

Connecting Sheffield: Nether Edge 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 Nether Edge Active Neighbourhood.

This report presents analysis of the feedback received during the Experimental Traffic Regulation Order (ETRO) consultation period for the Nether Edge Active Neighbourhood. Respondents were able to provide feedback via email, phone and freepost as well as in-person at community drop-in events. *Further details of feedback received is detailed in section 2.*

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

A substantial number of lengthy, free form 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 Nether Edge Active Neighbourhood.

The Context for Active Neighbourhoods

Active travel schemes, such as the Nether Edge Active Neighbourhood, provide long term benefits to all road users by providing realistic travel choices. Many people feel compelled to 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 cycling routes, which allow larger numbers of people to cycle or walk 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 more accessible via Active Travel methods.

In Sheffield, two Active Neighbourhoods have been proposed and consulted on, one in Nether Edge, the other in Crookes and Walkley, 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.

Sheffield Context and Consultation

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

The responses received for the Nether Edge Active Neighbourhood consultation period were freeform emails rather than via a survey. This is the methodology for receiving feedback used on most forms of ETRO, although the volume received for Active 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 actual experience of the measures and their collective impact rather than make assumptions of what that impact may be before implementation. This potentially works both ways in that those who are against the idea of an Active Neighbourhood may be reassured over time, or that those who initially welcome the idea may come to find that they have concerns from their experience of the scheme.

The consultation period for the Nether Edge Active Neighbourhood went live approximately a month before the measures were actually implemented, to coincide with the date that the ETRO became active. As a result of this timing, effectively showing how people viewed the scheme before the implementation and then afterwards, sentiment of feedback received before and after the Active Neighbourhood went live is included in the results in relation to Archer Lane, the most commented-on road and the location of the key measure for the AN.

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: Nether Edge 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 Nether Edge 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 statutory consultation period for this ETRO ran from 25 April 2022 until 25 October 2022. However, this report considers feedback that was submitted up to 31 December 2022. Significant public interest in the scheme means that Sheffield City Council seeks to consider a broader range of views and opinions.

Creating the Active Neighbourhood

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

The plans originally included:

- three 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 Archer Lane, one on Union Road),
- a one-way restriction along Nether Edge Road (heading northbound) and
- two controlled pedestrian crossings (one on Osborne Road, one on Psalter Lane).

Responding to feedback from local businesses, who raised concerns that the proposed one-way restriction along Nether Edge Road and the proposed closure of Union Road would restrict access for larger vehicles, neither of these measures were implemented.

The first closure implemented on Archer Lane successfully reduced vehicular traffic levels and, as a result, the second proposed closure on Archer Lane was not then implemented as it was not felt to be necessary. Both pedestrian crossings were implemented, as planned.

The map included in Appendix 3 shows the scheme as it currently stands.

Response to the Nether Edge Active Neighbourhood Experimental Traffic Regulation Order

Interest in the Nether Edge 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.

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

In total, 317 feedback submissions were received during the **Nether Edge Active Neighbourhood** ETRO consultation between 25 April 2022 and 31 December 2022. These are categorised below according to the channels through which the feedback was provided.

Consultation response received	Total
Email	284
Phone	33
Freepost	0
Total	317

Table 1: Number of consultation responses received.

Feedback received via email in regard to the Nether Edge Active Neighbourhood amounted to 63,303 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 feedback received in regard to all roads within the Nether Edge 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 Nether Edge Active Neighbourhood.

Across all roads mentioned within the 284 email responses received, the principal theme raised was **congestion**. Overall, there were 600 mentions of **congestion**. The majority of these mentions were associated with a negative sentiment (63% or 380 mentions).

Some of the main areas of concern for respondents in regard to the Nether Edge Active Neighbourhood are exemplified in the following quotes. Respondents tended to express more negative sentiment rather than positive sentiment in regard to increased congestion as a result of the implemented measures and subsequently displaced traffic. *Please note that all quotes included in this report are verbatim.*

"I understood that there was still a consultation regarding the experimental closure of Archer Lane at its junction with Brincliffe Edge Road. This, I find, has caused a disastrous worsening of traffic-flow on Abbeydale Road during the morning peak, as drivers who are heading for Nether Edge, rather than the City Centre, are forced through the inadequate Woodseats Road junction, rather than approaching directly along Bannerdale Rd and Archer Lane. I don't believe traffic has ever been particularly heavy, or dangerously fast: the only problems were with injudicious parking."

"In particular, I strenuously object to the underlying logic of the proposals, which is to close traffic in a small number of selected (leafy) parts of Nether Edge, thus displacing huge amounts of traffic onto already cramped and less well-off streets: Glen Road, Sheldon Road, Machon Bank. All of the traffic which currently comes down NE Road and Union Road will be displaced onto these small roads, and it is clear to see that there will be seriously increased traffic problems particularly at rush hours there.

... The residents of those streets will have to contend with a constant line of back-up traffic, idling engines and all the fumes arising. Similarly, at the end of Brincliffe Edge turning right onto Ecclesall Road, will there be filter lights installed there? There is very heavy traffic passing there most of the time, and it will be dangerous for cars to try to edge out without proper traffic calming measures. Without these easily foreseeable issues being addressed in advance of the implementation of the proposals, the scheme will not only fail but cause significant hardship and even danger to both drivers and residents.

In sum, this is a half-baked set of proposals, which will have a significant detrimental and possibly dangerous effect on traffic in the area, clogging already busy streets, and making life even more difficult for residents particularly those with mobility issues. It is not accompanied, as far as I know, by the essential traffic flow modifications on the roads where you are proposing to displace large numbers of traffic."

Conversely, those respondents who expressed positive regard for the implemented changes tended to highlight the improved surroundings and the way that the measures have made it easier, safer and more pleasant to walk and cycle. Within all email feedback received, the key themes with the highest proportion of mentions associated with a positive sentiment were **improved surroundings** (79% positive sentiment or 161 mentions), **walking** (43% positive sentiment or 115 mentions) and **cycling** (42% or 110 mentions).

An example of this feedback is exemplified in the following quotes:

"Overall, our view is that the scheme has undoubtedly succeeded in its aims. Personally we now feel there is no point in driving to or through Nether Edge. Walking into Nether Edge and onwards is now a much more positive experience. Everywhere has a much calmer local feel instead of just a noisy thoroughfare for whoever has decided to drive through. The improvement in atmosphere must also be to the benefit of local businesses."

"I'm hugely in favour of the changes that have been implemented so far, they are a huge improvement to the neighbourhood. I live in Sharrow and my main experience of this neighbourhood is to travel through it or to visit friends and family who live in it or next to it. I used to use Archer Lane as a rat run to drive through the area and am glad that the option is no longer there - the thought of not being able to avoid the traffic on Abbeydale Road is making me choose to cycle more often than I did previously. Cycling through this neighbourhood is now significantly more pleasant - previously you ended up having to give way every few yards to the steady stream of cars going up or down the hill from the traffic lights to Brincliffe edge."

"I live on Ashland Rd, and the LTN has made a massively positive difference. Prior to the LTN there was a lot of dangerously fast-moving through-traffic (including me witnessing someone driving too fast and knocking my wing mirror off and failing to stop). Ashland Rd is now much safer and quieter.

I have to drive both ways along Brincliffe Edge towards Ecclesall Rd nearly daily (at daily-different but consistent times) and there is significantly less traffic on Brincliffe Edge at all times. Prior to the LTN, there were regular snarl-ups on Brincliffe Edge caused by inconsiderate drivers creating jams. These are almost completely gone now, and the traffic generally flows smoothly. There is also much less unsafe/aggressive driving too - prior to the LTN I witnessed a number of road rage incidents on Brincliffe Edge where drivers deliberately crashed into other cars during these snarl-ups!

The closure of Archer Lane makes some of our journeys (to Tescos and out of town along Abbeydale Rd) longer and less convenient, but that is a small inconvenience compared to the positive improvements.

Prior to the LTN I avoided driving along Abbeydale Rd at most times, because there were often traffic jams. That's obviously still the case, but I don't really know if it is significantly busier than before - it was always horrible from mid-afternoon onwards!"

Nether Edge Active Neighbourhood Overview of feedback received via email Key themes and sentiment

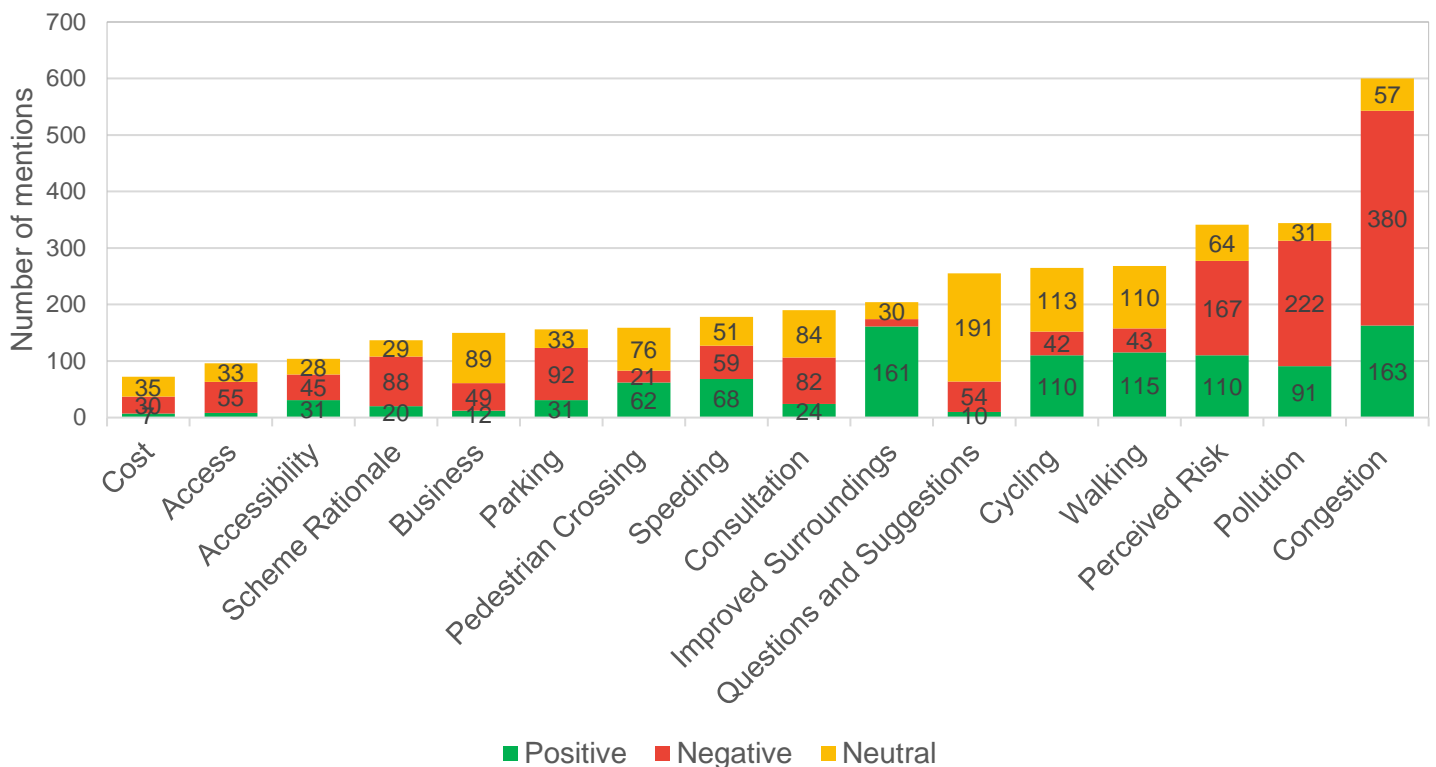


Figure 1: Nether Edge Active Neighbourhood: Overview of feedback received via email

Nether Edge Active Neighbourhood					
Overview of feedback received via email					
Key themes and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	163	380	57	600
	Percentage	27%	63%	10%	
Pollution	Number of mentions	91	222	31	344
	Percentage	26%	65%	9%	
Perceived Risk	Number of mentions	110	167	64	341
	Percentage	32%	49%	19%	
Walking	Number of mentions	115	43	110	268
	Percentage	43%	16%	41%	
Cycling	Number of mentions	110	42	113	265
	Percentage	42%	16%	43%	
Questions and suggestions	Number of mentions	10	54	191	255
	Percentage	4%	21%	75%	
Improved Surroundings	Number of mentions	161	13	30	204
	Percentage	79%	6%	15%	
Consultation	Number of mentions	24	82	84	190
	Percentage	13%	43%	44%	
Speeding	Number of mentions	68	59	51	178
	Percentage	38%	33%	29%	
Pedestrian Crossing	Number of mentions	62	21	76	159
	Percentage	39%	13%	48%	
Parking	Number of mentions	31	92	33	156
	Percentage	20%	59%	21%	
Business	Number of mentions	12	49	89	150
	Percentage	8%	33%	59%	
Scheme rationale	Number of mentions	20	88	29	137
	Percentage	15%	64%	21%	
Accessibility	Number of mentions	31	45	28	104
	Percentage	30%	43%	27%	
Access	Number of mentions	8	55	33	96
	Percentage	8%	57%	34%	
Cost	Number of mentions	7	30	35	72
	Percentage	10%	42%	49%	

Table 2: Nether Edge Active Neighbourhood email feedback: Key themes and sentiment

Frequently mentioned roads

Below is the analysis of feedback submitted in relation to the five most commonly mentioned roads. These are listed below in table 3. Analysis conducted on an additional 23 less frequently mentioned roads within the Nether Edge Active Neighbourhood has helped significantly inform this analysis and is included in appendix 1.

Position (presented in descending order of frequency)	Key theme	Number of mentions
1	Archer Lane	180
2	Abbeydale Road	97
3	Brincliffe Edge Road	87
4	Nether Edge Road	63
5	Bannerdale Road	61

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

Archer Lane: Key themes and sentiment

Archer Lane has been identified as a heavily used through-route within the Nether Edge area. A clear strategy within the Nether Edge Active Neighbourhood proposals was to close this off to through-traffic 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 Archer Lane such as Ashland Road, Nether Edge Road and Rupert Road were frequently mentioned in conjunction with Archer Lane. In general, people were more likely to provide feedback in regards to Archer Lane to highlight the effect of this closure on neighbouring roads, both positive and negative.

Figures 2 and 3 illustrate the change in attitude towards the Nether Edge Active Neighbourhood. Prior to the implementation of measures on 25th May 2022, feedback submitted tended to express general negative sentiment towards proposed measures with 56% (127) mentions expressing negative sentiment. Following the implementation of measures, the proportion of feedback that was positive increases as feedback received after the 25th May 2022 included 43% (243) mentions of positive sentiment whilst feedback received before 25th May 2022 included 11% (24) mentions with positive sentiment.

In total, 180 email responses mentioned Archer Lane. Figure 4 shows that throughout the entire consultation period, the key theme mentioned most frequently in relation to Archer Lane was **congestion**. In total, in relation to Archer Lane, **congestion** was mentioned 145 times and 61% (89 mentions) of these expressed negative sentiment in regard to the impact of the Nether Edge Active Neighbourhood on congestion. An example of feedback expressing negative sentiment in relation to **congestion** surrounding Archer Lane is illustrated below:

“Closing Archer Lane is not going to help Nether Edge become a quieter area, just move it round to include more roads blocked up.”

Conversely, 32% (46 mentions) of these responses regarding **congestion** in relation to Archer Lane were positive. An example of feedback expressing positive sentiment in regards to **congestion** is contained in the following quote:

“I just wanted to email to express my strong support for the Archer Lane closure. I live on Ashland Road which is directly below the closure and since the road was blocked we have enjoyed much quieter roads, with fewer problems getting in and out of the street and less pollution.”

The second most frequently mentioned key theme in relation to Archer Lane was **pollution**. 82 responses mentioned pollution and local levels of pollution. Overall, people perceived the Nether Edge Active Neighbourhood to have a negative impact on pollution. An example of feedback expressing negative sentiment in regards to **pollution** is contained in the following quote:

[Concerning the Archer Lane closure] “Have you thought of the extra road congestion, the extra fumes, the extra use of fuel, people’s time?”

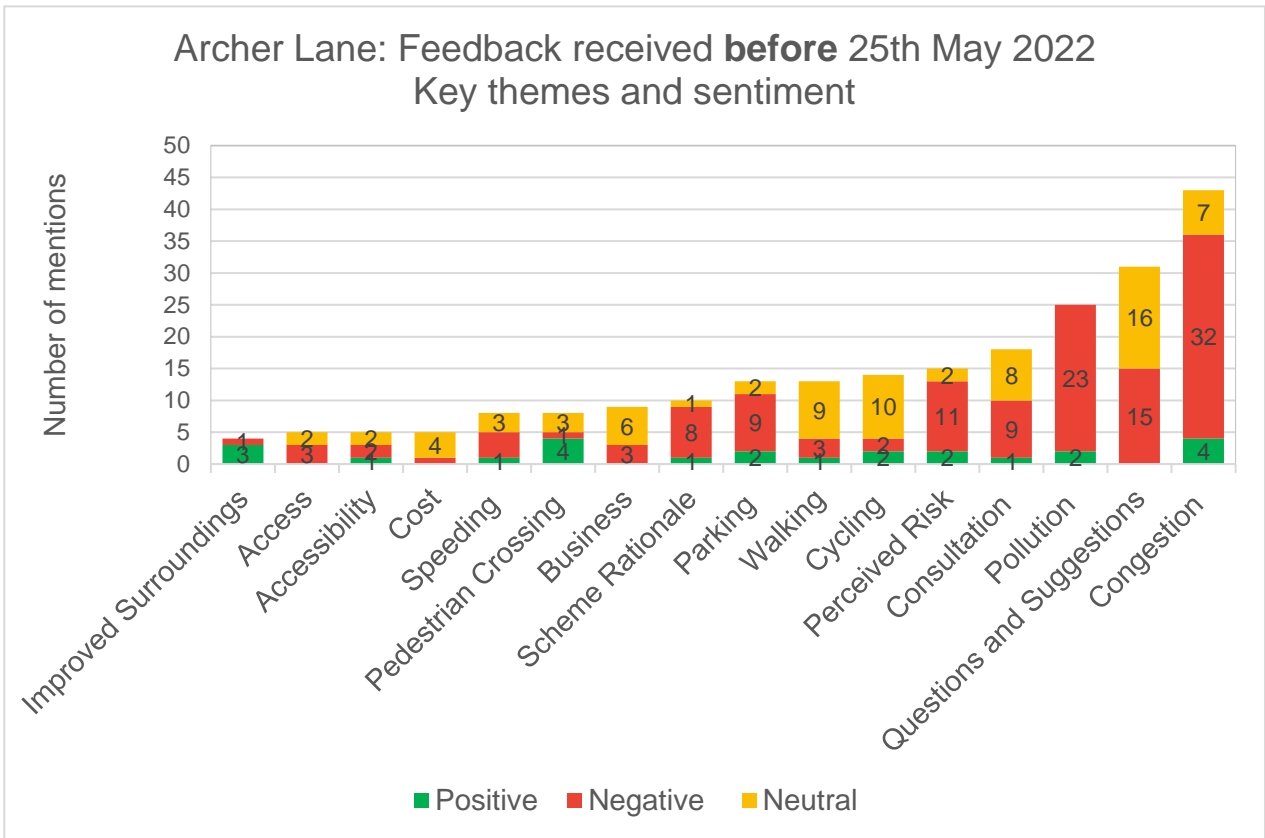


Figure 2: Archer Lane: Feedback received before 25th May 2022

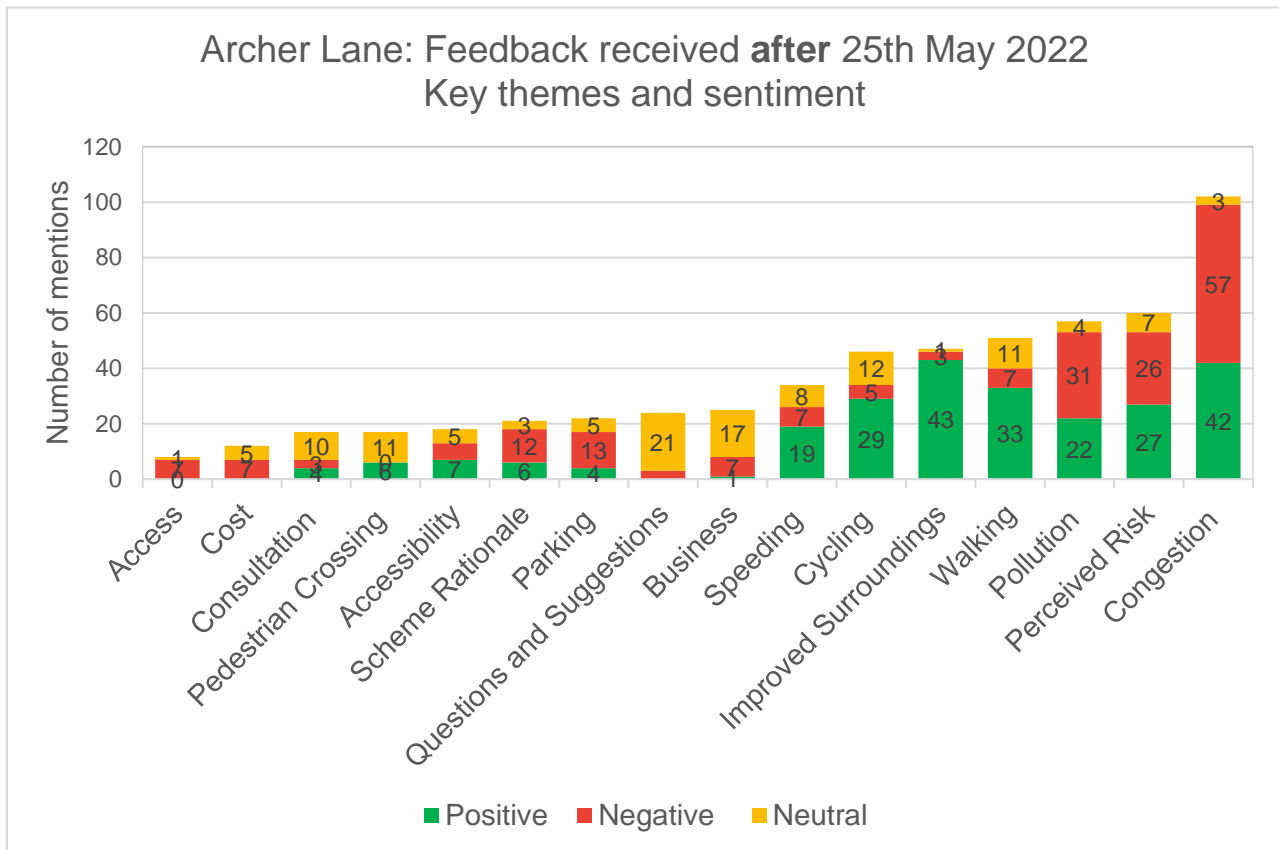


Figure 3: Archer Lane: Feedback received after 25th May 2022

Archer Lane Key themes and sentiment Comparison between feedback received before 25 th May 2022 and feedback received after 25 th May 2022					
Key theme		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions (Before 25 May 2022)	4	32	7	43
	Number of mentions (After 25 May 2022)	42	57	3	102
	Percentage (Before 25 May 2022)	9%	74%	16%	
	Percentage (After 25th May 2022)	41%	56%	3%	
Perceived Risk	Number of mentions (Before 25 May 2022)	2	11	2	15
	Number of mentions (After 25 May 2022)	27	26	7	60
	Percentage (Before 25 May 2022)	13%	73%	13%	
	Percentage (After 25 May 2022)	45%	43%	12%	
Pollution	Number of mentions (Before 25 May 2022)	2	23	0	25
	Number of mentions (After 25 May 2022)	22	31	4	57
	Percentage (Before 25 May 2022)	8%	92%	0%	
	Percentage (After 25 May 2022)	39%	54%	7%	
Improved Surroundings	Number of mentions (Before 25 May 2022)	3	1	0	4
	Number of mentions (After 25 May 2022)	43	3	1	47
	Percentage (Before 25 May 2022)	75%	25%	0%	
	Percentage (After 25th May 2022)	91%	6%	2%	
Walking	Number of mentions (Before 25 May 2022)	1	3	9	13
	Number of mentions (After 25 May 2022)	33	7	11	51
	Percentage (Before 25 May 2022)	8%	23%	69%	
	Percentage (After 25th May 2022)	65%	14%	22%	
Cycling	Number of mentions (Before 25 May 2022)	2	2	10	14
	Number of mentions (After 25 May 2022)	29	5	12	46
	Percentage (Before 25 May 2022)	14%	14%	71%	
	Percentage (After 25th May 2022)	63%	11%	26%	

Speeding	Number of mentions (Before 25 May 2022)	1	4	3	8
	Number of mentions (After 25 May 2022)	19	7	8	34
	Percentage (Before 25 May 2022)	13%	50%	38%	
	Percentage (After 25th May 2022)	56%	21%	24%	
Parking	Number of mentions (Before 25 May 2022)	2	9	2	13
	Number of mentions (After 25 May 2022)	4	13	5	22
	Percentage (Before 25 May 2022)	15%	69%	15%	
	Percentage (After 25th May 2022)	18%	59%	23%	
Business	Number of mentions (Before 25 May 2022)	0	3	6	9
	Number of mentions (After 25 May 2022)	1	7	17	25
	Percentage (Before 25 May 2022)	0%	33%	67%	
	Percentage (After 25 May 2022)	4%	28%	68%	
Scheme Rationale	Number of mentions (Before 25 May 2022)	1	8	1	10
	Number of mentions (After 25 May 2022)	6	12	3	21
	Percentage (Before 25 May 2022)	10%	80%	10%	
	Percentage (After 25 May 2022)	29%	57%	14%	
Consultation	Number of mentions (Before 25 May 2022)	1	9	8	18
	Number of mentions (After 25 May 2022)	4	3	10	17
	Percentage (Before 25 May 2022)	6%	50%	44%	
	Percentage (After 25 May 2022)	24%	18%	59%	
Access	Number of mentions (Before 25 May 2022)	0	3	2	5
	Number of mentions (After 25 May 2022)	0	7	1	8
	Percentage (Before 25 May 2022)	0%	60%	40%	
	Percentage (After 25 May 2022)	0%	88%	13%	
Accessibility	Number of mentions (Before 25 May 2022)	1	2	2	5
	Number of mentions (After 25 May 2022)	7	6	5	18
	Percentage (Before 25 May 2022)	20%	40%	40%	
	Percentage (After 25th May 2022)	39%	33%	28%	
Cost	Number of mentions (Before 25 May 2022)	0	1	4	5
	Number of mentions (After 25 May 2022)	0	7	5	12
	Percentage (Before 25 May 2022)	0%	20%	80%	
	Percentage (After 25th May 2022)	0%	58%	42%	

Questions and Suggestions	Number of mentions (Before 25 May 2022)	0	15	16	31
	Number of mentions (After 25 May 2022)	0	3	21	24
	Percentage (Before 25 May 2022)	0%	48%	52%	
	Percentage (After 25th May 2022)	0%	13%	88%	
Pedestrian Crossing	Number of mentions (Before 25 May 2022)	4	1	3	8
	Number of mentions (After 25 May 2022)	6	0	11	17
	Percentage (Before 25 May 2022)	50%	13%	38%	
	Percentage (After 25th May 2022)	35%	0%	65%	

Table 2: Archer Lane: Comparison between feedback received before and after 25th May 2022

Archer Lane Feedback received overall Key themes and sentiment

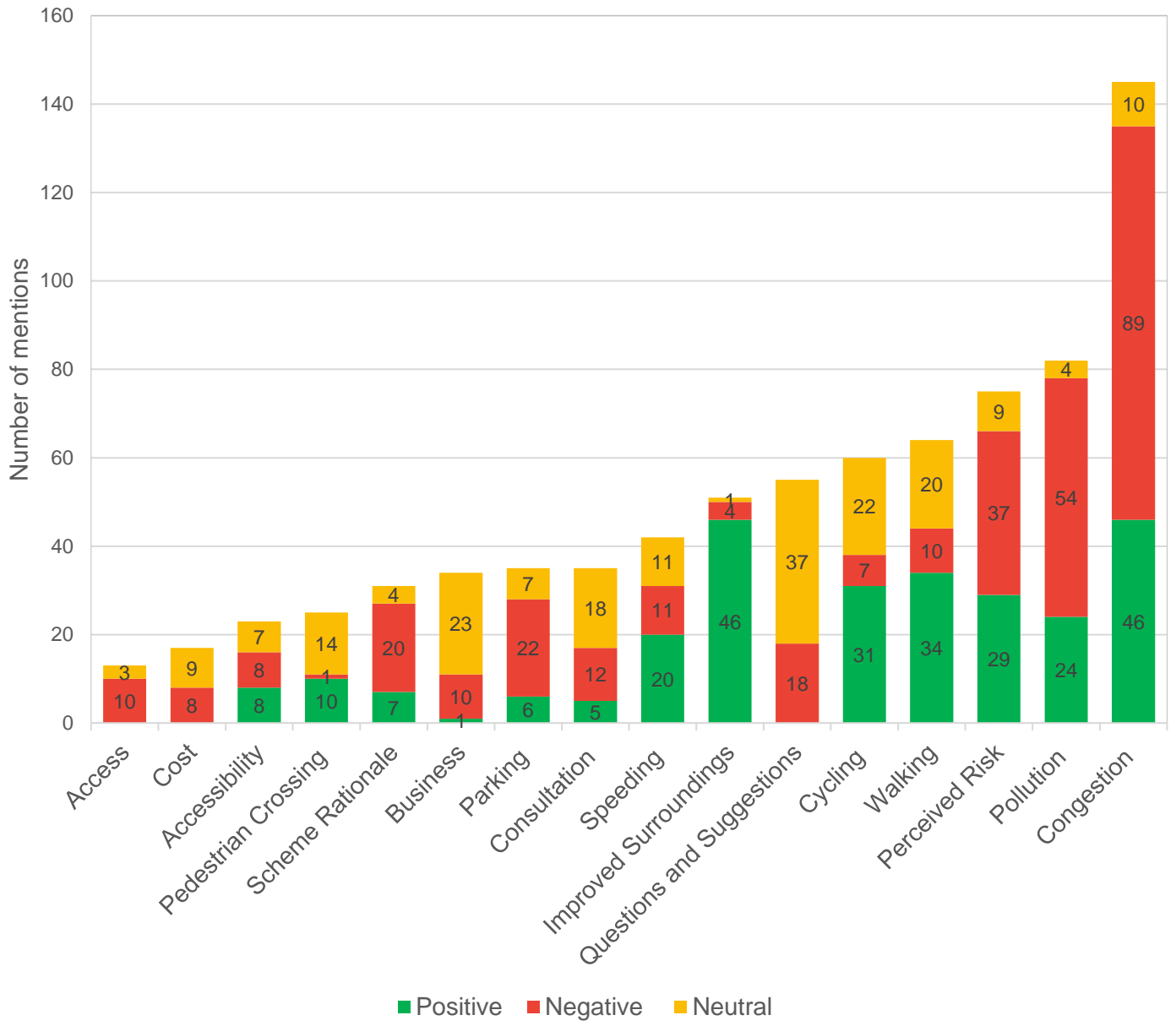


Figure 4: Archer Lane: Key themes and sentiment

Archer Lane Feedback received overall Key themes and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	46	89	10	145
	Percentage	32%	61%	7%	
Pollution	Number of mentions	24	54	4	82
	Percentage	29%	66%	5%	
Perceived Risk	Number of mentions	29	37	9	76
	Percentage	38%	49%	12%	
Walking	Number of mentions	34	10	20	64
	Percentage	53%	16%	31%	
Cycling	Number of mentions	31	7	22	60
	Percentage	52%	12%	37%	
Questions and Suggestions	Number of mentions	0	18	37	55
	Percentage	0%	33%	67%	
Improved Surroundings	Number of mentions	46	4	1	51
	Percentage	90%	8%	2%	
Speeding	Number of mentions	20	11	11	42
	Percentage	48%	26%	26%	
Parking	Number of mentions	6	22	7	35
	Percentage	17%	63%	20%	
Consultation	Number of mentions	5	12	18	35
	Percentage	14%	34%	51%	
Business	Number of mentions	1	10	23	34
	Percentage	3%	29%	68%	
Scheme Rationale	Number of mentions	7	20	4	29
	Percentage	24%	69%	14%	
Pedestrian Crossing	Number of mentions	10	1	14	26
	Percentage	38%	4%	54%	
Accessibility	Number of mentions	8	8	7	23
	Percentage	35%	35%	30%	
Cost	Number of mentions	0	8	9	17
	Percentage	0%	47%	53%	
Access	Number of mentions	0	10	3	13
	Percentage	0%	77%	23%	

Table 3: Archer Lane: Key themes and sentiment

Archer Lane: Breakdown of keyword mentions and sentiment

In order to provide a more comprehensive overview of feedback received in reference to Archer Lane, 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 Archer Lane, 76 respondents mentioned 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 Nether Edge Active Neighbourhood measures.

These 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 **danger** and **dangerous** 30 times. 53% (16) of these responses expressed negative sentiment regarding **danger**, suggesting that respondents perceived the Nether Edge Active Neighbourhood to have had a negative impact on hazards and associated risks in the Archer Lane area. An example of feedback expressing negative sentiment in regards to risks associated with closing Archer Lane is contained in the following quote:

"I'm all for cutting down on cars with the resultant pollution and safety risks, however, I don't believe the current plans will achieve this. Just closing a road won't stop car usage, the "problems" will just be transferred onto adjacent roads thereby increasing pressures and pollution and any safety concerns there.

In my own case, now Archer Lane has been closed... I now have to drive twice the distance passing by approx 220 houses, using twice as much fuel, causing twice as much pollution and increasing the perceived risk."

The second most frequently mentioned keyword, **narrow**, had a total of 26 mentions, with 46% (12 mentions) being associated with a negative sentiment, 31% (8 mentions) of those mentions being associated with a positive sentiment, and 23% (6 mentions) being neutral. These responses tended to highlight that narrow roads can make driving in and around the area dangerous. Some respondents perceived the Nether Edge 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 positive sentiment in regards to closing Archer Lane and **narrow** roads is contained in the following quote:

"I am writing to thank the council for making this positive change in Nether Edge. I have been concerned about the safety of pedestrians for some time on the narrow pavements in this area and the high volume of traffic trying to cut through. There are a large number of school children travelling on foot to High Storrs, Mercia, Holt House, Nether Edge and Hunters Bar schools and the roads could be very difficult to cross.

I have also witnessed before the closure numerous incidents of vehicles mounting pavements to get through narrowed roads coming close to pedestrians including the elderly and pushchairs. It felt very unsafe to cross as a pedestrian at the top of Archer Lane/ Sandford Grove/ Ashland before the closure."

