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
School Street	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Bole Hill Road



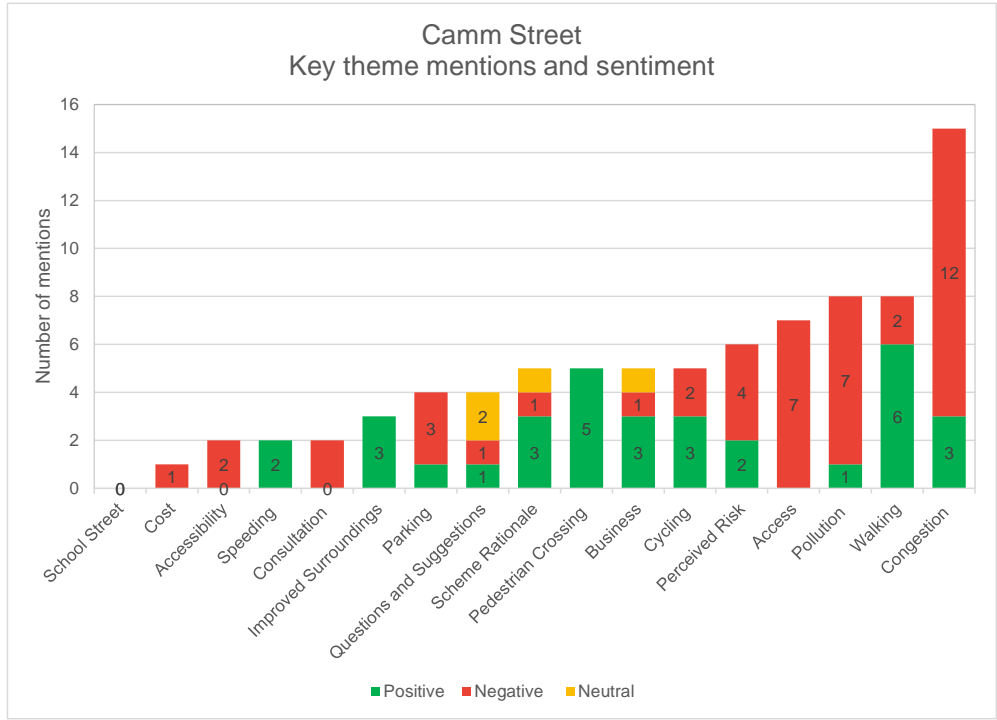
Bole Hill Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	2	7	4	13
	Percentage	15%	54%	31%	
Perceived Risk	Number of mentions	3	0	9	12
	Percentage	25%	0%	75%	
Walking	Number of mentions	2	0	10	12
	Percentage	17%	0%	83%	
Questions and Suggestions	Number of mentions	1	1	9	11
	Percentage	9%	9%	82%	
Scheme Rationale	Number of mentions	3	1	6	10
	Percentage	30%	10%	60%	
Pollution	Number of mentions	0	4	5	9
	Percentage	0%	44%	56%	
Parking	Number of mentions	0	0	8	8
	Percentage	0%	0%	100%	
Access	Number of mentions	0	2	6	8
	Percentage	0%	25%	75%	
Pedestrian Crossing	Number of mentions	3	0	5	8
	Percentage	38%	0%	63%	
Accessibility	Number of mentions	0	2	5	7
	Percentage	0%	29%	71%	
School Street	Number of mentions	0	0	7	7
	Percentage	0%	0%	100%	
Consultation	Number of mentions	0	0	6	6
	Percentage	0%	0%	100%	
Cycling	Number of mentions	0	0	6	6
	Percentage	0%	0%	100%	
Speeding	Number of mentions	2	1	2	5
	Percentage	40%	20%	40%	
Business	Number of mentions	0	0	4	4
	Percentage	0%	0%	100%	
Improved Surroundings	Number of mentions	0	1	3	4
	Percentage	0%	25%	75%	
Cost	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	

Brighton Terrace Road

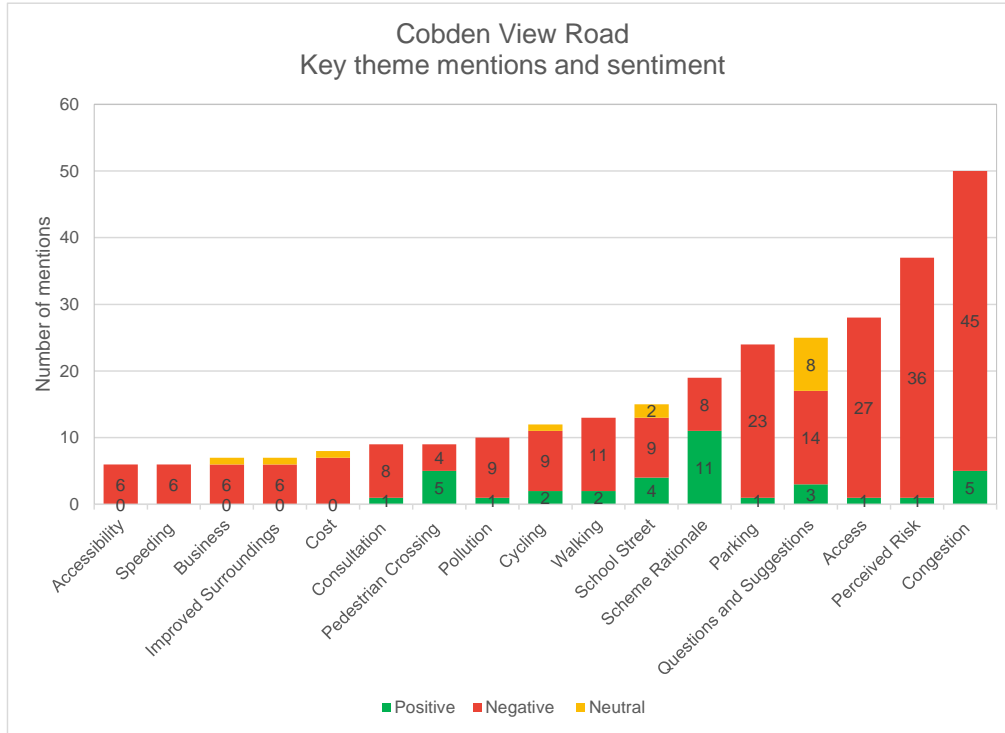


Brighton Terrace Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	10	0	3	13
	Percentage	77%	0%	23%	
Access	Number of mentions	9	0	1	10
	Percentage	90%	0%	10%	
Perceived Risk	Number of mentions	7	0	2	9
	Percentage	78%	0%	22%	
Questions and Suggestions	Number of mentions	3	0	5	8
	Percentage	38%	0%	63%	
Walking	Number of mentions	3	2	3	8
	Percentage	38%	25%	38%	
Parking	Number of mentions	3	0	3	6
	Percentage	50%	0%	50%	
School Street	Number of mentions	1	0	5	6
	Percentage	17%	0%	83%	
Scheme Rationale	Number of mentions	3	1	1	5
	Percentage	60%	20%	20%	
Pollution	Number of mentions	3	0	2	5
	Percentage	60%	0%	40%	
Consultation	Number of mentions	3	0	2	5
	Percentage	60%	0%	40%	
Accessibility	Number of mentions	4	0	0	4
	Percentage	100%	0%	0%	
Cycling	Number of mentions	3	0	1	4
	Percentage	75%	0%	25%	
Cost	Number of mentions	0	0	3	3
	Percentage	0%	0%	100%	
Business	Number of mentions	0	0	3	3
	Percentage	0%	0%	100%	
Pedestrian Crossing	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Improved Surroundings	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Camm Street

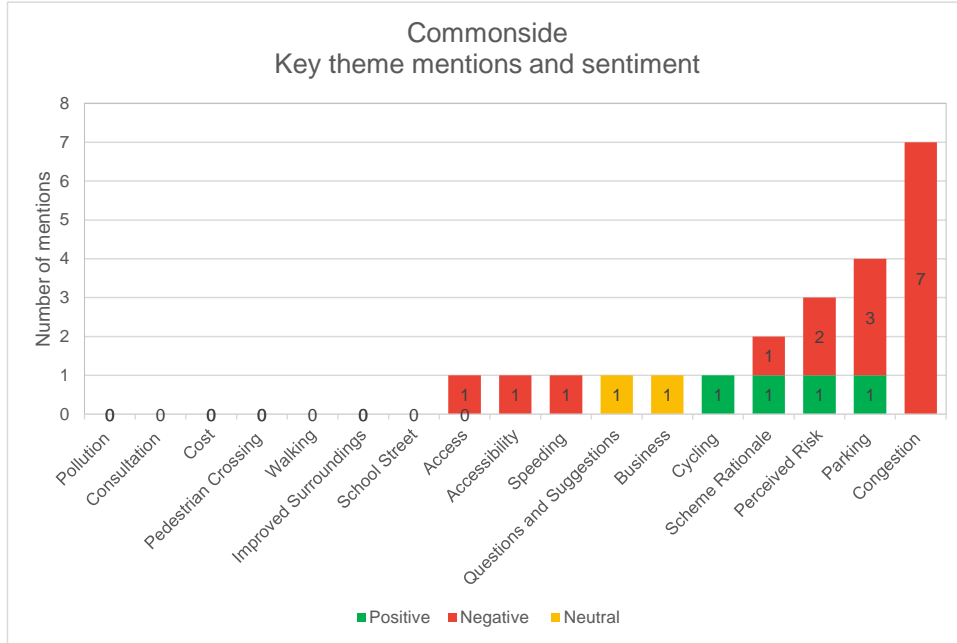


Camm Street Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	3	12	0	15
	Percentage	20%	80%	0%	
Pollution	Number of mentions	1	7	0	8
	Percentage	13%	88%	0%	
Walking	Number of mentions	6	2	0	8
	Percentage	75%	25%	0%	
Access	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	2	4	0	6
	Percentage	33%	67%	0%	
Scheme Rationale	Number of mentions	3	1	1	5
	Percentage	60%	20%	20%	
Pedestrian Crossing	Number of mentions	5	0	0	5
	Percentage	100%	0%	0%	
Business	Number of mentions	3	1	1	5
	Percentage	60%	20%	20%	
Cycling	Number of mentions	3	2	0	5
	Percentage	60%	40%	0%	
Parking	Number of mentions	1	3	0	4
	Percentage	25%	75%	0%	
Questions and Suggestions	Number of mentions	1	1	2	4
	Percentage	25%	25%	50%	
Improved Surroundings	Number of mentions	3	0	0	3
	Percentage	100%	0%	0%	
Accessibility	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Speeding	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Consultation	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	



