

Connecting Sheffield: Abbeydale Road and Ecclesall Road

Consultation and Engagement Report

February 2022

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Abbeydale Road and Ecclesall Road

Section 1: Introduction

Through the Transforming Cities Fund (TCF), Sheffield City Council has the opportunity to deliver a series of transformative sustainable travel projects on a scale not seen for decades in the city.

As part of the development of each project, there was a need to undertake engagement with key stakeholders and local communities to inform scheme development and raise public awareness of the proposals.

Funding from Government was confirmed in March 2020. Shortly after the funding announcement, the UK was hit by the Covid-19 pandemic. Nationwide lockdown and social distancing guidelines to protect public health and deliver emergency measures have impacted on delivery of the overall TCF programme, and subsequently the communications and consultation programme, both in terms of timescales and methods of engagement, creating a need to adapt. With face-to-face engagement no longer an option for the foreseeable future, a change to our plans and a revision of our engagement strategy was necessary.

Connecting Sheffield is the identity for the overarching vision and ambition to transform public transport and active travel in Sheffield. The TCF programme has led this vision, with the launch of the overarching Connecting Sheffield ambition and broad introduction to each of the TCF projects beginning on 3 November 2020. A round of engagement activities accompanied this launch, comprised of meetings with key stakeholder groups including political, civic and community leaders, and interest groups with a city-wide remit. A Connecting Sheffield website was launched to coincide with this activity using the Commonplace engagement platform, supported by traditional media and social media coverage.

The launch of Connecting Sheffield provided a foundation upon which consultation on each of the individual TCF schemes could then be launched – ensuring that each of them was aligned under one vision and ambition for transport connectivity in Sheffield, and that key connections and inter-relations between schemes could be highlighted.

The TCF **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme was the seventh scheme to be brought forward under Connecting Sheffield. In light of the ongoing Covid-19 pandemic, it was decided that engagement and consultation on the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme would be digitally led but would also include webinars designed to replicate face-to-face meetings and the benefits of direct engagement as far as possible. Access to printed materials and multiple channels of communication were put in place to ensure a fully accessible consultation. The **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation launched on 17 November 2021 and concluded on 21 January 2022.

Section 2: Aims of Engagement

Sheffield City Council highlighted a need to engage with and consult the public on its TCF proposals, ahead of its Outline Business Case submission for TCF to central Government. Engaging on the TCF schemes at an early stage is important to generate feedback that could inform further scheme development and to minimise the risk of stakeholder objections due to lack of understanding of the schemes, which could delay Traffic Regulation Orders (TROs) being agreed alongside other potential delays that would result in cost overruns.

In order to achieve this, a consultation and engagement strategy for the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme was developed, which sought to:

- Build **understanding** of the proposals including the rationale, benefits and challenges;
- Gain the **trust** of communities, businesses, stakeholders and interest groups in the intentions behind the project; and
- Generate **comments** that could help to refine and enhance the project.

Section 3: Approach to Engagement

The approach to community consultation as presented in this report reflects Sheffield City Council's policy and approach to involving communities. Throughout the consultation, Sheffield City Council has ensured that the identified communities and stakeholders:

- Have appropriate access to relevant information.
- Have opportunities to actively participate by putting forward their own ideas and are reassured that there is a transparent process through which their feedback will be considered and will influence the proposals.
- Can obtain feedback, be kept informed of the progress of the proposals and be updated on the outcomes of consultation.

Sheffield City Council is committed to consulting openly with key stakeholders, local residents, local businesses and local community groups. Throughout the consultation, engagement activities have been guided by the following key principles:

- Being open and honest with stakeholders and members of the local community when presenting all information about the proposals.
- Ensuring that all public engagement materials can be easily accessed by local stakeholders and the wider general public.
- Being clear and 'plain speaking', avoiding the use of jargon or technical terms where possible.
- Identifying different audiences and developing appropriate communication techniques that effectively engage with each one of these audiences.
- Ensuring all communication materials are presented in formats easily accessible to the local community.
- Responding quickly and effectively to enquiries received from stakeholders and members of the general public.