Archer Lane

Key theme: 'Perceived Risk'

Breakdown of keyword mentions and sentiment

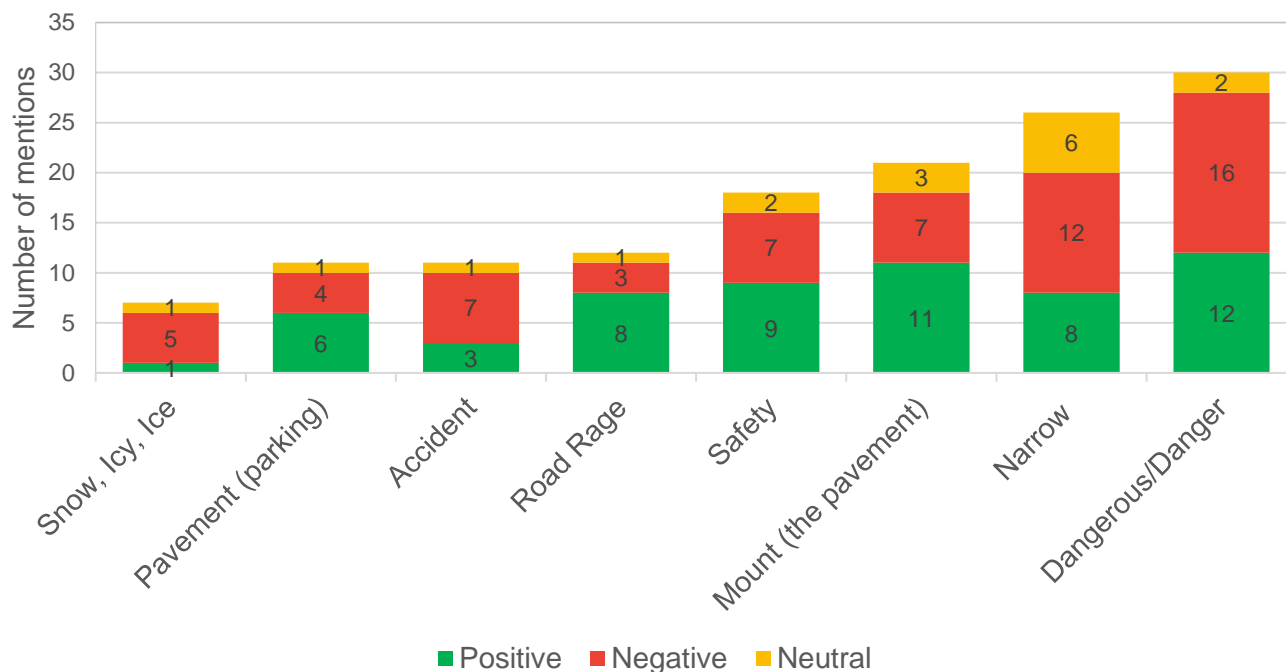


Figure 3: Archer Lane: 'Dangerous': Breakdown of keyword mentions and sentiment

Archer Lane					
Key theme: Perceived risk					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Dangerous/Danger	Number of mentions	12	16	2	30
	Percentage	40%	53%	7%	
Narrow	Number of mentions	8	12	6	26
	Percentage	31%	46%	23%	
Mount (the pavement)	Number of mentions	11	7	3	21
	Percentage	52%	33%	14%	
Safety	Number of mentions	9	7	2	18
	Percentage	50%	39%	11%	
Road Rage	Number of mentions	8	3	1	12
	Percentage	67%	25%	8%	
Pavement (parking)	Number of mentions	6	4	1	11
	Percentage	55%	36%	9%	
Accident	Number of mentions	3	7	1	11
	Percentage	27%	64%	9%	
Snow/Icy/Ice	Number of mentions	1	5	1	7
	Percentage	14%	71%	14%	

Table 4: Archer Lane: 'Perceived risk': Breakdown of keyword mentions and sentiment

Key theme: 'Access'

In relation to Archer Lane, 13 respondents mentioned keywords associated with the key theme **access**. **Access** refers to respondent comments in relation to the impact of the Nether Edge Active Neighbourhood on highways access and safe and efficient travel.

These 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 responses mentioned the keywords **stuck** and **emergency service** four times. 50% (2) of the mentions of **stuck** were associated with a negative sentiment whilst 50% (2) of the mentions of **stuck** were associated with a neutral sentiment. 100% (4 mentions) of the keyword **emergency service** were associate with a negative sentiment. This suggests that respondents perceived the Nether Edge Active Neighbourhood to have had a negative impact on vehicles getting stuck and emergency services in the Archer Lane area.

The second most frequently mentioned keywords **ambulance** and **emergency vehicle** had a total of 3 mentions each, with 100% (3 mentions) of those mentions being associated with a negative sentiment.

"In wintry conditions Archer Lane is often the only safe way off the hill in icy conditions no one seems to have considered that point."

"Archer Lane has been a known commuter rat run for decades. However the closure of Archer Lane as part of the Active Travel Scheme is absolute madness ...Emergency vehicles are delayed, causing detrimental delays to seriously ill people"

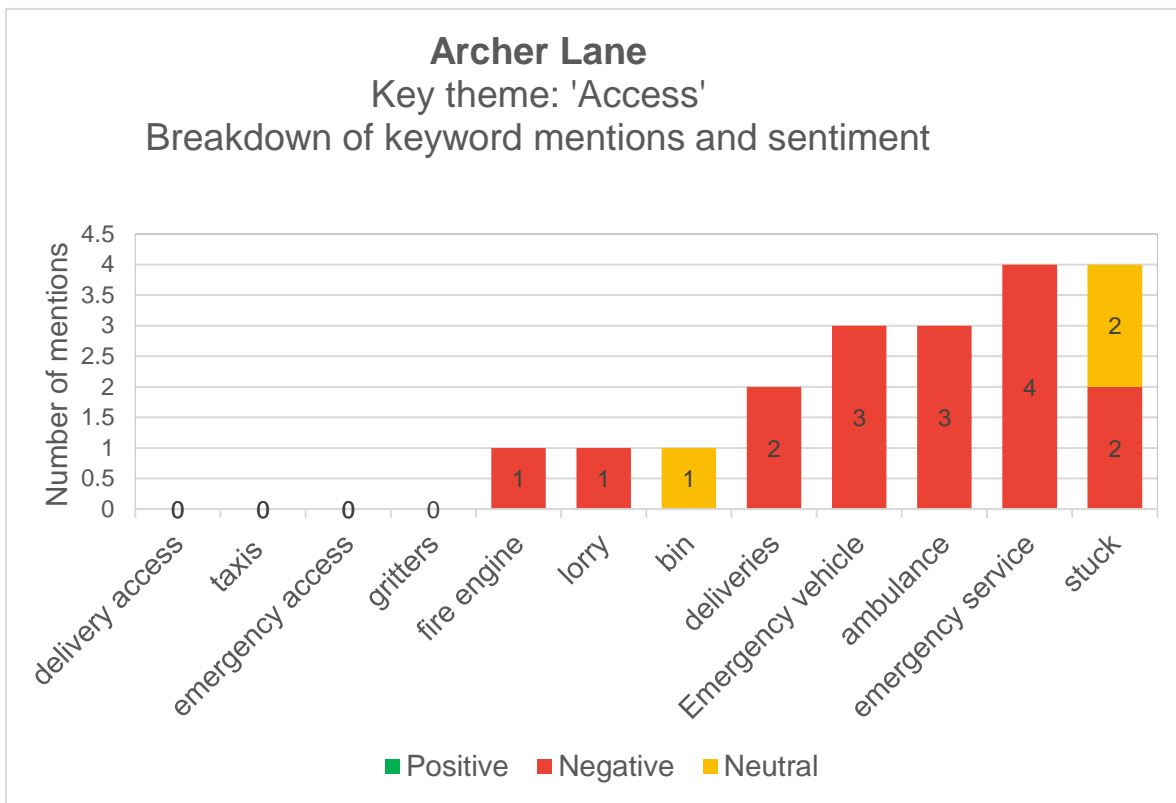


Figure 4: Archer Lane: 'Access': Breakdown of keyword mentions and sentiment

Archer Lane					
Key theme: Access					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Emergency service	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Stuck	Number of mentions	0	2	2	4
	Percentage	0%	50%	50%	
Emergency vehicle	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Ambulance	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Deliveries	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Fire engine	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Lorry	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Bin	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Delivery access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Taxis	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Emergency 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 5: Archer Lane: 'Access': Breakdown of keyword mentions and sentiment

Key theme: 'Accessibility'

In relation to Archer Lane, 23 respondents mentioned keywords associated with the key theme **accessibility**. **Accessibility** refers to whether respondents perceived the Nether Edge Active Neighbourhood to be accessible and usable for as many people as possible.

These mentions of the key theme **accessibility** 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 accessibility, helping to identify areas of concern raised by respondents.

Email responses mentioned the keywords **steep** 11 times. 36% (4) mentions of **steep** were associated with both a positive sentiment and a negative sentiment whilst 27% (3) mentions of **steep** were associated with a neutral sentiment. An example of feedback expressing positive sentiment in regards to the keyword **steep**, and the key theme **accessibility** is contained in the following quote:

“Cycling up Archer Lane the other evening, I realised how the traffic on it used to put me off using the bike because it was so unpleasant dealing with the combination of steep hill, the traffic danger, the fumes (it is a bit of a tunnel) and the hairpin bend at the top. Taking the traffic out of the equation means that I can wiggle a bit to ease the steepness of the hill, I avoid a mouth full of exhaust fumes and the road at the top is a whole lot quieter”

The second most frequently mentioned keywords were **disability/disabled** with a total of five mentions in relation to Archer Lane. All five mentions were associated with a negative sentiment. An example of feedback expressing negative sentiment in regards to the keyword **disabled**, and the key theme accessibility is contained in the following quote:

“Any one of us could become disabled at any time, and rely on cars as a result. Someone with ME, MND, mobility difficulties after a stroke etc would not be able to simply get on a bike to get to work, or to the supermarket. Not being able to drive might mean that they have to just stop the activity (e.g. give up work). There is also a supported living facility in the heart of Nether Edge which requires care staff to have good access-this is likely to be made much more difficult if they have to take a longer route to get there.”

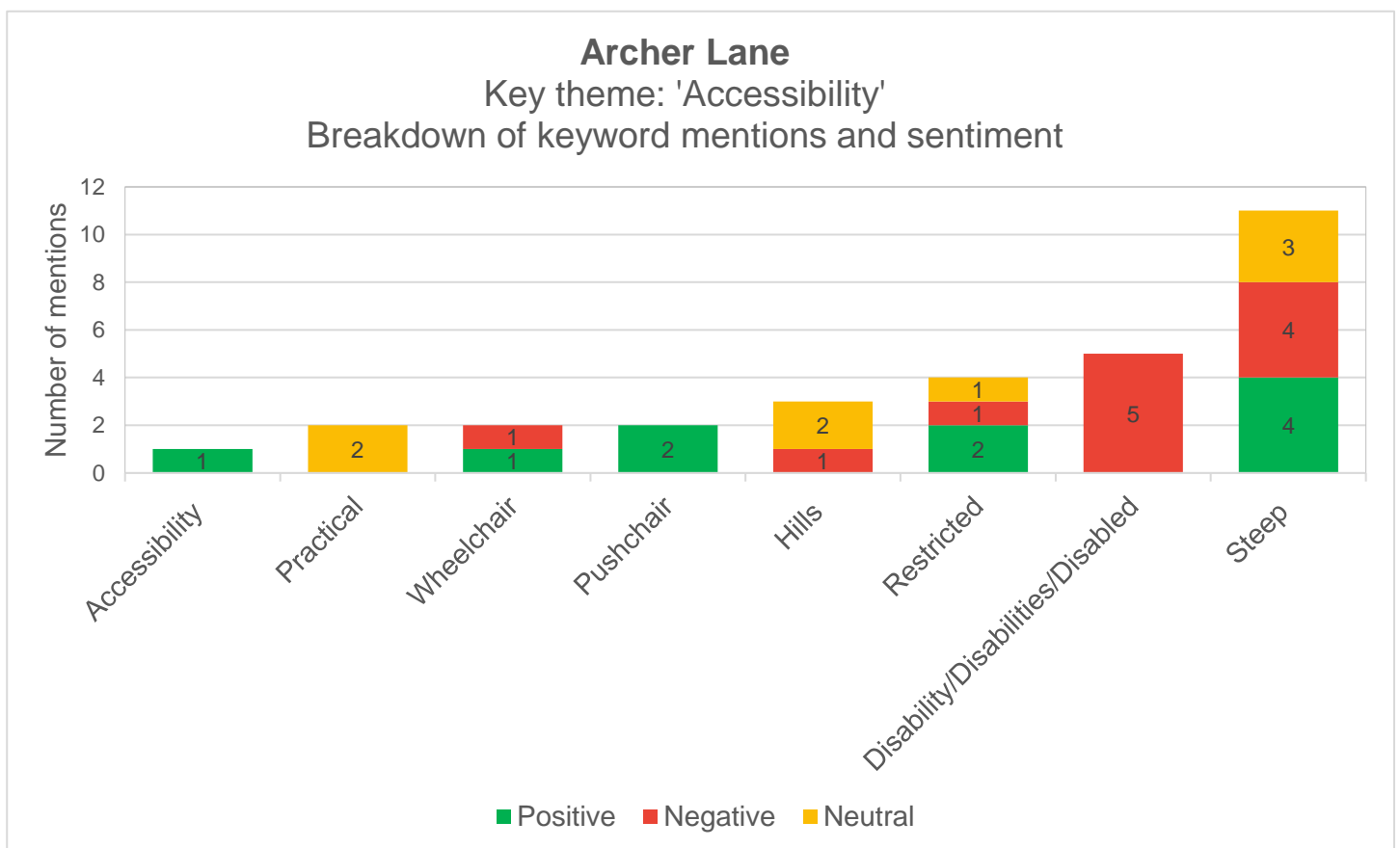


Figure 5: Archer Lane: 'Accessibility': Breakdown of keyword mentions and sentiment

Archer Lane					
Key theme: Accessibility					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Steep	Number of mentions	4	4	3	11
	Percentage	36%	36%	27%	
Disability/Disabilities/Disabled	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Restricted	Number of mentions	2	1	1	4
	Percentage	50%	25%	25%	
Hills	Number of mentions	0	1	2	3
	Percentage	0%	33%	67%	
Pushchair	Number of mentions	2	0	0	2
	Percentage	0%	0%	0%	
Wheelchair	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Practical	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	
Accessibility	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	

Table 6:Archer Lane: 'Accessibility': Breakdown of keyword mentions and sentiment

Key theme: 'Improved surroundings'

In relation to Archer Lane, 51 respondents mentioned keywords associated with the key theme **improved surroundings**. **Improved surroundings** refers to the influence of the Nether Edge 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.

These 51 respondents mentioned key words associated with the key theme **improved surroundings** 80 times. These mentions have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised pertaining to the key theme **improved surroundings**, helping to identify the way that respondents feel the Nether Edge Active Neighbourhood has impacted the local environment.

Email responses mentioned the keyword **safer** 39 times. 90% (35) of the mentions of **safer** were associated with a positive sentiment whilst 8% (3) of the mentions of **safer** were associated with a negative sentiment. An example of feedback expressing positive sentiment in regards to the keyword **safer**, and the key theme **improved surroundings** is contained in the following quotes:

"The fact that traffic can no longer use Archer Lane as a rat run means that Nether Edge is so much quieter and feels safer. And, as I said before, I have the impression that more people are walking and cycling around the area."

"I would like to say how much I support the closing of Archer Lane. As I live on Ashland Road I am a direct beneficiary of the now much quieter road. All surrounding roads within the scheme seem also much quieter."

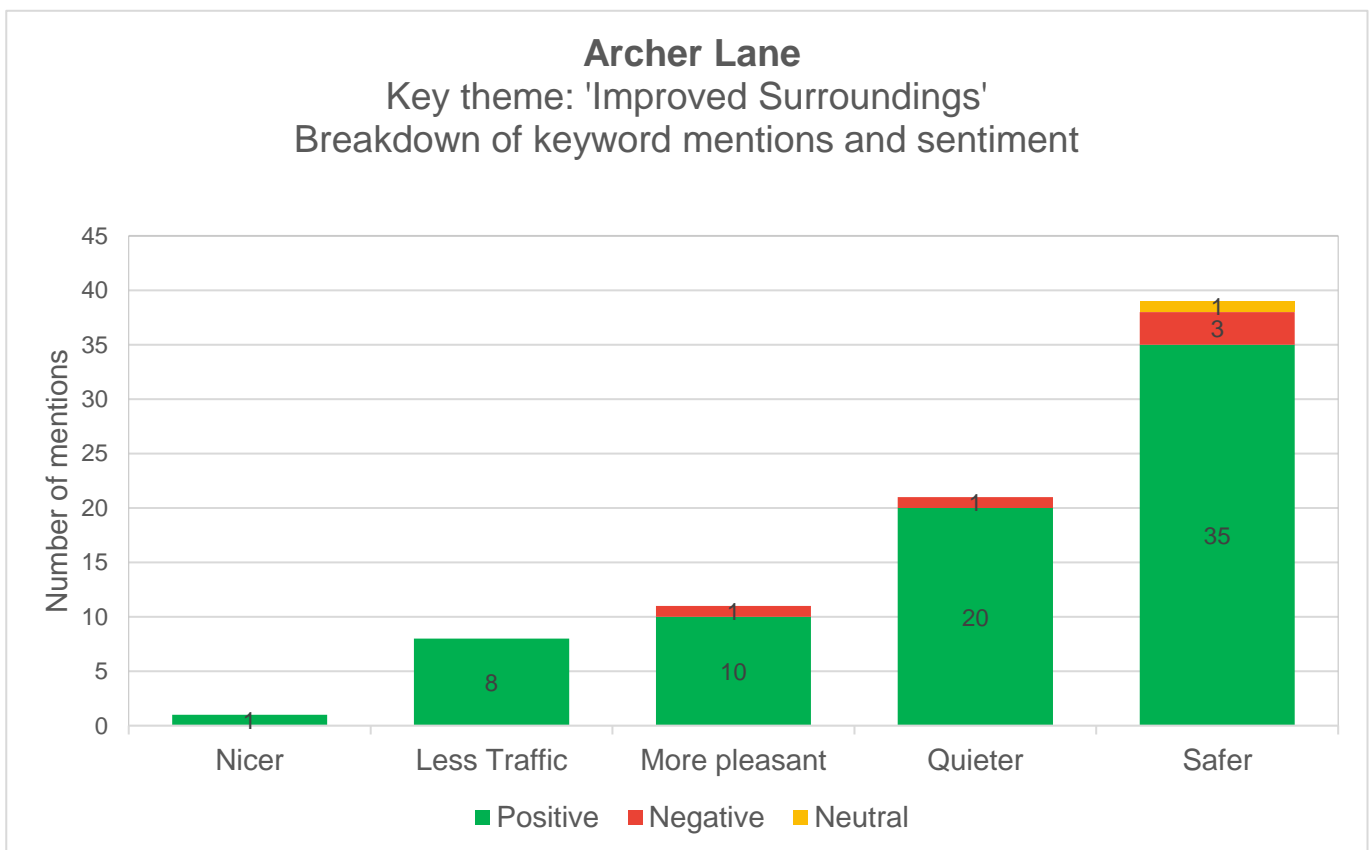


Figure 6: Archer Lane: 'Improved Surroundings': Breakdown of keyword mentions and sentiment

Archer Lane					
Key theme: Improved Surroundings					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Safer	Number of mentions	35	3	1	39
	Percentage	90%	8%	3%	
Quieter	Number of mentions	20	1	0	21
	Percentage	95%	0%	0%	
More pleasant	Number of mentions	10	1	0	11
	Percentage	91%	0%	0%	
Less traffic	Number of mentions	8	0	0	8
	Percentage	100%	0%	0%	
Nicer	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	

Table 7: Archer Lane: 'Pleasant environment': Breakdown of keyword mentions and sentiment

Abbeydale Road: Key themes and sentiment

Abbeydale Road has been identified as a heavily used main road within the Nether Edge area. A clear strategy within the Nether Edge Active Neighbourhood proposals was to re-route motor vehicles along Abbeydale Road since this road is designed to carry higher volumes of traffic and would allow smaller roads to experience reduced traffic levels.

In total, 97 email responses mentioned Abbeydale Road. The graph below shows that the key theme mentioned most frequently in relation to Abbeydale Road was **congestion**. In total, **congestion** was mentioned in 86 email responses and 79% (68 mentions) of these expressed negative sentiment in regard to the impact of the Nether Edge Active Neighbourhood on congestion.

The second most frequently mentioned key theme in relation to Abbeydale Road was **pollution**. 53 responses mentioned **pollution**. Overall, people perceived the Nether Edge Active Neighbourhood to have a negative impact on pollution as 79% (42 mentions) of these mentions were associated with a negative sentiment.

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

“As a resident of Nether Edge, I must stress that the closure of the [routes within the Nether Edge Active Neighbourhood] is causing absolute mayhem with increased traffic, increased travel time and increased carbon dioxide levels on Abbeydale road.”

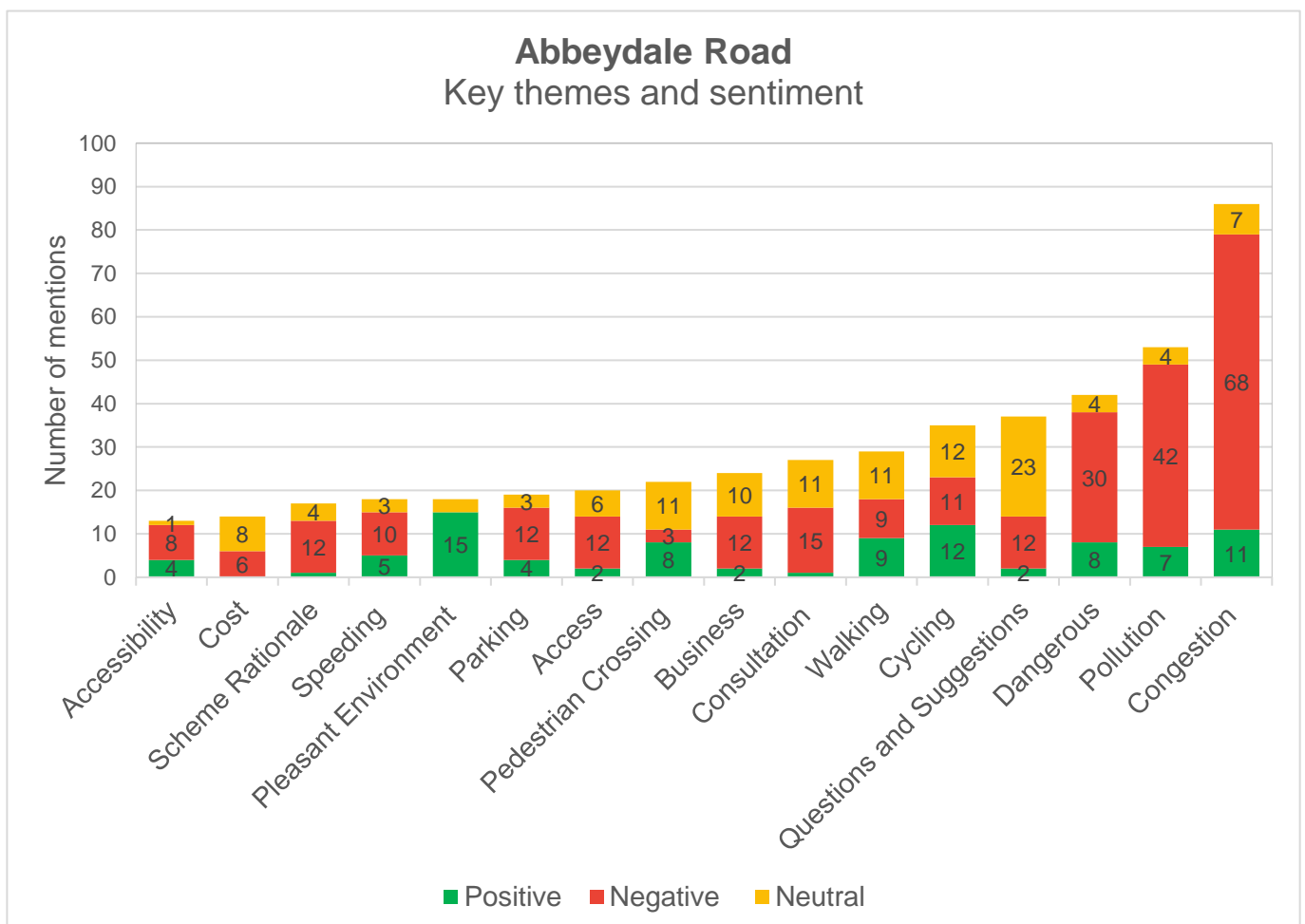


Figure 7: Abbeydale Road: Key themes and sentiment

Abbeydale Road					
Key themes and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	11	68	7	86
	Percentage	13%	79%	8%	
Pollution	Number of mentions	7	42	4	53
	Percentage	13%	79%	8%	
Dangerous	Number of mentions	8	30	4	42
	Percentage	19%	71%	10%	
Questions and Suggestions	Number of mentions	2	12	23	37
	Percentage	5%	32%	62%	
Cycling	Number of mentions	12	11	12	35
	Percentage	34%	31%	34%	
Walking	Number of mentions	9	9	11	29
	Percentage	31%	31%	38%	
Consultation	Number of mentions	1	15	11	27
	Percentage	4%	56%	41%	
Business	Number of mentions	2	12	10	24
	Percentage	8%	50%	42%	
Pedestrian Crossing	Number of mentions	8	3	11	22
	Percentage	36%	14%	50%	
Access	Number of mentions	2	12	6	20
	Percentage	10%	60%	30%	
Parking	Number of mentions	4	12	3	19
	Percentage	21%	63%	16%	
Pleasant Environment	Number of mentions	15	0	3	18
	Percentage	83%	0%	17%	
Speeding	Number of mentions	5	10	3	18
	Percentage	28%	56%	17%	
Scheme Rationale	Number of mentions	1	12	4	17
	Percentage	6%	71%	24%	
Cost	Number of mentions	0	6	8	14
	Percentage	0%	43%	57%	
Accessibility	Number of mentions	4	8	1	13
	Percentage	31%	62%	8%	

Table 8: Abbeydale Road: Key themes and sentiment

Abbeydale Road: Breakdown of keyword mentions and sentiment

In order to provide a more comprehensive overview of feedback received in reference to Abbeydale 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: 'Perceived risk'

In relation to Abbeydale Road, 42 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 Nether Edge Active Neighbourhood measures.

These respondent 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 keywords **danger** and **dangerous** 16 times. 75% (12) of these responses expressed negative sentiment regarding danger, suggesting that respondents perceived the Nether Edge Active Neighbourhood to have had a negative impact on danger in the Abbeydale Road area.

The second most frequently mentioned keyword **narrow** had a total of 10 mentions, with 60% (6 mentions) of those mentions being associated with a negative sentiment and 20% (2 mentions) being associated with a positive sentiment. These responses tended to highlight that narrow roads can make driving in and around the area dangerous. Some respondents perceived the Nether Edge Active Neighbourhood to have positively impacted this risk and reduced it whilst the majority of mentions are associated with a negative sentiment, suggesting that respondents perceived the measures to have exacerbated this problem.

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

"This has caused pollution on Abbeydale road and traffic which increases the chance accidents."

"I am a resident of Sandford Grove Road. Shutting the access to Archer road has caused a huge volume of traffic to use Sandford Grove/Marden Road cut through to Abbeydale Road. The end junction of Sandford Grove to Marden has become very dangerous as there is no space for cars to pass. Marden road with cars parked along is very dangerous with the new volume of traffic and the cars waiting to come up and the busy times are backing onto Abbeydale road as it's impassable to come up Marden road just before 5 due to the traffic the opposite direction."

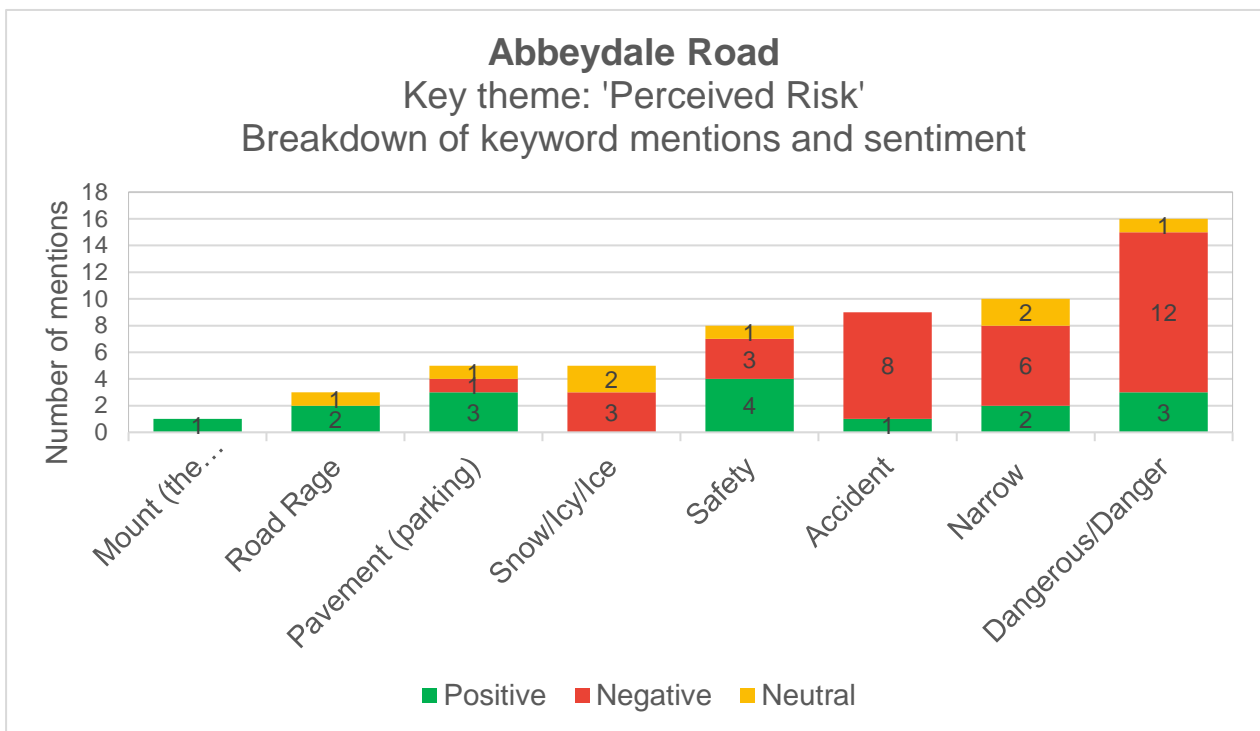


Figure 8: Abbeydale Road: 'Perceived risk': Breakdown of keyword mentions and sentiment

Abbeydale Road					
Key theme: Perceived Risk					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Dangerous/Danger	Number of mentions	3	12	1	16
	Percentage	19%	75%	6%	
Narrow	Number of mentions	2	6	2	10
	Percentage	20%	60%	20%	
Accident	Number of mentions	1	8	0	9
	Percentage	11%	89%	0%	
Safety	Number of mentions	4	3	1	8
	Percentage	50%	38%	13%	
Snow/Icy/Ice	Number of mentions	0	3	2	5
	Percentage	0%	60%	40%	
Pavement (parking)	Number of mentions	3	1	1	5
	Percentage	60%	20%	20%	
Road Rage	Number of mentions	2	0	1	3
	Percentage	67%	0%	33%	
Mount (the pavement)	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	

Table 9: Abbeydale Road 'Perceived risk': Breakdown of keyword mentions and sentiment

Key theme: 'Access'

In relation to Abbeydale Road, 20 respondents mentioned keywords associated with the key theme **access**. **Access** refers to respondent comments in relation to the impact of the Nether Edge Active Neighbourhood on highways access and safe and efficient travel.

These respondent 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 responses mentioned the keyword **emergency service** six times. 83% (5) of the mentions of **emergency service** were associated with a negative sentiment. This suggests that respondents perceived the Nether Edge Active Neighbourhood to have had a negative impact on emergency services in the Abbeydale Road area.

An example of a mention of **emergency service** with a negative associated sentiment in relation to Abbeydale Road is included in the following quote:

“By blocking and closing roads off in Nether Edge you're shifting the problems onto Abbeydale Rd and therefore increasing the amount of traffic on Abbeydale Road and increasing delays on emergency services”

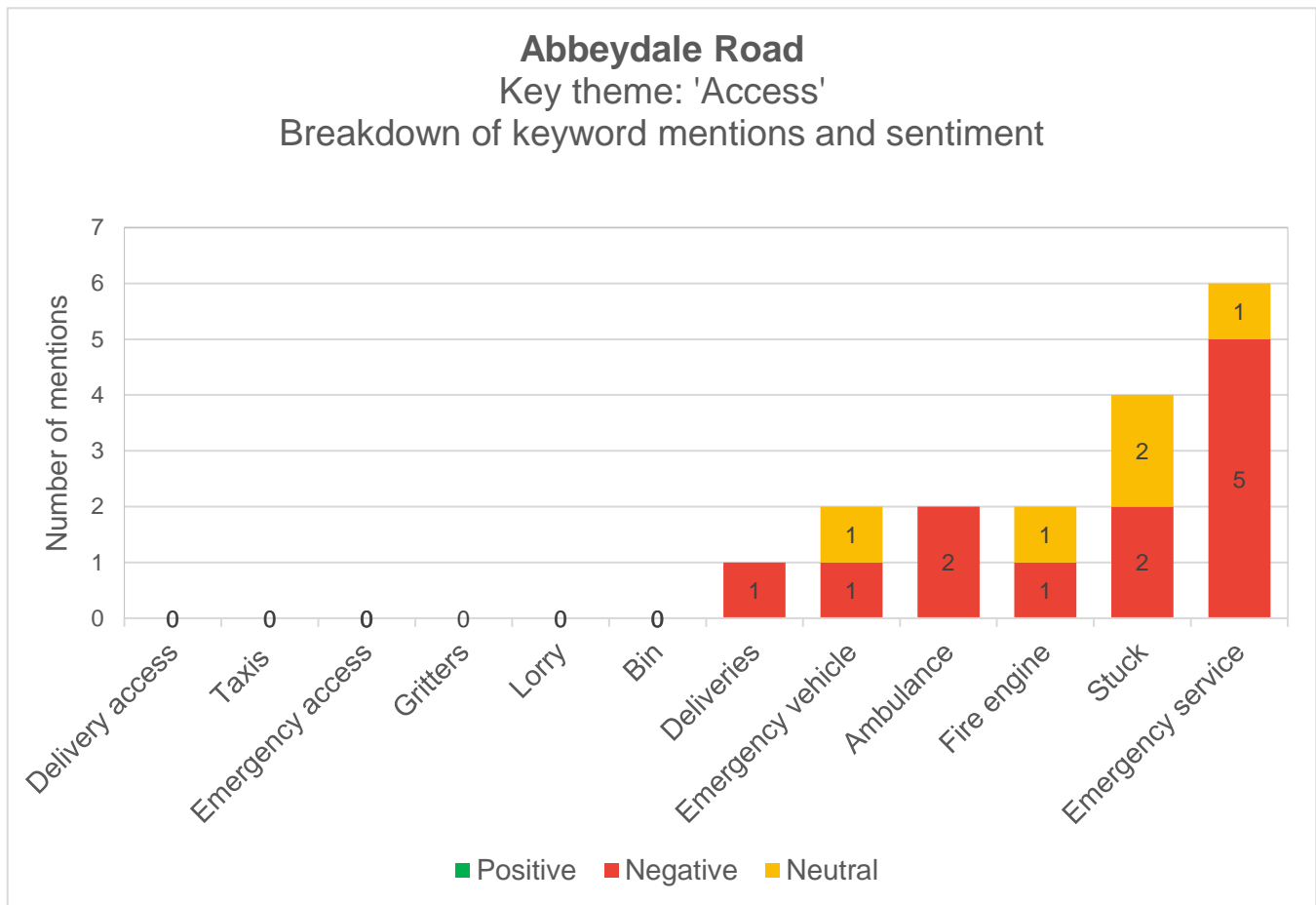


Figure 9: Abbeydale Road: 'Access': Breakdown of keyword mentions and sentiment

Abbeydale Road					
Key theme: Access					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Emergency service	Number of mentions	0	5	1	6
	Percentage	0%	83%	17%	
Stuck	Number of mentions	0	2	2	4
	Percentage	0%	50%	50%	
Fire engine	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Ambulance	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Emergency vehicle	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Deliveries	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Delivery access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Taxis	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Emergency access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Gritters	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Lorry	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Bin	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 10: Abbeydale Road: 'Access': Breakdown of keyword mentions and sentiment

Key theme: 'Accessibility'

In relation to Abbeydale Road, 13 respondents mentioned keywords associated with the key theme **accessibility**. **Accessibility** refers to whether respondents perceived the Nether Edge Active Neighbourhood to be accessible, meaningful and usable for as many users as possible.

These mentions of the key theme accessibility 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 accessibility, helping to identify areas of concern raised by respondents.