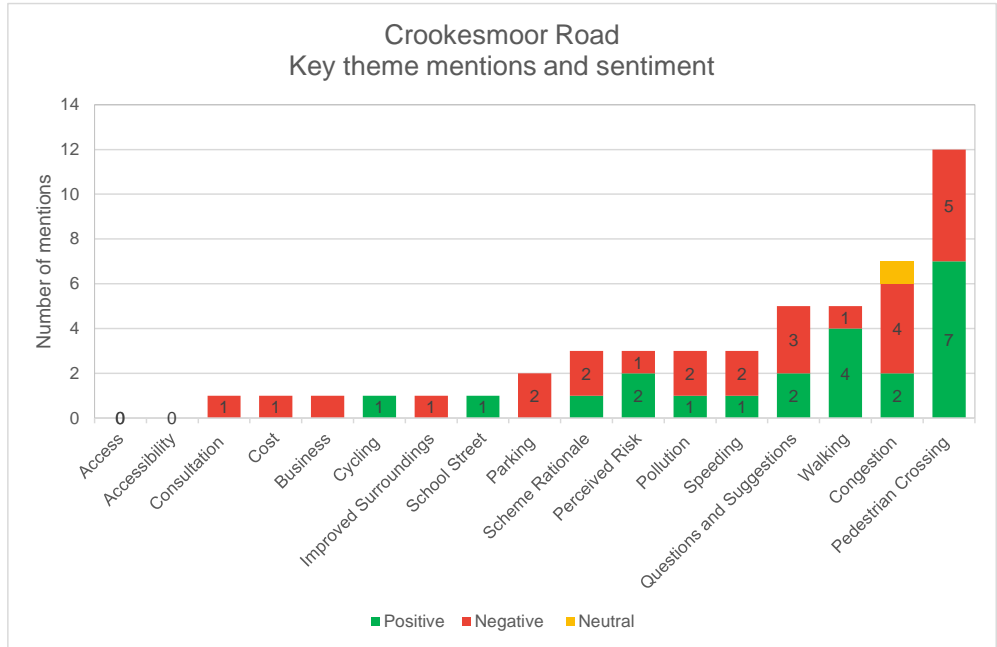
Cobden View Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	5	45	0	50
	Percentage	10%	90%	0%	
Perceived Risk	Number of mentions	1	36	0	37
	Percentage	3%	97%	0%	
Access	Number of mentions	1	27	0	28
	Percentage	4%	96%	0%	
Questions and Suggestions	Number of mentions	3	14	8	25
	Percentage	12%	56%	32%	
Parking	Number of mentions	1	23	0	24
	Percentage	4%	96%	0%	
Scheme Rationale	Number of mentions	11	8	0	19
	Percentage	58%	42%	0%	
School Street	Number of mentions	4	9	2	15
	Percentage	27%	60%	13%	
Walking	Number of mentions	2	11	0	13
	Percentage	15%	85%	0%	
Cycling	Number of mentions	2	9	1	12
	Percentage	17%	75%	8%	
Pollution	Number of mentions	1	9	0	10
	Percentage	10%	90%	0%	
Consultation	Number of mentions	1	8	0	9
	Percentage	11%	89%	0%	
Pedestrian Crossing	Number of mentions	5	4	0	9
	Percentage	56%	44%	0%	
Cost	Number of mentions	0	7	1	8
	Percentage	0%	88%	13%	
Business	Number of mentions	0	6	1	7
	Percentage	0%	86%	14%	
Improved Surroundings	Number of mentions	0	6	1	7
	Percentage	0%	86%	14%	
Accessibility	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Speeding	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	

Commonside



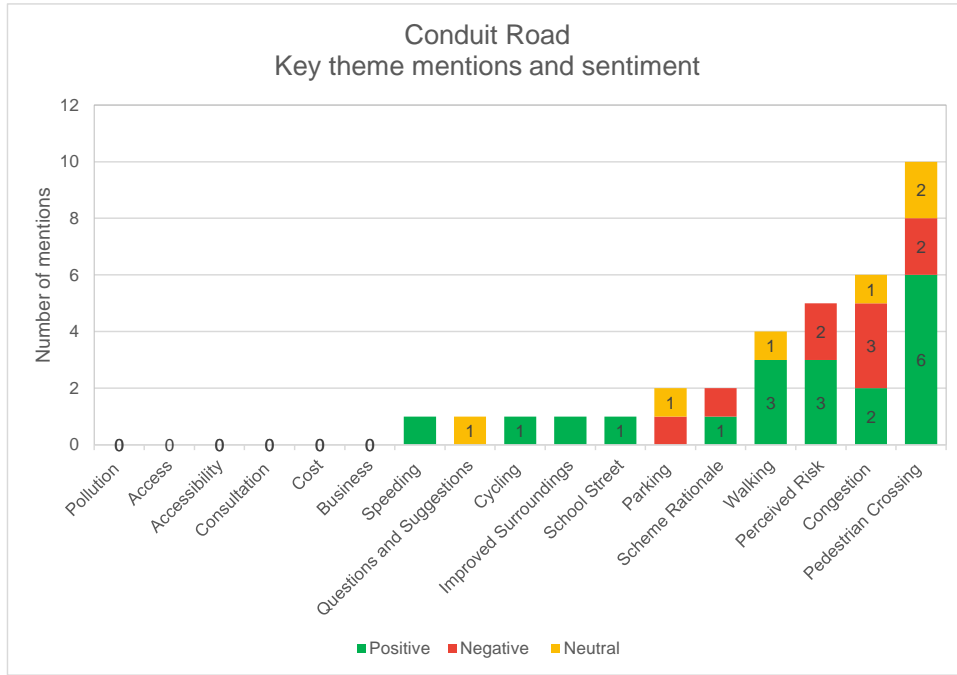
Commonside					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	
Parking	Number of mentions	1	3	0	4
	Percentage	25%	75%	0%	
Perceived Risk	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Scheme Rationale	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Access	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Speeding	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Business	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Cycling	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Pollution	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Consultation	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Improved Surroundings	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Crookesmoor Road



Crookesmoor Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Pedestrian Crossing	Number of mentions	7	5	0	12
	Percentage	58%	42%	0%	
Congestion	Number of mentions	2	4	1	7
	Percentage	29%	57%	14%	
Questions and Suggestions	Number of mentions	2	3	0	5
	Percentage	40%	60%	0%	
Walking	Number of mentions	4	1	0	5
	Percentage	80%	20%	0%	
Scheme Rationale	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Perceived Risk	Number of mentions	2	1	0	3
	Percentage	67%	33%	0%	
Pollution	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Speeding	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Parking	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Business	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cycling	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Improved Surroundings	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
School Street	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

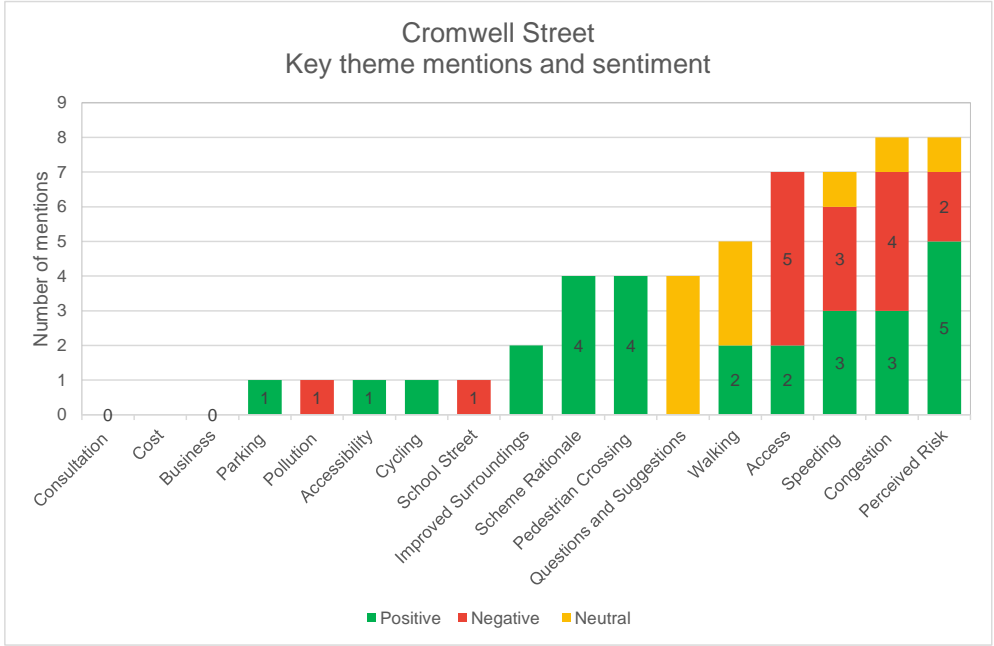
Conduit Road



Conduit Road					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Pedestrian Crossing	Number of mentions	6	2	2	10
	Percentage	60%	20%	20%	
Congestion	Number of mentions	2	3	1	6
	Percentage	33%	50%	17%	
Perceived Risk	Number of mentions	3	2	0	5
	Percentage	60%	40%	0%	
Walking	Number of mentions	3	0	1	4
	Percentage	75%	0%	25%	
Parking	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Scheme Rationale	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Speeding	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Questions and Suggestions	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Cycling	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Improved Surroundings	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
School Street	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Pollution	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Consultation	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