Section 4: Community and Stakeholder Mapping

Prior to the start of consultation, an extensive community and stakeholder mapping process was undertaken to identify different individuals and groups who were likely to have an interest in the proposals. The following different audience groups were identified:

- Members of Parliament
- Ward Councillors
- Economic and business groups
- Educational organisations
- Religious places of worship
- Community and interest groups
- Accessibility groups
- Local transport organisations and groups
- Local service providers
- Local residents and businesses

The stakeholders from the above categories who were engaged with as part of the engagement and consultation programme are set out in the sections below.

Political Representation

Political representatives were engaged with ahead of and throughout the consultation period. The list of political representatives engaged with were as follows:

Members of Parliament

- Mr Paul Blomfield, MP for Sheffield Central
- Mr Clive Betts, MP for Sheffield South East (as lead for the Mayoral Combined Authority Bus Review)
- Ms Olivia Blake, MP for Sheffield Hallam

City Region Mayor

- Mr Dan Jarvis, Sheffield City Region Mayor

Ward Councillors

- Councillor Douglas Johnson, Ward Councillor for City
- Councillor Ruth Mersereau, Ward Councillor for City
- Councillor Martin Phipps, Ward Councillor for City
- Councillor Peter Garbutt, Ward Councillor for Nether Edge and Sharrow
- Councillor Maroof Raouf, Ward Councillor for Nether Edge and Sharrow
- Councillor Alison Teal, Ward Councillor for Nether Edge and Sharrow
- Councillor Angela Argenzio, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Brian Holmshaw, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Kaltum Rivers, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Roger Davison, Ward Councillor for Ecclesall
- Councillor Barbara Masters, Ward Councillor for Ecclesall
- Councillor Shaffaq Mohammed, Ward Councillor for Ecclesall
- Councillor Joe Otten, Ward Councillor for Dore & Totley
- Councillor Martin Smith, Ward Councillor for Dore & Totley
- Councillor Colin Ross, Ward Councillor for Dore & Totley
- Councillor Simon Clement-Jones, Ward Councillor for Beauchief & Greenhill
- Councillor Bob Pullin, Ward Councillor for Beauchief & Greenhill
- Councillor Richard Shaw, Ward Councillor for Beauchief & Greenhill

Economic and Business Groups

We engaged with local businesses and economic groups who we expected to have an active interest in the proposed development. These groups are listed below.

Businesses located on Ecclesall Road

- Waitrose
- MAF Properties
- Sheffield Aesthetics & Laser Clinic
- Twinkl
- The Sheaf Island
- Redemption Tattoo Studio
- Shell Garage
- Kwik-Fit
- Express Hand Car Wash
- Champs Bar
- Strawberry Student Homes
- Clear Links
- M&S Food
- Sport Shack
- Igloo Student Accommodation
- Accident Solicitors Direct
- West One
- 7Hills Shop
- Papa Johns
- White Stuff
- The Nursery Tavern
- Kettle Black Bar
- Wizard Guitars
- The Easy Barber
- Friesday
- Ashoka
- Conrad Blanford Hairdressing
- Gnome Student Homes
- 284 Hair
- Top Nail Salon
- Portland House
- Sweeney 4