Email responses mentioned the keywords **disability/disabled** seven times. 57% (4) mentions of **disability/disabled** were associated with a negative sentiment whilst 29% (2) were associated with a positive sentiment. An example of feedback expressing negative sentiment in regards to the keyword **disability/disabled**, and the key theme **accessibility** is contained in the following quote:

"The plans don't show adequate provision for the needs of vulnerable or disabled residents"

The second most frequently mentioned keyword was **pushchair** with a total of three mentions in relation to Abbeydale Road. All three mentions were associated with a negative sentiment. An example of feedback expressing negative sentiment in regards to the keyword **pushchair**, and the key theme **accessibility** is contained in the following quote:

"cars often park dangerously close to the junction, or block the pavement for pedestrians & pram/wheelchair users forcing people to walk in the road"

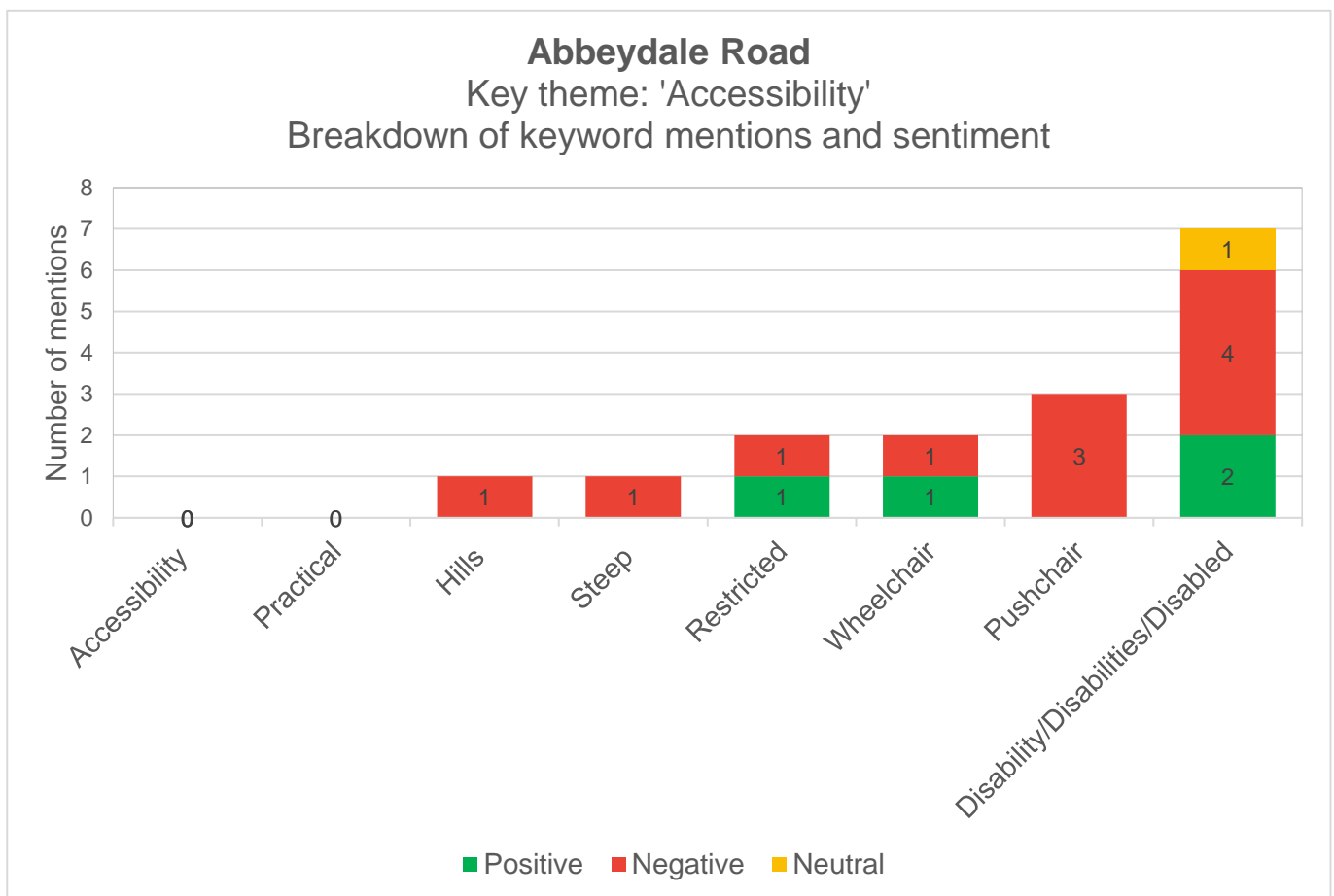


Figure 10: Abbeydale Road: 'Accessibility': Breakdown of keyword mentions and sentiment

Abbeydale Road					
Key theme: Accessibility					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Disability/Disabilities/Disabled	Number of mentions	2	4	1	7
	Percentage	29%	57%	14%	
Pushchair	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Wheelchair	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Restricted	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Steep	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Hills	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Practical	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 11: Abbeydale Road: 'Accessibility': Breakdown of keyword mentions and sentiment

Key theme: 'Improved surroundings'

In relation to Abbeydale Road, 18 respondents mentioned keywords associated with the key theme **improved surroundings**. **Improved surroundings** refers to the influence of the Nether Edge 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, aligned with some of the aims of the Active Travel Neighbourhood.

These mentions of the key theme **improved surroundings** have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised pertaining to the key theme **improved surroundings**, helping to identify the way that respondents feel the Nether Edge Active Neighbourhood has impacted the local environment.

Email responses mentioned the keyword **safer** 13 times. 77% (10) mentions of **safer** were associated with a positive sentiment whilst 23% (3) mentions of **safer** were associated with a neutral sentiment. An example of feedback expressing positive sentiment in regards to the keyword **safer**, and the key theme **improved surroundings** is contained in the following quote:

"We feel so much safer crossing the road to buckle the children into the car without people racing down the road in Rush-hour who took for granted the fact they could cut through from Abbeydale Road, Osbourne Road, Hunters Bar, Ecclesall Road and to Psalter Lane."

An example of feedback expressing neutral sentiment in regards to the keyword **safer**, and the key theme **improved surroundings** is contained in the following quote:

"Make it safer for someone in Nether Edge to bike is good but what about when you leave Nether Edge?"

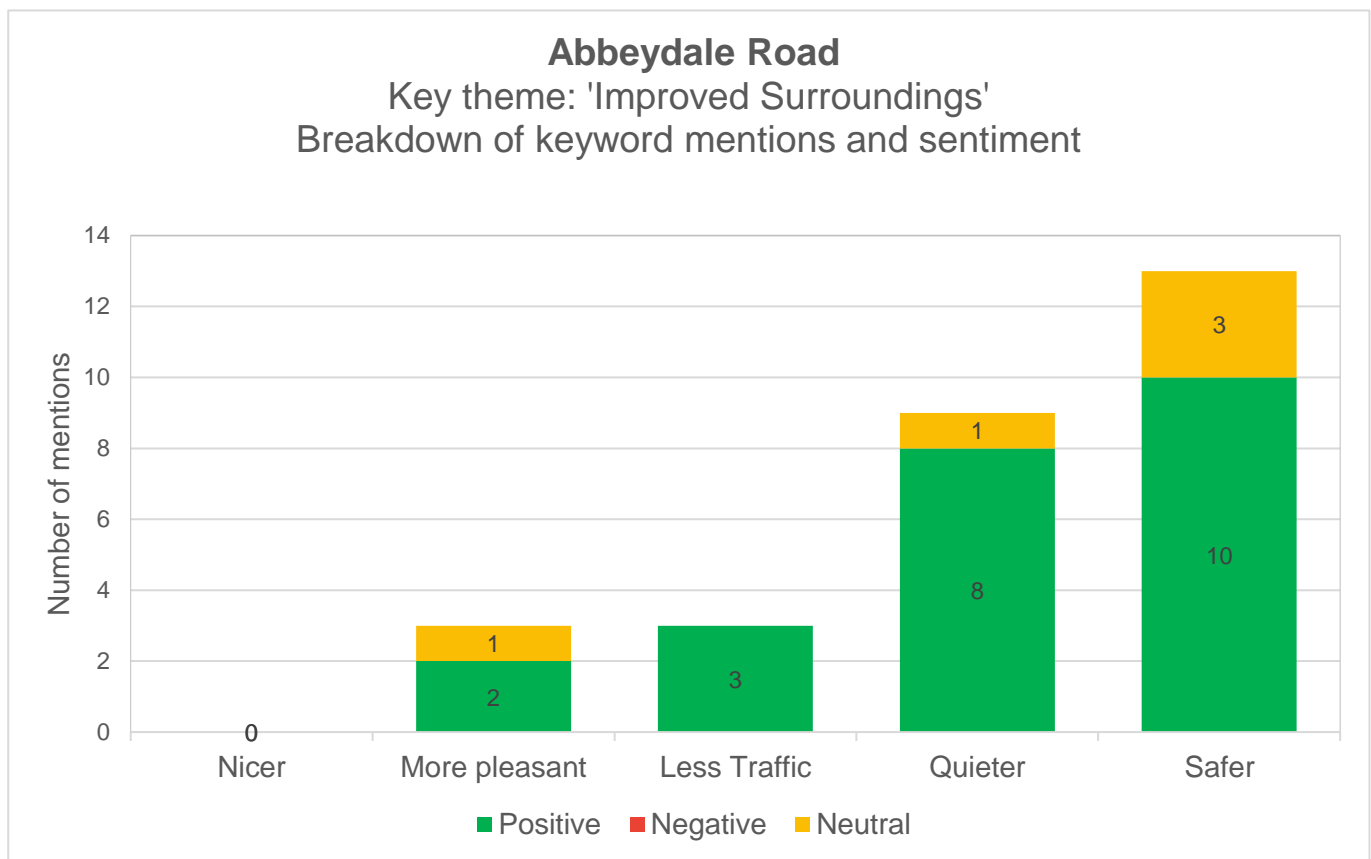


Figure 11: Abbeydale Road: 'Improved Surroundings': Breakdown of keyword mentions and sentiment

Abbeydale Road					
Key theme: Improved Surroundings					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Safer	Number of mentions	10	0	3	13
	Percentage	77%	0%	23%	
Quieter	Number of mentions	8	0	1	9
	Percentage	89%	0%	11%	
Less traffic	Number of mentions	3	0	0	3
	Percentage	100%	0%	0%	
More pleasant	Number of mentions	2	0	1	3
	Percentage	67%	0%	33%	
Nicer	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 12: Abbeydale Road: 'Improved Surroundings: Breakdown of keyword mentions and sentiment

Bannerdale Road: Key themes and sentiment

Bannerdale Road has been identified as a main road within the Nether Edge area, and is often used in conjunction with Edgedale Road by vehicles travelling to/from, Abbeydale Road. Similarly to Brincliffe Edge Road, this route is connected to both major roads Abbeydale Road and Ecclesall Road.

In total, 61 email responses mentioned Bannerdale Road. Figure 13 shows the key theme mentioned most frequently in relation to Bannerdale Road was **congestion**. In total, in relation to Bannerdale Road, **congestion** was mentioned 55 times and 71% (39 mentions) of these expressed negative sentiment in regard to the impact of the Nether Edge Active Neighbourhood on congestion. The second most frequently mentioned key themes in relation to Bannerdale Road were **pollution** and **perceived risk**. 31 responses mentioned these key themes. Overall, people expressed negative sentiment in regards to these key themes and Bannerdale Road.

Examples of feedback expressing negative sentiment in relation to **congestion**, **pollution** and **perceived risk** surrounding Bannerdale Road are illustrated below:

“My concern is that by closing this bit of road it has caused a lot of distress to myself and the residents around my roads . We are getting a lot more traffic on our road and Bannerdale road because the people who can’t use Abbeydale road because of the amount of traffic on there have started going up these roads and then going along Brincliffe edge road to cut Abbeydale road off. On one hand we talk about reducing pollution and on the other hand we are causing pollution by making all the traffic go to Abbeydale road (where The traffic is at a standstill anyway). I thought there was less pollution when The vehicles are moving than stood still. I cannot see the logic in moving traffic from one road to the other. That is no solution Think about all the schools around here and by this traffic standing still outside the schools it’s no good for the children.”

“I am concerned about potential problems arising from the closure of Archer Lane to traffic. I live [on] Bannerdale Rd and for me to get to my work place in the city centre, usually I take the direction up Bannerdale road to join Ecclesall RD south and then take a right turn down towards town. At peak times, this junction is very difficult to take a right turn due to the volume of traffic coming in both directions and more often than not, the only way to make that manoeuvre is to just start edging out and waiting for someone kind enough to slow/ stop to let you out. I have seen numerous accidents at this junction which is made worse if there are buses at the bus stop 15 meters left of the junction, leaving it impossible to see traffic coming down Ecclesall road.”

Conversely, 20% (11 mentions) of these responses regarding **congestion**, **pollution** and **perceived risk** in relation Bannerdale Road were positive. An example of feedback expressing positive sentiment in regards to these themes is contained in the following quote:

“For me, the closure of Archer Lane has been fantastic. I live at ...the bottom end of the closure, and apart from initial chaos on the first couple of days of the closure, it has made a remarkable difference to the volume of traffic travelling down Bannerdale Road towards Carter Knowle Road and Abbeydale Road.

Emerging onto Bannerdale Road in a car used to be quite difficult, as parked cars along Bannerdale Road would restrict visibility and the number and volume of cars travelling from Archer Lane used to mean you could wait for a good length of time to pull out safely. Now it is much better.”

Bannerdale Road Key themes and sentiment

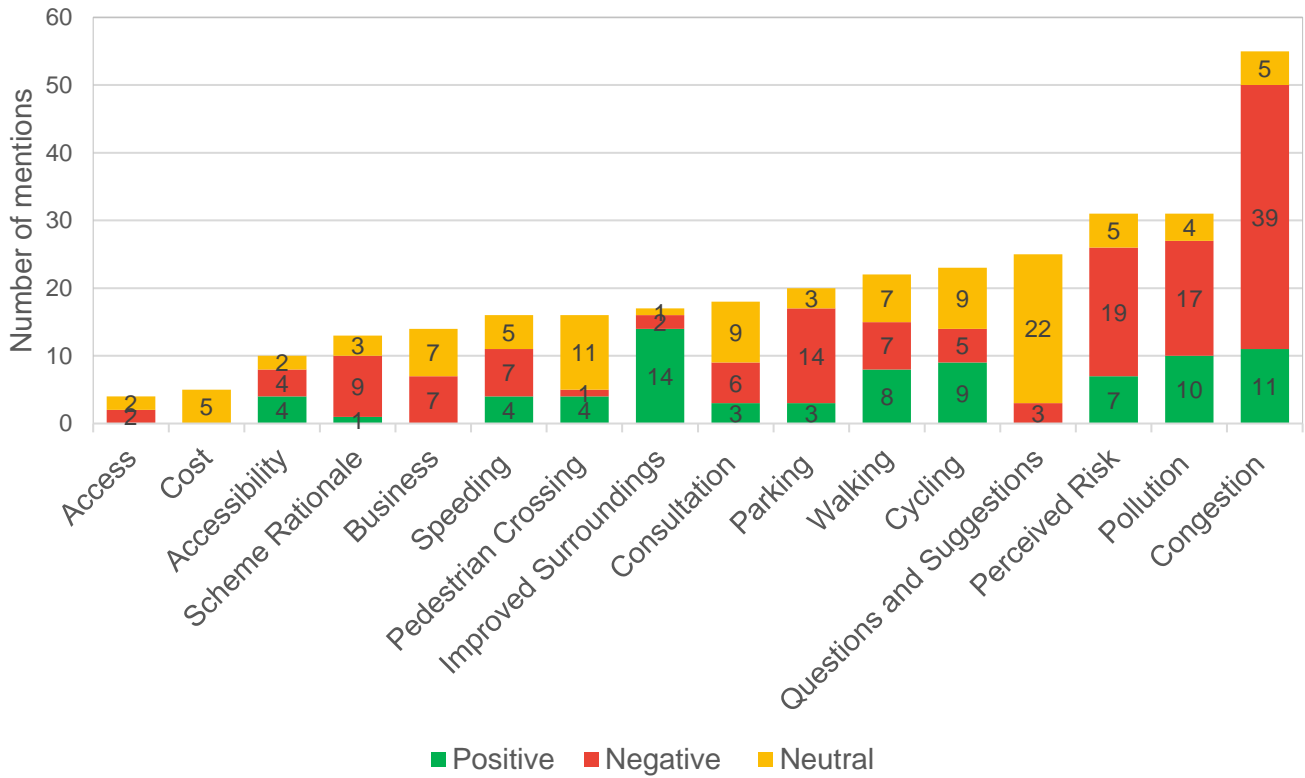


Figure 12: Bannerdale Road: Key themes and sentiment

Bannerdale Road					
Key themes and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	11	39	5	55
	Percentage	20%	71%	9%	
Perceived Risk	Number of mentions	7	19	5	31
	Percentage	23%	61%	16%	
Pollution	Number of mentions	10	17	4	31
	Percentage	32%	55%	13%	
Questions and Suggestions	Number of mentions	0	3	22	25
	Percentage	0%	12%	88%	
Cycling	Number of mentions	9	5	9	23
	Percentage	39%	22%	39%	
Walking	Number of mentions	8	7	7	22
	Percentage	36%	32%	32%	
Parking	Number of mentions	3	14	3	20
	Percentage	15%	70%	15%	
Consultation	Number of mentions	3	6	9	18
	Percentage	17%	33%	50%	
Improved Surroundings	Number of mentions	14	2	1	17
	Percentage	82%	12%	6%	
Speeding	Number of mentions	4	7	5	16
	Percentage	25%	44%	31%	
Pedestrian Crossing	Number of mentions	4	1	11	16
	Percentage	25%	6%	69%	
Business	Number of mentions	0	7	7	14
	Percentage	0%	50%	50%	
Scheme Rationale	Number of mentions	1	9	3	13
	Percentage	8%	69%	23%	
Accessibility	Number of mentions	4	4	2	10
	Percentage	40%	40%	20%	
Cost	Number of mentions	0	0	5	5
	Percentage	0%	0%	100%	
Access	Number of mentions	0	2	2	4
	Percentage	0%	50%	50%	

Table 13: Bannerdale Road: Key themes and sentiment

Bannerdale Road: Breakdown of keyword mentions and sentiment

In order to provide a more comprehensive overview of feedback received in reference to Bannerdale Road, key themes have been divided into subcategories 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 Bannerdale Road, 31 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 Nether Edge Active Neighbourhood measures.

These 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 **danger** and **dangerous** 27 times. 59% (16) of these responses expressed negative sentiment regarding **danger**, suggesting that respondents perceived the Nether Edge Active Neighbourhood to have had a negative impact on hazards and associated risks in the Bannerdale Road area. Examples of feedback expressing negative sentiment in regards to risks associated with closing Archer Lane are contained in the following quotes:

"[I live on] Bannerdale Rd and for me to get to my work place in the city centre, usually I take the direction up Bannerdale road to join Ecclesall RD south and then take a right turn down towards town. At peak times, this junction is very difficult to take a right turn due to the volume of traffic coming in both directions and more often than not, the only way to make that manoeuvre is to just start edging out and waiting for someone kind enough to slow/ stop to let you out. I have seen numerous accidents at this junction which is made worse if there are buses at the bus stop 15 meters left of the junction, leaving it impossible to see traffic coming down Ecclesall road.

Unfortunately since the closure of Archer Lane, there is considerably more traffic using this route and increasing the risk of serious accidents.

Rather than get stuck at this dangerous junction, I now go up to almost the top of Bannerdale road then take a right onto Brincliffe edge then down Nether Edge Rd, which if I understand correctly is counter to what the reason was for closing Archer Lane in the first place.

If I decided to join Abbeydale Road instead of Ecclesall Rd to get into town, I would be joining the increased level of traffic either at Carter Knowle where there are two schools and crossing on only one side, or further down Bannerdale Road at Abbeydale road, where there is an infant school and no crossing at a well documented dangerous junction. There's been so many accidents there that there is a camera but no pedestrian crossing for infants and their families going to and from school."

"Bannerdale Road has also seen a dramatic increased level of traffic in both directions. The junction of Bannerdale Road and Brincliffe Edge has now become dangerous due to cars parked close to the junction and the increased amount of traffic"

Bannerdale Road
Key theme: 'Perceived Risk'
Breakdown of keyword mentions and sentiment

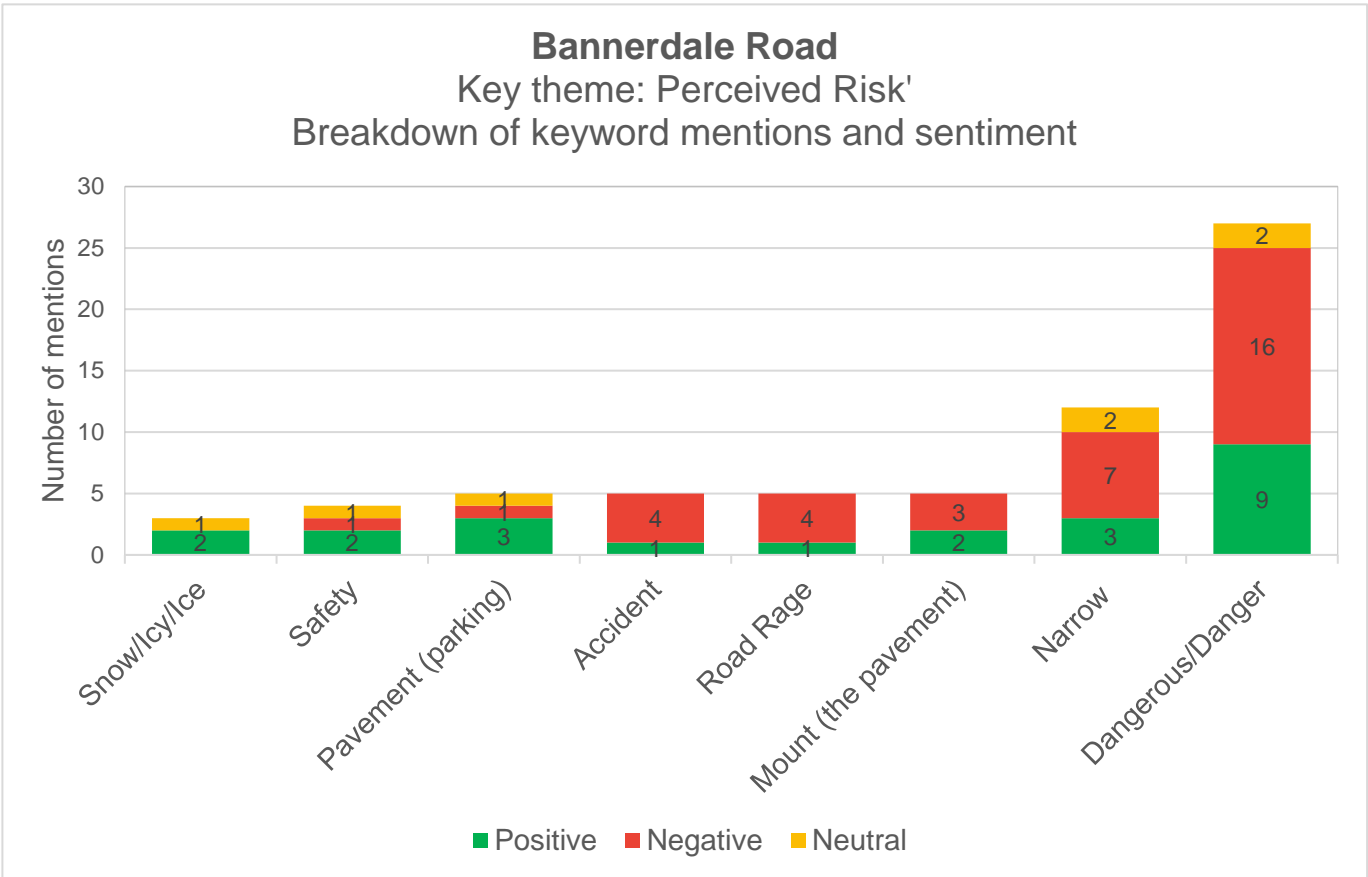


Figure 13: Bannerdale Road: 'Access': Breakdown of keyword mentions and sentiment

Bannerdale Road					
Key theme: 'Perceived Risk'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Dangerous/Danger	Number of mentions	9	16	2	27
	Percentage	33%	59%	7%	
Narrow	Number of mentions	3	7	2	12
	Percentage	25%	58%	17%	
Mount (the pavement)	Number of mentions	2	3	0	5
	Percentage	40%	60%	0%	
Road Rage	Number of mentions	1	4	0	5
	Percentage	20%	80%	0%	
Accident	Number of mentions	1	4	0	5
	Percentage	20%	80%	0%	
Pavement parking	Number of mentions	3	1	1	5
	Percentage	60%	20%	20%	
Safety	Number of mentions	2	1	1	4
	Percentage	50%	25%	25%	
Snow/Icy/Ice	Number of mentions	2	0	1	3
	Percentage	67%	0%	33%	

Table 14: Bannerdale Road: 'Perceived Risk': Breakdown of keyword mentions and sentiment

Key theme: 'Access'

In relation to Bannerdale Road, 4 respondents mentioned keywords associated with the key theme **access**. **Access** refers to respondent comments in relation to the impact of the Nether Edge Active Neighbourhood on highways access and safe and efficient travel.

These 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 responses mentioned the keyword **emergency service** three times. 67% (2) of the mentions of **emergency service** were associated with a neutral sentiment whilst 33% (1) of the mentions of **emergency service** were associated with a negative sentiment.

An example of feedback expressing neutral sentiment in regards to Bannerdale Road and **emergency services** is contained in the following quote:

"Has emergency service access been considered?"

Examples of feedback expressing negative sentiment in regards to Bannerdale Road, **access** and **emergency services** is contained in the following quotes:

"[Bannerdale Road is experiencing higher traffic volumes] I hate to think what would happen if the Emergency Services were needed if any more closures are brought into effect in this area"

"Bannerdale Rd is a relatively narrow residential road with traffic calming measures in place - speed bumps down its length. It usually has parked cars on both sides and is not really built to cope with large volumes of traffic. There is already a fair bit of road rage on Bannerdale Rd as negotiating between the parked cars and speed bumps is sometimes not so easy. Some drivers do not respect the right of way for cars coming up the hill and so chaos ensues."

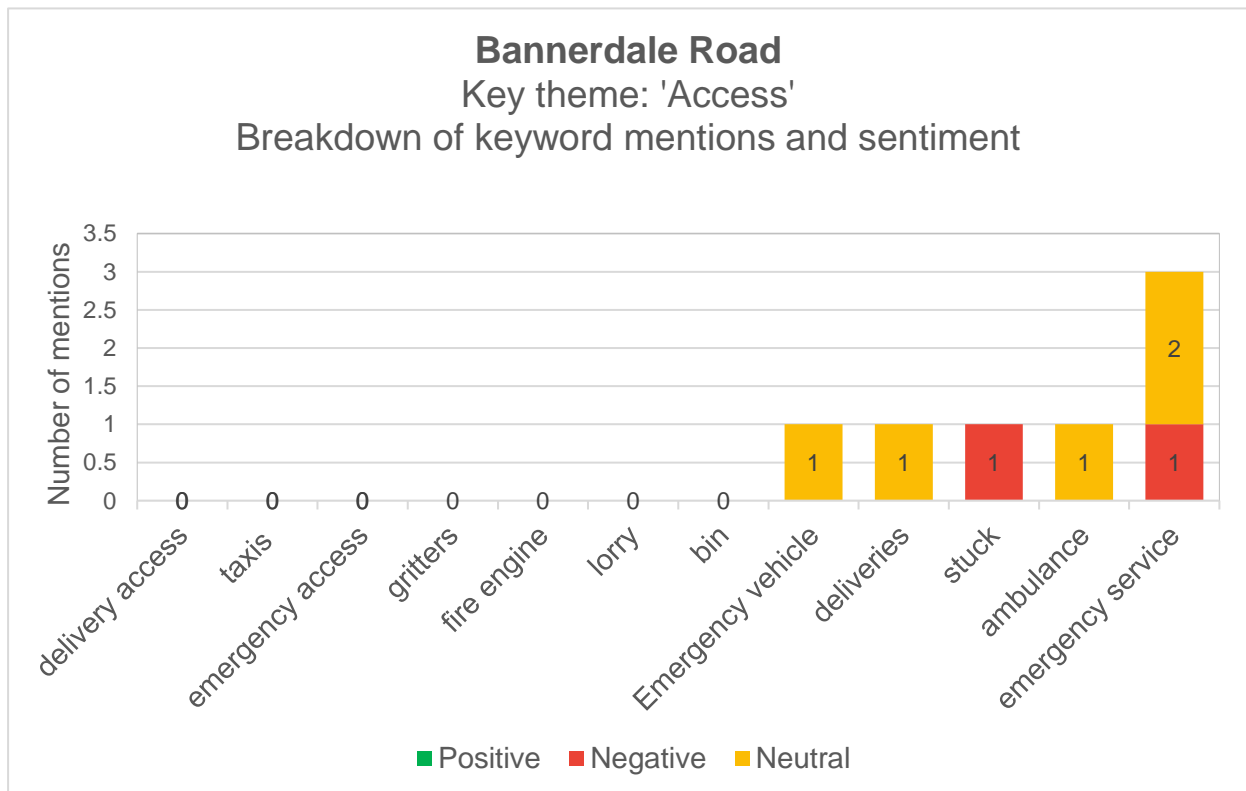


Figure 14: Bannerdale Road: 'Access': Breakdown of keyword mentions and sentiment

Bannerdale Road					
Key theme: 'Perceived Risk'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Emergency service	Number of mentions	0	1	2	3
	Percentage	0%	33%	67%	
Ambulance	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Stuck	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Deliveries	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Emergency vehicle	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Fire engine	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Lorry	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Bin	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Delivery access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Taxis	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Emergency 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 15: Bannerdale Road: 'Access': Breakdown of keyword mentions and sentiment

Key theme: 'Accessibility'

In relation to Bannerdale Road, 10 respondents mentioned keywords associated with the key theme **accessibility**. **Accessibility** refers to whether respondents perceived the Nether Edge Active Neighbourhood to be accessible and usable for as many people as possible.

These mentions of the key theme **accessibility** 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 accessibility, helping to identify areas of concern raised by respondents.

Email responses mentioned the keywords **steep** 6 times. 60% (3) mentions of **steep** were associated with a positive sentiment whilst 40% (2) mentions of **steep** were associated with a negative sentiment. An example of feedback expressing negative sentiment in regards to the keyword **steep**, and the key theme **accessibility** is contained in the following quote:

"[along Brincliffe Edge Road] in the narrow steep section between the junction with Bannerdale Rd and up to Quarry Lane, it is not uncommon to see large lorries drive with two wheels on the pavement, a dangerous (and presumably unlawful) act. From the junction with Bannerdale Road to just before the turning to Union Road, it has a speed limit of 30 mph, which makes absolutely no sense. It is especially incomprehensible to have 30mph at a point where there are two amenity spaces, the woods and Chelsea Park with people, children and dogs regularly crossing."

"It isn't clear how emergency vehicles or delivery vehicles could access certain roads. During adverse weather, such as snow and ice, residents will be forced to take longer routes and use steep narrow roads to access their homes."

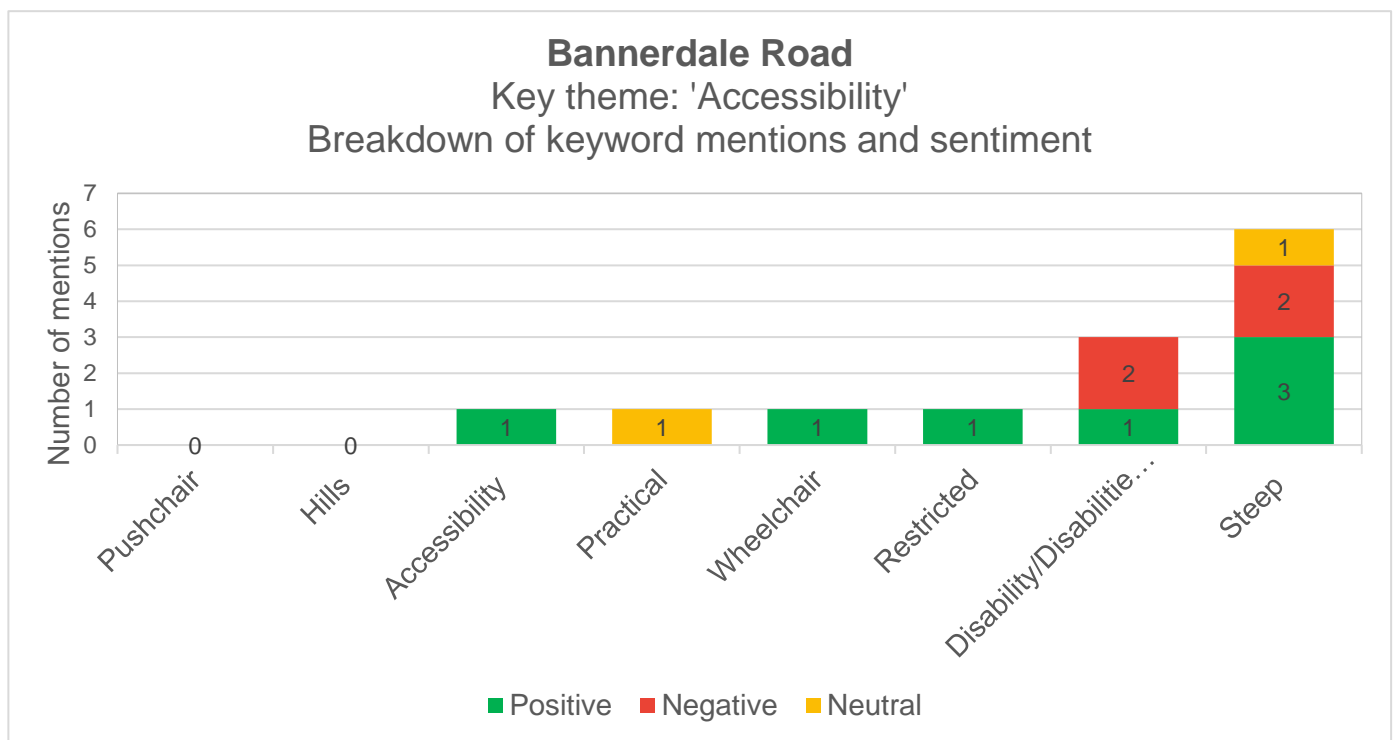


Figure 15: Bannerdale Road: 'Accessibility': Breakdown of keyword mentions and sentiment

Bannerdale Road					
Key theme: 'Accessibility'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Steep	Number of mentions	3	2	1	6
	Percentage	60%	40%	20%	
Disability/Disabilities/Disabled	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Restricted	Number of mentions	2	1	1	4
	Percentage	50%	25%	25%	
Wheelchair	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Practical	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Accessibility	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Hills	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pushchair	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 16: Bannerdale Road: 'Accessibility': Breakdown of keyword mentions and sentiment

Key theme: 'Improved surroundings'

In relation to Bannerdale Road, 17 respondents mentioned keywords associated with the key theme **improved surroundings**. **Improved surroundings** refers to the influence of the Nether Edge 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, aligned with some of the aims of the Active Travel Neighbourhood.

These respondent mentions of the key theme **improved surroundings** have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised pertaining to the key theme **improved surroundings**, helping to identify the way that respondents feel the Nether Edge Active Neighbourhood has impacted the local environment.

Email responses mentioned the keyword **safer** 11 times. 91% (10) mentions of **safer** were associated with a positive sentiment whilst 9% (1) mention of **safer** was associated with a neutral sentiment. An example of feedback expressing positive sentiment in regards to the keyword **safer**, and the key theme **improved surroundings** is contained in the following quote:

"Edgedale Road and Bannerdale Road are much quieter and the junctions feel much safer for pedestrians especially children walking to school, cyclists and drivers."

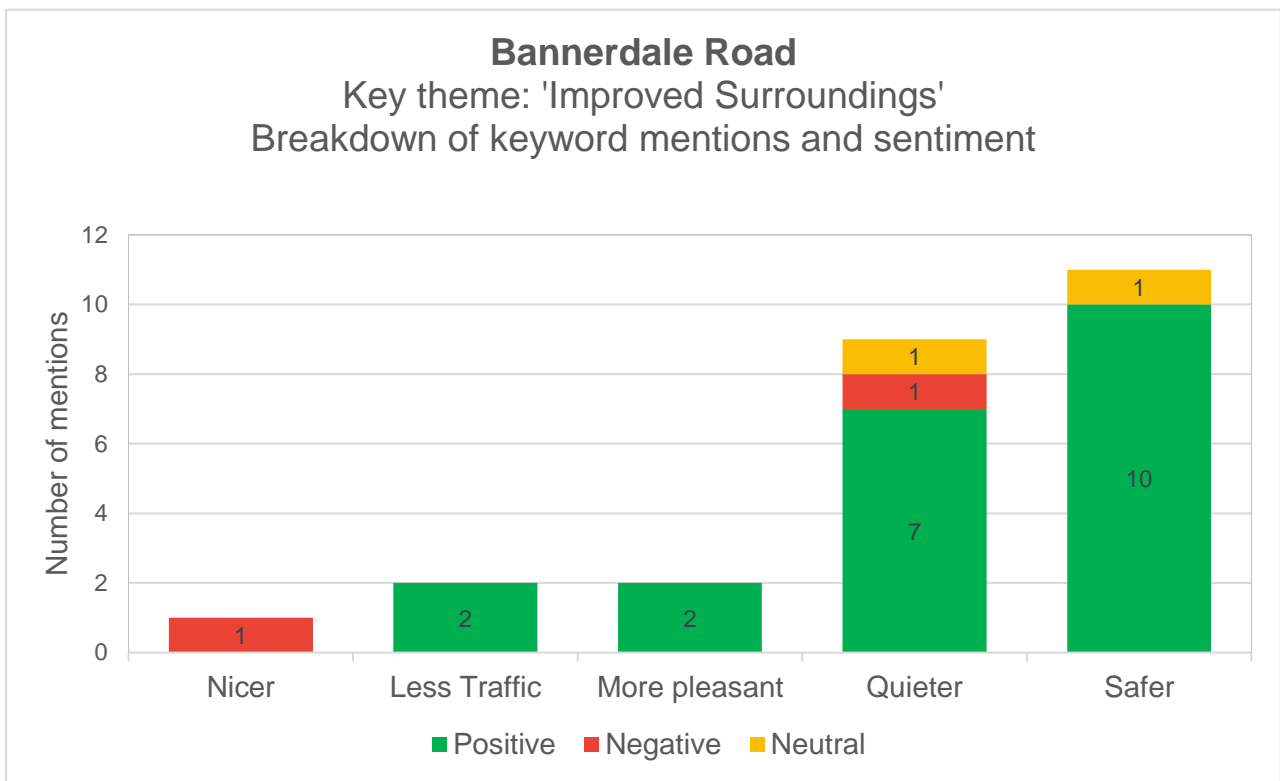


Figure 16: Bannerdale Road: 'Improved Surroundings': Breakdown of keyword mentions and sentiment

Bannerdale Road					
Key theme: 'Accessibility'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Safer	Number of mentions	10	0	1	11
	Percentage	91%	0%	9%	
Quieter	Number of mentions	7	1	1	9
	Percentage	78%	0%	11%	
More pleasant	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Less traffic	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Nicer	Number of mentions	0	1	0	1
	Percentage	0%	0%	0%	

Table 17: Bannerdale Road: 'Improved Surroundings': Breakdown of keyword mentions and sentiment

Brincliffe Edge Road: Key themes and sentiment

Brincliffe Edge Road has been identified as a main road within the Nether Edge area, and is often used in conjunction with Sandford Grove Road by vehicles travelling to/from, Abbeydale Road. Similarly to Bannerdale Road, this route is connected to both major roads Abbeydale Road and Ecclesall Road.