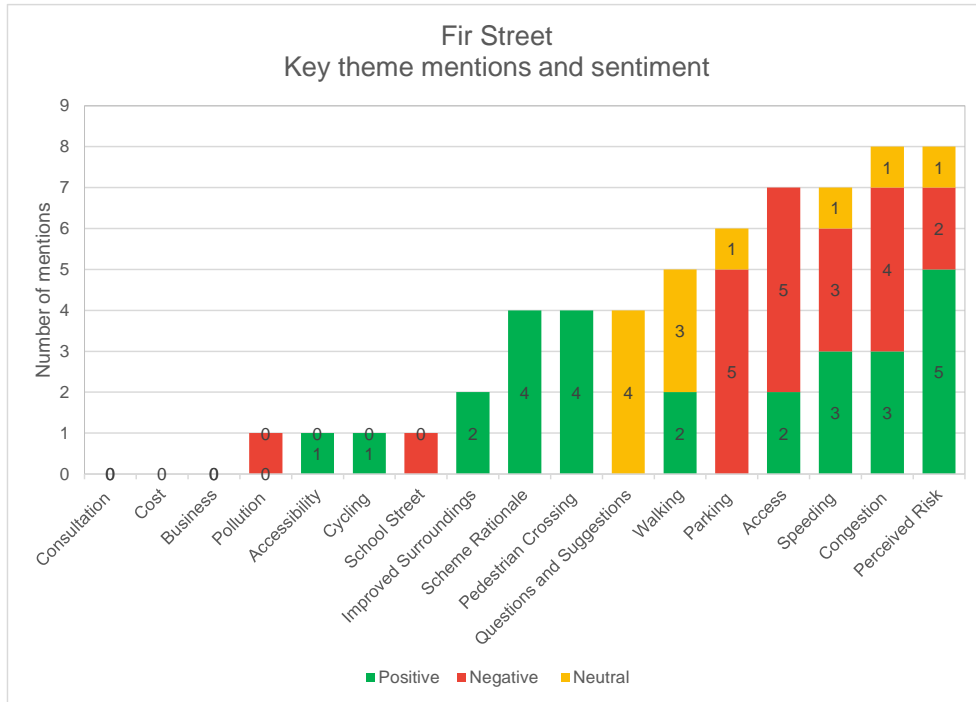


Cromwell Street

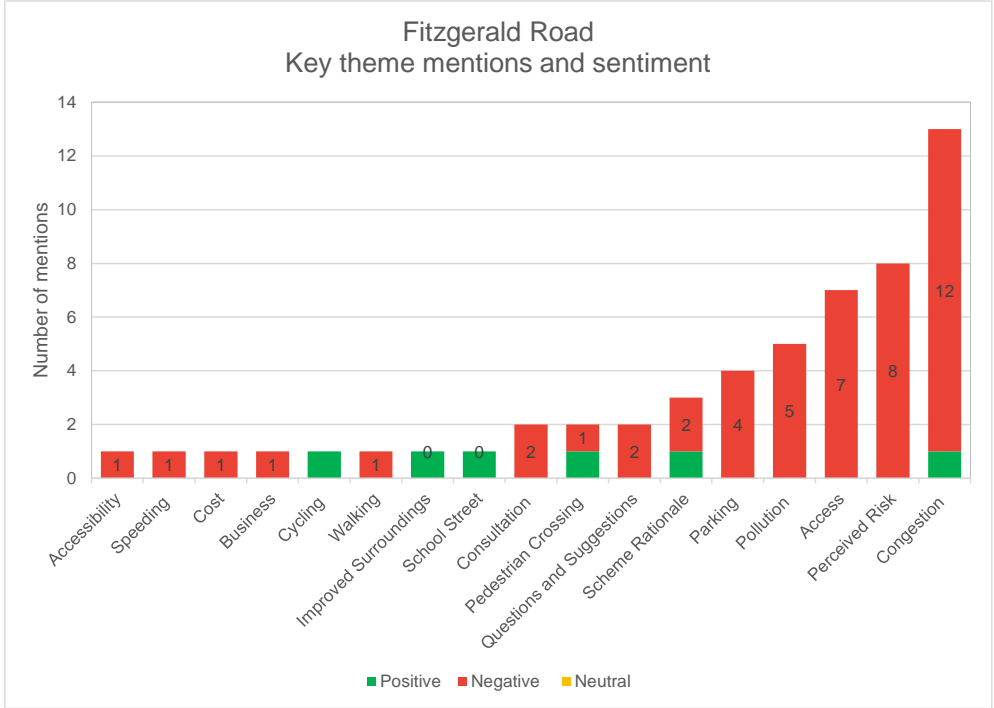


Cromwell Street					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	3	4	1	8
	Percentage	38%	50%	13%	
Perceived Risk	Number of mentions	5	2	1	8
	Percentage	63%	25%	13%	
Access	Number of mentions	2	5	0	7
	Percentage	29%	71%	0%	
Speeding	Number of mentions	3	3	1	7
	Percentage	43%	43%	14%	
Walking	Number of mentions	2	0	3	5
	Percentage	40%	0%	60%	
Scheme Rationale	Number of mentions	4	0	0	4
	Percentage	100%	0%	0%	
Pedestrian Crossing	Number of mentions	4	0	0	4
	Percentage	100%	0%	0%	
Questions and Suggestions	Number of mentions	0	0	4	4
	Percentage	0%	0%	100%	
Improved Surroundings	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Parking	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Pollution	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Cycling	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
School Street	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Fir Street

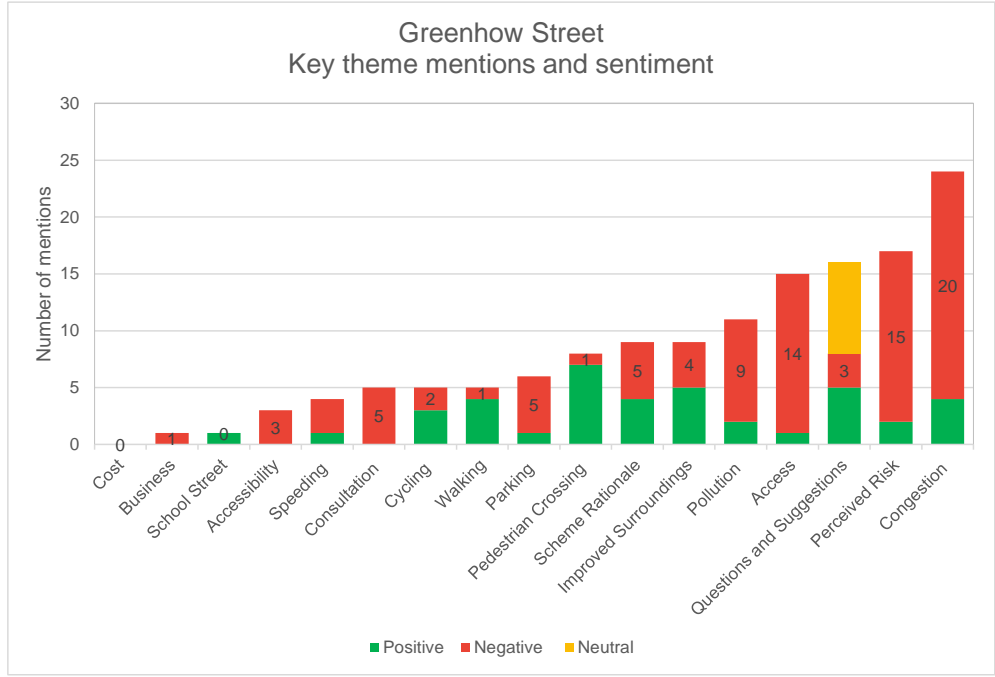


Fir Street Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	3	4	1	8
	Percentage	38%	50%	13%	
Perceived Risk	Number of mentions	5	2	1	8
	Percentage	63%	25%	13%	
Access	Number of mentions	2	5	0	7
	Percentage	29%	71%	0%	
Speeding	Number of mentions	3	3	1	7
	Percentage	43%	43%	14%	
Parking	Number of mentions	0	5	1	6
	Percentage	0%	83%	17%	
Walking	Number of mentions	2	0	3	5
	Percentage	40%	0%	60%	
Scheme Rationale	Number of mentions	4	0	0	4
	Percentage	100%	0%	0%	
Pedestrian Crossing	Number of mentions	4	0	0	4
	Percentage	100%	0%	0%	
Questions and Suggestions	Number of mentions	0	0	4	4
	Percentage	0%	0%	100%	
Improved Surroundings	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Pollution	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Cycling	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
School Street	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	



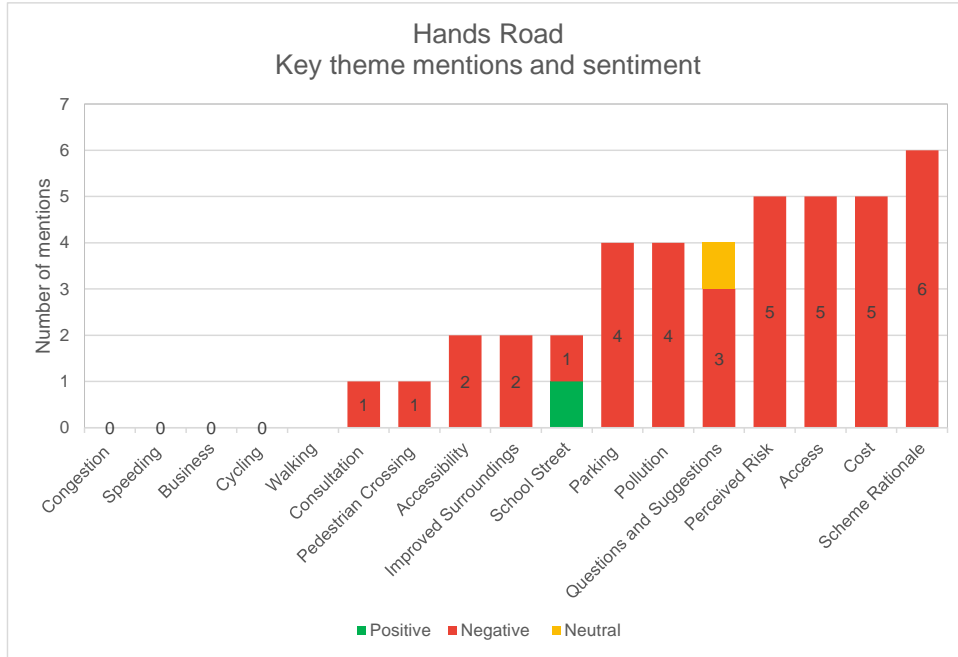
Fitzgerald Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	1	12	0	13
	Percentage	8%	92%	0%	
Perceived Risk	Number of mentions	0	8	0	8
	Percentage	0%	100%	0%	
Access	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Consultation	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Questions and Suggestions	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Speeding	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Business	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cycling	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Walking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
School Street	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	

Greenhow Street



Greenhow Street Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	4	20	0	24
	Percentage	17%	83%	0%	
Perceived Risk	Number of mentions	2	15	0	17
	Percentage	12%	88%	0%	
Questions and Suggestions	Number of mentions	5	3	8	16
	Percentage	31%	19%	50%	
Access	Number of mentions	1	14	0	15
	Percentage	7%	93%	0%	
Pollution	Number of mentions	2	9	0	11
	Percentage	18%	82%	0%	
Scheme Rationale	Number of mentions	4	5	0	9
	Percentage	44%	56%	0%	
Improved Surroundings	Number of mentions	5	4	0	9
	Percentage	56%	44%	0%	
Pedestrian Crossing	Number of mentions	7	1	0	8
	Percentage	88%	13%	0%	
Parking	Number of mentions	1	5	0	6
	Percentage	17%	83%	0%	
Consultation	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Cycling	Number of mentions	3	2	0	5
	Percentage	60%	40%	0%	
Walking	Number of mentions	4	1	0	5
	Percentage	80%	20%	0%	
Speeding	Number of mentions	1	3	0	4
	Percentage	25%	75%	0%	
Accessibility	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Business	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
School Street	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