In total, 87 email responses mentioned Bannerdale Road. Figure 13 shows the key theme mentioned most frequently in relation to Brincliffe Edge Road was **congestion**. In total, in relation to Brincliffe Edge Road, **congestion** was mentioned 79 times and 62% (49 mentions) of these expressed negative sentiment in regard to the impact of the Nether Edge Active Neighbourhood on congestion. The second most frequently mentioned key themes in relation to Brincliffe Edge Road was **perceived risk**. 57 responses mentioned this key theme, 44% (25) of these mentions were associated with a negative sentiment whilst 32% (18) of these mentions were associated with a positive sentiment.

Examples of feedback expressing positive sentiment in relation to **congestion** and **perceived risk** surrounding Brincliffe Edge Road are contained in the following quotes:

“No longer are cars speeding down the road and screeching to avoid hitting each other at the blind bends as Archer Lane meets Brincliffe Edge and the first bend at the top of Ashland Road. Also folks with Asthma have noticed their breathing improve in this short time already.”

“It has been so remarkable how quieter and safer our roads around Brincliffe Edge have become and it would be so distressing to revert back now that we have all seen such a wonderful transformation.”

“We have noticed a significant reduction in traffic on our part of Brincliffe Edge Road, and on Nether Edge Road (we live on the intersection of these two roads).”

“I regularly cycle and walk over Brincliffe Edge to Nether Edge cross roads to visit the shops. These journeys have been made much more pleasant and safe with the closure of Archer Lane over the hill. One of my neighbours has also told me that her husband has stopped using the car to get to work because of it.”

Examples of feedback expressing negative sentiment in relation to **congestion** and **perceived risk** surrounding Brincliffe Edge Road are contained in the following quotes:

“[As residents of Bannerdale Road] living below Brincliffe Edge, it seems to us that the closure [of Archer Lane] will:

- increase traffic on Edgedale Road, which is already narrow with few passing places*
- increase traffic on the whole length of Brincliffe Edge Road, another narrow road with few passing places”*

“Closing off Archer Lane at the junction of Brincliffe Edge Road will only lead to increased traffic and congestion on surrounding roads (ie Bannerdale Rd, Brincliffe Edge Road, Sandford Grove Rd, Marden Rd).”

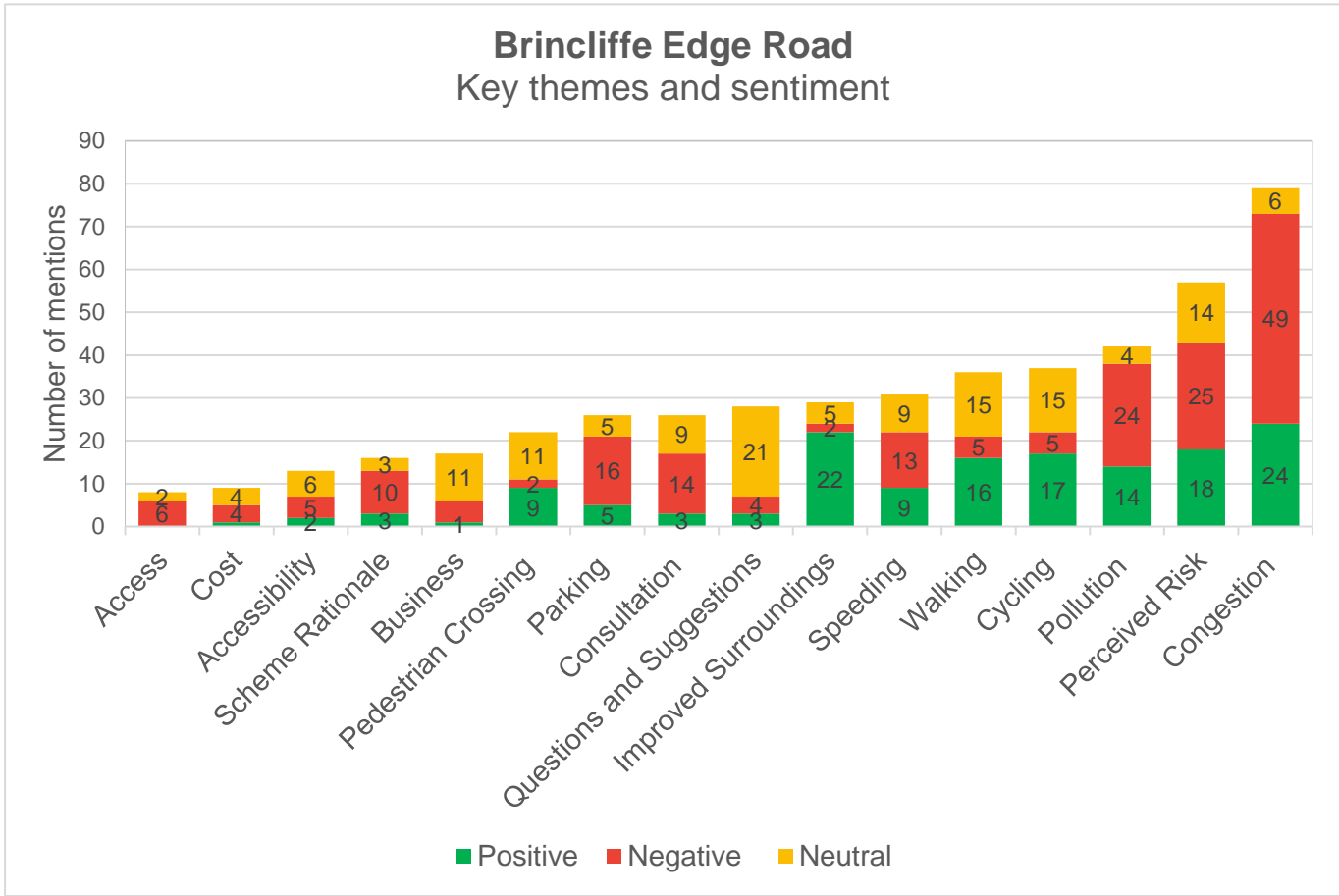


Figure 17: Brincliffe Edge Road: Key theme mentions and sentiment

Brincliffe Edge Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	24	49	6	79
	Percentage	30%	62%	8%	
Dangerous	Number of mentions	18	25	14	57
	Percentage	32%	44%	25%	
Pollution	Number of mentions	14	24	4	43
	Percentage	33%	56%	9%	
Cycling	Number of mentions	17	5	15	38
	Percentage	45%	13%	39%	
Walking	Number of mentions	16	5	15	37
	Percentage	43%	14%	41%	
Speeding	Number of mentions	9	13	9	31
	Percentage	29%	42%	29%	
Improved Surroundings	Number of mentions	22	2	5	29
	Percentage	76%	7%	17%	
Questions and Suggestions	Number of mentions	3	4	21	28
	Percentage	11%	14%	75%	
Parking	Number of mentions	5	16	5	26
	Percentage	19%	62%	19%	
Consultation	Number of mentions	3	14	9	26
	Percentage	12%	54%	35%	
Pedestrian Crossing	Number of mentions	9	2	11	22
	Percentage	41%	9%	50%	
Business	Number of mentions	1	5	11	18
	Percentage	6%	28%	61%	
Scheme Rationale	Number of mentions	3	10	3	16
	Percentage	19%	63%	19%	
Accessibility	Number of mentions	2	5	6	13
	Percentage	15%	38%	46%	
Cost	Number of mentions	1	4	4	9
	Percentage	11%	44%	44%	
Access	Number of mentions	0	6	2	8
	Percentage	0%	75%	25%	

Table 18: Brincliffe Edge Road: Key theme mentions and sentiment

Brincliffe Edge Road: Breakdown of keyword mentions and sentiment

In order to provide a more comprehensive overview of feedback received in reference to Brincliffe Edge 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 Brincliffe Edge Road, 57 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 Nether Edge Active Neighbourhood measures.

These respondent 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 **danger** and **dangerous** 23 times. 52% (12) of these responses expressed negative sentiment regarding **danger**, suggesting that respondents perceived the Nether Edge Active Neighbourhood to have had a negative impact on hazards and associated risks in the Brincliffe Edge Road area. An example of feedback expressing negative sentiment in regards to risks associated with Brincliffe Edge Road is contained in the following quote:

"To keep this brief I think this scheme is dangerous. It has also caused a dangerous situation on Brincliffe edge from Ecclesall road side as now many are cutting up here and there is half the side with parked cars and other cars are trying to squeeze through which is causing a game of chicken.

I also driver a supermarket delivery van and I am worried when Children are walking up Brincliffe edge home from school one is going to get hurt with all the traffic and right squeeze."

The second most frequently mentioned keyword, **narrow**, had a total of 20 mentions, with 55% (11) of those mentions being associated with a negative sentiment, 15% (3 mentions) being associated with a positive sentiment, and 36% (6 mentions) being neutral. These responses tended to highlight that narrow roads can make driving in and around the area dangerous. Some respondents perceived the Nether Edge 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 positive sentiment in regards to Brincliffe Edge Road being a **narrow** road is contained in the following quote:

"Brincliffe Edge Road is very narrow in places and when cars cannot get down Archer Lane they are forced to drive down a longer, narrower road with more parked cars. They are diverted through a more densely populated area.

This has caused a lot of congestion, at peak times, throughout the day and at weekends, especially when there is a football match on at Bramall Lane and people are leaving via Nether Edge."

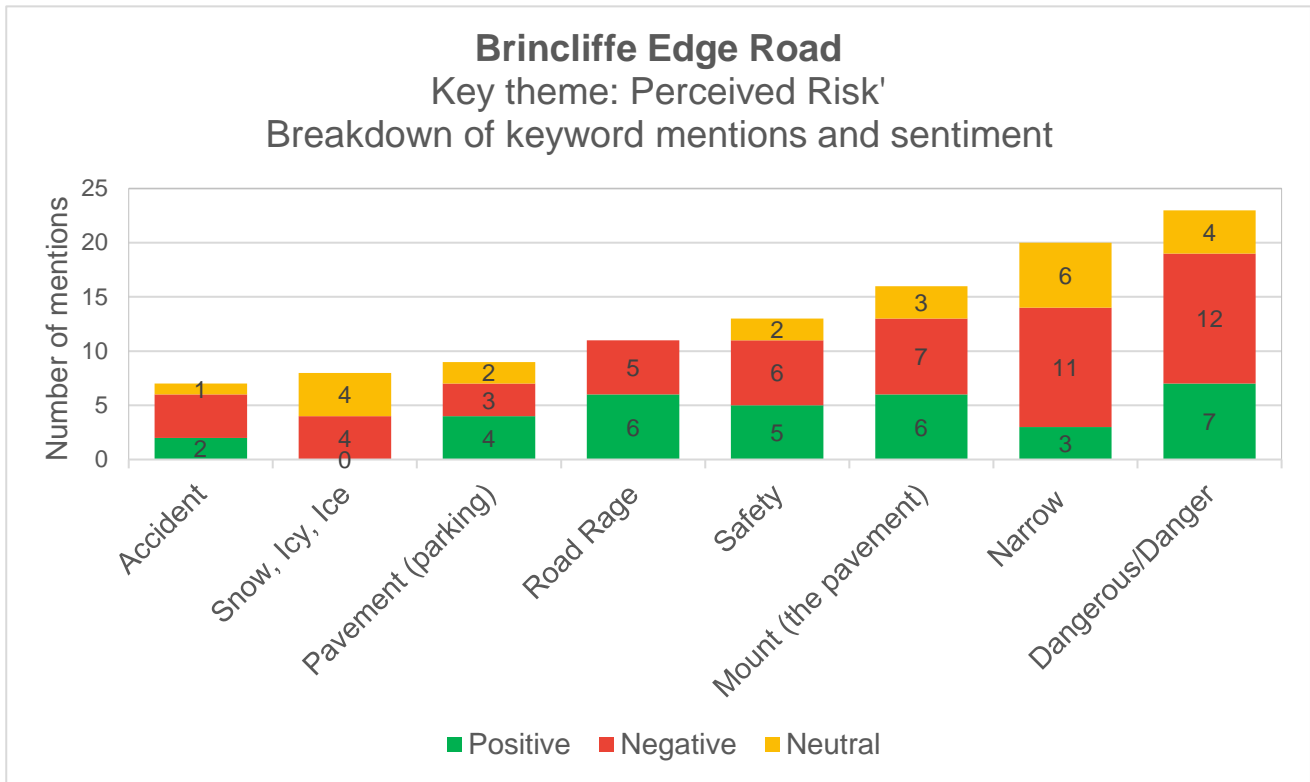


Figure 18: Brincliffe Edge Road: 'Perceived Risk': Breakdown of keyword mentions and sentiment

Brincliffe Edge Road Key theme: 'Perceived Risk' Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Dangerous/Danger	Number of mentions	7	12	4	23
	Percentage	30%	52%	17%	
Narrow	Number of mentions	3	11	6	20
	Percentage	15%	55%	30%	
Mount (the pavement)	Number of mentions	6	7	3	16
	Percentage	38%	44%	19%	
Safety	Number of mentions	5	6	2	13
	Percentage	38%	46%	15%	
Road rage	Number of mentions	6	5	0	11
	Percentage	55%	45%	0%	
Pavement (parking)	Number of mentions	4	3	2	9
	Percentage	44%	33%	22%	
Snow/Icy/Ice	Number of mentions	0	4	4	8
	Percentage	0%	50%	50%	
Accident	Number of mentions	2	4	1	7
	Percentage	29%	57%	14%	

Table 19: Brincliffe Edge Road: 'Perceived Risk': Breakdown of keyword mentions and sentiment

Key theme: 'Access'

In relation to Brincliffe Edge Road, 8 respondents mentioned keywords associated with the key theme **access**. **Access** refers to respondent comments in relation to the impact of the Nether Edge Active Neighbourhood on highways access and safe and efficient travel.

These 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 responses mentioned the keyword **emergency service** four times. 50% (2) of the mentions of **stuck** were associated with a negative sentiment whilst 50% (2) of the mentions were associated with a neutral sentiment. Respondents tended to be concerned about increased journey times for emergency services as a result of increased congestion that may have been displaced onto Brincliffe Edge Road.

On the top of that in the case of ambulance/ delivery van/ broken car or skip delivering truck appearance the only access routes could be completely blocked.

"[I live on Brincliffe Edge Road] no one on SCC has any idea if the closure will have dangerous consequences in terms of access for ambulances and fire engines never mind the Police dealing with crimes."

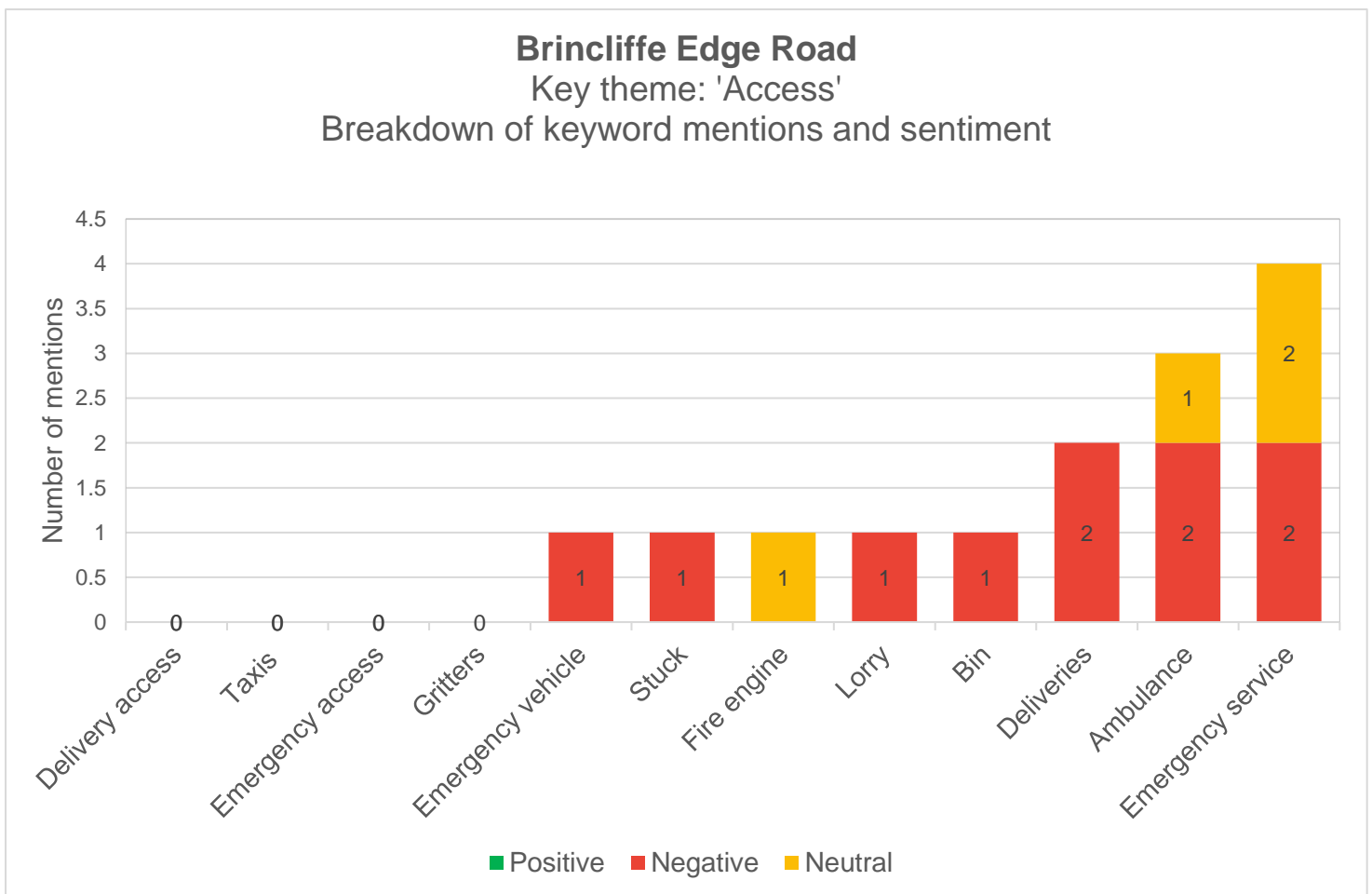


Figure 19: Brincliffe Edge Road: 'Access': Breakdown of keyword mentions and sentiment

Brincliffe Edge Road					
Key theme: 'Access'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Emergency service	Number of mentions	0	2	2	4
	Percentage	0%	50%	50%	
Ambulance	Number of mentions	0	2	1	3
	Percentage	0%	67%	33%	
Deliveries	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Bin	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Lorry	Number of mentions	0	1	0	1
	Percentage	0%	0%	0%	
Fire engine	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Stuck	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Emergency vehicle	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Gritters	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Emergency access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Taxis	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Deliveries	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 20: Brincliffe Edge Road: 'Access': Breakdown of keyword mentions and sentiment

Key theme: 'Accessibility'

In relation to Brincliffe Edge Road, 13 respondents mentioned keywords associated with the key theme **accessibility**. **Accessibility** refers to whether respondents perceived the Nether Edge Active Neighbourhood to be accessible and usable for as many people as possible.

Respondent mentions of the key theme **accessibility** 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 accessibility, helping to identify areas of concern raised by respondents.

Email responses mentioned the keyword **steep** 9 times. 44% (4) mentions of **steep** were associated with both a negative sentiment and a neutral sentiment. An example of feedback expressing negative sentiment in regards to the keyword **steep**, and the key theme **accessibility** is contained in the following quote:

“As Pensioners in this area [around Brincliffe Edge Road], which is not well served by Public transport for anyone with restricted mobility, motor vehicles are essential for us to be able negotiate this area which is well known for its many steep inclines. We are not able to easily access local shops and the plans to turn this area into a traffic restricted ghetto will definitely cause inconvenience to us as residents of Brentwood Road. There will be no simple way to access our large local supermarkets from the Brincliffe Edge area without at least doubling our travel distance, introducing extra cost to already cash limited pensioners in these inflationary times.”

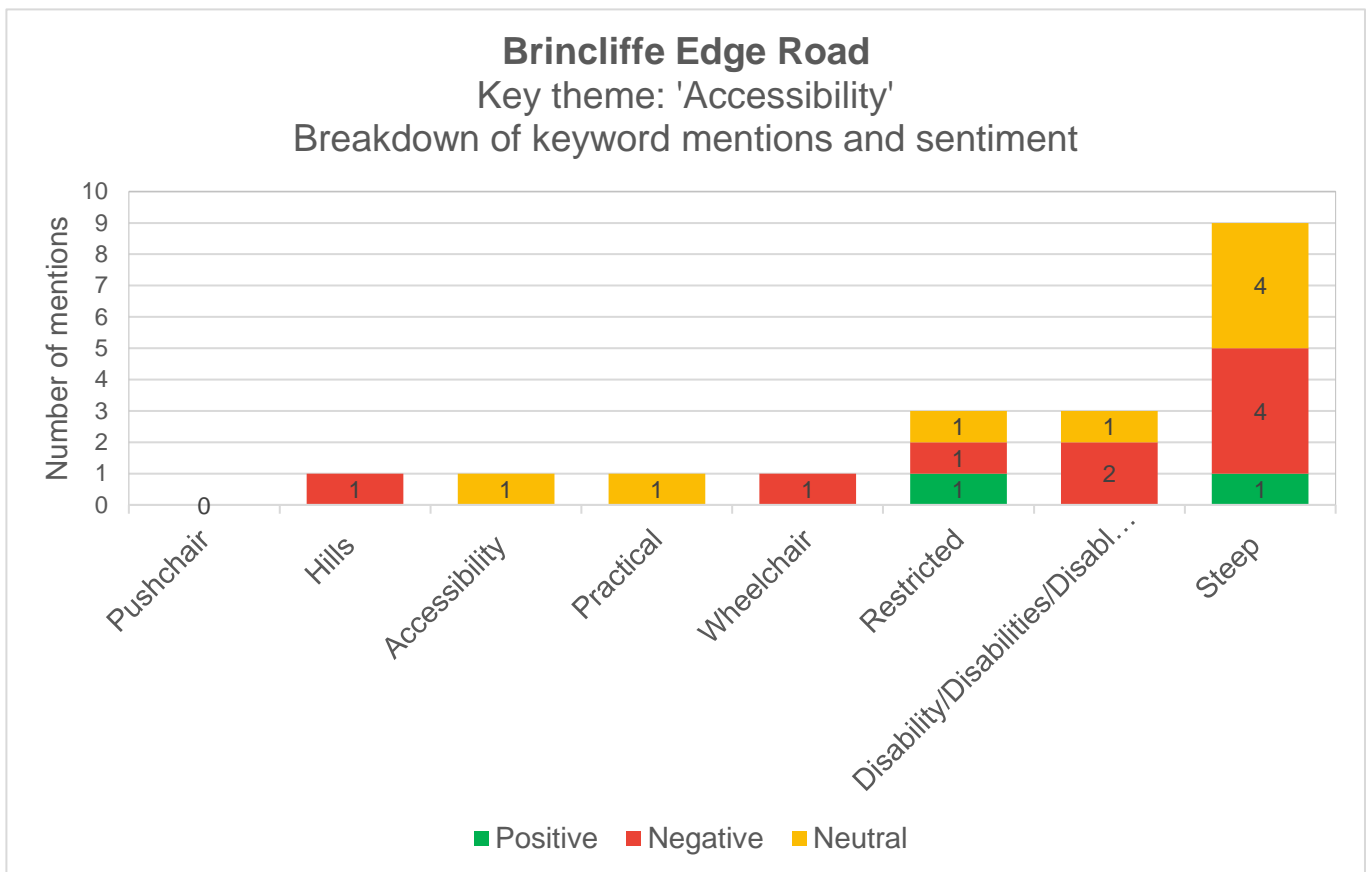


Figure 20: Brincliffe Edge Road: 'Accessibility': Breakdown of keyword mentions and sentiment

Brincliffe Edge Road					
Key theme: 'Accessibility'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Steep	Number of mentions	1	4	4	9
	Percentage	11%	44%	44%	
Disability/Disabilities/Disabled	Number of mentions	0	2	1	3
	Percentage	0%	67%	33%	
Restricted	Number of mentions	1	1	1	3
	Percentage	33%	33%	33%	
Wheelchair	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Practical	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Accessibility	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Hills	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Pushchair	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 21: Brincliffe Edge Road: 'Accessibility': Breakdown of keyword mentions and sentiment

Key theme: 'Improved surroundings'

In relation to Brincliffe Edge Road, 29 respondents mentioned keywords associated with the key theme **improved surroundings**. **Improved surroundings** refers to the influence of the Nether Edge 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, aligned with some of the aims of the Active Travel Neighbourhood.

Respondent mentions of the key theme **improved surroundings** have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised pertaining to the key theme **improved surroundings**, helping to identify the way that respondents feel the Nether Edge Active Neighbourhood has impacted the local environment.

Email responses mentioned the keyword **safer** 22 times. 73% (16) mentions of **safer** were associated with a positive sentiment whilst 5% (1) mention of **safer** was associated with a negative sentiment. An example of feedback expressing positive sentiment in regards to the keyword **safer**, and the key theme **improved surroundings** is contained in the following quote:

“Cycling and walking over Brincliffe edge is much safer and easier now and it has also encouraged me to cycle when I may have driven in the past.”

“I have to drive both ways along Brincliffe Edge towards Ecclesall Rd nearly daily (at daily-different but consistent times) and there is significantly less traffic on Brincliffe Edge at all times. Prior to the LTN, there were regular snarl-ups on Brincliffe Edge caused by inconsiderate drivers creating jams. These are almost completely gone now, and the traffic generally flows smoothly. There is also much less unsafe/aggressive driving too - prior to the LTN I witnessed a number of road rage incidents on Brincliffe Edge where drivers deliberately crashed into other cars during these snarl-ups!”

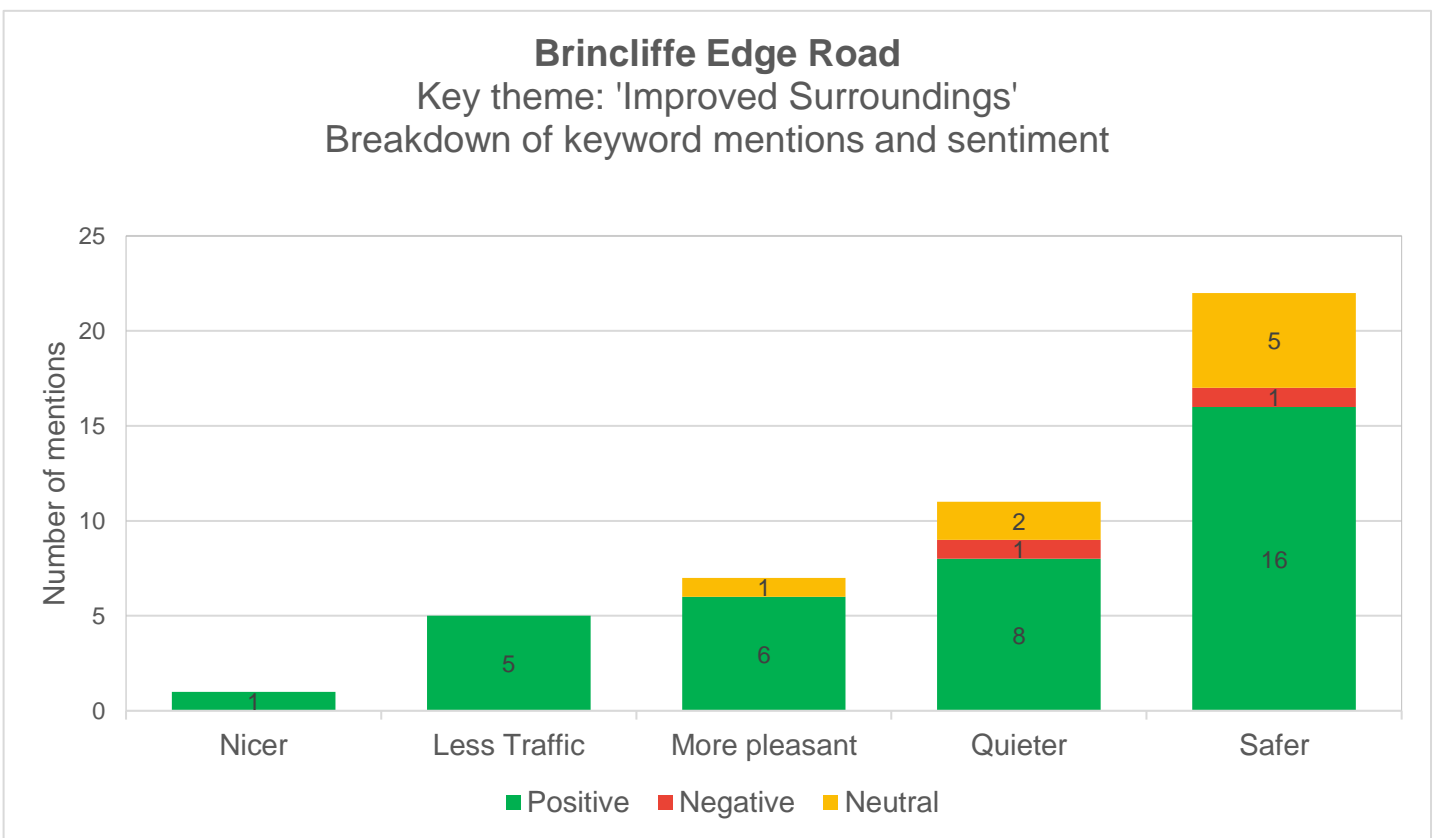


Figure 21: Brincliffe Edge Road: 'Improved Surroundings': Breakdown of keyword mentions and sentiment

Brincliffe Edge Road					
Key theme: 'Improved Surroundings'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Safer	Number of mentions	16	1	5	22
	Percentage	73%	5%	23%	
Quieter	Number of mentions	8	1	2	11
	Percentage	73%	0%	18%	
More pleasant	Number of mentions	6	0	1	7
	Percentage	86%	0%	0%	
Less traffic	Number of mentions	5	0	0	5
	Percentage	100%	0%	0%	
Nicer	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	

Table 22: Brincliffe Edge Road: 'Improved Surroundings': Breakdown of keyword mentions and sentiment

Nether Edge Road: Key themes and sentiment

Nether Edge Road has been identified as a main road within the Nether Edge area, and tended to be frequently mentioned within email responses according to its proximity to other roads with actively implemented measures within the Active Neighbourhood. Responding to feedback from local businesses, who raised concerns that the proposed one-way restriction along Nether Edge Road would restrict access for larger vehicles, this measures was not implemented.

In total, 63 email responses mentioned Nether Edge Road. Figure 22 shows the key theme mentioned most frequently in relation to Nether Edge Road was **congestion**. In total, in relation Nether Edge Road, **congestion** was mentioned 52 times and 48% (25) of mentions expressed negative sentiment in regard to the impact of the Nether Edge Active Neighbourhood on congestion whilst 44% (23) of mentions were associated with a positive sentiment. The second most frequently mentioned key themes in relation to Nether Edge Road was **perceived risk**. 32 responses mentioned this key theme, 50% (16) of these mentions were associated with a positive sentiment whilst 28% (9) of these mentions were associated with a negative sentiment.

Examples of feedback expressing positive sentiment in relation to **congestion** and **perceived risk** surrounding Nether Edge Road are contained in the following quotes:

“My family often make a walking circuit of Nether Edge Road, Brincliffe woods, Chelsea park, Chelsea Road and home again. It’s so much more pleasant now without the traffic. I had NO IDEA how much of the traffic on Nether Edge Road was just rat running until the road was closed.”

“I live on Nether Edge Road and I have been monitoring the changes over the last 6 months. The closure of Archer Lane has made a significant positive impact to the volume of traffic on Nether Edge Road, reducing congestion and emissions, and making is safer for cyclists and pedestrians. I fully support this temporary measure being implemented permanently.”

“This change has literally been a Godsend to those of us living on Nether Edge Road. We live at the very top and witness (several times daily sometimes) aggression and alteration as vehicles queue and by for position to get around the corner onto Brincliffe edge to access Archer Lane. ... Cars have stopped mounting curbs on this rat run. It is so peaceful and shows what an endurance test the last 15 years of being overrun by traffic has been. I do not wish it on the surrounding roads nor do I want it back.”

“It has made a huge difference to traffic and therefore life on Nether Edge Rd. It is quiet, calm, no traffic racing up and down the road, no altercations, children, elderly people, animals all feeling much safer – well everyone! So it really has had the desired effect. I imagine it has also made a difference to the pollution levels.”

Examples of feedback expressing negative sentiment in relation to **congestion** and **perceived risk** surrounding Nether Edge Road are contained in the following quotes

“[re: Nether Edge Road]: Happy days for walkers and cyclist but what about all working people, loads of young professionals leaving in those spots who need to get to schools and work places”

“Also one way traffic on the bottom of Nether Edge Road would create serious disturbances as all traffic coming from city centre direction will be diverted onto narrow and difficult to pass roads. On the top of that in the case of ambulance/ delivery van/ broken car or skip delivering truck appearance the only access routes could be completely blocked.”