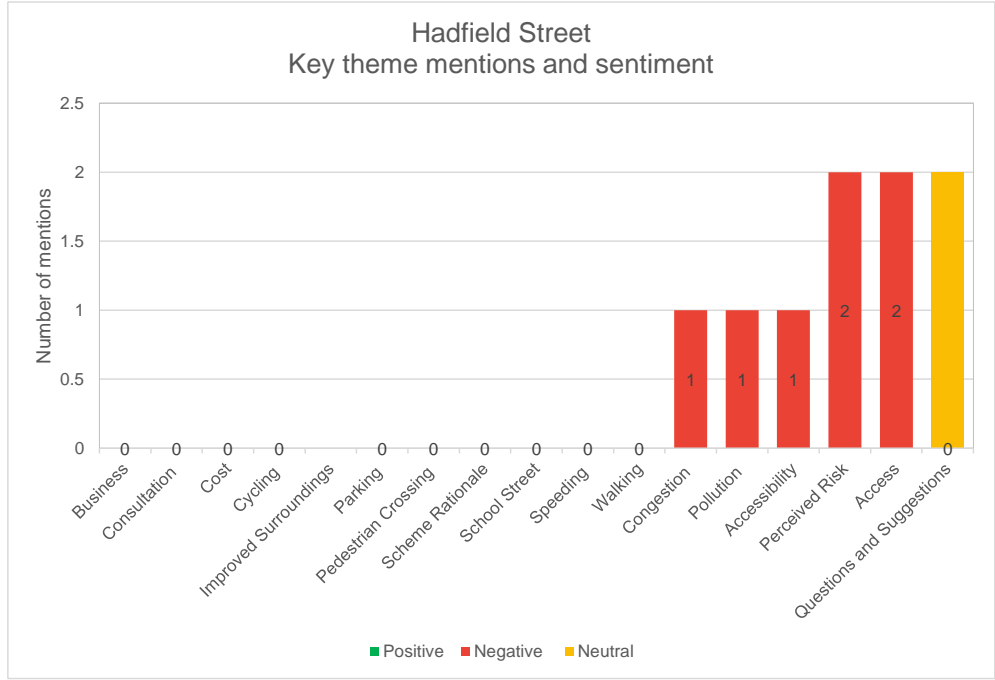
Hands Road



Hands Road					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Scheme Rationale	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Access	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	0	3	1	4
	Percentage	0%	75%	25%	
Accessibility	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
School Street	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Congestion	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

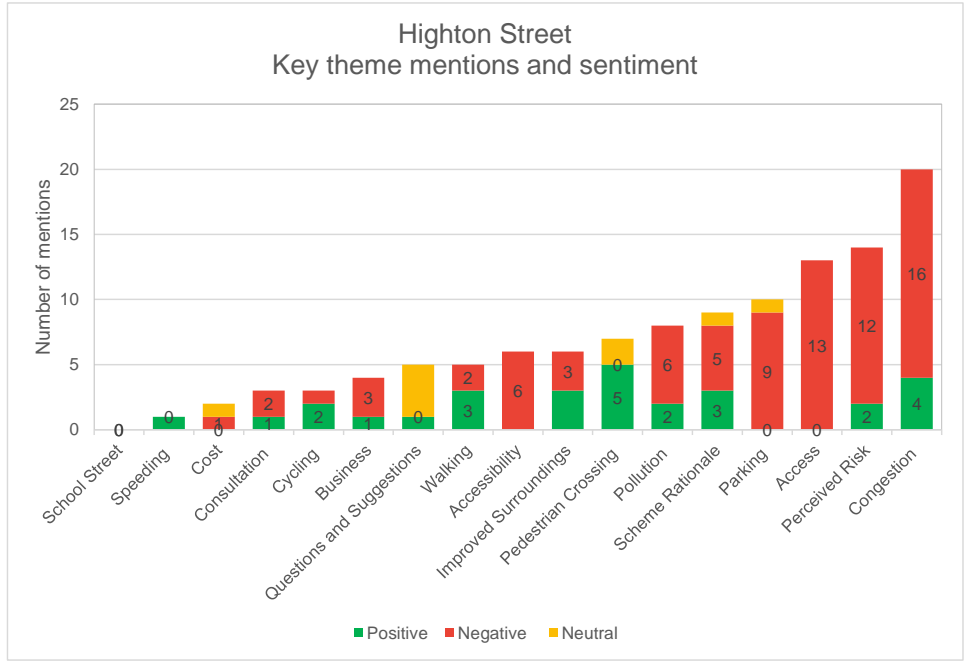


Hadfield Street



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

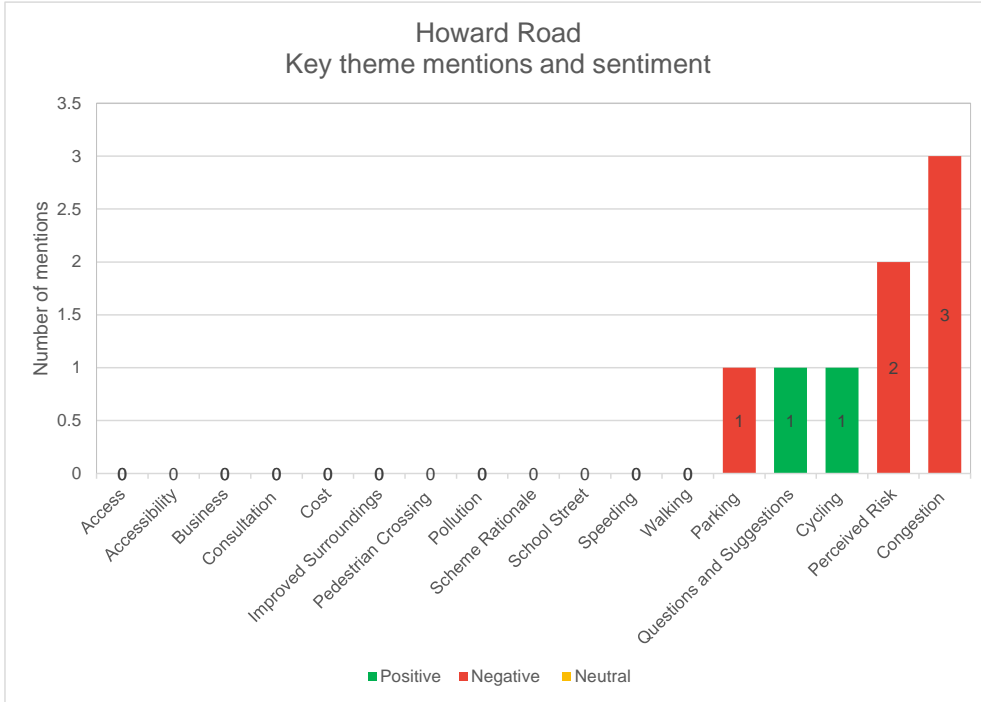
Highton Street



Highton Street Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	4	16	0	20
	Percentage	20%	80%	0%	
Perceived Risk	Number of mentions	2	12	0	14
	Percentage	14%	86%	0%	
Access	Number of mentions	0	13	0	13
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	9	1	10
	Percentage	0%	90%	10%	
Scheme Rationale	Number of mentions	3	5	1	9
	Percentage	33%	56%	11%	
Pollution	Number of mentions	2	6	0	8
	Percentage	25%	75%	0%	
Pedestrian Crossing	Number of mentions	5	0	2	7
	Percentage	71%	0%	29%	
Accessibility	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	3	3	0	6
	Percentage	50%	50%	0%	
Questions and Suggestions	Number of mentions	1	0	4	5
	Percentage	20%	0%	80%	
Walking	Number of mentions	3	2	0	5
	Percentage	60%	40%	0%	
Business	Number of mentions	1	3	0	4
	Percentage	25%	75%	0%	
Consultation	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Cycling	Number of mentions	2	1	0	3
	Percentage	67%	33%	0%	
Cost	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Speeding	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

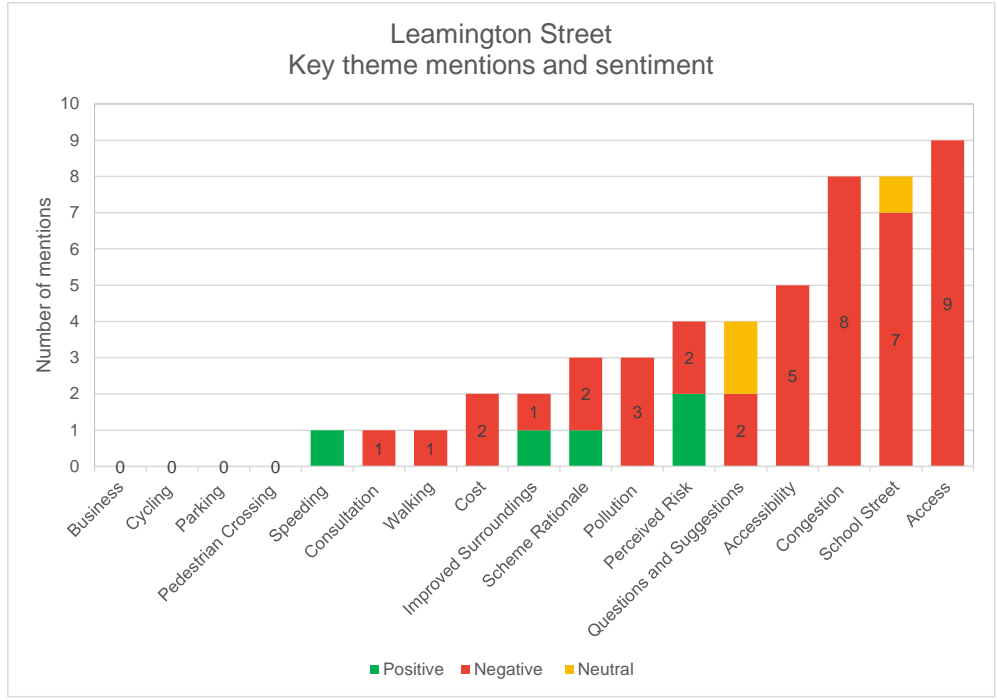
Howard Road

Howard Road
Key theme mentions and sentiment



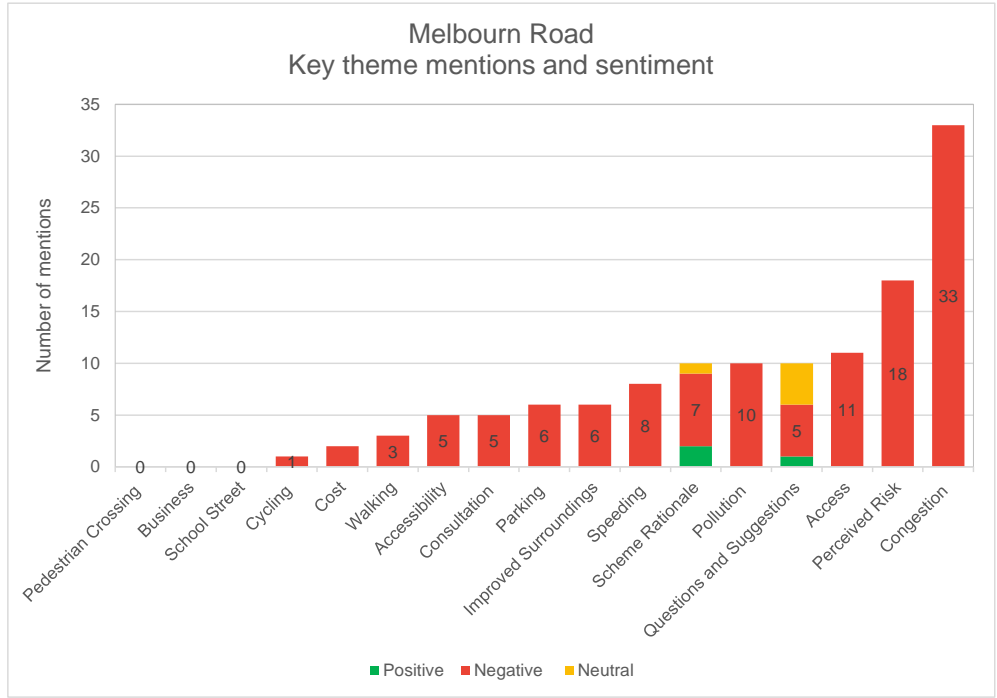
Howard Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Questions and Suggestions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