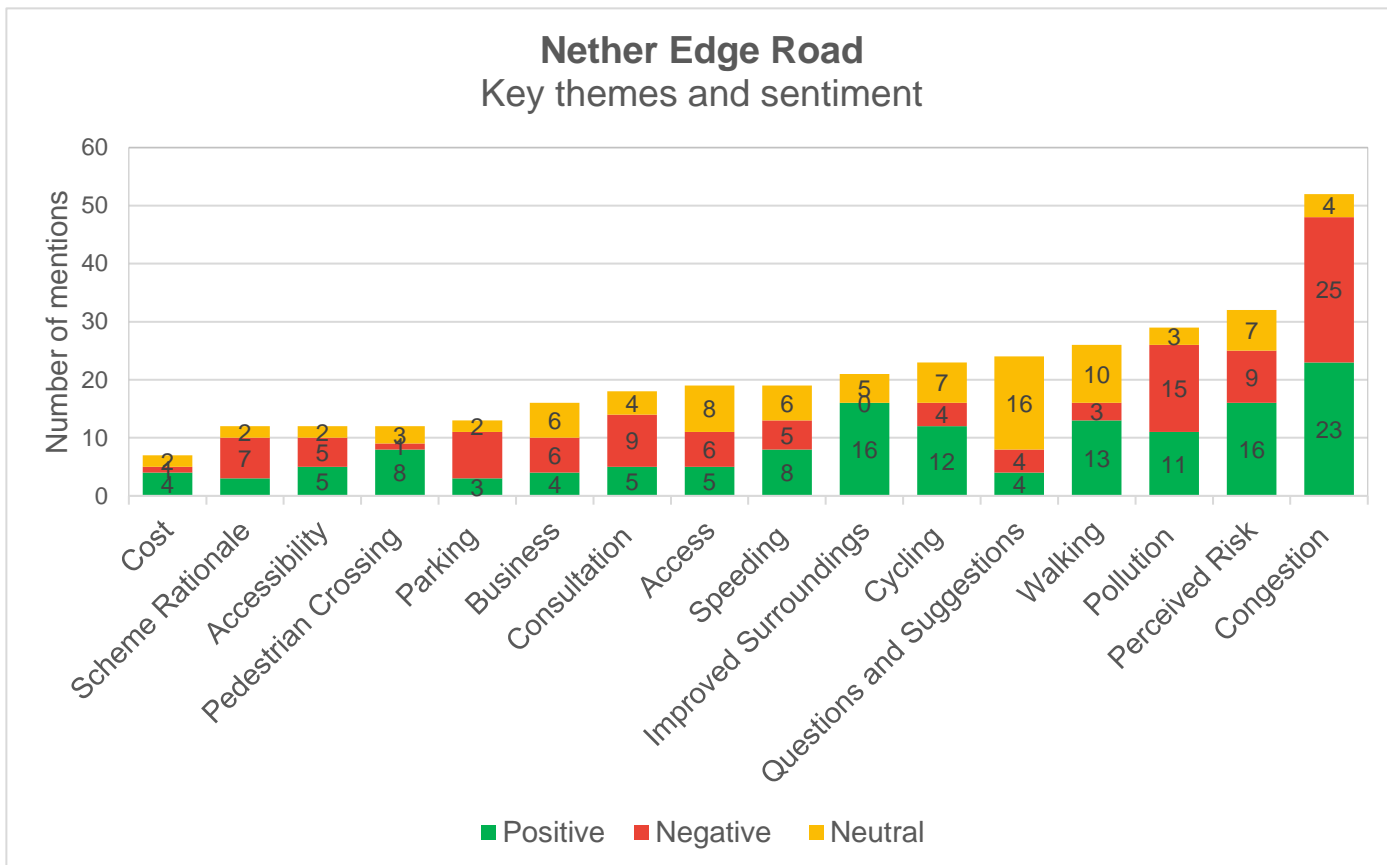


Figure 22: Nether Edge Road: Key theme mentions and sentiment

Nether Edge Road Key themes and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	23	25	4	52
	Percentage	44%	48%	8%	
Perceived Risk	Number of mentions	16	9	7	32
	Percentage	50%	28%	22%	
Pollution	Number of mentions	11	15	3	29
	Percentage	38%	52%	10%	
Walking	Number of mentions	13	3	10	26
	Percentage	50%	12%	38%	
Questions and Suggestions	Number of mentions	4	4	16	24
	Percentage	17%	17%	67%	

Cycling	Number of mentions	12	4	7	23
	Percentage	52%	17%	30%	
Improved Surroundings	Number of mentions	16	0	5	21
	Percentage	76%	0%	24%	
Access	Number of mentions	5	6	8	19
	Percentage	26%	32%	42%	
Speeding	Number of mentions	8	5	6	19
	Percentage	42%	26%	32%	
Consultation	Number of mentions	5	9	4	18
	Percentage	28%	50%	22%	
Business	Number of mentions	4	6	6	16
	Percentage	25%	38%	38%	
Parking	Number of mentions	3	8	2	13
	Percentage	23%	62%	15%	
Scheme Rationale	Number of mentions	3	7	2	12
	Percentage	25%	58%	17%	
Accessibility	Number of mentions	5	5	2	12
	Percentage	42%	42%	17%	
Pedestrian Crossing	Number of mentions	8	1	3	12
	Percentage	67%	8%	25%	
Cost	Number of mentions	4	1	2	7
	Percentage	57%	14%	29%	

Table 23: Nether Edge Road: Key theme mentions and sentiment

Nether Edge Road: Breakdown of keyword mentions and sentiment

In order to provide a more comprehensive overview of feedback received in reference to Nether Edge 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 Nether Edge Road, 32 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 Nether Edge Active Neighbourhood measures.

Respondent 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 keyword **narrow** 12 times. 42% (5) of these responses expressed positive sentiment regarding **narrow** roads, suggesting that respondents perceived the Nether Edge Active Neighbourhood to have had a positive impact on hazards and associated risks in the Nether Edge Road area. An example of feedback expressing positive sentiment in regards to risks associated with Nether Edge Road is contained in the following quote:

*"We have noticed a significant reduction in traffic on our part of Brincliffe Edge Road, and on Nether Edge Road (we live on the intersection of these two roads).
Overall we have noticed a positive change in our neighbourhood since the closure. We have seen an increase in runners, walkers and cyclists, and as a pedestrian, we feel safer walking in our neighbourhood".*

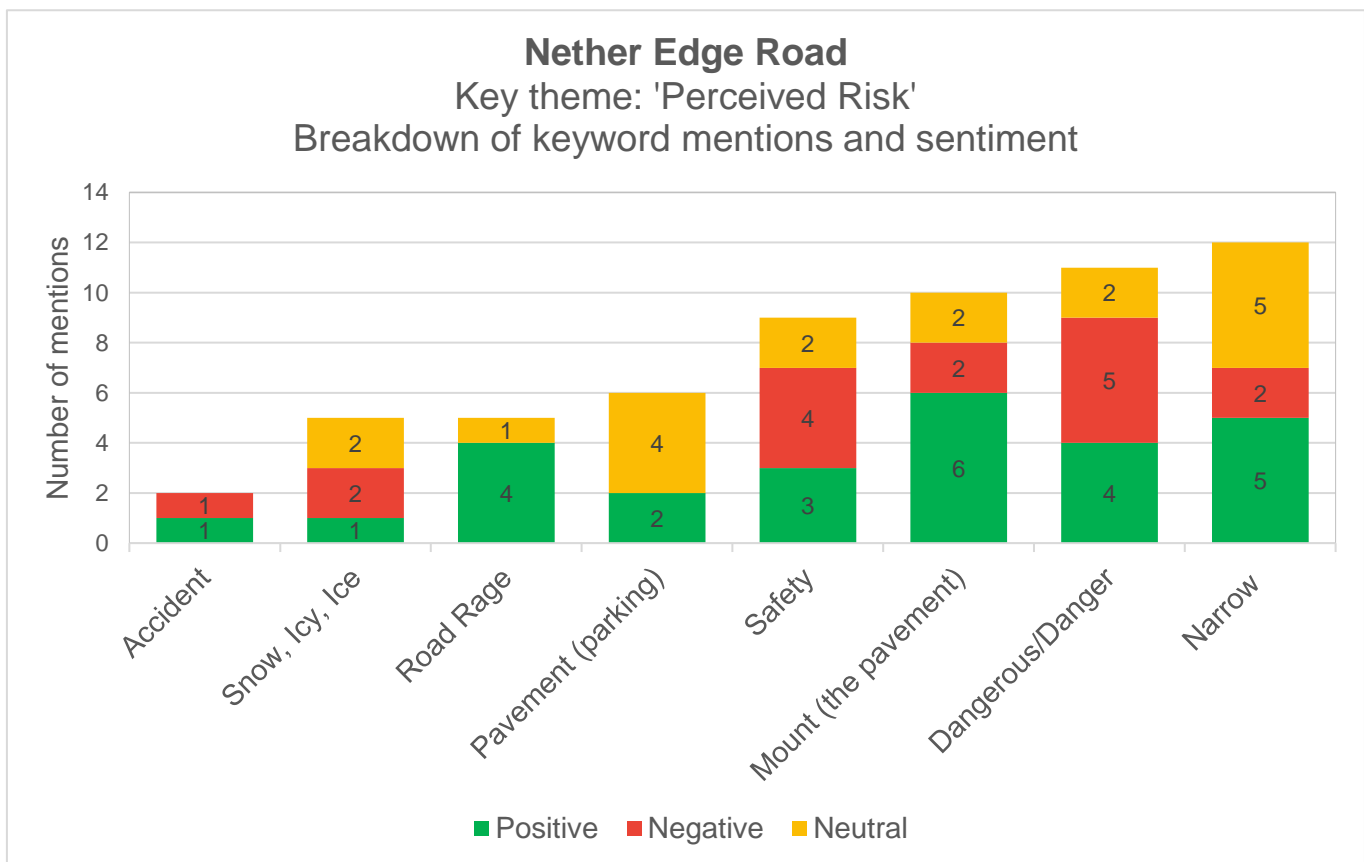


Figure 23: 'Perceived Risk': Breakdown of keyword mentions and sentiment

Nether Edge Road					
Key theme: 'Perceived Risk'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Narrow	Number of mentions	5	2	5	12
	Percentage	42%	17%	42%	
Dangerous/Danger	Number of mentions	4	5	2	11
	Percentage	36%	45%	18%	
Mount (the pavement)	Number of mentions	6	2	2	10
	Percentage	60%	20%	20%	
Safety	Number of mentions	3	4	2	9
	Percentage	33%	44%	22%	
Pavement (parking)	Number of mentions	2	0	4	6
	Percentage	33%	0%	67%	
Road rage	Number of mentions	4	0	1	5
	Percentage	80%	0%	20%	
Snow/Icy/Ice	Number of mentions	1	2	2	5
	Percentage	20%	40%	40%	
Accident	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	

Table 24: Nether Edge Road: 'Perceived Risk': Breakdown of keyword mentions and sentiment

Key theme: 'Access'

In relation to Nether Edge Road, 19 respondents mentioned keywords associated with the key theme **access**. **Access** refers to respondent comments in relation to the impact of the Nether Edge Active Neighbourhood on highways access and safe and efficient travel.

Respondent 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 responses mentioned the keyword **emergency vehicle** six times. 50% (3) of the mentions of **emergency vehicle** were associated with a negative sentiment whilst 50% (3) of the mentions were associated with a neutral sentiment. Respondents tended to be concerned about increased journey times for emergency services as a result of increased congestion that may have been displaced onto Nether Edge Road and the surrounding areas and the way in which Active Neighbourhood proposals plan to make Nether Edge Road less of a 'rat run' may impact neighbouring roads.

*"How will emergency vehicles - fire engines for instance - find their way onto Adelaide Road?
Given you are closing access to my home from Union Road and Nether Edge Road, what route do you suggest I take from the Moore Street roundabout, or from Tesco Abbeydale Road...in order to drive home?"*

*"Also one way traffic on the bottom of Nether Edge Road would create serious disturbances as all traffic coming from city centre direction will be diverted onto narrow and difficult to pass roads.
On the top of that in the case of ambulance/ delivery van/ broken car or skip delivering truck appearance the only access routes could be completely blocked."*

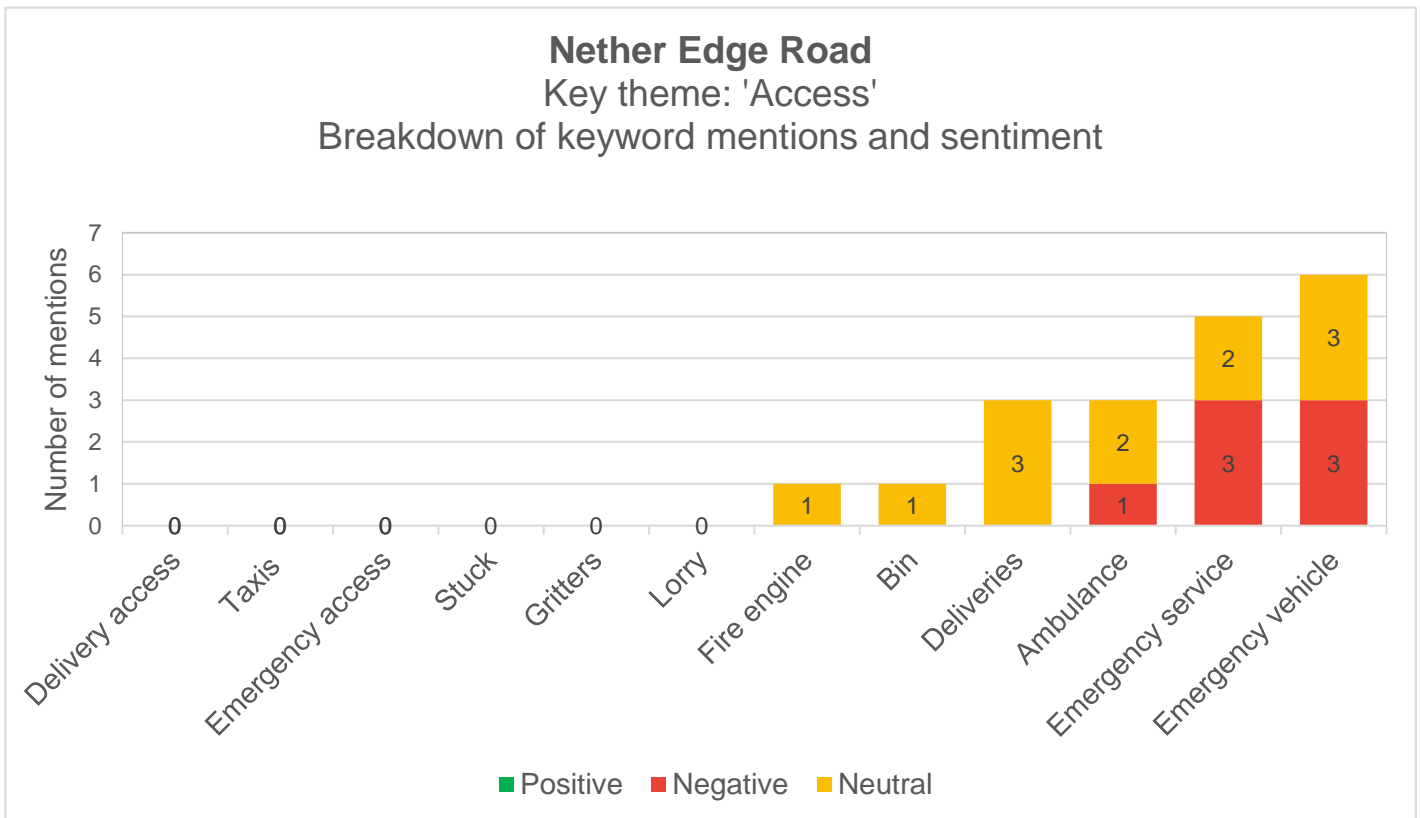


Figure 24: Nether Edge Road: 'Access': Breakdown of keyword mentions and sentiment

Nether Edge Road					
Key theme: 'Access'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Emergency vehicle	Number of mentions	0	3	3	6
	Percentage	0%	50%	50%	
Emergency Service	Number of mentions	0	3	2	5
	Percentage	0%	60%	40%	
Ambulance	Number of mentions	0	1	2	2
	Percentage	0%	33%	66%	
Deliveries	Number of mentions	0	0	3	3
	Percentage	0%	0%	100%	
Bin	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Fire engine	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Stuck	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%	
Emergency access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Taxis	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Deliveries	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 25: Nether Edge Road: 'Accessibility': Breakdown of keyword mentions and sentiment

Key theme: 'Accessibility'

In relation to Nether Edge Road, 12 respondents mentioned keywords associated with the key theme **accessibility**. **Accessibility** refers to whether respondents perceived the Nether Edge Active Neighbourhood to be accessible and usable for as many people as possible.

Respondent mentions of the key theme **accessibility** 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 accessibility, helping to identify areas of concern raised by respondents.

Email responses mentioned the keyword **steep** 6 times. 33% (2) mentions of **steep** were associated with both a negative sentiment and a neutral sentiment.

"[the proposals are] discriminatory towards elderly and vulnerable residents who rely on their vehicles to shop for essential items such as food and medication, including the proposals not taking account that the steep hills make it very difficult for elderly people to carry heavy or bulky items - not everyone has access to internet shopping for such items"

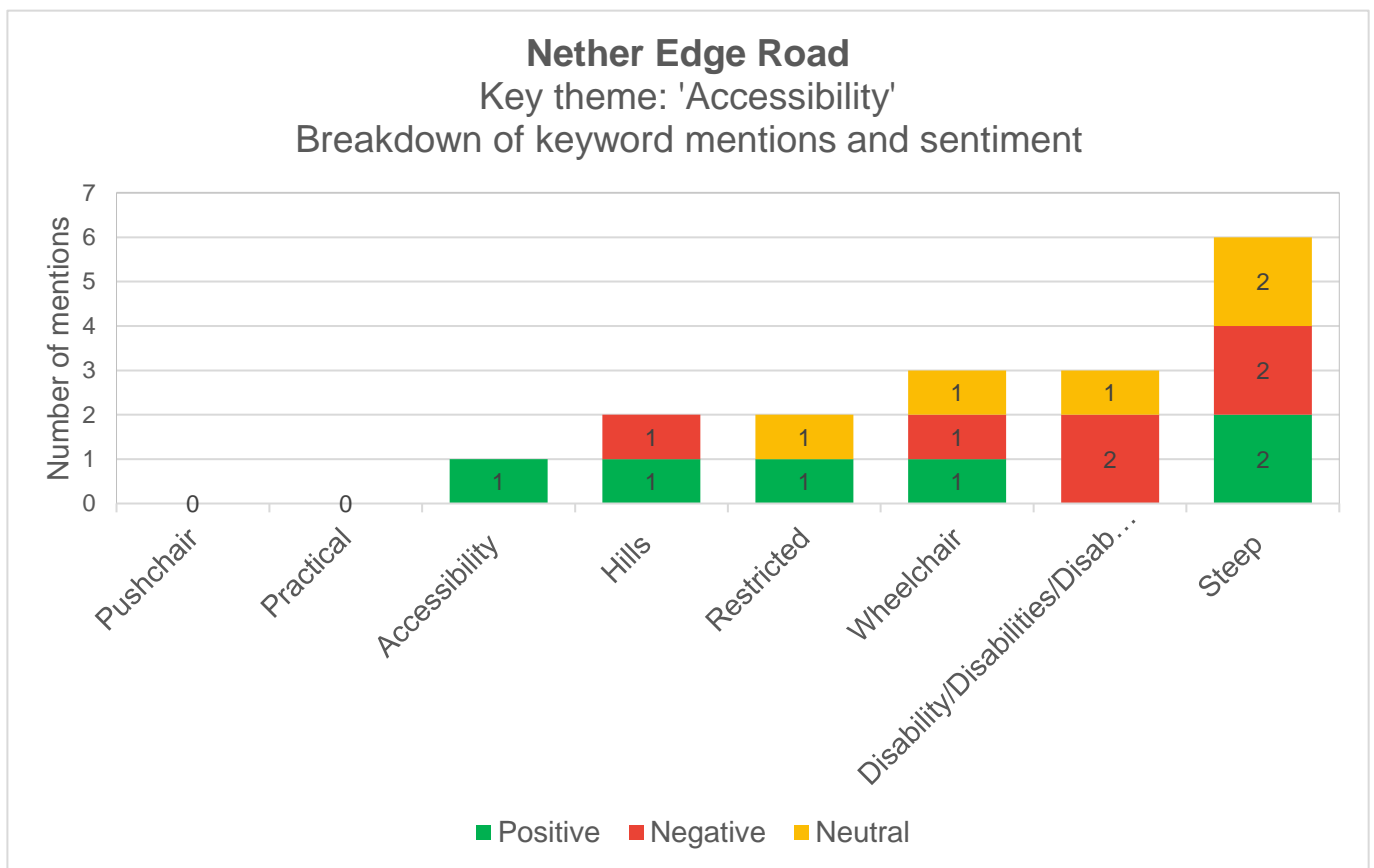


Figure 25: Nether Edge Road: 'Accessibility': Breakdown of keyword mentions and sentiment

Nether Edge Road					
Key theme: 'Accessibility'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Steep	Number of mentions	2	2	2	6
	Percentage	33%	33%	33%	
Disability/Disabilities/Disabled	Number of mentions	0	2	1	3
	Percentage	0%	67%	33%	
Wheelchair	Number of mentions	1	1	1	3
	Percentage	33%	33%	33%	
Restricted	Number of mentions	1	0	1	2
	Percentage	50%	0%	50%	
Hills	Number of mentions	1	1	0	2
	Percentage	0%	50%	0%	
Accessibility	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Practical	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pushchair	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 26: Nether Edge Road: 'Accessibility': Breakdown of keywords mentioned and sentiment

Key theme: 'Improved surroundings'

In relation to Nether Edge Road, 21 respondents mentioned keywords associated with the key theme **improved surroundings**. **Improved surroundings** refers to the influence of the Nether Edge 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, aligned with some of the aims of the Active Travel Neighbourhood.

Respondent mentions of the key theme **improved surroundings** have been analysed further to illustrate which keywords were mentioned in relation to this key theme. This breakdown of keywords illustrates the subjects raised pertaining to the key theme **improved surroundings**, helping to identify the way that respondents feel the Nether Edge Active Neighbourhood has impacted the local environment.

Email responses mentioned the keyword **safer** 15 times. 73% (11) mentions of **safer** were associated with a positive sentiment whilst 27% (4) mention of **safer** was associated with a negative sentiment. An example of feedback expressing positive sentiment in regards to the keyword **safer**, and the key theme **improved surroundings** is contained in the following quotes:

"It has greatly reduced the traffic on Nether Edge Road and Glen Road, making my house and garden far safer and more pleasant. I can tell that I am now suffering from much less noise pollution. It will also be true that the air is cleaner too."

"As someone who lives on Nether Edge road it is so much safer now and the air cleaner... Making it hard and less desirable to drive will force people to change their behaviours/habits. Finally these sorts of schemes are essential in improving Sheffield's poor road safety record and making our streets safer for children, cyclists and pedestrians."

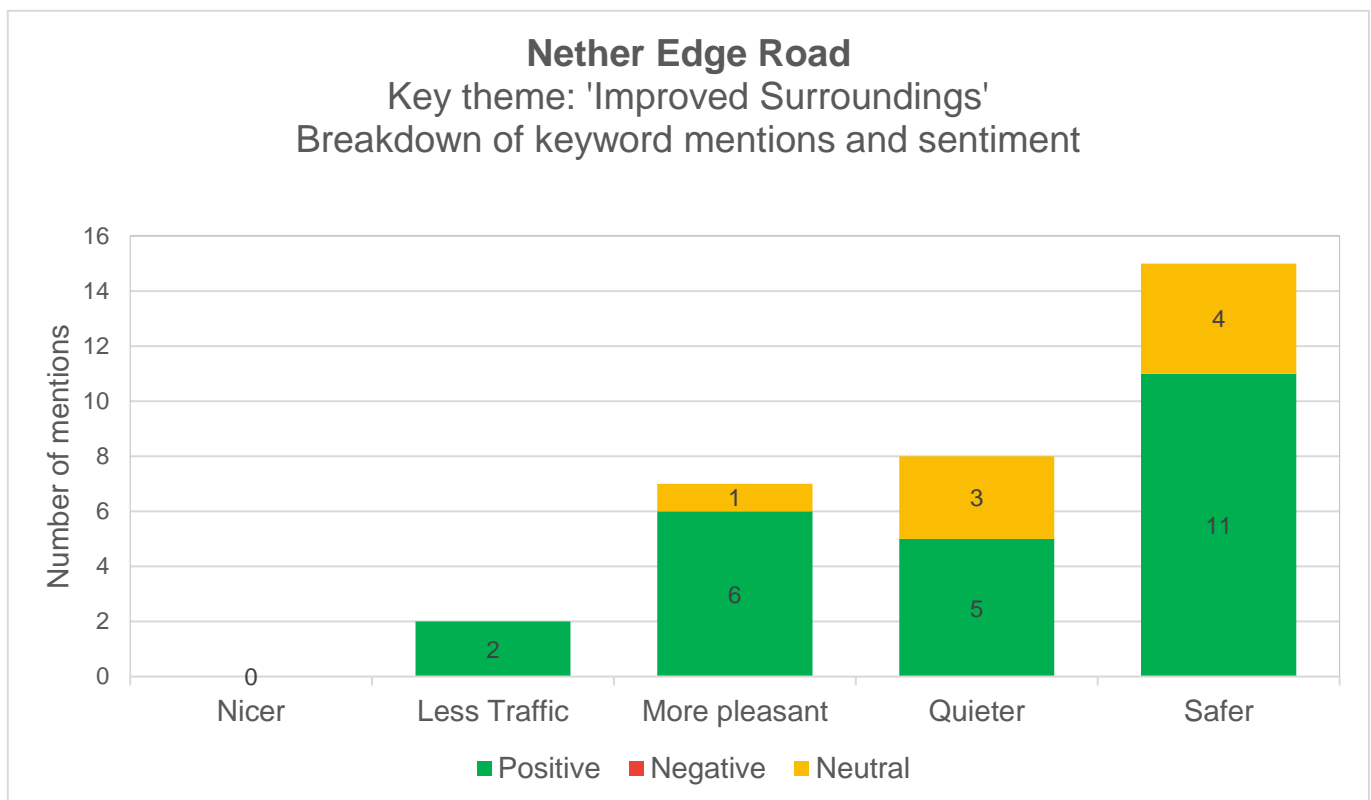


Figure 26: Nether Edge Road: 'Improved Surroundings': Breakdown of keyword mentions and sentiment

Nether Edge Road					
Key theme: 'Improved Surroundings'					
Breakdown of keyword mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Safer	Number of mentions	11	0	4	15
	Percentage	73%	0%	27%	
Quieter	Number of mentions	5	0	3	8
	Percentage	63%	0%	38%	
More pleasant	Number of mentions	6	0	1	7
	Percentage	86%	0%	0%	
Less traffic	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Nicer	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 27: Nether Edge Road: 'Improved Surroundings': Breakdown of keyword mentions and sentiment

Other roads mentioned in email feedback

Listed below is a brief summary of feedback provided in relation to the following roads which were mentioned less frequently than the five roads mentioned above. These roads are often mentioned 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 1.

- **Ashland Road**

Respondents mentioning Ashford road tended to express positive sentiment in regard to the impact of the Active Neighbourhood measures on their local surroundings. This is generally attributed to the fact that less cars have been using Ashland Road as a through route.

“As a resident of Ashland road, the closure of archer lane has had a massive impact on the amount of traffic on our road. As a parent it feels safer walking to the shops with our toddler. As a cyclist it is less hazardous trying to get out of nether edge. I appreciate it may have caused some inconvenience for motorists however as a car driver leaving and returning home this has not felt that problematic.”

- **Carter Knowle Road**

Respondents mentioning Carter Knowle Road tended to express mixed sentiment in regard to the impact of the Active Neighbourhood measures on their local surroundings.

“If I decided to join Abbeydale Road instead of Ecclesall Rd to get into town, I would be joining the increased level of traffic either at Carter Knowle where there are two schools and crossing on only one side, or further down Bannerdale Road at Abbeydale road, where there is an infant school and no crossing at a well documented dangerous junction. There’s been so many accidents there that there is a camera but no pedestrian crossing for infants and their families going to and from school.”

“...Apart from initial chaos on the first couple of days of the closure, it has made a remarkable difference to the volume of traffic travelling down Bannerdale Road towards Carter Knowle Road and Abbeydale Road.”

- **Chelsea Road**

Respondents mentioning Chelsea Road tended to express negative sentiment in regard to the impact of the Active Neighbourhood measures on their local surroundings, some respondents suggested that the plans appear to have been designed to encircle and hinder Chelsea road particularly.

“Blocking Union Road ...would be even worse. Look at the journey it would entail for instance to get from where we live in Adelaide Road to our GP in St Andrews Road. You clearly have not realised the obvious route that traffic will take. Extra traffic on Lyndhurst Road (Assessment & Rehab Centre) Cavendish Road (Montessori Nursery School) and Chelsea Road (Park gates). Hardly sensible places to be sending extra traffic is it.”

- **Cherry Tree Road**

Respondents mentioning Cherry Tree Road highlighted parking and speeding as an issue along this road. Some respondents mentioned that Cherry Tree Road is used as a free car park during weekdays and vehicles are often driven at fast speeds on this road.

“I for example live on Cherry Tree Road and this is used as a free car park during week days and vehicles are often driven at fast speeds on this road- so why not make Cherry Tree Road accessible only to residents? If the residents around Archer Lane are to be considered then surely this is also a legitimate consideration?”

- **Chesterfield Road**

Respondents mentioning Chesterfield Road tended to express negative sentiment in particular regard to congestion and pollution as a result of the Nether Edge Active Neighbourhood measures.

“Before you put it the road closure it took me 8 minutes to get to and from work, from Woodseats to Sharrow. However following your intervention it now takes over 25 minutes with nothing but stand still traffic on both Abbeydale Road and Chesterfield Road. This stand still traffic continues even after rush hour has finished.”

- **Edgedale Road**

Feedback received in relation to Edgedale Road tended to be somewhat mixed and echo issues raised in relation to Bannerdale Road, in accordance with the fact that these are neighbouring roads. Feedback tended to mention higher numbers of parking on Edgedale Road which has an impact on traffic flows.

“increase traffic on Edgedale Road, which is already narrow with few passing places”

- **Edgefield Road**

Edgefield Road has been identified as a connecting road between Edgedale Road and Archer Lane, only 2 email responses mentioned this road. Respondents reported the

“I am a resident of Edgefield Road (off Edgedale Road). I believe the closure will directly impact Edgedale Road in that people will use as a cut through when Archer Lane is not available, however there has been absolutely no communication with residents about the proposal.”

- **Lyndhurst Road**

Respondents mentioning Lyndhurst Road tended to mention increased car journey times as a result of an increase in volume of traffic on surrounding roads.

I am a resident on Lyndhurst road and the journey to the larger supermarkets on Abbeydale and Archer Road used to take approx. 5 mins, on a good run it now takes 20mins due to delays caused by the increased volume of traffic down Sheldon road, time spent waiting at the various set of traffic light and the speed which now one travels on all the roads.

“Extra traffic on Lyndhurst Road (Assessment & Rehab Centre) Cavendish Road (Montessori Nursery School) and Chelsea Road (Park gates). Hardly sensible places to be sending extra traffic is it.”

- **Marden Road**

Respondents tended to perceive greater risk associated with the impact of the Active Neighbourhood measures on Marden Road.

“accidents waiting to happen due to increased traffic on Sandford grove road and Marden road- with parked cars on corners an issue Let me be clear cars coming up Marden Road are constantly guessing if they can pull out onto Sandford Grove Road- trust me it's only a matter of time before there's a bad smash.”

“The junction between Marden Rd and Abbeydale Rd has poor lines of vision and is without traffic lights, and I do not feel it is safe to promote the use of this road via the closer of archer lane.”

“Marden Road, a very steep curved road, nowadays heavily parked, with very restricted line of sight, does cause problems with head to head traffic.”

- **Montgomery Road**

Respondents mentioning Montgomery Road tended to suggest that new measures introduced more directly in the vicinity of Montgomery Road would have a positive impact on the immediate surroundings.

“I would hope that there are plans to expand this approach to other parts of Nether Edge in the near future - the most obvious candidate for this is the area around Chippinghouse Road that connects Abbeydale to Montgomery road. This is a really vital little section for cyclists to be able to get between Nether Edge and the Sheaf Valley route, and is often used by cars to shave a few seconds off journeys by avoiding the main junctions. If it was no longer possible to drive between Montgomery and Abbeydale along these roads then it would make them significantly more pleasant and convenient to cycle along them and this would encourage more people to make more use of the Sheaf Valley route once it's fully installed - though a signalised cycle crossing to enable you to cross Abbeydale road and get to the other part of Chippinghouse road would also be super helpful here.”

- **Osborne Road**

Respondents referencing Osborne Road tended to mention the pedestrian crossing in particular and the impact that this had on their daily lives. These comments tended to be positive rather than negative, but many people mentioned the pedestrian crossing on Osborne Road with neutral sentiment.

“[regarding pedestrian crossings] We don't use the one on Psalter Lane that much but we have used the Osbourne Road one many times. It's an awful place to cross without the traffic lights but now it's like magic. You press the button and the traffic stops. Why we don't have more of these, I'll never understand.”

- **Psalter Lane**

Respondents referencing Psalter Lane tended to mention the pedestrian crossing in particular and the impact that this had on their daily lives. These comments tended to be positive rather than negative but many people mentioned the pedestrian crossing on Psalter Lane with neutral sentiment.

“We also support the other active travel measures including the new traffic light controlled crossings on Osborne Road and Psalter Lane which make negotiating these roads much less hazardous.”

- **Rupert Road**

Rupert Road was mentioned as respondents tended to report improved congestion along this road and improved surroundings with some respondents commenting that the measures have had a pleasant effect on the local surroundings.

“I live at the top of Rupert Road and this change has been transformational for the environment I live in. Overnight the road changed from being a major thoroughfare to feeling like a quiet village. This has had an unexpected effect of reducing my stress levels whilst at home – it seems the noise of traffic speeding past had me permanently on edge.”

- **Sandford Grove**

The majority of respondents mentioning Sandford Grove expressed negative sentiment in regards to congestion and perceived risk, suggesting that the road is narrow and has experienced increased congestion as a result of the measures.

“Coming down Carter Knowle to join Abbeydale Road (which is already saturated with traffic for many parts of the day), going up Sheldon Road to Sandford Grove Road and Glen Road (the latter two which are narrow and where parked cars reduce the road width to one vehicle at a time)”

“It was previously very dangerous crossing Brincliffe Edge Road and Sandford Grove Road, as cars would pull out of the top of Archer Lane very quickly, often without looking to see if anyone was crossing the road. There have been several occasions where I was already half way across the road when cars swung out and nearly hit me.”

- **Sheldon Road**

Respondents tended to mention an increase in traffic along Sheldon Road.

“I would say that the traffic on both Abbeydale Road and Sheldon Road has increased substantially, and to a lesser extent, Glen Road, Gatefield Road and part of Sandford Grove Road. There are regular long queues of traffic on Sheldon Road both to and from Abbeydale Road.”

- **Union Road**

Respondents mentioning Union Road tended to highlight that these measures have not been implemented and anticipate that they would not be necessary.

“The other issue involves the plan to make Nether Edge Road one way and close Union Road. My view is that neither of these measures but particularly the change to Nether Edge Road, are necessary as we no longer have the volume of traffic coming through at the moment.

- **Woodseats Road**

Respondents tended to mention Woodseats Road in relation to Abbeydale Road and the traffic resulting from implemented measures.

“[closing Archer Lane] has caused a disastrous worsening of traffic-flow on Abbeydale Road during the morning peak, as drivers who are heading for Nether Edge, rather than the City Centre, are forced through the inadequate Woodseats Road junction, rather than approaching directly along Bannerdale Rd and Archer Lane. I don't believe traffic has ever been particularly heavy, or dangerously fast: the only problems were with injudicious parking.”

- **No road name mentioned**

Those email responses which did not mention any roads tended to express either general negative or general positive sentiment in relation to the scheme and measures.

“I am very much in favour of anything that reduces traffic and our carbon footprint. Exceptions for Blue Badge holders where practicable, perhaps.”

“The road closure in Nether Edge is an appalling idea. Far from it encouraging me to walk or take public transport, it is encouraging me to drive further and increase my journey time. Drivers shouldn't be penalised for using roads, regardless of whether they are side streets, B roads, A roads or motorways. ... Perhaps the council can look at spending some of the several million pounds on subsidising or improving public transport such as more routes or more, and smaller busses, better charging facilities around all of Sheffield for electric vehicles, incentivise local businesses to offer the cycle to work scheme, secure storage facilities for cycles, secure public shower and changing facilities for those that cycle, walk or jog to work, local grants for renewable energy generation to local business offset the carbon footprint of the workforce, and I'm sure plenty of other things that could be done rather than frustrate a huge chunk of the working population that are just trying to go about their business.”

Feedback provided via phone calls

The Connecting Sheffield information line received 24 phone calls whereby respondents provided feedback in relation to the Nether Edge Active Neighbourhood. The feedback provided via freephone tended to express a more negative perception of the scheme than feedback provided via email. Some respondents have expressed their concern about the closure of Union Road and Archer Road, and their concern regarding potential traffic increase on other roads such as Psalter Lane and Abbeydale Road, causing more bottlenecks, and creating more stress on neighbouring roads. There is a general consensus among some respondents that they were not adequately consulted during the process. However, there were some respondents who expressed full support of the scheme.