Leamington Street



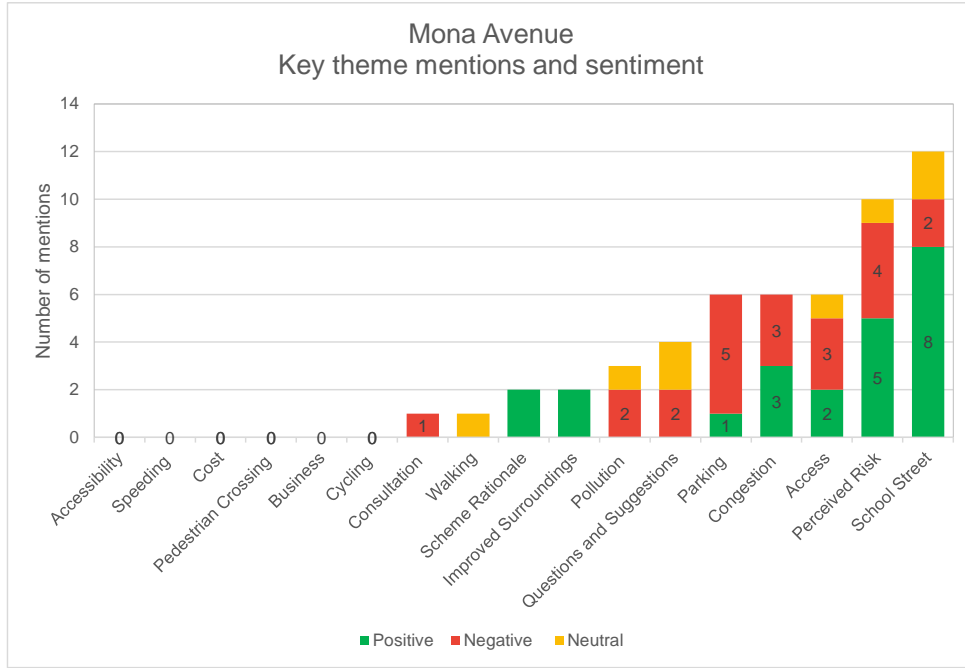
Leamington Street Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Access	Number of mentions	0	9	0	9
	Percentage	0%	100%	0%	
Congestion	Number of mentions	0	8	0	8
	Percentage	0%	100%	0%	
School Street	Number of mentions	0	7	1	8
	Percentage	0%	88%	13%	
Accessibility	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	2	2	0	4
	Percentage	50%	50%	0%	
Questions and Suggestions	Number of mentions	0	2	2	4
	Percentage	0%	50%	50%	
Scheme Rationale	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Pollution	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Speeding	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Walking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Melbourn Road



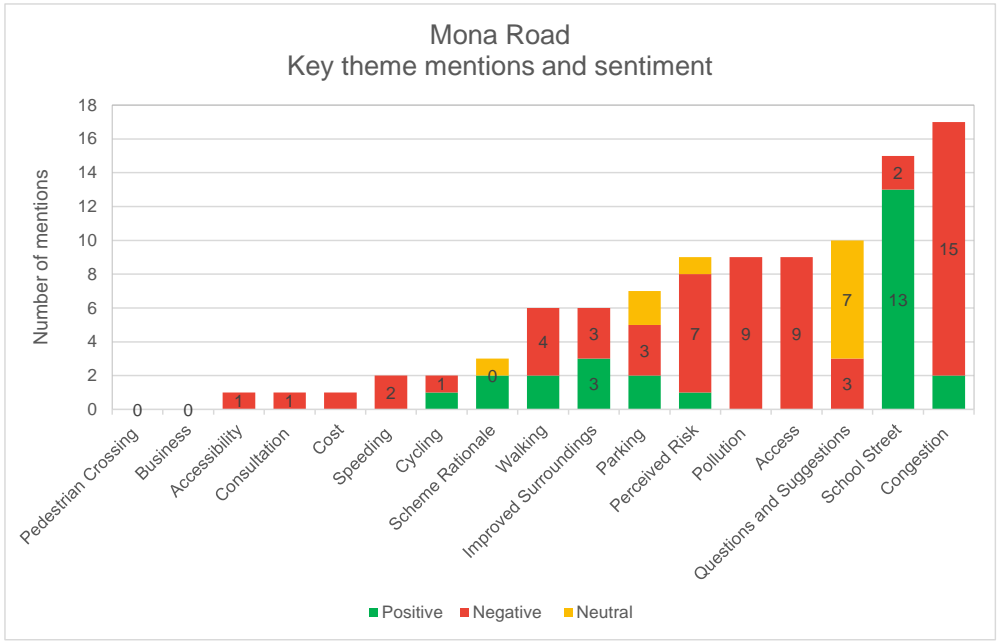
Melbourn Road					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	33	0	33
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	0	18	0	18
	Percentage	0%	100%	0%	
Access	Number of mentions	0	11	0	11
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	2	7	1	10
	Percentage	20%	70%	10%	
Pollution	Number of mentions	0	10	0	10
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	1	5	4	10
	Percentage	10%	50%	40%	
Speeding	Number of mentions	0	8	0	8
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Walking	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Cycling	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Mona Avenue



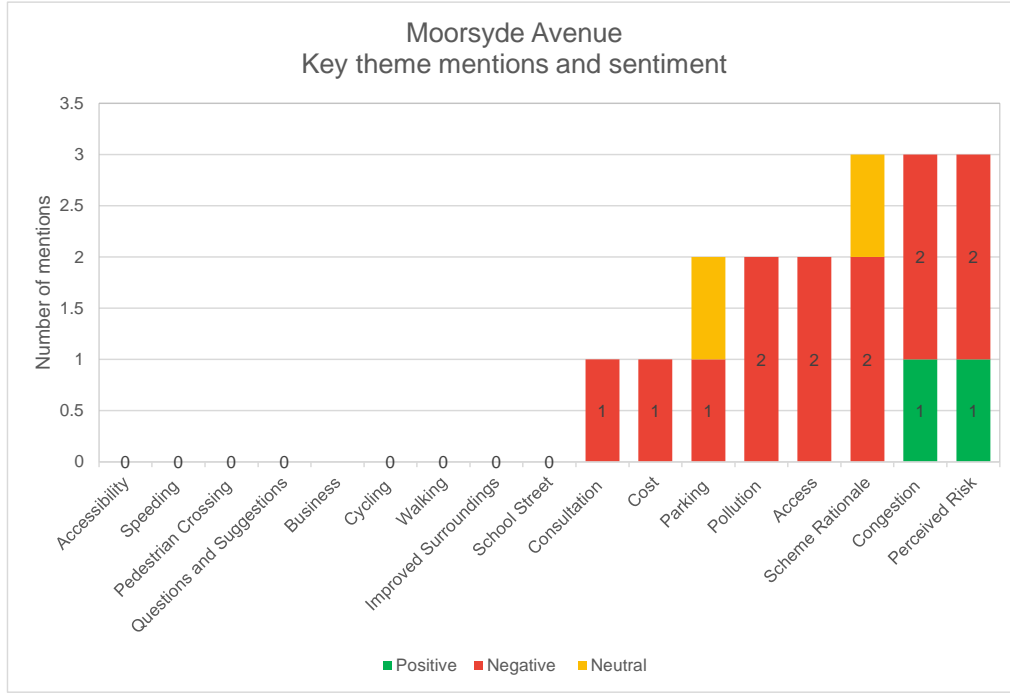
Mona Avenue Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
School Street	Number of mentions	8	2	2	12
	Percentage	67%	17%	17%	
Perceived Risk	Number of mentions	5	4	1	10
	Percentage	50%	40%	10%	
Parking	Number of mentions	1	5	0	6
	Percentage	17%	83%	0%	
Congestion	Number of mentions	3	3	0	6
	Percentage	50%	50%	0%	
Access	Number of mentions	2	3	1	6
	Percentage	33%	50%	17%	
Questions and Suggestions	Number of mentions	0	2	2	4
	Percentage	0%	50%	50%	
Pollution	Number of mentions	0	2	1	3
	Percentage	0%	67%	33%	
Scheme Rationale	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Improved Surroundings	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Walking	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Mona Road



Mona Road					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	2	15	0	17
	Percentage	12%	88%	0%	
School Street	Number of mentions	13	2	0	15
	Percentage	87%	13%	0%	
Questions and Suggestions	Number of mentions	0	3	7	10
	Percentage	0%	30%	70%	
Perceived Risk	Number of mentions	1	7	1	9
	Percentage	11%	78%	11%	
Pollution	Number of mentions	0	9	0	9
	Percentage	0%	100%	0%	
Access	Number of mentions	0	9	0	9
	Percentage	0%	100%	0%	
Parking	Number of mentions	2	3	2	7
	Percentage	29%	43%	29%	
Walking	Number of mentions	2	4	0	6
	Percentage	33%	67%	0%	
Improved Surroundings	Number of mentions	3	3	0	6
	Percentage	50%	50%	0%	
Scheme Rationale	Number of mentions	2	0	1	3
	Percentage	67%	0%	33%	
Speeding	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Cycling	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Accessibility	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