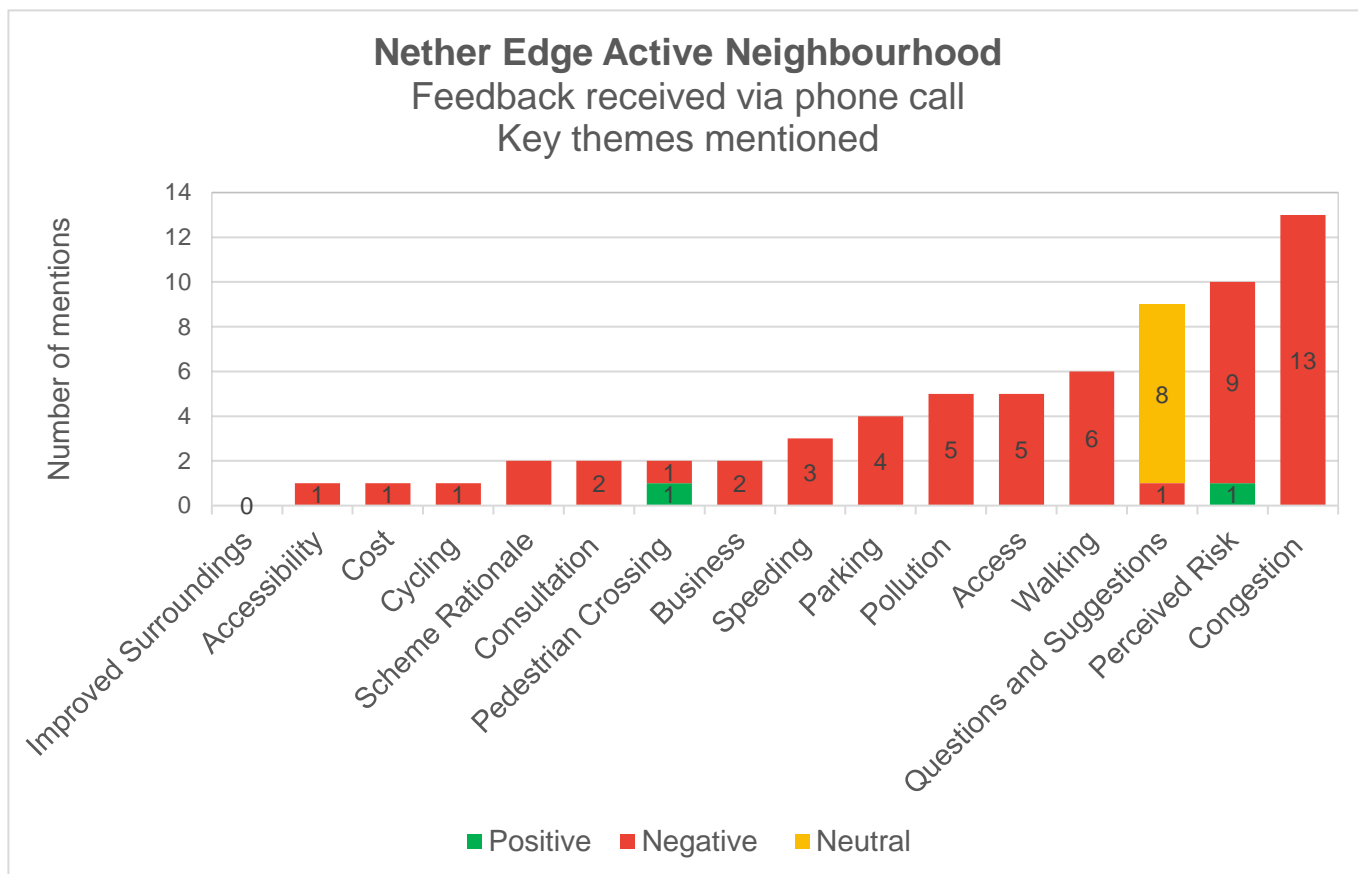


Figure 27: Nether Edge Active Neighbourhood: Feedback received via phone call: Key themes and sentiment

Nether Edge Active Neighbourhood					
Feedback received via phone call					
Key themes mentioned					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	13	0	13
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	1	9	0	10
	Percentage	10%	90%	0%	
Questions and Suggestions	Number of mentions	0	1	8	9
	Percentage	0%	11%	89%	
Walking	Number of mentions	0	6	0	6
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Access	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Parking	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Speeding	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Scheme Rationale	Number of mentions	0	2	0	2
	Percentage	0%	100%	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%	
Business	Number of mentions	0	2	0	2
	Percentage	0%	100%	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%	
Cycling	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Improved Surroundings	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 28: Nether Edge Active Neighbourhood: Feedback received via phone call: Key themes and sentiment

Section 3

Conclusion

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

It is also worth noting that there is a definite trend towards an increase in more positive sentiment on the scheme after implementation when compared to before implementation. It should be noted that the balance after implementation remains weighted in favour of negative comments but the shift towards a greater percentage of positive comments being received after implementation is clear in relation to Archer Lane.

General Patterns

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

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

Section 4

Appendices

Appendix 1: Other Roads mentioned in email feedback

Below are a number of figures providing a summary of feedback received in relation to other roads mentioned within feedback regarding the Nether Edge Active Neighbourhood. These figures illustrate key themes raised and associated sentiment. 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 Nether Edge Active Neighbourhood.

Ashland Road

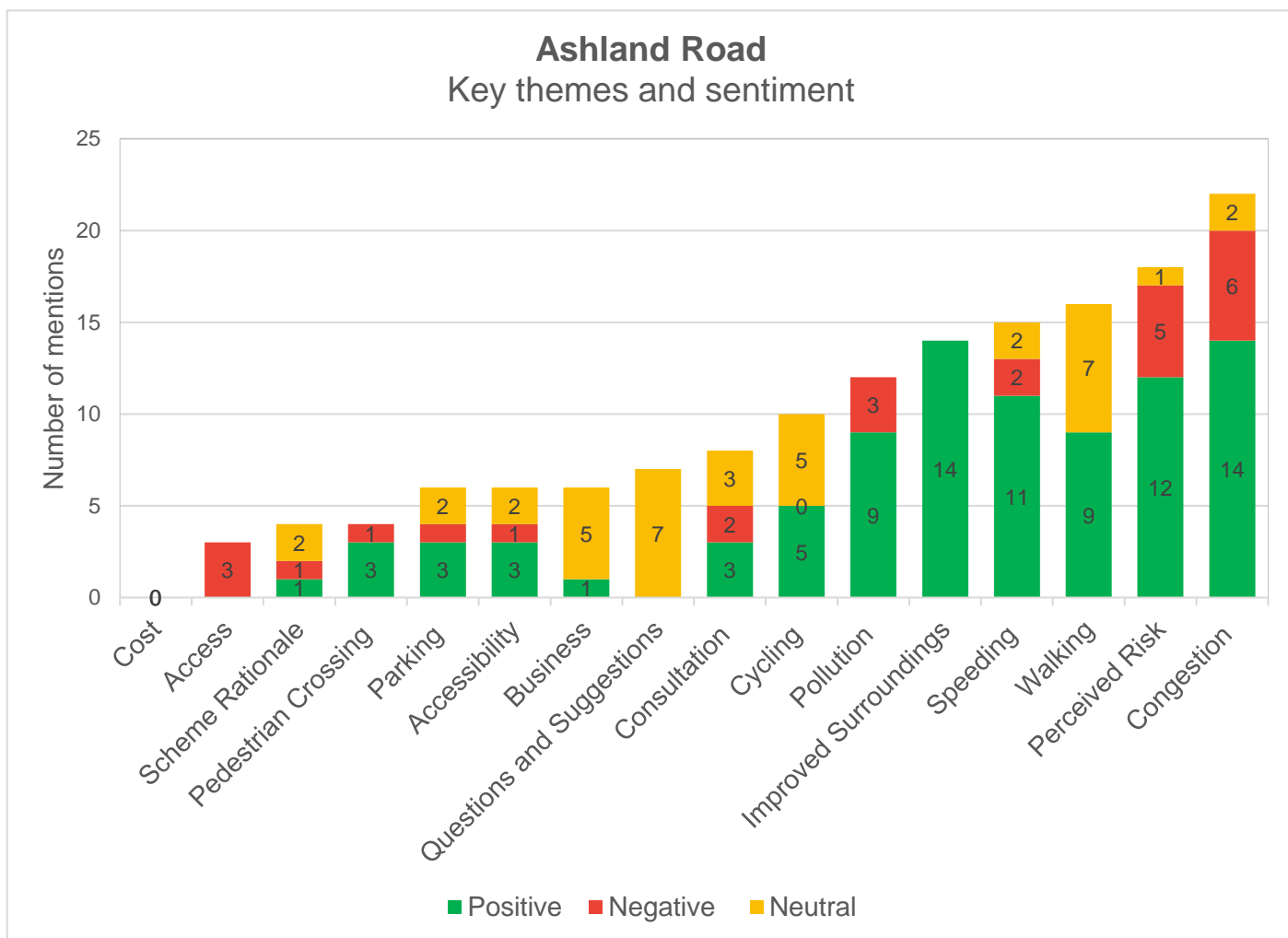


Figure 28: Ashland Road: Key theme mentions and sentiment

Ashland Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	14	6	2	22
	Percentage	64%	27%	9%	
Perceived Risk	Number of mentions	12	5	1	19
	Percentage	63%	26%	5%	
Walking	Number of mentions	9	0	7	16
	Percentage	56%	0%	44%	
Speeding	Number of mentions	11	2	2	15
	Percentage	73%	13%	13%	
Improved Surroundings	Number of mentions	14	0	0	14
	Percentage	100%	0%	0%	
Pollution	Number of mentions	9	3	0	12
	Percentage	75%	25%	0%	
Cycling	Number of mentions	5	0	5	10
	Percentage	50%	0%	50%	
Consultation	Number of mentions	3	2	3	8
	Percentage	38%	25%	38%	
Questions and suggestions	Number of mentions	0	0	7	7
	Percentage	0%	0%	100%	
Parking	Number of mentions	3	1	2	6
	Percentage	50%	17%	33%	
Accessibility	Number of mentions	3	1	2	6
	Percentage	50%	17%	33%	
Business	Number of mentions	1	0	5	6
	Percentage	17%	0%	83%	
Scheme Rationale	Number of mentions	1	1	2	4
	Percentage	25%	25%	50%	
Pedestrian Crossings	Number of mentions	3	1	0	4
	Percentage	75%	25%	0%	
Access	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 29: Ashland Road: Key theme mentions and sentiment

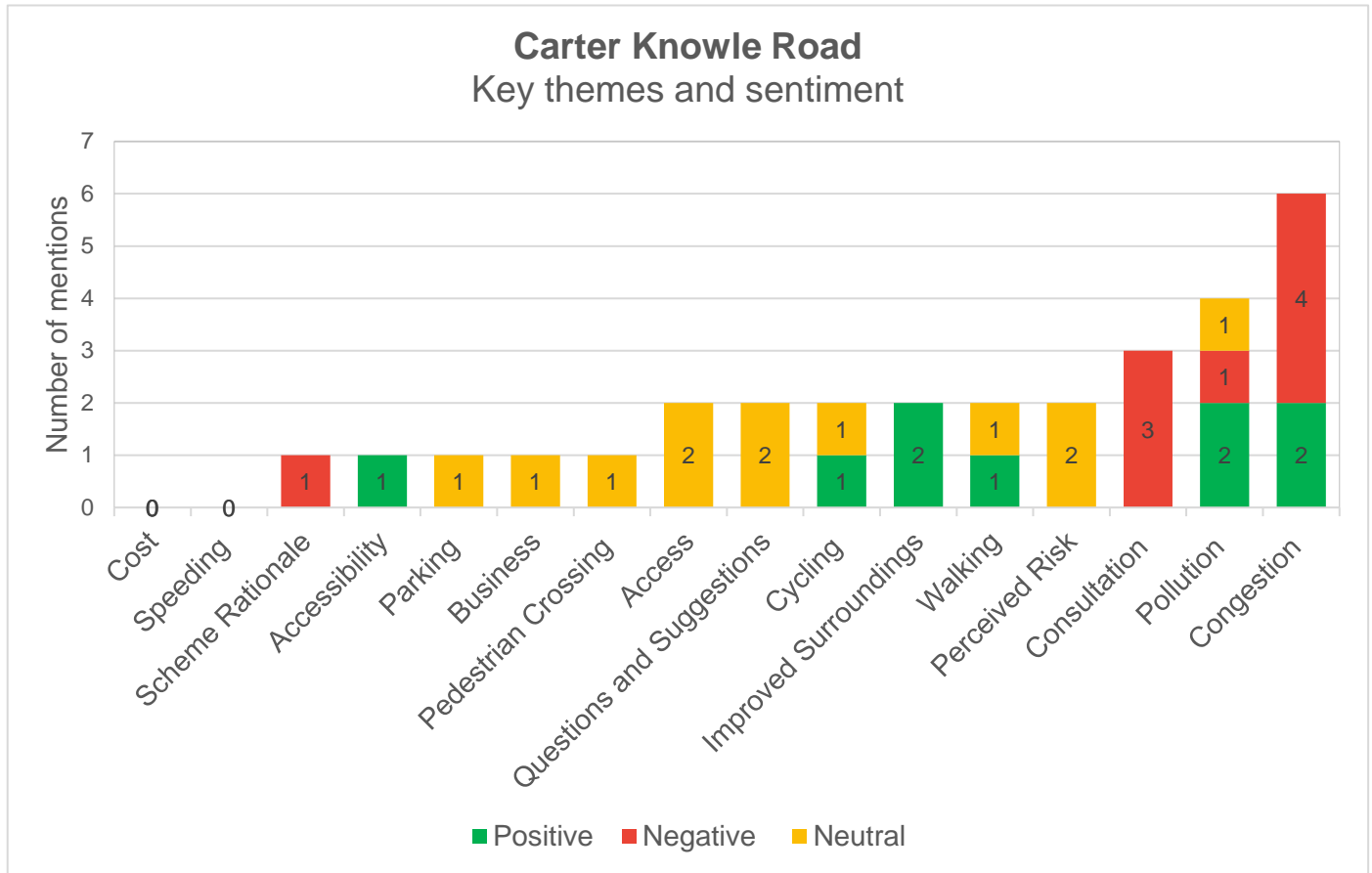


Figure 29: Carter Knowle Road: Key theme mentions and sentiment

Carter Knowle Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	2	4	0	6
	Percentage	33%	67%	0%	
Pollution	Number of mentions	2	1	1	4
	Percentage	50%	25%	25%	
Consultation	Number of mentions	0	3	0	4
	Percentage	0%	75%	0%	
Pedestrian Crossing	Number of mentions	0	0	1	3
	Percentage	0%	0%	33%	
Walking	Number of mentions	1	0	1	3
	Percentage	33%	0%	33%	
Perceived Risk	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	
Access	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	
Questions and Suggestions	Number of mentions	0	0	2	2
	Percentage	0%	0%	100%	
Business	Number of mentions	0	0	1	2
	Percentage	0%	0%	50%	
Cycling	Number of mentions	1	0	1	2
	Percentage	50%	0%	50%	
Improved Surroundings	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Parking	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Scheme Rationale	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Cost	Number of mentions	1	4	4	9
	Percentage	11%	44%	44%	
Access	Number of mentions	0	6	2	8
	Percentage	0%	75%	25%	

Table 30: Carter Knowle Road: Key themes and sentiment

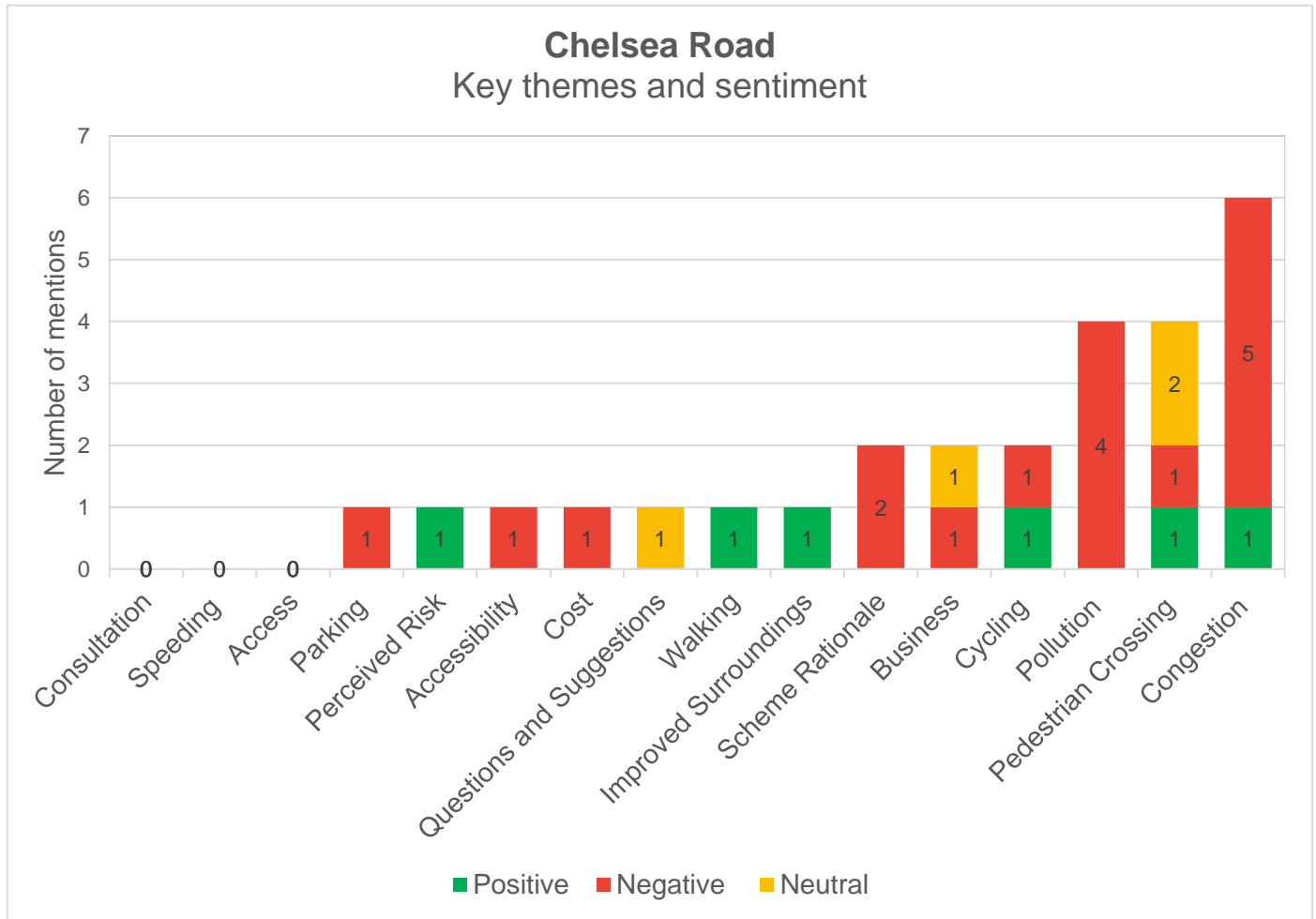


Figure 30: Chelsea Road: Key theme mentions and sentiment

Chelsea Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	1	5	0	6
	Percentage	17%	83%	0%	
Pollution	Number of mentions	0	4	0	4
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	1	1	2	4
	Percentage	25%	25%	50%	
Scheme Rationale	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Business	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Cycling	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Parking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	1	0	0	1
	Percentage	100%	0%	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%	
Questions and Suggestions	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Walking	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Improved Surroundings	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Access	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%	

Table 31: Chelsea Road: Key theme mentions and sentiment

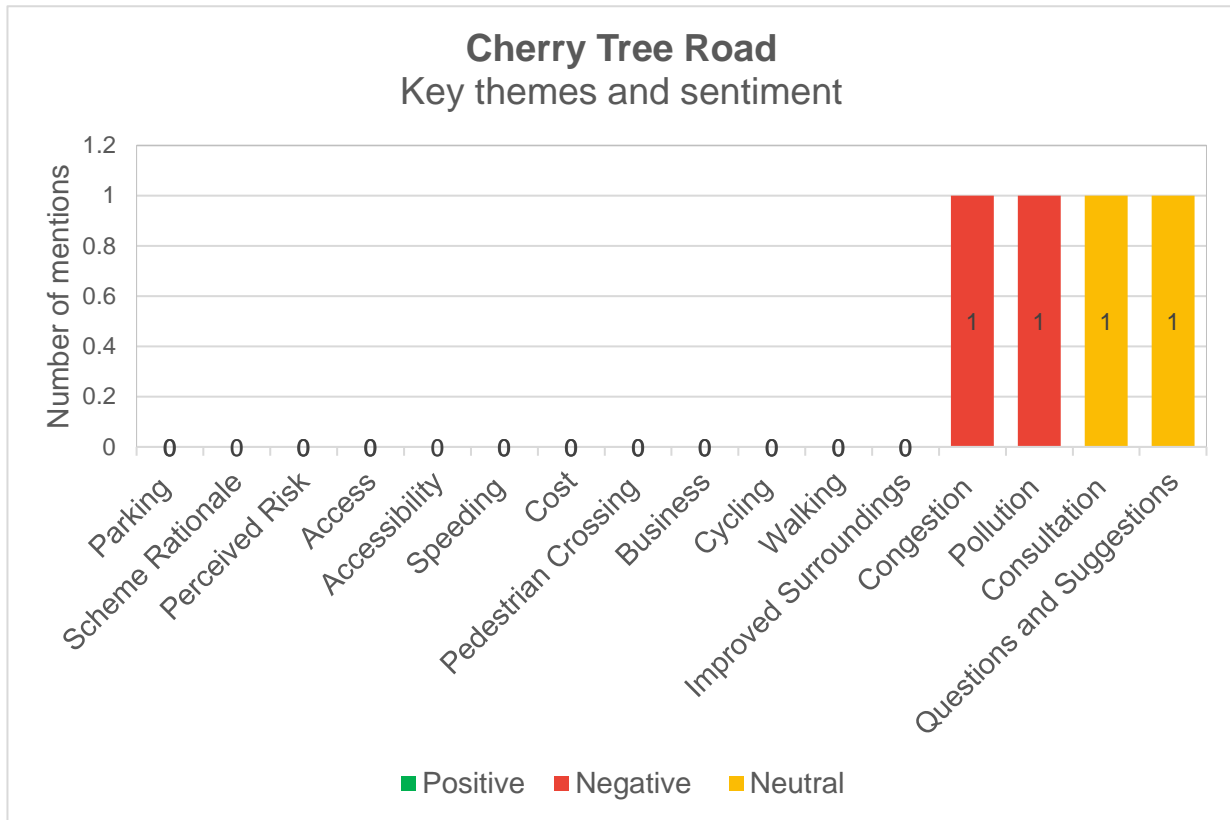


Figure 31: Cherry Tree Road: Key theme mentions and sentiment

Cherry Tree Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Questions and Suggestions	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
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%	
Dangerous	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	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%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Pleasant Environment	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 32: Cherry Tree Road: Key theme mentions and sentiment

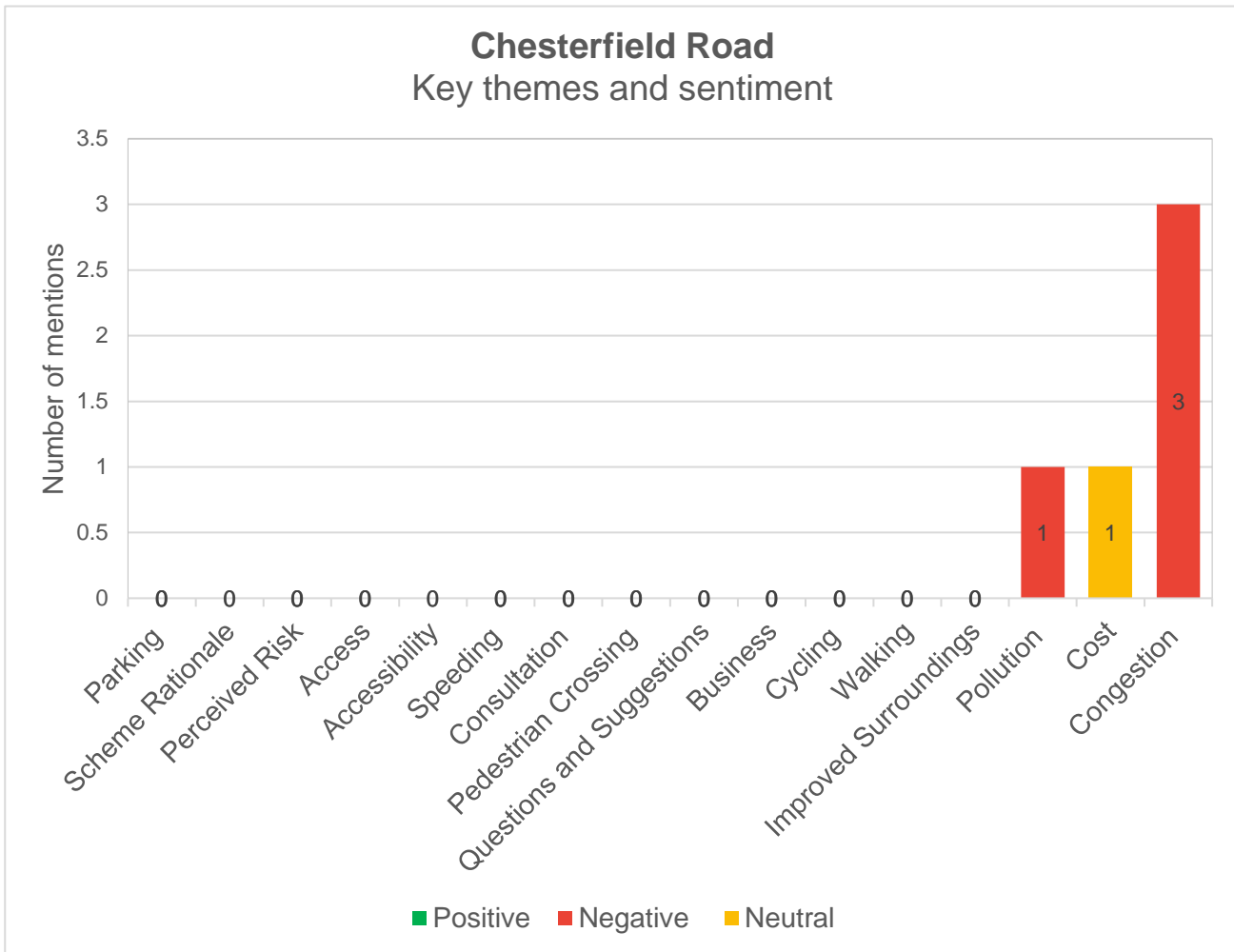


Figure 32: Chesterfield Road: Key theme mentions and sentiment

Chesterfield Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Improved Surroundings	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Walking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cycling	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Business	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%	
Pedestrian Crossing	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Consultation	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Perceived Risk	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Scheme Rationale	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 33: Chesterfield Road: Key theme mentions and sentiment

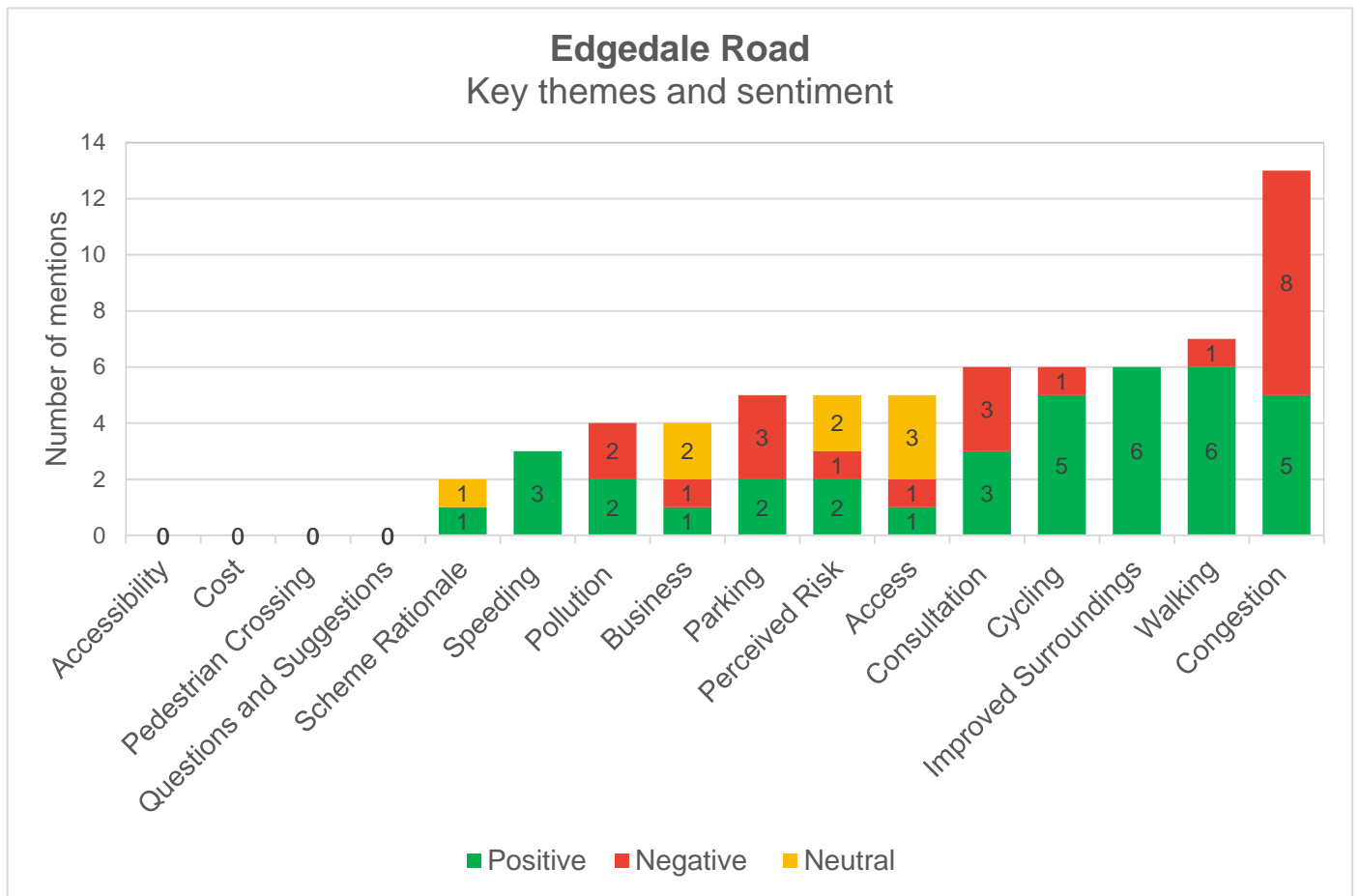


Figure 33: Edgedale Road: Key theme mentions and sentiment

Edgedale Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	5	8	0	13
	Percentage	38%	62%	0%	
Walking	Number of mentions	6	1	0	7
	Percentage	86%	14%	0%	
Consultation	Number of mentions	3	3	0	6
	Percentage	50%	50%	0%	
Cycling	Number of mentions	5	1	0	6
	Percentage	83%	17%	0%	
Improved Surroundings	Number of mentions	6	0	0	6
	Percentage	100%	0%	0%	
Parking	Number of mentions	2	3	0	5
	Percentage	40%	60%	0%	
Perceived Risk	Number of mentions	2	1	2	5
	Percentage	40%	20%	40%	
Access	Number of mentions	1	1	3	5
	Percentage	20%	20%	60%	
Pollution	Number of mentions	2	2	0	4
	Percentage	50%	50%	0%	
Business	Number of mentions	1	1	2	4
	Percentage	25%	25%	50%	
Speeding	Number of mentions	3	0	0	3
	Percentage	100%	0%	0%	
Scheme Rationale	Number of mentions	1	0	1	2
	Percentage	50%	0%	50%	
Accessibility	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%	

Table 34: Edgedale Road: Key theme mentions and sentiment

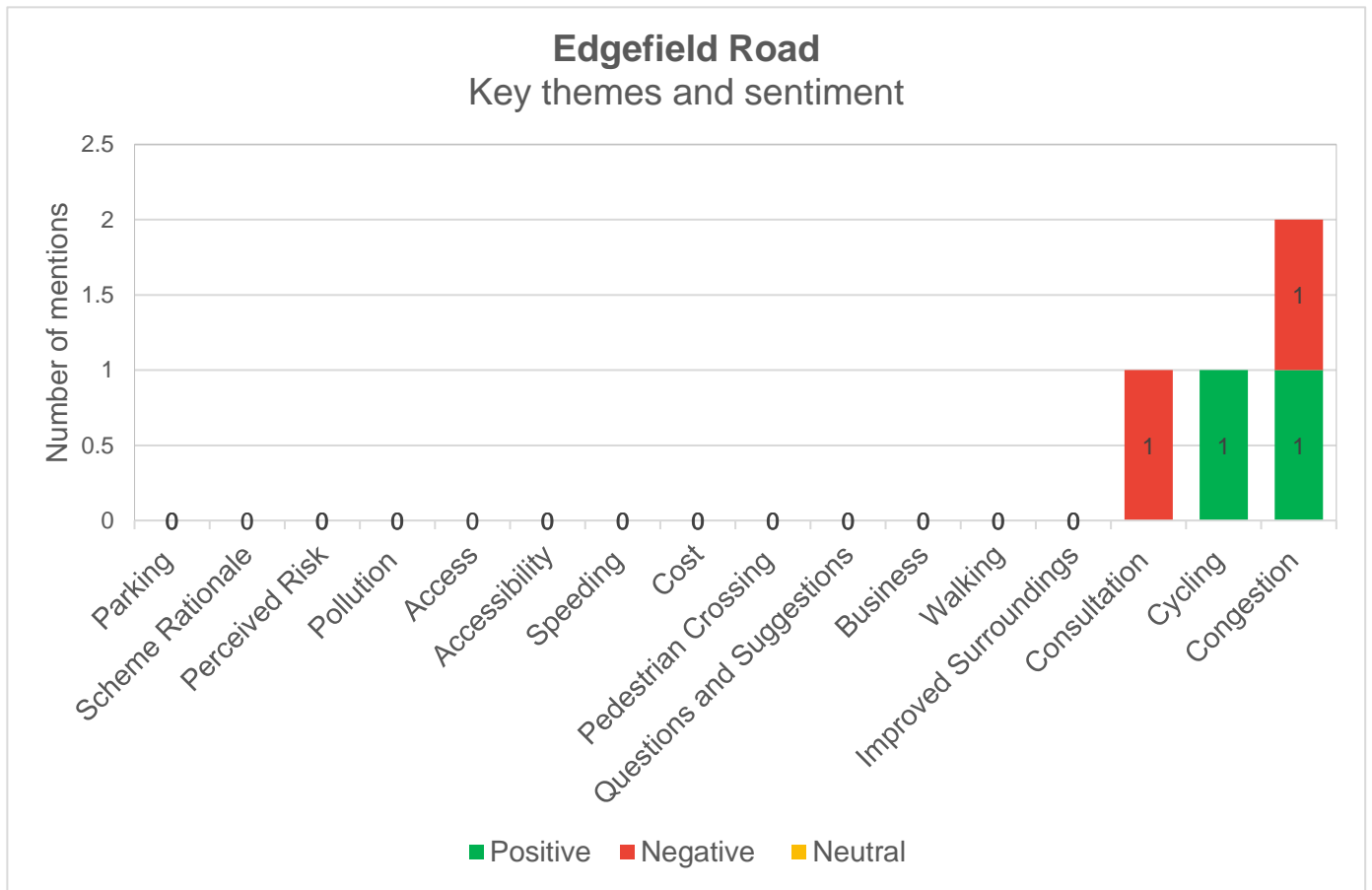


Figure 34: Edgefield Road: Key theme mentions and sentiment

Edgefield Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cycling	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Pleasant Environment	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Walking	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%	
Questions and Suggestions	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%	
Speeding	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Accessibility	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Dangerous	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Scheme Rationale	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 35: Edgefield Road: Key theme mentions and sentiment