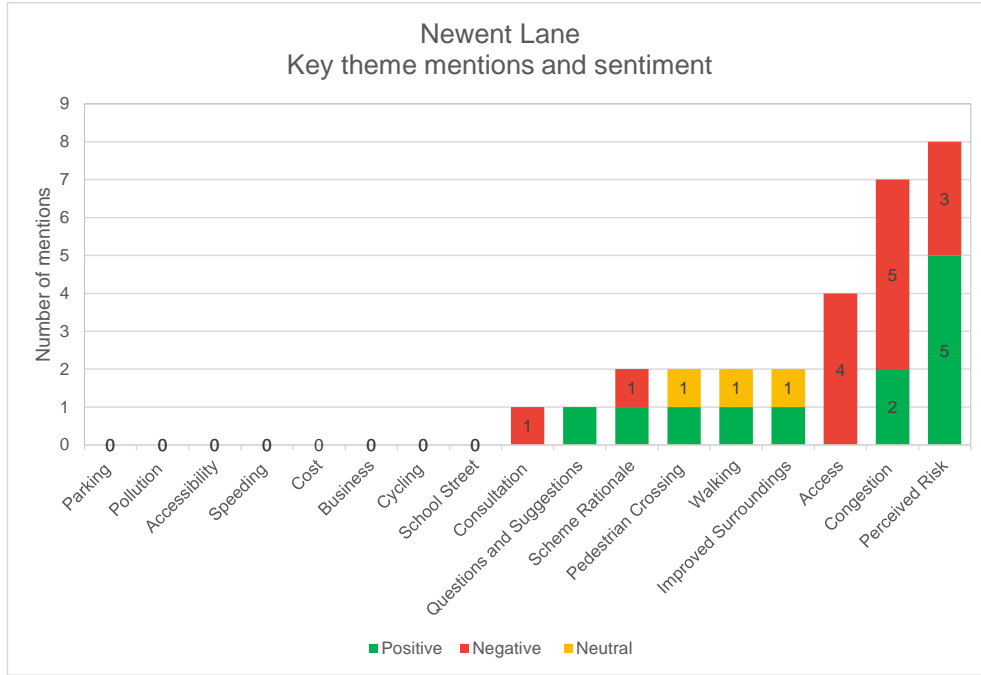
Moorsyde Avenue



Moorsyde Avenue					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Scheme Rationale	Number of mentions	0	2	1	3
	Percentage	0%	67%	33%	
Congestion	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Perceived Risk	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Parking	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Pollution	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Access	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Questions and Suggestions	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Improved Surroundings	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

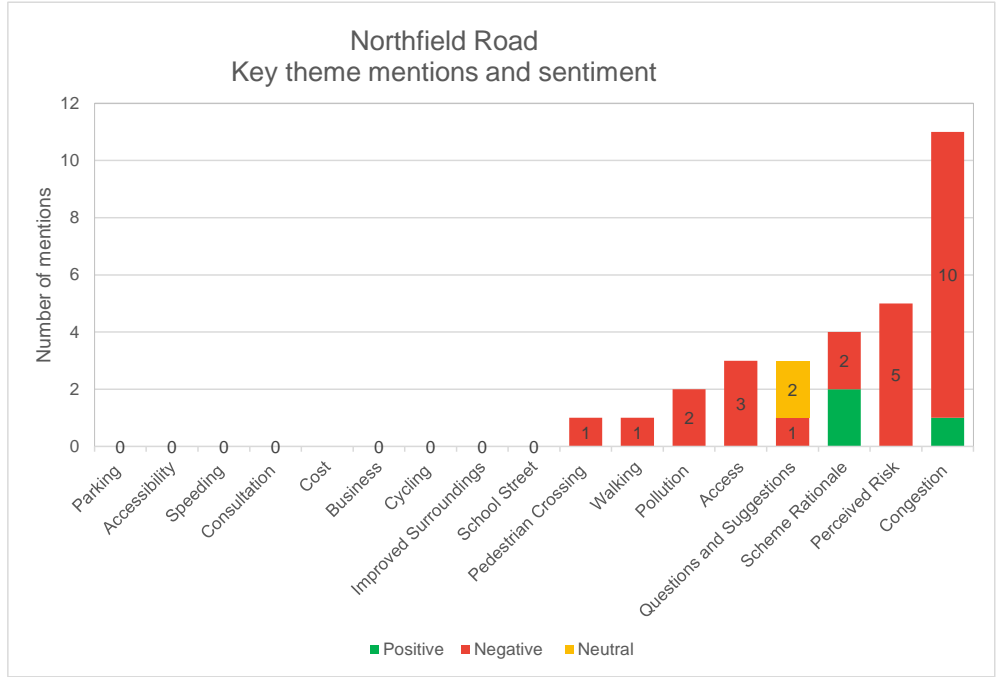


Newent Lane



Newent Lane Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Perceived Risk	Number of mentions	5	3	0	8
	Percentage	63%	38%	0%	
Congestion	Number of mentions	2	5	0	7
	Percentage	29%	71%	0%	
Access	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Pedestrian Crossing	Number of mentions	1	0	1	2
	Percentage	50%	0%	50%	
Walking	Number of mentions	1	0	1	2
	Percentage	50%	0%	50%	
Improved Surroundings	Number of mentions	1	0	1	2
	Percentage	50%	0%	50%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pollution	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

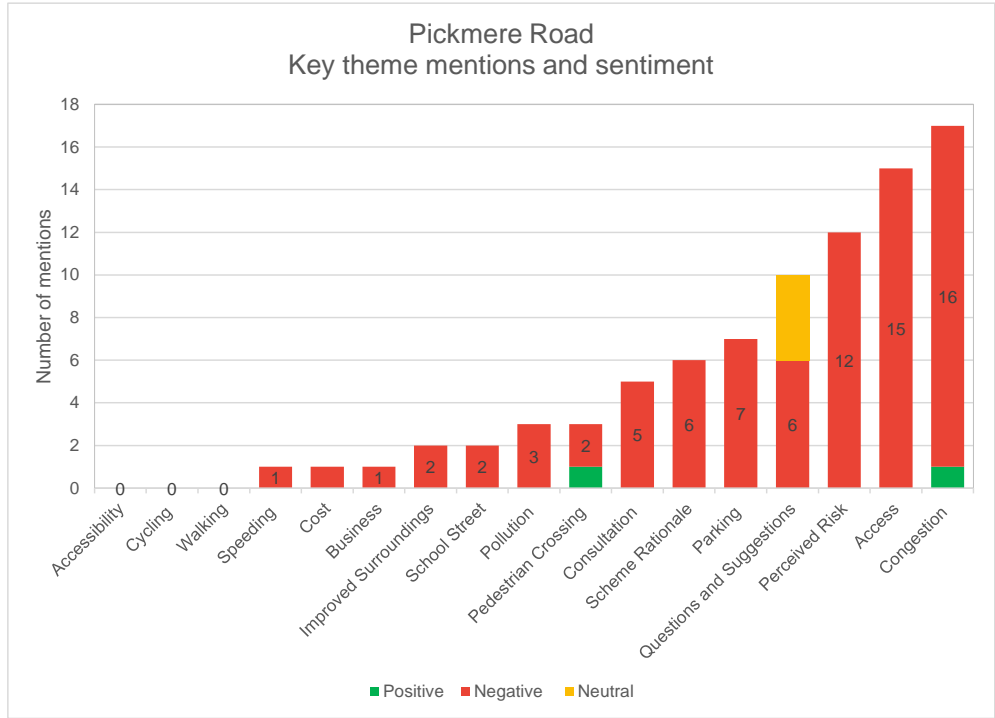
Northfield Road



Northfield Road					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	1	10	0	11
	Percentage	9%	91%	0%	
Perceived Risk	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	2	2	0	4
	Percentage	50%	50%	0%	
Access	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	0	1	2	3
	Percentage	0%	33%	67%	
Pollution	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Walking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Consultation	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Improved Surroundings	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

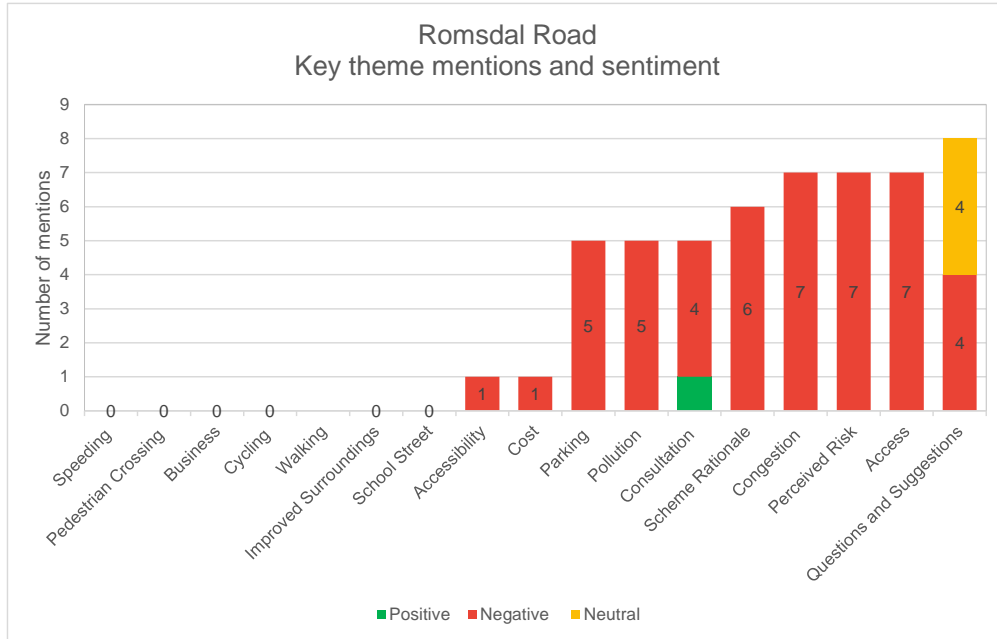


Pickmere Road



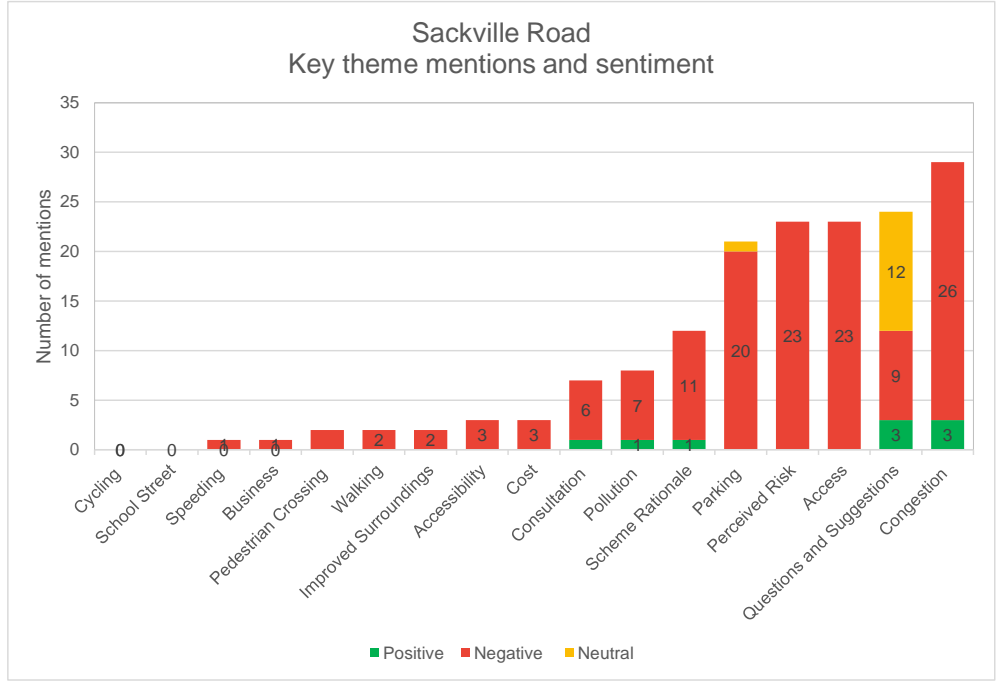
Pickmere Road					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	1	16	0	17
	Percentage	6%	94%	0%	
Access	Number of mentions	0	15	0	15
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	0	12	0	12
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	0	6	4	10
	Percentage	0%	60%	40%	
Parking	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Improved Surroundings	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
School Street	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Speeding	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Business	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Romsdal Road



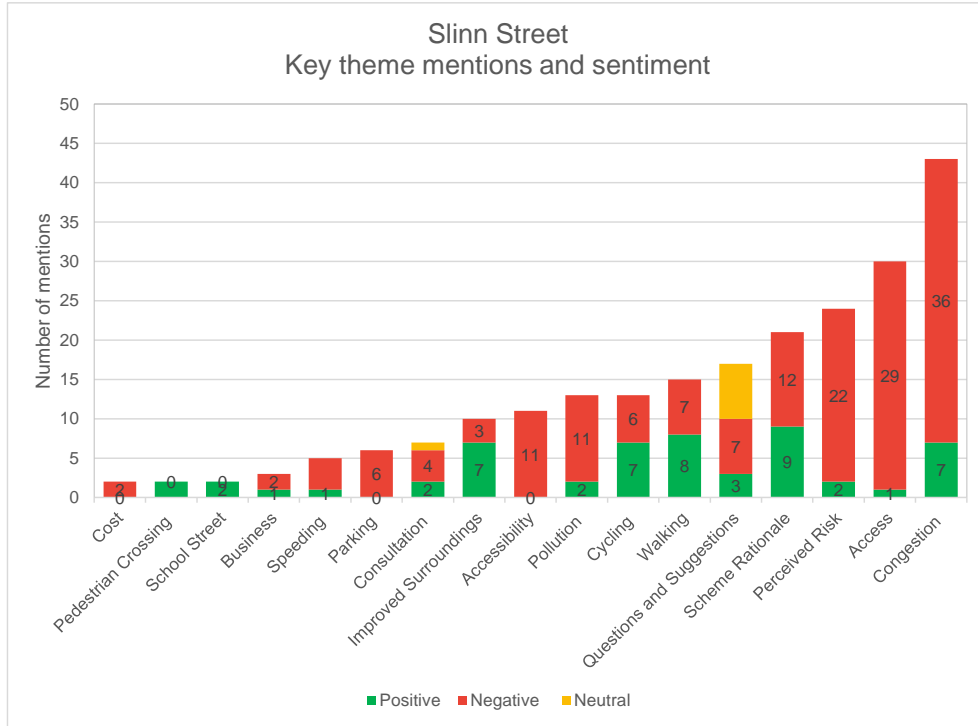
Romsdal Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Questions and Suggestions	Number of mentions	0	4	4	8
	Percentage	0%	50%	50%	
Congestion	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	
Access	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Consultation	Number of mentions	1	4	0	5
	Percentage	20%	80%	0%	
Accessibility	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Improved Surroundings	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Sackville Road



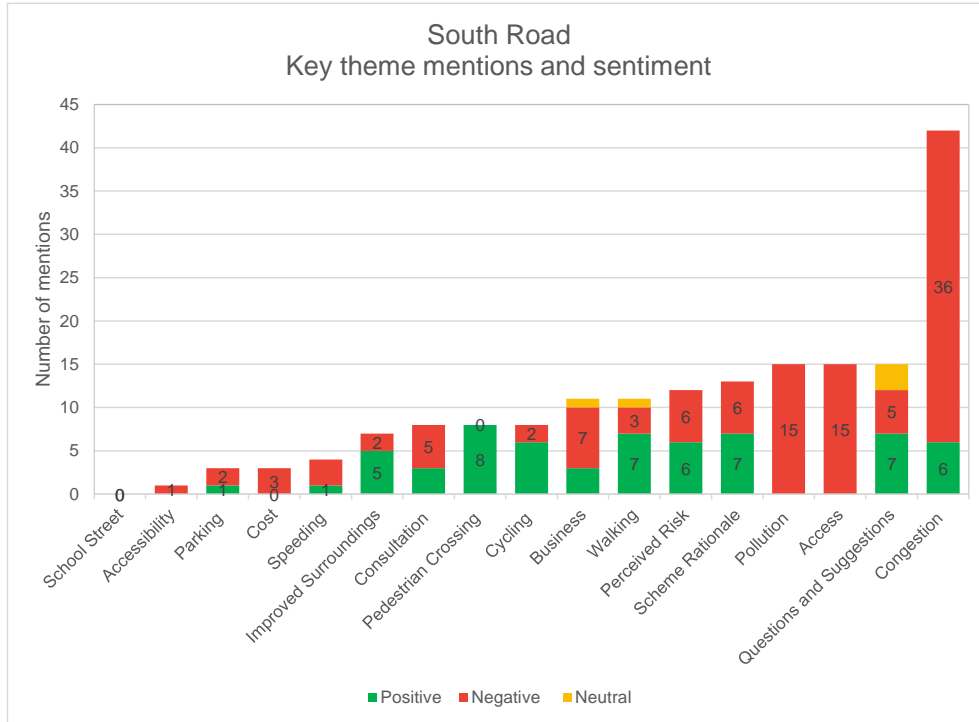
Sackville Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	3	26	0	29
	Percentage	10%	90%	0%	
Questions and Suggestions	Number of mentions	3	9	12	24
	Percentage	13%	38%	50%	
Perceived Risk	Number of mentions	0	23	0	23
	Percentage	0%	100%	0%	
Access	Number of mentions	0	23	0	23
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	20	1	21
	Percentage	0%	95%	5%	
Scheme Rationale	Number of mentions	1	11	0	12
	Percentage	8%	92%	0%	
Pollution	Number of mentions	1	7	0	8
	Percentage	13%	88%	0%	
Consultation	Number of mentions	1	6	0	7
	Percentage	14%	86%	0%	
Accessibility	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Walking	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Speeding	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Business	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Slinn Street



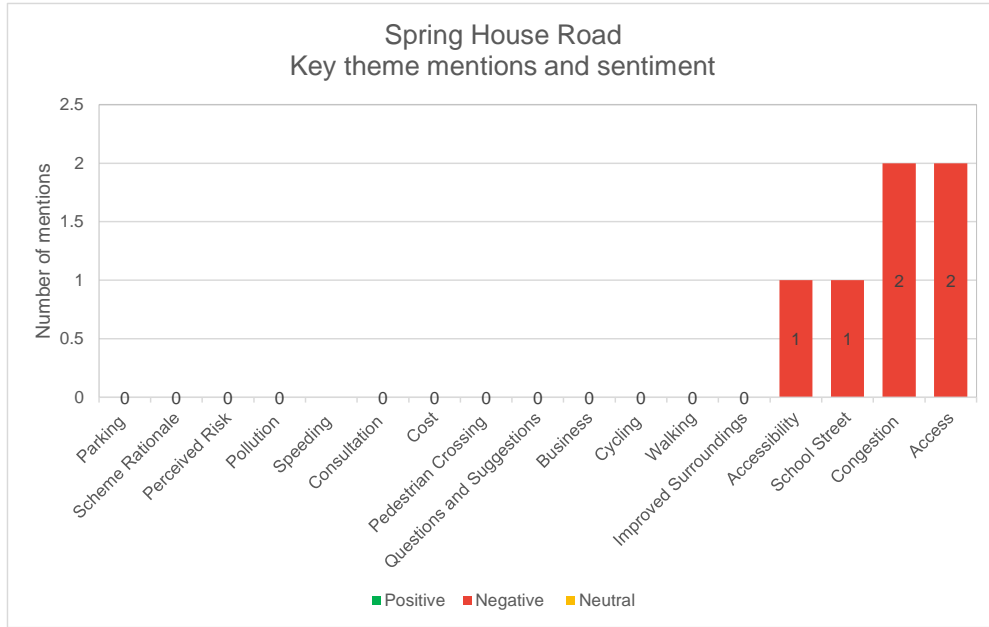
Slinn Street Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	7	36	0	43
	Percentage	16%	84%	0%	
Access	Number of mentions	1	29	0	30
	Percentage	3%	97%	0%	
Perceived Risk	Number of mentions	2	22	0	24
	Percentage	8%	92%	0%	
Scheme Rationale	Number of mentions	9	12	0	21
	Percentage	43%	57%	0%	
Questions and Suggestions	Number of mentions	3	7	7	17
	Percentage	18%	41%	41%	
Walking	Number of mentions	8	7	0	15
	Percentage	53%	47%	0%	
Pollution	Number of mentions	2	11	0	13
	Percentage	15%	85%	0%	
Cycling	Number of mentions	7	6	0	13
	Percentage	54%	46%	0%	
Accessibility	Number of mentions	0	11	0	11
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	7	3	0	10
	Percentage	70%	30%	0%	
Consultation	Number of mentions	2	4	1	7
	Percentage	29%	57%	14%	
Parking	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Speeding	Number of mentions	1	4	0	5
	Percentage	20%	80%	0%	
Business	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Cost	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
School Street	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	