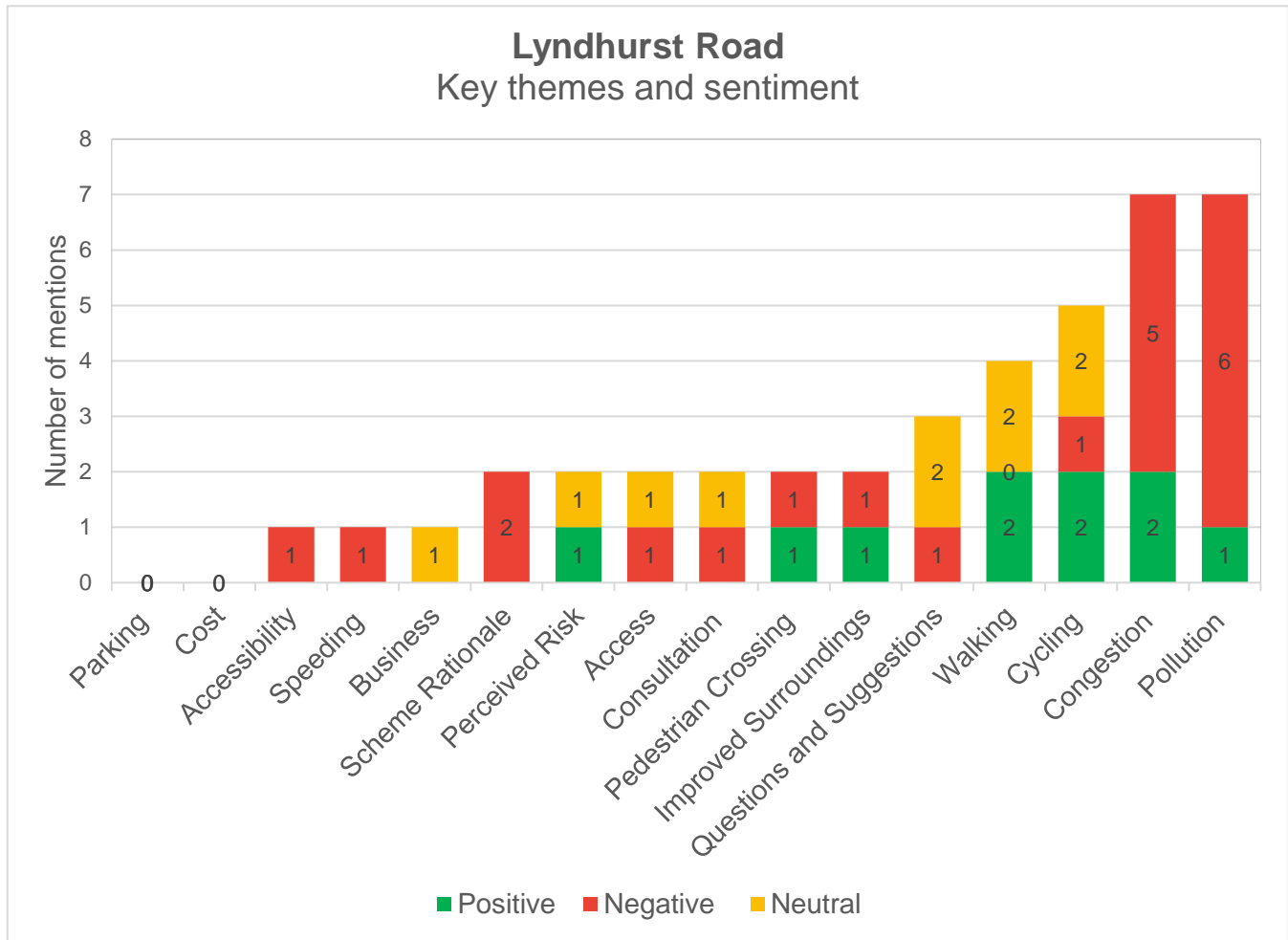


Figure 35: Lyndhurst Road: Key theme mentions and sentiment

Lyndhurst Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	2	5	0	7
	Percentage	29%	71%	0%	
Pollution	Number of mentions	1	6	0	7
	Percentage	14%	86%	0%	
Cycling	Number of mentions	2	1	2	5
	Percentage	40%	20%	40%	
Walking	Number of mentions	2	0	2	4
	Percentage	50%	0%	50%	
Questions and Suggestions	Number of mentions	0	1	2	3
	Percentage	0%	33%	67%	
Scheme Rationale	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	1	0	1	2
	Percentage	50%	0%	50%	
Access	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Consultation	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Pedestrian Crossing	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Improved Surroundings	Number of mentions	1	1	0	2
	Percentage	50%	50%	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%	
Business	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 36: Lyndhurst Road: Key theme mentions and sentiment

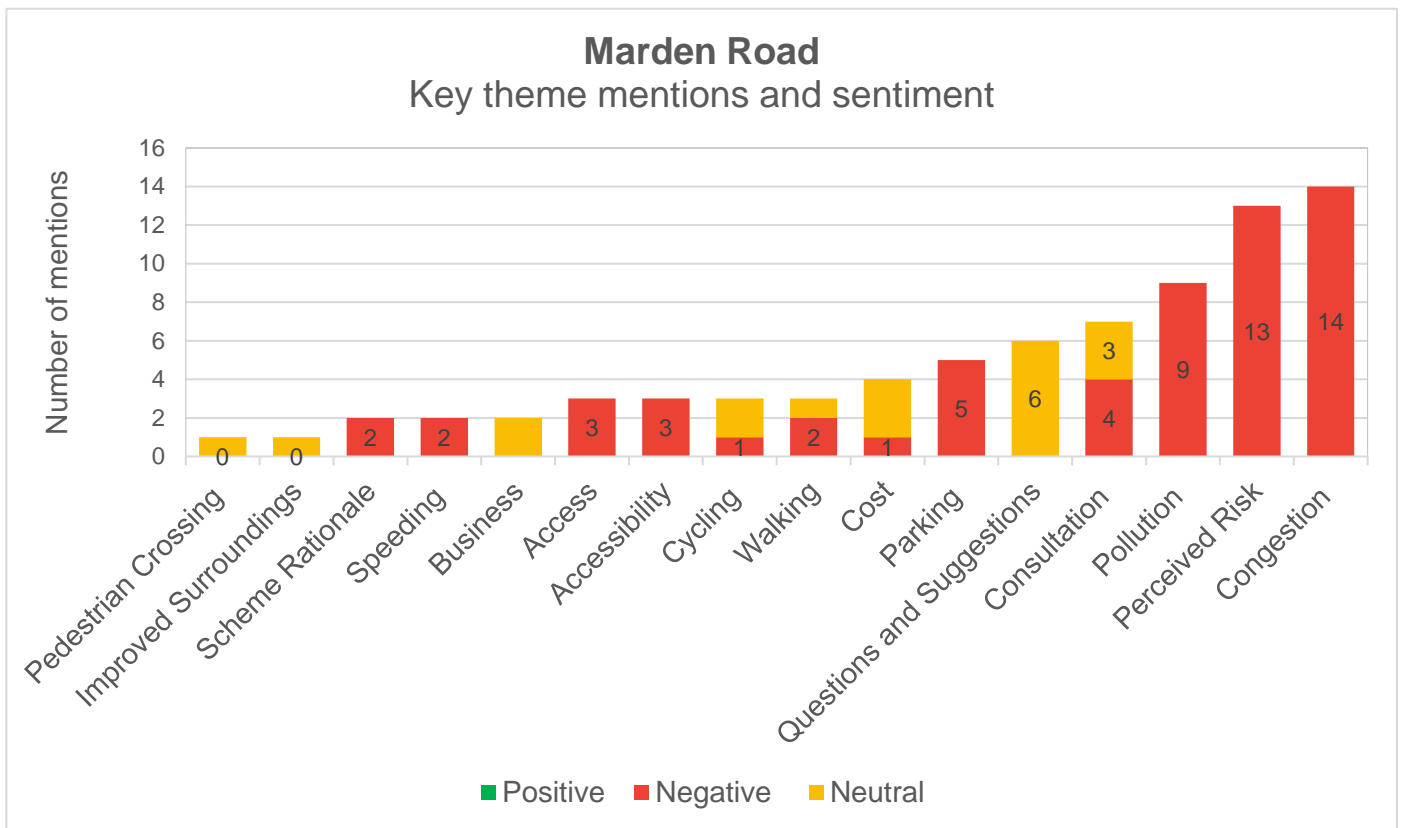


Figure 36: Marden Road: Key theme mentions and sentiment

Marden Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	0	14	0	14
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	0	13	0	13
	Percentage	0%	100%	0%	
Pollution	Number of mentions	0	9	0	9
	Percentage	0%	100%	0%	
Consultation	Number of mentions	0	4	3	7
	Percentage	0%	57%	43%	
Questions and Suggestions	Number of mentions	0	0	6	6
	Percentage	0%	0%	100%	
Parking	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	1	3	4
	Percentage	0%	25%	75%	
Access	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Accessibility	Number of mentions	0	3	0	3
	Percentage	0%	100%	0%	
Cycling	Number of mentions	0	1	2	3
	Percentage	0%	33%	67%	
Walking	Number of mentions	0	2	1	3
	Percentage	0%	67%	33%	
Scheme Rationale	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Speeding	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Business	Number of mentions	0	0	2	2
	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%	

Table 37: Marden Road: Key theme mentions and sentiment

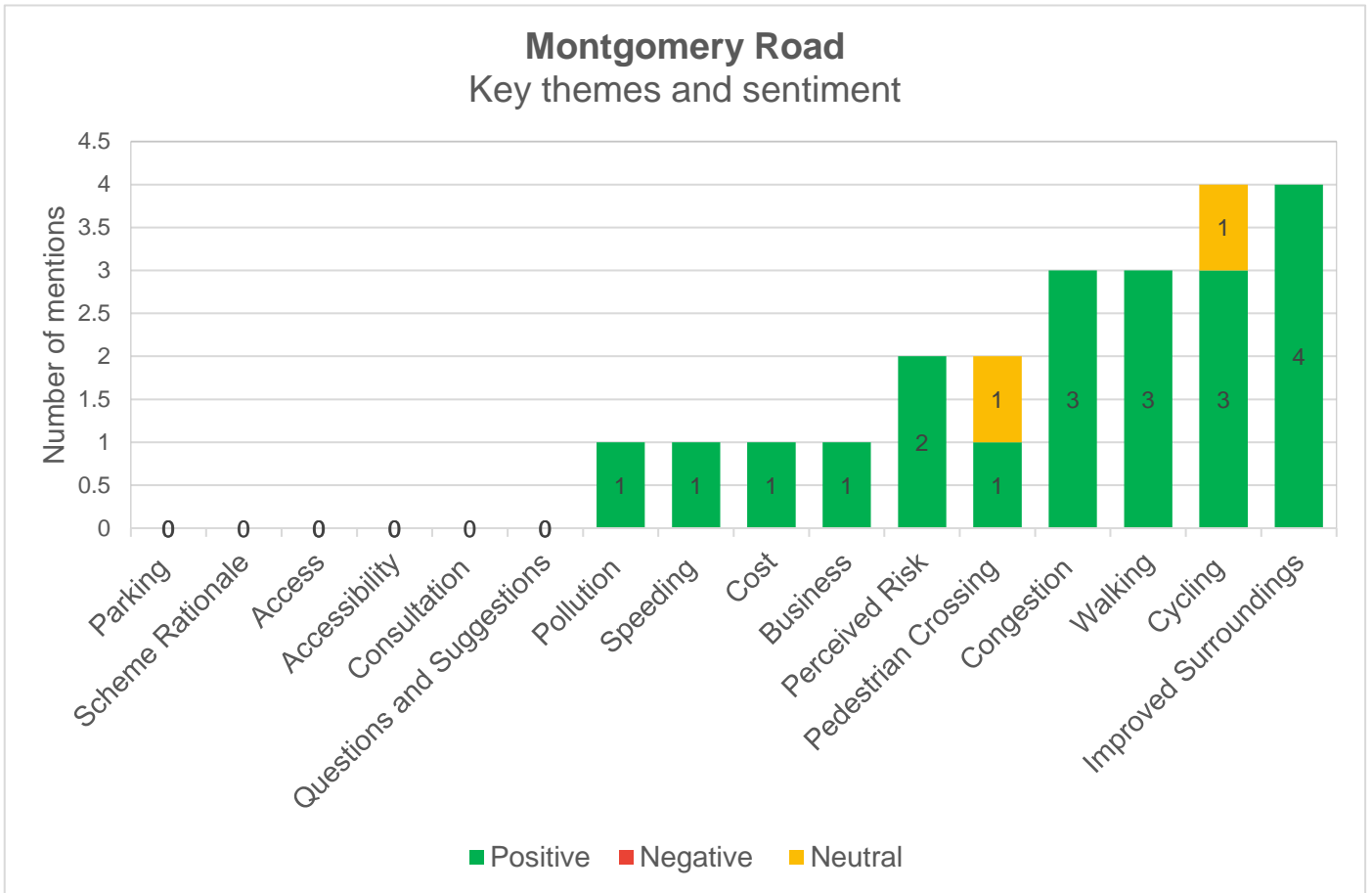


Figure 37: Montgomery Road: Key theme mentions and sentiment

Montgomery Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Cycling	Number of mentions	3	0	1	4
	Percentage	75%	0%	25%	
Improved Surroundings	Number of mentions	4	0	0	4
	Percentage	100%	0%	0%	
Congestion	Number of mentions	3	0	0	3
	Percentage	100%	0%	0%	
Walking	Number of mentions	3	0	0	3
	Percentage	100%	0%	0%	
Perceived Risk	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Pedestrian Crossing	Number of mentions	1	0	1	2
	Percentage	50%	0%	50%	
Pollution	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Speeding	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Cost	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Business	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	
Parking	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Scheme Rationale	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%	
Questions and Suggestions	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 38: Montgomery Road: Key theme mentions and sentiment

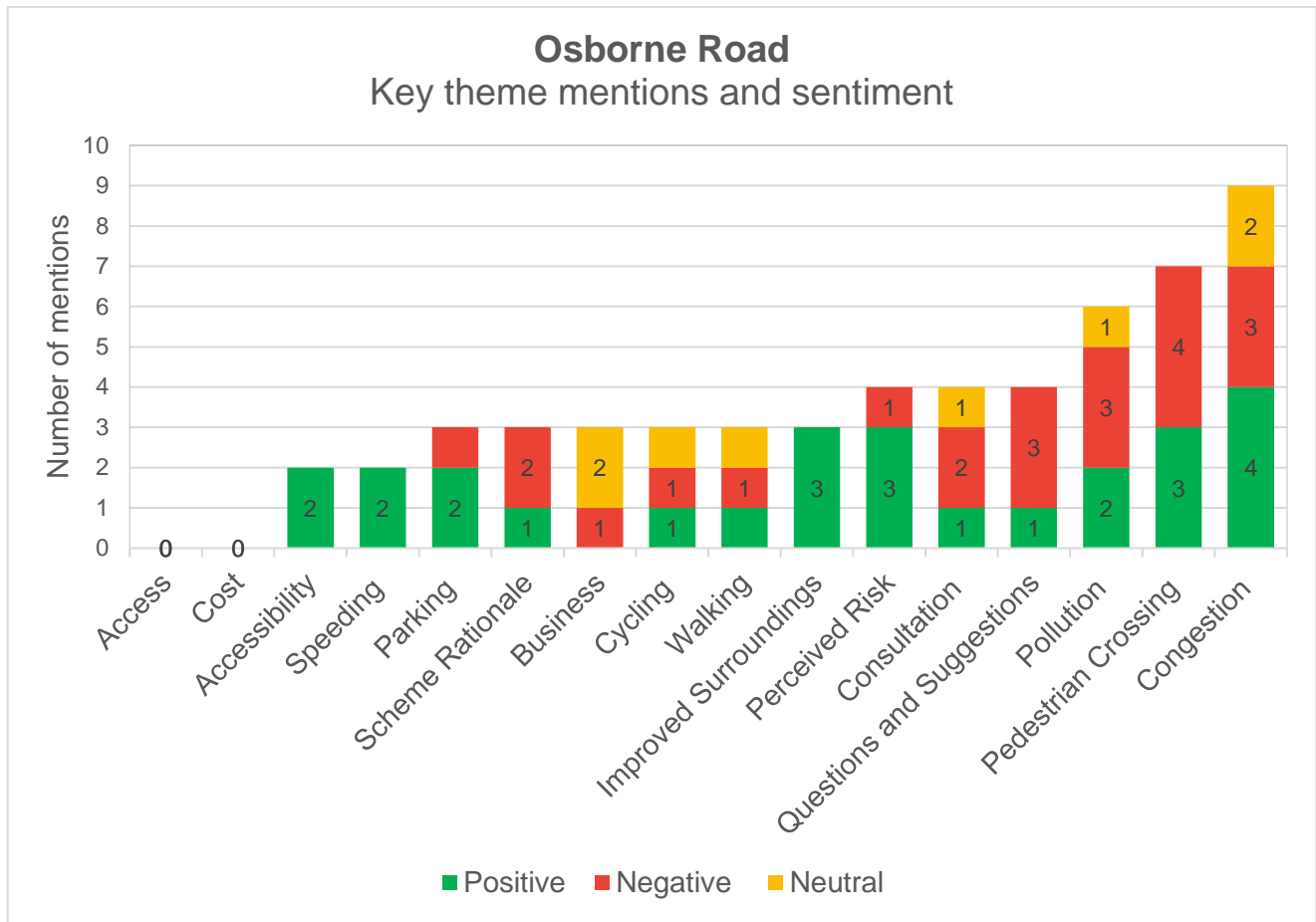


Figure 38: Osborne Road: Key theme mentions and sentiment

Osborne Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	4	3	2	9
	Percentage	44%	33%	22%	
Pedestrian Crossing	Number of mentions	3	4	0	7
	Percentage	43%	57%	0%	
Pollution	Number of mentions	2	3	1	6
	Percentage	33%	50%	17%	
Perceived Risk	Number of mentions	3	1	0	4
	Percentage	75%	25%	0%	
Consultation	Number of mentions	1	2	1	4
	Percentage	25%	50%	25%	
Questions and Suggestions	Number of mentions	1	3	0	4
	Percentage	25%	75%	0%	
Parking	Number of mentions	2	1	0	3
	Percentage	67%	33%	0%	
Scheme Rationale	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Business	Number of mentions	0	1	2	3
	Percentage	0%	33%	67%	
Cycling	Number of mentions	1	1	1	3
	Percentage	33%	33%	33%	
Walking	Number of mentions	1	1	1	3
	Percentage	33%	33%	33%	
Improved Surroundings	Number of mentions	3	0	0	3
	Percentage	100%	0%	0%	
Accessibility	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Speeding	Number of mentions	2	0	0	2
	Percentage	100%	0%	0%	
Access	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	
Cost	Number of mentions	0	0	0	0
	Percentage	0%	0%	0%	

Table 39: Osborne Road: Key theme mentions and sentiment

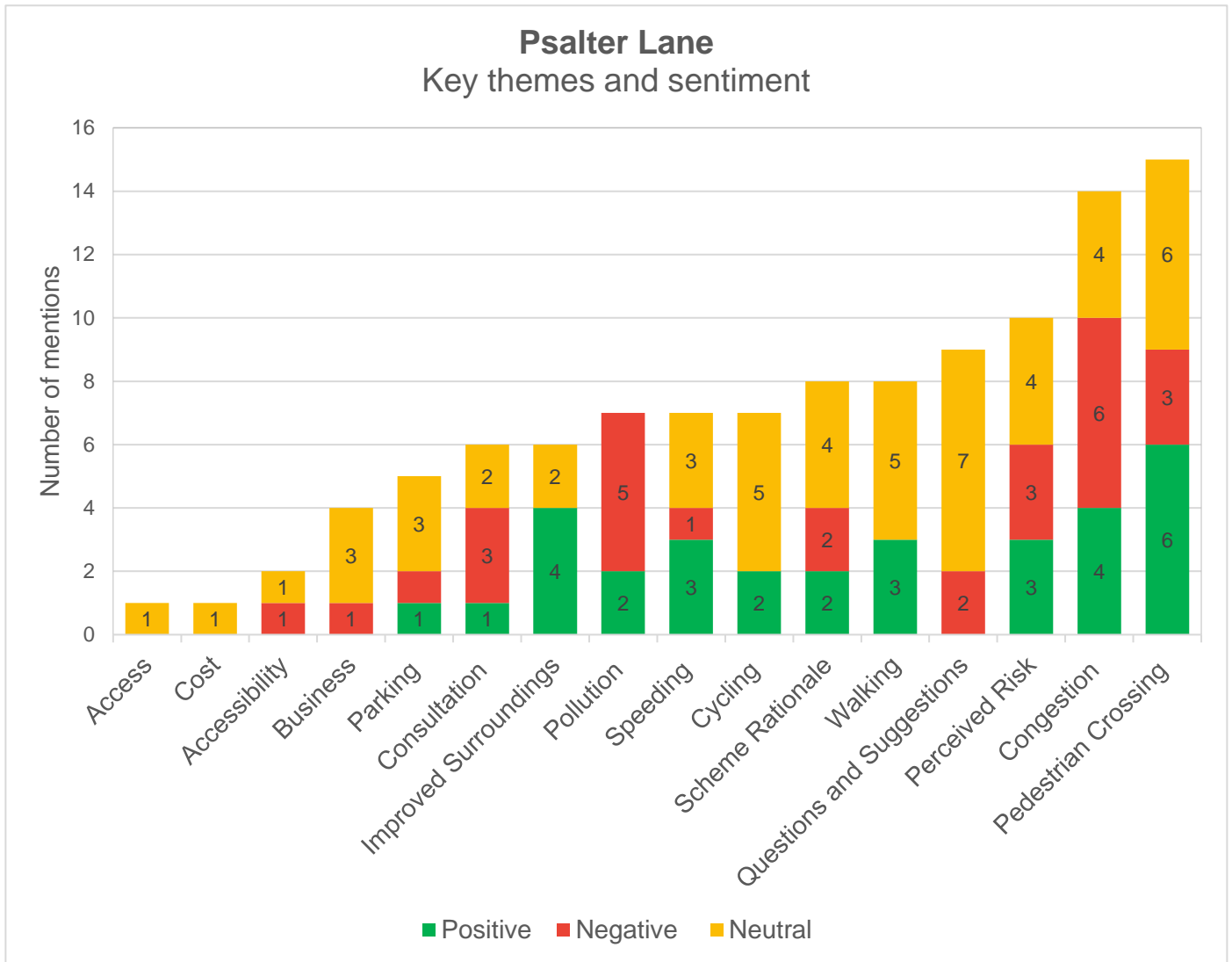


Figure 39: Psalter Lane: Key theme mentions and sentiment

Psalter Lane					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Pedestrian Crossing	Number of mentions	6	3	6	15
	Percentage	40%	20%	40%	
Congestion	Number of mentions	4	6	4	14
	Percentage	29%	43%	29%	
Perceived Risk	Number of mentions	3	3	4	10
	Percentage	30%	30%	40%	
Questions and Suggestions	Number of mentions	0	2	7	9
	Percentage	0%	22%	78%	
Scheme Rationale	Number of mentions	2	2	4	8
	Percentage	25%	25%	50%	
Walking	Number of mentions	3	0	5	8
	Percentage	38%	0%	63%	
Pollution	Number of mentions	2	5	0	7
	Percentage	29%	71%	0%	
Speeding	Number of mentions	3	1	3	7
	Percentage	43%	14%	43%	
Cycling	Number of mentions	2	0	5	7
	Percentage	29%	0%	71%	
Consultation	Number of mentions	1	3	2	6
	Percentage	17%	50%	33%	
Improved Surroundings	Number of mentions	4	0	2	6
	Percentage	67%	0%	33%	
Parking	Number of mentions	1	1	3	5
	Percentage	20%	20%	60%	
Business	Number of mentions	0	1	3	4
	Percentage	0%	25%	75%	
Accessibility	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Access	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Cost	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	

Table 40: Psalter Lane: Key theme mentions and sentiment

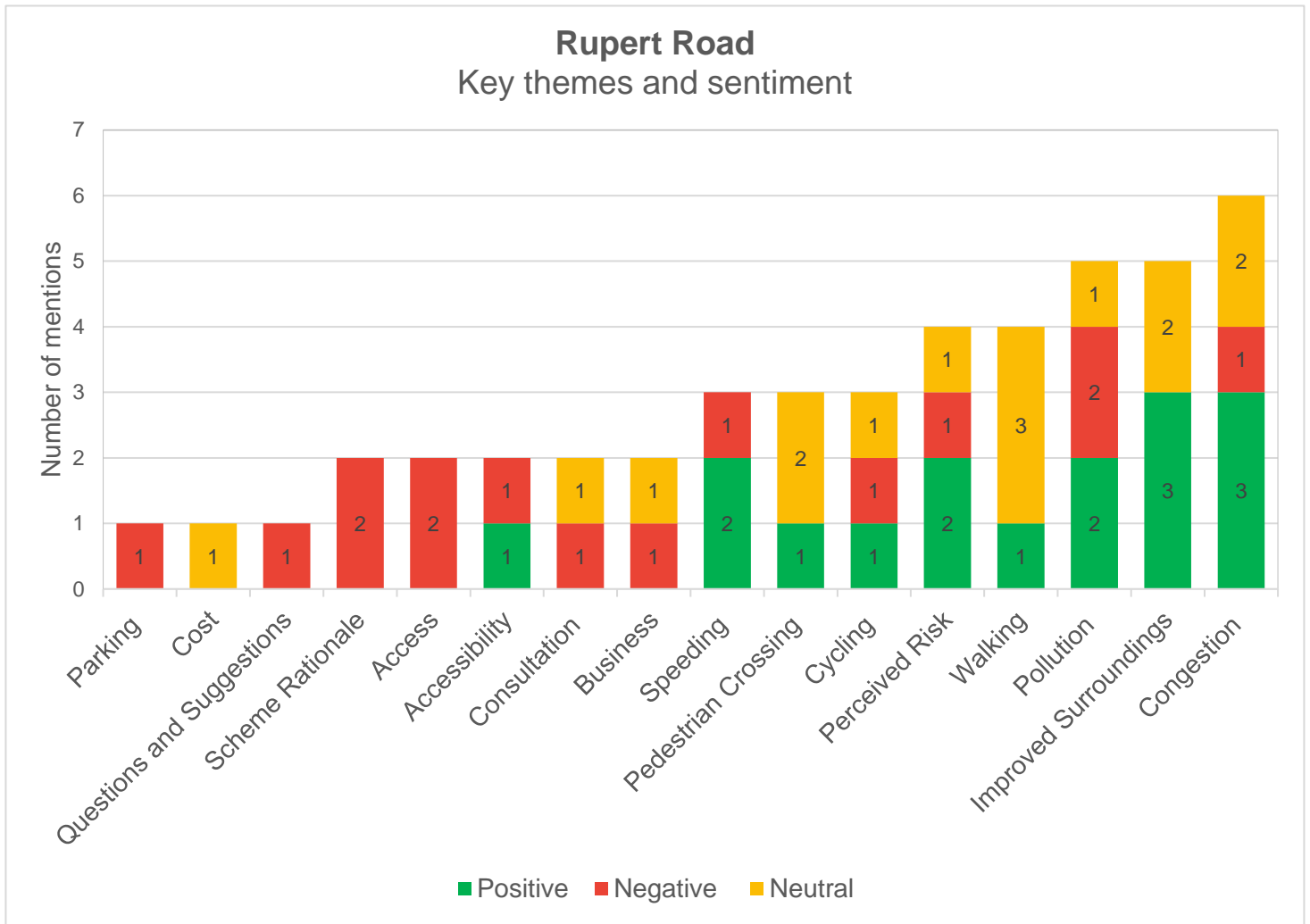


Figure 40: Rupert Road: Key theme mentions and sentiment

Rupert Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	3	1	2	6
	Percentage	50%	17%	33%	
Pollution	Number of mentions	2	2	1	5
	Percentage	40%	40%	20%	
Improved Surroundings	Number of mentions	3	0	2	5
	Percentage	60%	0%	40%	
Perceived Risk	Number of mentions	2	1	1	4
	Percentage	50%	25%	25%	
Walking	Number of mentions	1	0	3	4
	Percentage	25%	0%	75%	
Speeding	Number of mentions	2	1	0	3
	Percentage	67%	33%	0%	
Pedestrian Crossing	Number of mentions	1	0	2	3
	Percentage	33%	0%	67%	
Cycling	Number of mentions	1	1	1	3
	Percentage	33%	33%	33%	
Scheme Rationale	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	1	1	0	2
	Percentage	50%	50%	0%	
Consultation	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Business	Number of mentions	0	1	1	2
	Percentage	0%	50%	50%	
Parking	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	
Cost	Number of mentions	0	0	1	1
	Percentage	0%	0%	100%	
Questions and Suggestions	Number of mentions	0	1	0	1
	Percentage	0%	100%	0%	

Table 41: Rupert Road: Key theme mentions and sentiment

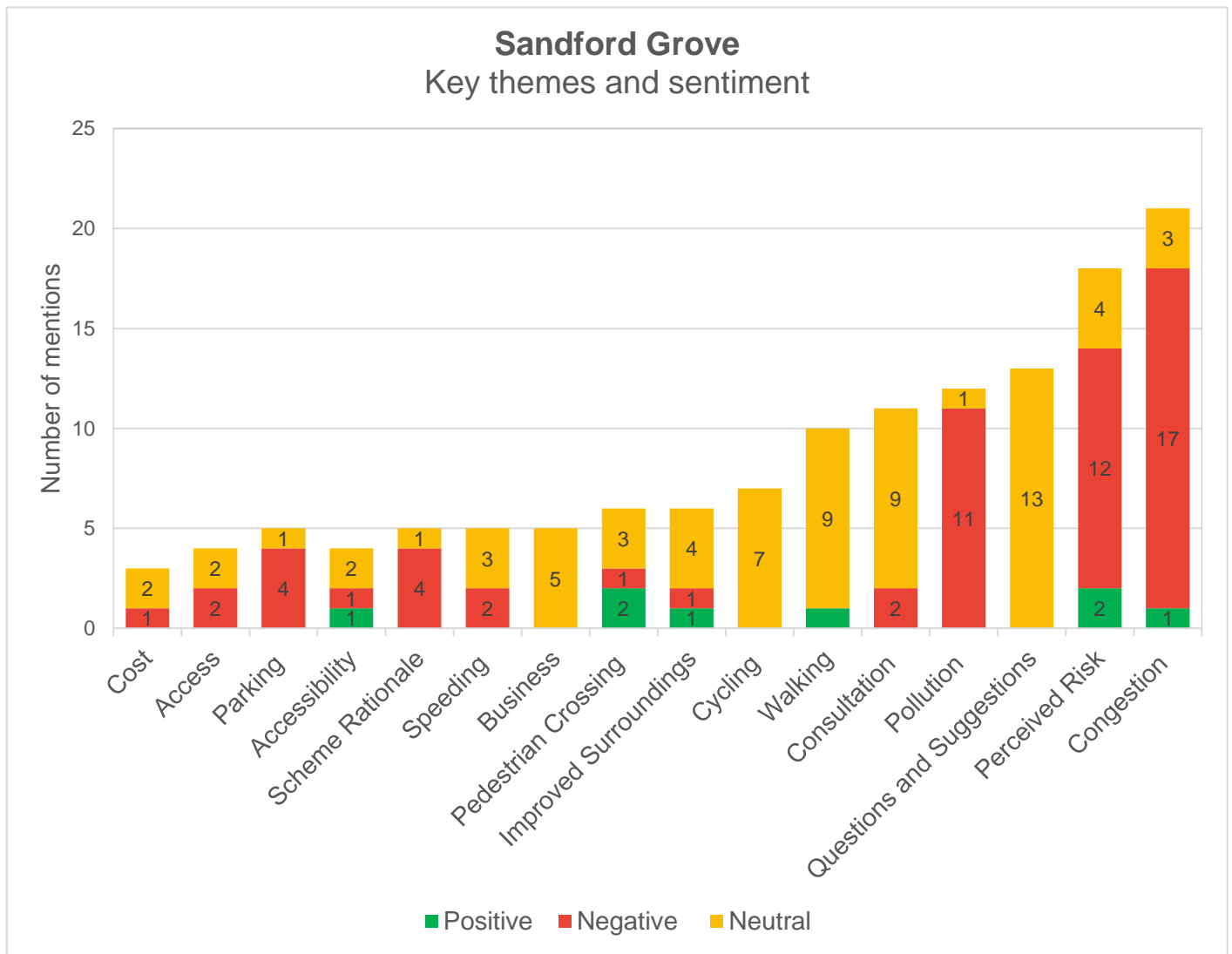


Figure 41: Sandford Grove: Key theme mentions and sentiment

Sandford Grove					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	1	17	3	21
	Percentage	5%	81%	14%	
Perceived Risk	Number of mentions	2	12	4	18
	Percentage	11%	67%	22%	
Questions and Suggestions	Number of mentions	0	0	13	13
	Percentage	0%	0%	100%	
Pollution	Number of mentions	0	11	1	12
	Percentage	0%	92%	8%	
Consultation	Number of mentions	0	2	9	11
	Percentage	0%	18%	82%	
Walking	Number of mentions	1	0	9	10
	Percentage	10%	0%	90%	
Cycling	Number of mentions	0	0	7	7
	Percentage	0%	0%	100%	
Improved Surroundings	Number of mentions	1	1	4	6
	Percentage	17%	17%	67%	
Pedestrian Crossing	Number of mentions	2	1	3	6
	Percentage	33%	17%	50%	
Business	Number of mentions	0	0	5	5
	Percentage	0%	0%	100%	
Speeding	Number of mentions	0	2	3	5
	Percentage	0%	40%	60%	
Scheme Rationale	Number of mentions	0	4	1	5
	Percentage	0%	80%	20%	
Accessibility	Number of mentions	1	1	2	4
	Percentage	25%	25%	50%	
Parking	Number of mentions	0	4	1	4
	Percentage	0%	100%	25%	
Access	Number of mentions	1	1	2	4
	Percentage	25%	25%	50%	
Cost	Number of mentions	0	1	2	3
	Percentage	0%	33%	67%	

Table 42: Sandford Grove: Key theme mentions and sentiment

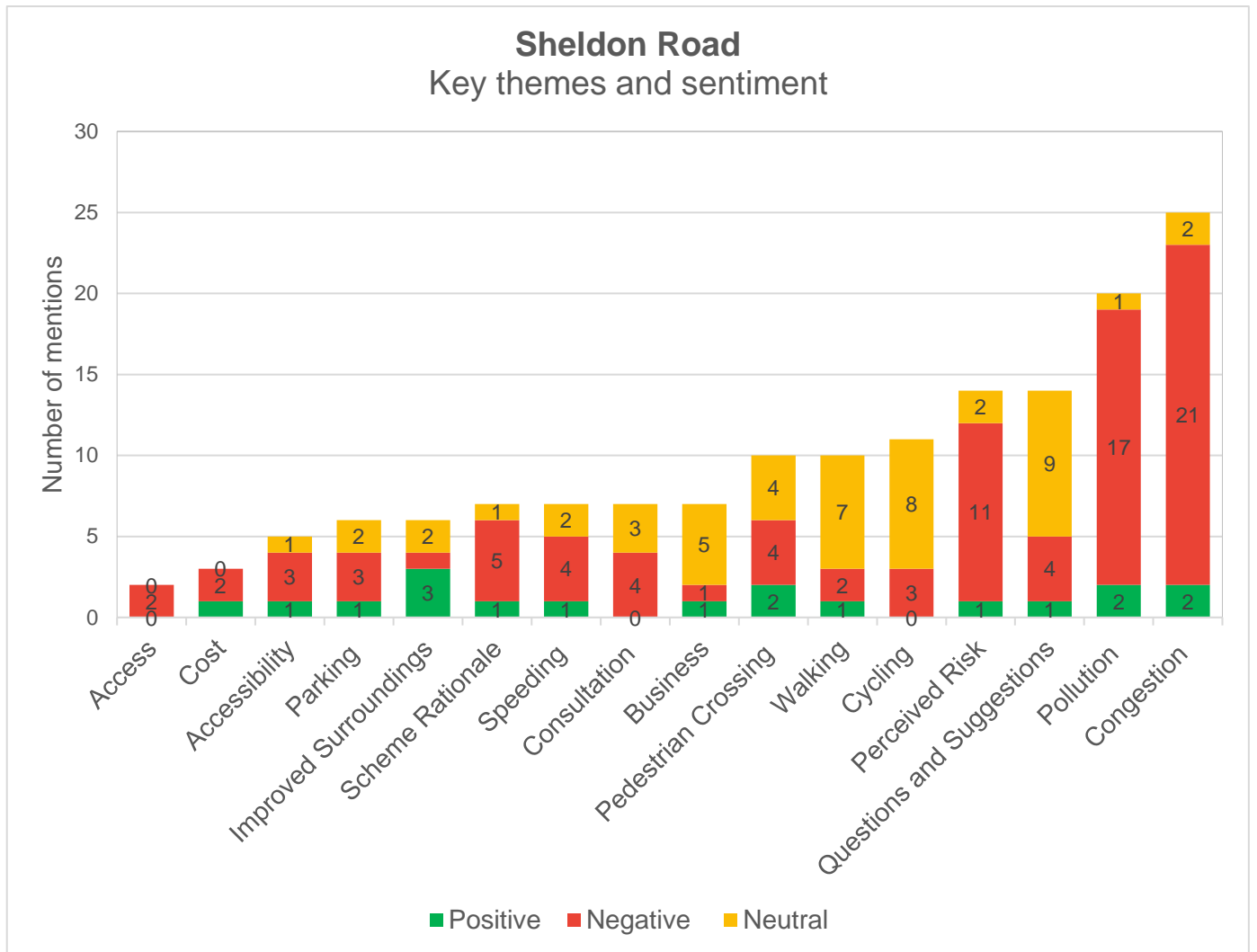


Figure 42: Sheldon Road: Key theme mentions and sentiment

Sheldon Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	2	21	2	25
	Percentage	8%	84%	8%	
Pollution	Number of mentions	2	17	1	20
	Percentage	10%	85%	5%	
Perceived Risk	Number of mentions	1	11	2	14
	Percentage	7%	79%	14%	
Questions and Suggestions	Number of mentions	1	4	9	14
	Percentage	7%	29%	64%	
Cycling	Number of mentions	0	3	8	11
	Percentage	0%	27%	73%	
Pedestrian Crossing	Number of mentions	2	4	4	10
	Percentage	20%	40%	40%	
Walking	Number of mentions	1	2	7	10
	Percentage	10%	20%	70%	
Scheme Rationale	Number of mentions	1	5	1	7
	Percentage	14%	71%	14%	
Speeding	Number of mentions	1	4	2	7
	Percentage	14%	57%	29%	
Consultation	Number of mentions	0	4	3	7
	Percentage	0%	57%	43%	
Business	Number of mentions	1	1	5	7
	Percentage	14%	14%	71%	
Parking	Number of mentions	1	3	2	6
	Percentage	17%	50%	33%	
Improved Surroundings	Number of mentions	3	1	2	6
	Percentage	50%	17%	33%	
Accessibility	Number of mentions	1	3	1	5
	Percentage	20%	60%	20%	
Cost	Number of mentions	1	2	0	3
	Percentage	33%	67%	0%	
Access	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	