South Road



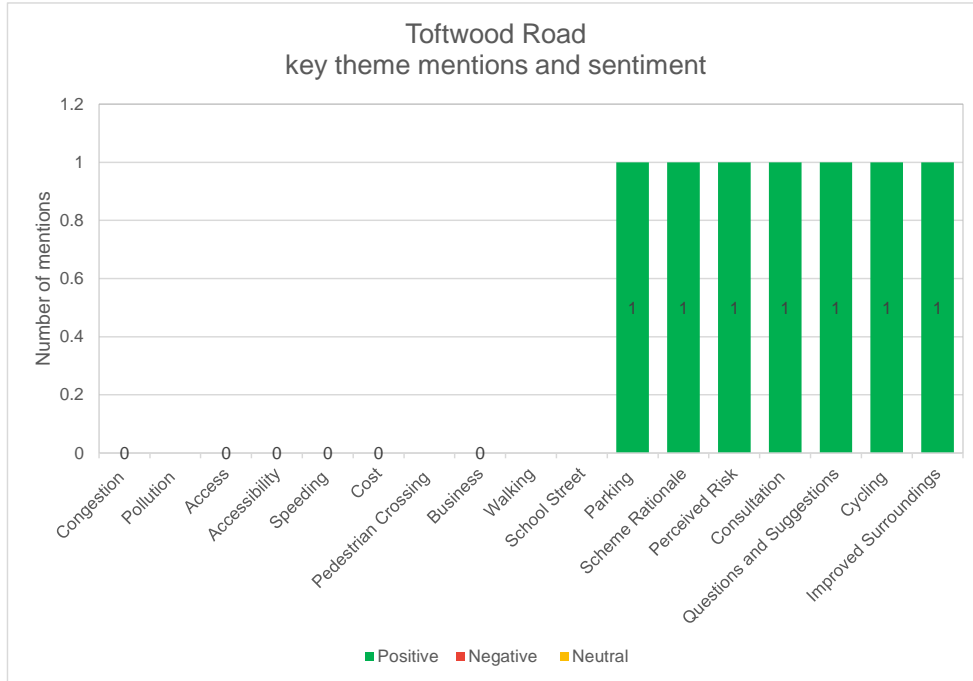
South Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	6	36	0	42
	Percentage	14%	86%	0%	
Pollution	Number of mentions	0	15	0	15
	Percentage	0%	100%	0%	
Access	Number of mentions	0	15	0	15
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	7	5	3	15
	Percentage	47%	33%	20%	
Scheme Rationale	Number of mentions	7	6	0	13
	Percentage	54%	46%	0%	
Perceived Risk	Number of mentions	6	6	0	12
	Percentage	50%	50%	0%	
Business	Number of mentions	3	7	1	11
	Percentage	27%	64%	9%	
Walking	Number of mentions	7	3	1	11
	Percentage	64%	27%	9%	
Consultation	Number of mentions	3	5	0	8
	Percentage	38%	63%	0%	
Pedestrian Crossing	Number of mentions	8	0	0	8
	Percentage	100%	0%	0%	
Cycling	Number of mentions	6	2	0	8
	Percentage	75%	25%	0%	
Improved Surroundings	Number of mentions	5	2	0	7
	Percentage	71%	29%	0%	
Speeding	Number of mentions	1	3	0	4
	Percentage	25%	75%	0%	
Parking	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Cost	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Spring House Road



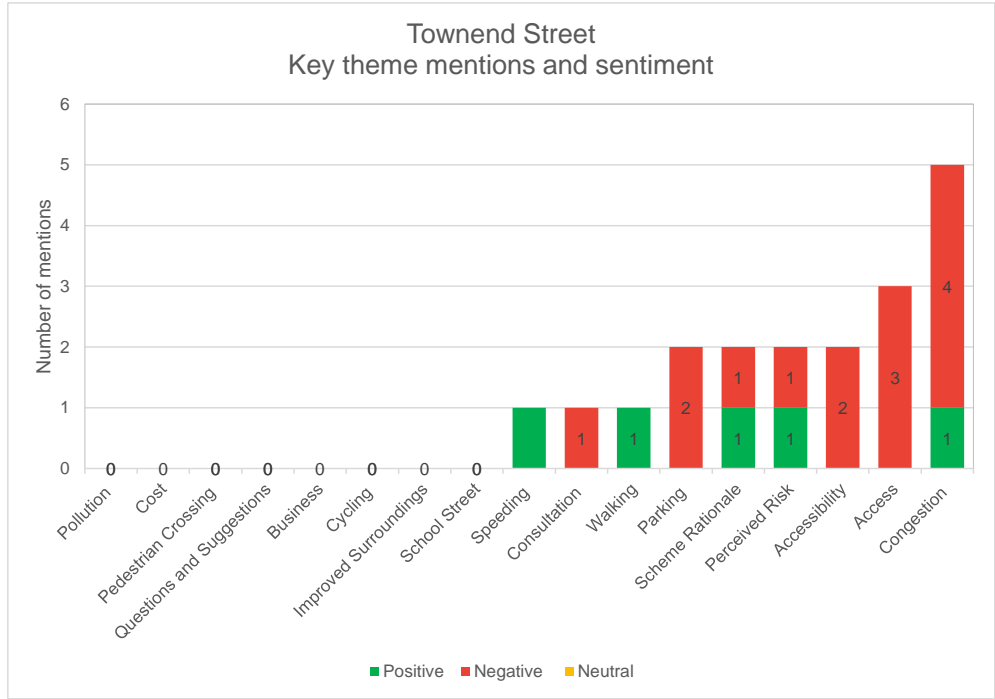
Spring House Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Access	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
School Street	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Perceived Risk	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Consultation	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Improved Surroundings	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Questions and suggestions	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Toftwood Road



Toftwood Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Parking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Questions and suggestions	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Perceived Risk	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cycling	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Congestion	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

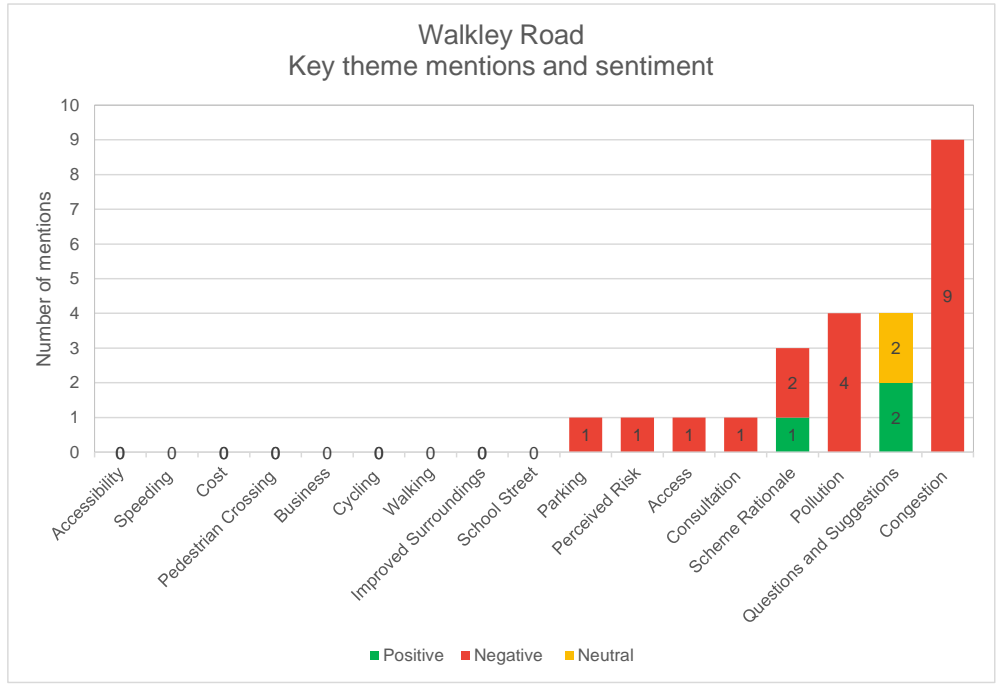
Townend Street



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

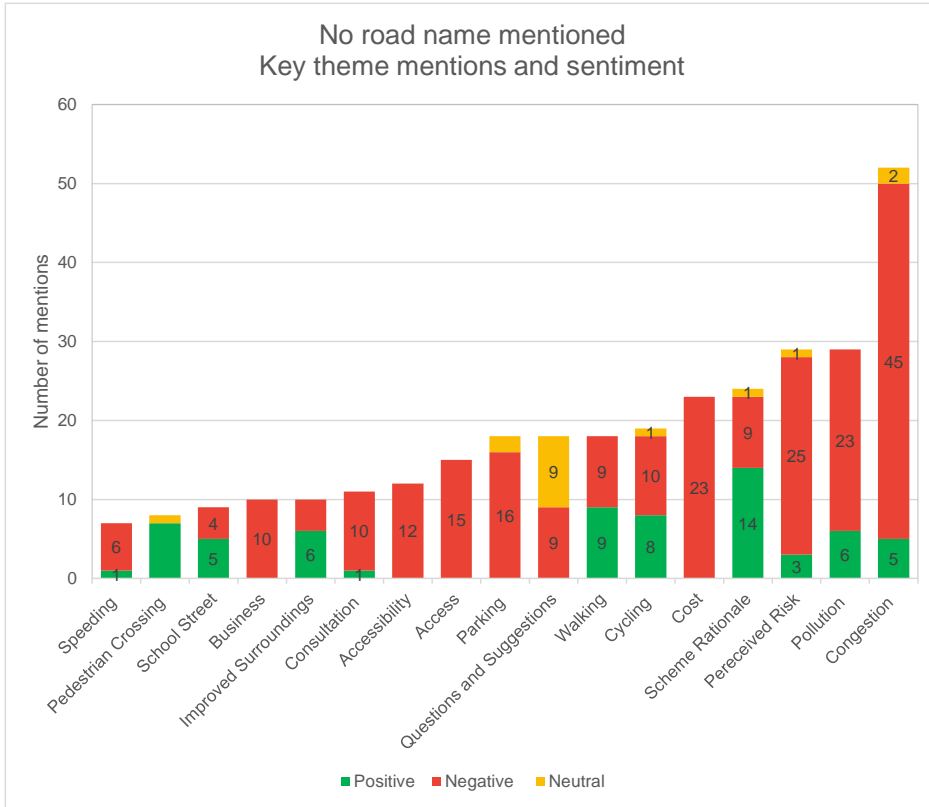


Walkley Road



Walkley Road Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	9	0	9
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Questions and Suggestions	Number of mentions	2	0	2	4
	Percentage	50%	0%	50%	
Scheme Rationale	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Parking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Access	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Improved Surroundings	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
School Street	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

No road name mentioned



No road name mentioned					
Key themes and Sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	5	45	2	52
	Percentage	10%	87%	4%	
Perceived Risk	Number of mentions	3	25	1	29
	Percentage	10%	86%	3%	
Pollution	Number of mentions	6	23	0	29
	Percentage	21%	79%	0%	
Scheme Rationale	Number of mentions	14	9	1	24
	Percentage	58%	38%	4%	
Cost	Number of mentions	0	23	0	23
	Percentage	0%	100%	0%	
Cycling	Number of mentions	8	10	1	19
	Percentage	42%	53%	5%	
Parking	Number of mentions	0	16	2	18
	Percentage	0%	89%	11%	
Questions and Suggestions	Number of mentions	0	9	9	18
	Percentage	0%	50%	50%	
Walking	Number of mentions	9	9	0	18
	Percentage	50%	50%	0%	
Access	Number of mentions	0	15	0	15
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	12	0	12
	Percentage	0%	100%	0%	
Consultation	Number of mentions	1	10	0	11
	Percentage	9%	91%	0%	
Business	Number of mentions	0	10	0	10
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	6	4	0	10
	Percentage	60%	40%	0%	
School Street	Number of mentions	5	4	0	9
	Percentage	56%	44%	0%	
Pedestrian Crossing	Number of mentions	7	0	1	8
	Percentage	88%	0%	13%	
Speeding	Number of mentions	1	6	0	7
	Percentage	14%	86%	0%	