Table 43: Sheldon Road: Key theme mentions and sentiment

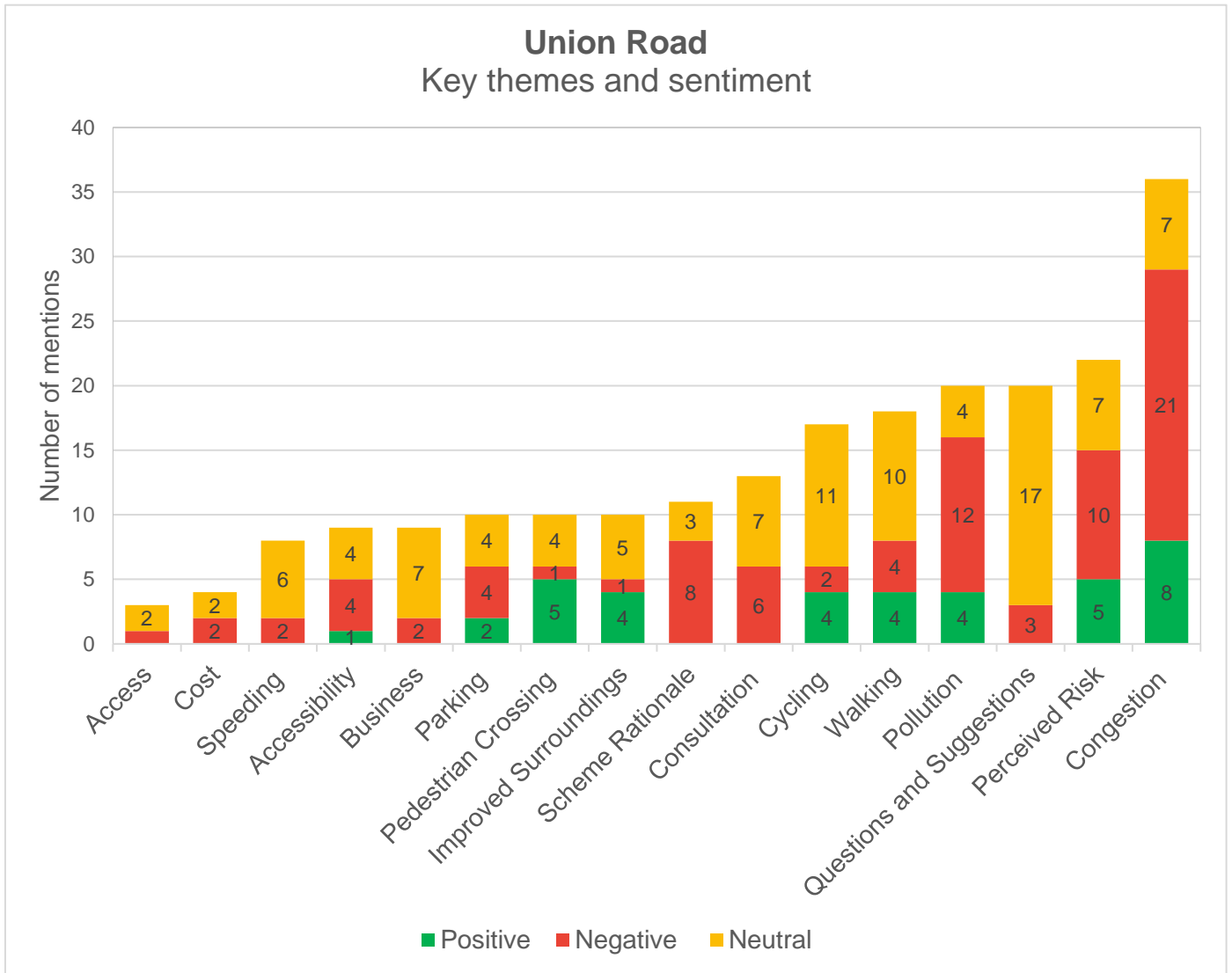


Figure 43: Union Road: Key theme mentions and sentiment

Union Road					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	8	21	7	36
	Percentage	22%	58%	19%	
Perceived Risk	Number of mentions	5	10	7	22
	Percentage	23%	45%	32%	
Pollution	Number of mentions	4	12	4	20
	Percentage	20%	60%	20%	
Questions and Suggestions	Number of mentions	0	3	17	20
	Percentage	0%	15%	85%	
Walking	Number of mentions	4	4	10	18
	Percentage	22%	22%	56%	
Cycling	Number of mentions	4	2	11	17
	Percentage	24%	12%	65%	
Consultation	Number of mentions	0	6	7	13
	Percentage	0%	46%	54%	
Scheme Rationale	Number of mentions	0	8	3	11
	Percentage	0%	73%	27%	
Parking	Number of mentions	2	4	4	10
	Percentage	20%	40%	40%	
Pedestrian Crossing	Number of mentions	5	1	4	10
	Percentage	50%	10%	40%	
Improved Surroundings	Number of mentions	4	1	5	10
	Percentage	40%	10%	50%	
Accessibility	Number of mentions	1	4	4	9
	Percentage	11%	44%	44%	
Business	Number of mentions	0	2	7	9
	Percentage	0%	22%	78%	
Speeding	Number of mentions	0	2	6	8
	Percentage	0%	25%	75%	
Cost	Number of mentions	0	2	2	4
	Percentage	0%	50%	50%	
Access	Number of mentions	0	1	2	3
	Percentage	0%	33%	67%	

Table 44: Union Road: Key theme mentions and sentiment

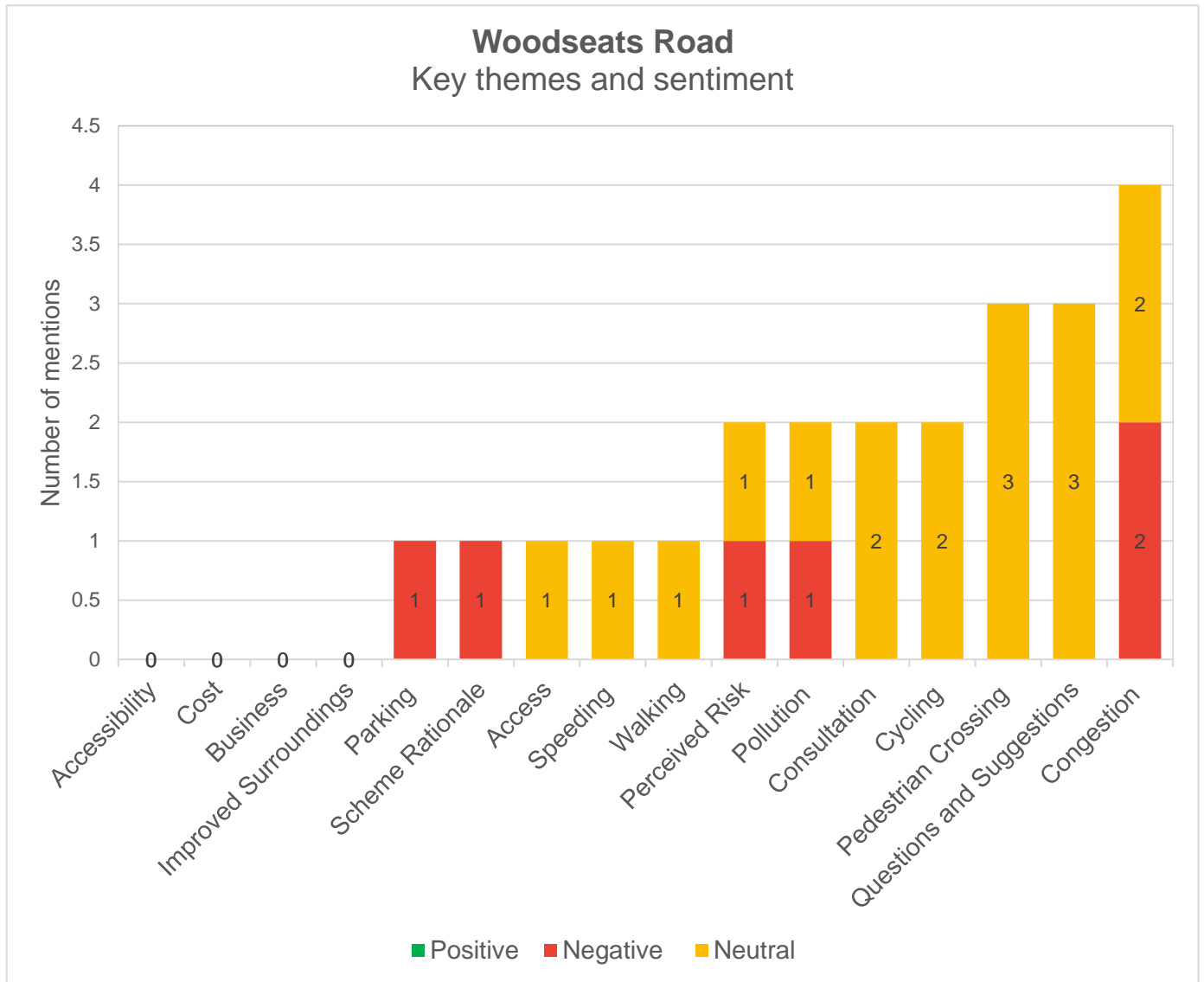


Figure 44: Woodseats Road: Key theme mentions and sentiment

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

Table 45: Woodseats Road: Key theme mentions and sentiment

No road name mentioned

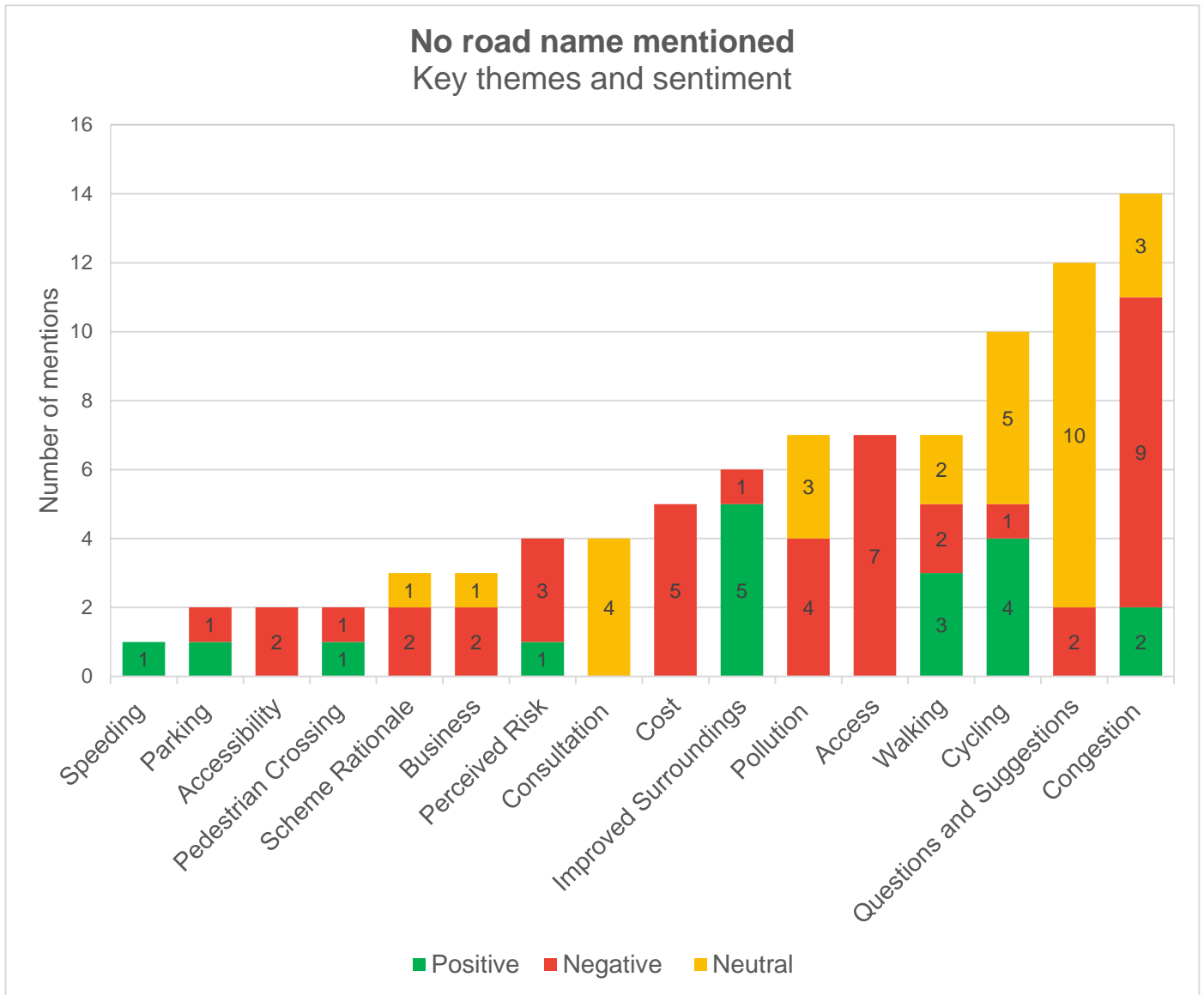


Figure 45: No road name mentioned: Key theme mentions and sentiment

No road name mentioned					
Key theme mentions and sentiment					
Keyword		Sentiment			Total
		Positive	Negative	Neutral	
Congestion	Number of mentions	2	9	3	14
	Percentage	14%	64%	21%	
Questions and Suggestions	Number of mentions	0	2	10	12
	Percentage	0%	17%	83%	
Cycling	Number of mentions	4	1	5	10
	Percentage	40%	10%	50%	
Pollution	Number of mentions	0	4	3	7
	Percentage	0%	57%	43%	
Access	Number of mentions	0	7	0	7
	Percentage	0%	100%	0%	
Walking	Number of mentions	3	2	2	7
	Percentage	43%	29%	29%	
Improved Surroundings	Number of mentions	5	1	0	6
	Percentage	83%	17%	0%	
Cost	Number of mentions	0	5	0	5
	Percentage	0%	100%	0%	
Perceived Risk	Number of mentions	1	3	0	4
	Percentage	25%	75%	0%	
Consultation	Number of mentions	0	0	4	4
	Percentage	0%	0%	100%	
Scheme Rationale	Number of mentions	0	2	1	3
	Percentage	0%	67%	33%	
Business	Number of mentions	0	2	1	3
	Percentage	0%	67%	33%	
Parking	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Accessibility	Number of mentions	0	2	0	2
	Percentage	0%	100%	0%	
Pedestrian Crossing	Number of mentions	1	1	0	2
	Percentage	50%	50%	0%	
Speeding	Number of mentions	1	0	0	1
	Percentage	100%	0%	0%	

Table 46: No road name mentioned: Key theme mentions and sentiment

Appendix 2: Nether Edge Active Neighbourhood feedback analysis method

The majority of the feedback received as part of the **Connecting Sheffield: Nether Edge 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 Nether Edge 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 284 emails received, feedback was initially categorised according to the mention of roads within the Nether Edge 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. Abbeydale Road, Archer Lane, Bannerdale Road, Brincliffe Edge Road and Nether Edge Road were mentioned particularly frequently and are subject to a more rigorous analysis in section 3.

Road name	Number of mentions
Abbeydale Road	97
Archer Lane	180
Ashford	0
Ashland Road	26
Bannerdale Road	61
Brincliffe Edge Road	87
Carter Knowle	7
Chelsea Road	9
Cherry Tree Road	2
Chesterfield Road	4
Edgedale Road	16
Edgefield Road	2
Kenwood Road	0
Lyndhurst Road	8

Marden Road	16
Montgomery Road	4
Nether Edge Road	63
Osborne Road	16
Psalter Lane	21
Rupert Road	8
Sandford Grove	25
Sheldon Road	31
Union Road	44
Woodseats Road	7
No road name mentioned	37

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 Nether Edge Active Neighbourhood on highways access and safe and efficient travel.
2	Accessibility	'Accessibility' refers to whether respondents perceived the Nether Edge 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 Nether Edge Active Neighbourhood.
7	Cycling	'Cycling' refers to respondent comments in relation to cycling in and around the Nether Edge 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 Nether Edge 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 Nether Edge Active Neighbourhood.
11	Improved surroundings	'Improved surroundings' refers to the influence of the Nether Edge 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 Nether Edge 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 Nether Edge Active Neighbourhood on traffic and vehicle speeds.
16	Walking	'Walking' refers to respondent comments in relation to walking in and around the Nether Edge 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 3: Map of the Nether Edge Active Neighbourhood scheme as it stands now



Figure 46: Map illustrating the Nether Edge Active Neighbourhood as it stands now

Nether Edge Active Neighbourhood: Update April 2022

Update January 2023

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

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

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

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

1st July 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 13th July, 4 - 7pm at The Common Ground Community Centre**
- **Thursday 14th July, 4 - 7pm at The Nether Edge Bowling Club**

May 2022 : On **Wednesday 25th May** the changes to Archer Lane will be implemented on a trial basis. This means that Archer Lane will be closed at the junction of Brincliffe Edge Road. You can use the contact details further down this page to feedback your comments.

Proposals for Nether Edge Road and Union Road are on hold while we undertake more work to ensure access for larger vehicles can be maintained. This will also give us the opportunity to assess the impact of closing Archer Lane.

We are also planning a drop in session in the area in the next couple of weeks to hear your views. More details will be posted here once they are confirmed.

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

Appendix 4

September 2022: Connecting Sheffield: Nether Edge Active Travel Neighbourhood

Analysis of feedback from community drop-in events (September 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: Nether Edge 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 travel 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 Nether Edge 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.

Nether Edge Active Neighbourhood ETRO

Interest in the Nether Edge 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. 65 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, three have been implemented to date; a road closure at Archer Lane and two signal-controlled crossings on Psalter Lane and Osbourne Road.

Drop-in Events

Two public drop-in sessions were arranged for the local community 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 held at two different locations in Nether Edge to enable residents across the whole area to attend:

- Wednesday 13 July 2022, 4 – 7pm at The Common Ground Community Centre
- Thursday 14 July 2022, 4 – 7pm at The Nether Edge Bowling Club

The drop-in sessions were advertised on Commonplace, and key local stakeholders were notified of the drop-in events via email two weeks in advance of the events taking place. See Appendix One for a list of key stakeholders contacted.

The public were notified of the events via Twitter, with Sheffield City Council advertising the events on 04 July 2022. See Figure 1A for a screenshot of the Twitter post that signposted residents to the Nether Edge Commonplace tile.



Figure 1A: Screenshot of the Twitter post that signposted residents to the Nether Edge Commonplace Tile

Feedback from the drop-in events

At each drop-in session an open response feedback form was available for attendees to fill out with any feedback they wished to share on the scheme. Both of the sessions were very well attended by local residents and across the two sessions **105 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.

Our analysis of the feedback has been categorised by theme to allow us to provide an overall picture of how people feel about the scheme and about specific aspects of the scheme. It is, therefore, the case that the number of comments exceeds the number of respondents.

Analysis

General sentiment

Through the written feedback provided across the 105 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.

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

40% (29 comments) referred to the positive impact the Nether Edge Active Travel Scheme would have on forms of active travel in the area. **21% (15 comments)** referred to the positive impact the proposals would have on 'rat running' through the Nether Edge area.

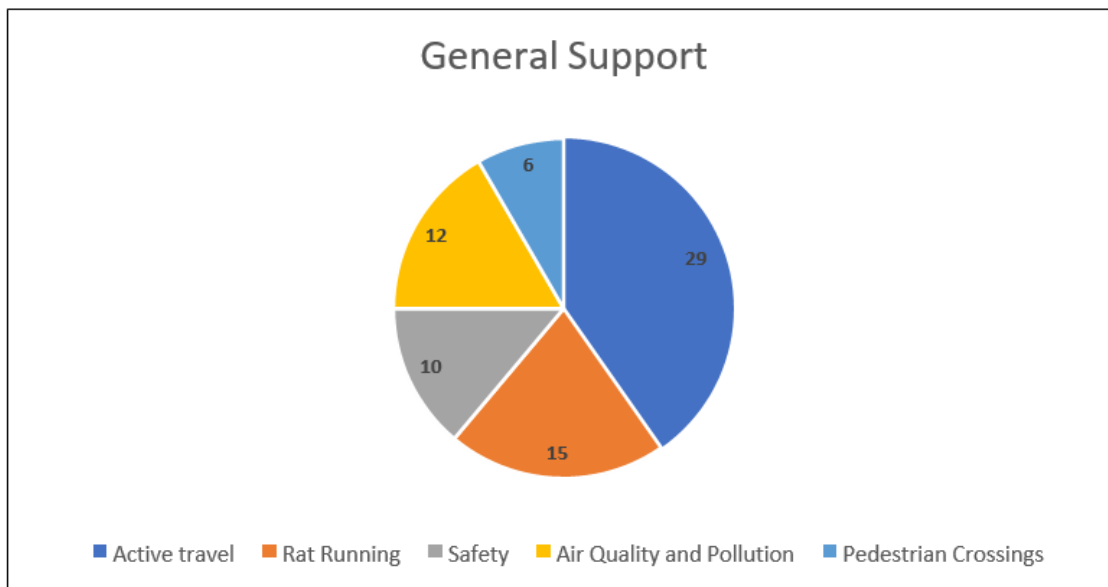


Figure 2A: Pie chart showing the key positive themes and number of comments on each theme.

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

44% (78 comments) referred to the negative impact people perceived the proposals to have had in increasing traffic across Nether Edge. **16% (28 comments)** referred to the impact they perceived the scheme to be having on idling traffic and the subsequent increase in air pollution.

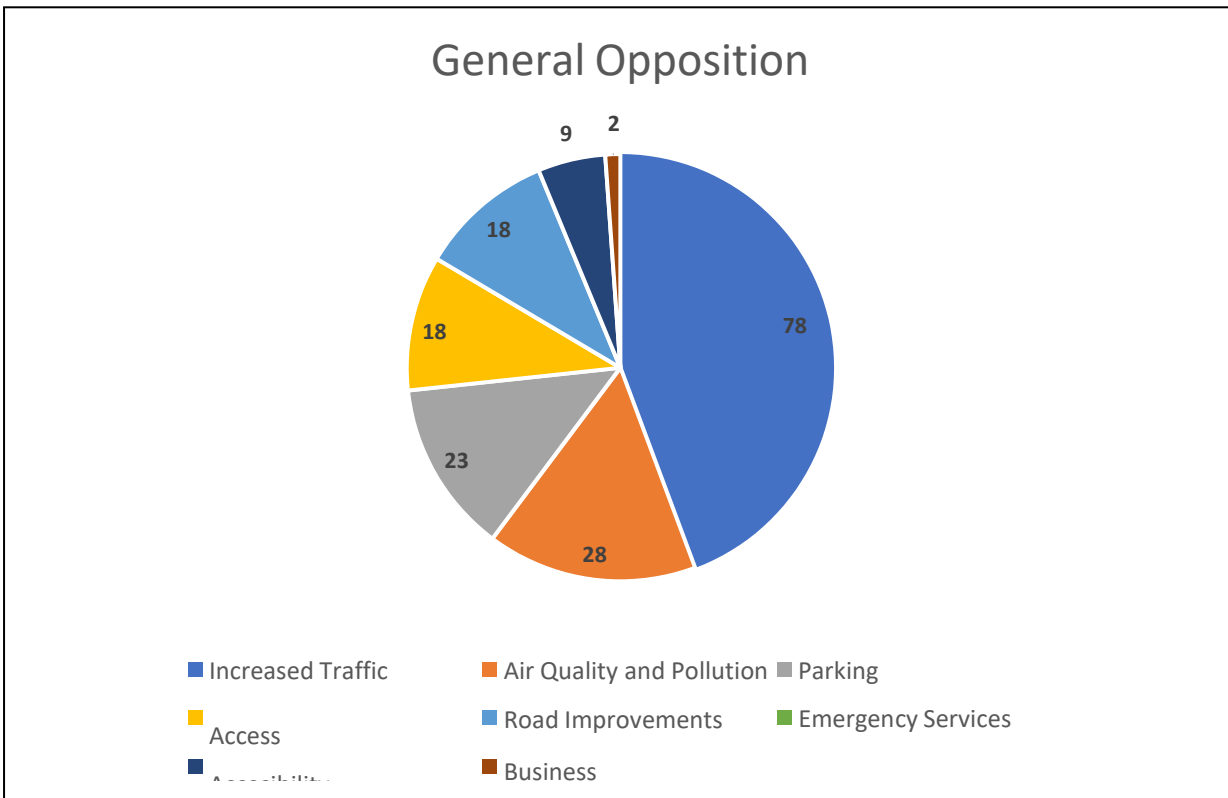


Figure 3A: Pie chart showing the key negative themes and number of comments on each theme.

Key Themes

Through analysis of the open feedback responses, two key negative themes arose in reference to specific roads across Nether Edge. These were **Parking** and **Increased Traffic**.

Parking issues were mentioned in **23** comments. Of these, **74% (17 comments)** referenced parking issues more generally, however **six** responses mentioned parking issues in specific areas, as seen below.

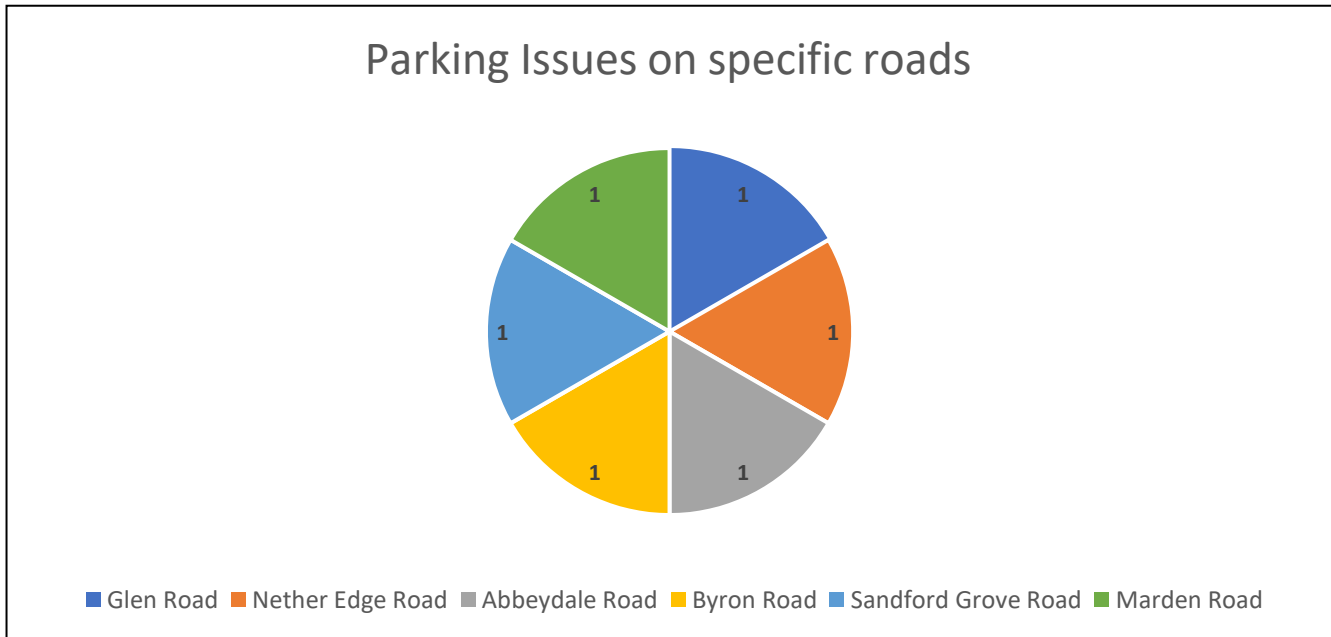


Figure 4A: Pie chart showing specific areas with parking issues and number of comments.

Increased traffic on roads around Nether Edge was mentioned in **51** comments. Of these, **31% (16 comments)** referenced increased traffic on Abbeydale Road as a result of the proposals. **29% (15 comments)** referred to increased traffic on Sheldon Road. Other roads were also referenced as outlined below.

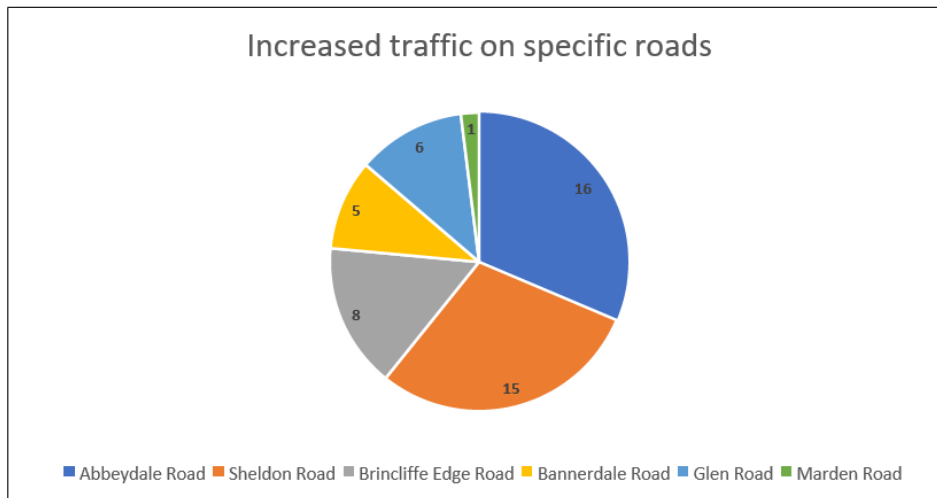


Figure 5A: Pie chart showing roads where respondents thought traffic on specific roads had increased and number of comments.

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 drop-in sessions.

General Support
<ul style="list-style-type: none"> 41 respondents generally supported the Nether Edge Active Travel Scheme.
Active Travel
<ul style="list-style-type: none"> 17 respondents generally supported the scheme as it will improve the local environment for walking. 12 respondents generally supported the scheme as it will improve the local environment for cycling.
Rat Running
<ul style="list-style-type: none"> 15 respondents expressed support for the scheme as it would reduce traffic using Archer Lane as a cut through.
Safety
<ul style="list-style-type: none"> 10 respondents noted the improved safety for children in the local area.
Air Quality and Pollution
<ul style="list-style-type: none"> Seven respondents commented positively on how the measures will improve air quality in the area. Five respondents commented positively on the reduction in noise pollution due to the scheme.

Archer Lane
<ul style="list-style-type: none"> • Four respondents commented on how car travel had drastically improved since the Archer Lane closure.
Pedestrian Crossings
<ul style="list-style-type: none"> • Three respondents supported the pedestrian crossing on Psalter Lane. • Three respondents supported the pedestrian crossing on Osbourne Road.
General Opposition
<ul style="list-style-type: none"> • 28 respondents generally opposed the Nether Edge Active Travel Scheme. • 22 respondents generally stated that the measures have increased travel times for those in the local area. • 19 respondents commented negatively on specific measures included in the scheme, these included: <ul style="list-style-type: none"> ○ 12 respondents negatively mentioned Nether Edge Road. ○ Seven respondents negatively mentioned Union Road.
Increased Traffic
<ul style="list-style-type: none"> • 28 respondents generally mentioned increased traffic on neighboring roads. A further 50 respondents mentioned specific roads that had seen traffic increases due to the Active Travel Scheme, these included: <ul style="list-style-type: none"> ○ 16 respondents commented on Abbeydale Road. ○ 15 respondents commented on Sheldon Road. ○ Eight respondents commented on Brincliffe Edge Road. ○ Five respondents commented on Bannerdale Road. ○ Six respondents commented on Glen Road. ○ One respondent commented on Marden Road.
Archer Lane
<ul style="list-style-type: none"> • Eight respondents suggested reopening Archer Lane as it has made car travel significantly worse.
Air Quality and Pollution
<ul style="list-style-type: none"> • 28 respondents mentioned the increased pollution due to the Nether Edge Active Travel Scheme.
Parking
<ul style="list-style-type: none"> • 23 respondent noted pavement parking as an issue that needs resolving in Nether Edge. 6 respondents mentioned specific areas, these included: <ul style="list-style-type: none"> ○ One respondent mentioned Glen Road. ○ One respondent mentioned Nether Edge Road. ○ One respondent mentioned Abbeydale Road. ○ One respondent mentioned Byron Road. ○ One respondent mentioned Sandford Grove Road. ○ One respondent mentioned Marden Road.
Access
<ul style="list-style-type: none"> • 18 respondents expressed concern about access to homes and businesses in the local area.
Road Improvements
<ul style="list-style-type: none"> • 16 respondents stated that certain roads need improving, 4 specific roads were mentioned: <ul style="list-style-type: none"> ○ One respondent suggested resurfacing Union Road. ○ One respondent suggested implementing one-way systems on Ashland Road and Nether Edge Road. ○ One respondent suggested implementing a one-way system on Brincliffe Edge Road. ○ One respondent suggested implementing a one-way system on Glen Road. • Two respondents requested 20mph zones across Nether Edge, a number of specific locations were mentioned, these included: <ul style="list-style-type: none"> ○ Nether Edge Road. ○ Sharrow Vale Road.
Consultation
<ul style="list-style-type: none"> • 15 respondents stated that sufficient consultation hadn't been conducted throughout the scheme.
Emergency Services
<ul style="list-style-type: none"> • 10 respondents expressed concern that access for emergency service vehicles would be lost due to the scheme.
Safety

<ul style="list-style-type: none"> • 10 respondents commented on how the proposals had made Nether Edge less safe for pedestrians. • One respondent mentioned how child safety signage should be implemented at the junctions of Sandford Grove Road and Sheldon Road. • One respondent suggested implementing a pedestrian crossing on Broadfield Road.
Traffic Monitoring
<ul style="list-style-type: none"> • Five respondents queried whether traffic monitoring was being conducted to assess the overall impact of the scheme.
Accessibility
<ul style="list-style-type: none"> • Five respondents noted that the measures had made life more difficult for those with accessibility issues. • Three respondents noted that not everyone is physically capable of active travel. • One respondent specifically mentioned access for wheelchair users.
Business
<ul style="list-style-type: none"> • Two respondents mentioned the negative impact the measures have had on business in the local area.
Cycling
<ul style="list-style-type: none"> • Two respondents mentioned improving cycling infrastructure in the local area.
Public Transport
<ul style="list-style-type: none"> • One respondent stated that improved public transport was required.
Schools
<ul style="list-style-type: none"> • One respondent queried whether local schools had been considered as part of the proposals.
Maintenance
<ul style="list-style-type: none"> • One respondent noted the need to clean the streets, especially drains.

(Appendix 1A)

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

- **Economic and Business Groups:** St Luke's Hospice Shop; The Curry Pot; Pop's Supermarket; Edge Cutters; Bombshell; Oxfam; Bannerdale Osteopaths; Turners Bakery; Nether Edge Garage; Sainsbury's Local; Cakes by Cherrypie; Byron House Pub; Birchcroft Assisted Living (run by the Guinness Partnership); Café #9; Nether Edge Laundrette; Zeds Wholefoods; Wickwire; Edge Dental; Homemade by Thelma's; and others.
- **Community and Interest Groups:** Nether Edge Neighbourhood Group; Nether Edge Women's Institute; Save Nether Edge Trees; and Sheffield Tree Action Group.
- **Educational Organisations:** University of Sheffield; Sharrow School; and Porter Croft CofE Primary School.
- **Accessibility Groups:** Transport 4 All, Disability Sheffield; Access Liaison Group; and Sheffield Cycling 4All.
- **Local Transport Organisations:** Confederation of Passenger Transport (CPT), South Yorkshire, Passenger Transport Executive (SYLTE), Cycle Sheffield; First Group; Stagecoach; Sheffield Taxi Trade Association; and others.
- **Local Service Providers:** South Yorkshire Police; South Yorkshire Fire and Rescue Service; Yorkshire Ambulance Service; Sheffield Health and Social Care NHS Foundation Trust; Sheffield NHS Teaching Hospitals Trust; and others.
- **Attendees to the workshop sessions in Summer 2021.**

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