- Ciro Pizza
- The Eagle
- Graze Inn
- The Sandwich Division
- Uncle Sams
- Claypenny Properties
- Oliver Bonas
- UK Bullion
- Spirals
- Harlequins Takeaway
- The Italian Kitchen
- Capland Properties
- Londis
- Colombo by Ayubowan
- H1 Barber
- Flora Florists
- Craft & Berry
- Dominos
- Drinks Stop
- Party Town
- Fat Face
- Mookau
- iRepair Stop
- Starbucks
- Confidential
- Sinclairs
- The Sheffield Cat Shelter
- Prithi Raj
- Sister
- Cancer Research
- PC Properties
- The Real Computer Shop
- Robinsons Cobblers
- The Design Studio
- Society
- Wolf and Co Barbers
- British Heart Foundation
- The Ecclesall Ale Club
- Coffika
- Dove Properties
- Spoilt for Choice
- Ray Lewis Opticians
- Beach Club
- Maranello's
- Lobby Toffs
- Lambert Smith Hampton
- Tesco
- Boots
- Costa
- KFC
- Marie Curie
- Dunkin Donuts
- Age UK
- Spencer
- Cocoa Chocolate Wonderland
- Wilkin Alarms
- Mirage Vapes
- Fine & Country
- Say Paloma
- Arnold & Co
- Ladbrokes
- Totally Wicked Vapes
- The Famous Sheffield Shop
- Café Marco
- Proctor Hair
- Sheffield Physiotherapy
- Pizza Express
- Nandos
- Study Pad
- Koko
- Crystal Nails
- Futon Company
- St Luke's Hospice Shop
- Amaro Lounge
- Elif
- Salis Properties Limited
- The Orthodontic Centre
- Oxfam
- Snugg
- Nonnas
- The Lost and Found
- Millennium Hall
- Monk Bar
- The Blo Lounge
- Freestylers
- The Brow Lounge
- The Bridal House
- The Old Club
- Jojos General Store by Rag Parade
- Sainsbury's
- Tribe3
- Porter Brook Pub
- Patoo Thai
- Randle and Randle
- Hunters Bar Veterinary Clinic
- Syreeta's Make-Up Academy
- Hunters
- Juke and Loe
- La Patisserie
- The Beer House
- The Hairband
- Pollards Coffee
- NJ Leeson
- Mowgli
- Spar
- Good Vibrations Tattoo
- Spacepad
- Hopper

- Co-operative Funeralcare
- Ivy & Olivia
- Giardino
- Woody's Sandwich Bar
- Juice & Coil Co
- Sheffield Makers Hunters Bar
- Nat West
- Poseidon Fish Bar
- Scrumptious Café
- Rhyme & Reason
- Hallam Oak & Pine
- Kadampa Meditation Centre
- Hallamshire Tennis & Squash Club
- LWT Dental Care
- Pennywise Dry Cleaners
- On Fire
- Alter
- Mason Barber Shop
- East One
- Crooked Claw Tattoo
- Clarrie's Kitchen
- Hare on the Park
- Turnip & Thyme
- Peak Studio
- Hairs
- Wax Inc
- Rejuve
- Flutter
- Xpressions in Hair
- Wine and Whiskey
- Olive
- Foot Heaven
- Lynda V Price
- Eccys Pizza and Grill
- PHE Merchants
- Glow Studio
- CM Dental
- Kitchen Craft
- Unique The Hair Extension People
- Explore Learning
- New Zing Vaa
- Beautiful Nails
- Mowbray Accounting
- Elaine Davison
- Urban Choola
- Goodman Sparks
- Co-Op
- Wildcard
- Wood Funeral Service
- Texaco
- Sainsbury's
- Lloyd's Pharmacy
- Prestige Vehicles
- Hallam Physiotherapy

- Katie Peckett Flowers
- Persian Bakery
- Chiropractic Works
- HQ Works
- ELR Estate Agents
- Taylor & Emmett
- Knowles & Son
- Blundells
- Saxton Mee
- SheffLets
- Italia Uno
- Crystal Barbers
- Fired Arts
- Harpers Fashion
- La Luna
- David Inman Opticians
- Jude Hair
- Christine Clark Clinic
- Drew Décor Store
- Fella's
- The Banner Cross
- Faces Aesthetics
- Timber Windows
- Golden Stitch
- UK Dream House
- Halo Nails
- Gourmet Curry House
- Hause of Skin
- Pat O'Brien
- Neptune Fish and Chips
- Haybrook
- Mortgage Advice Bureau
- Johanne's Sandwich Bar
- Banner Crust
- Hong Kong Garden
- Russell & Hutton
- Beauty Lounge
- The Salon
- The Hair Rooms
- Grace Kitchen Design
- Talk Time
- Banner Cross Post Office
- William H Brown
- Hallmark Goldsmiths
- Sheffield Real Meat
- Whitehorns
- Henry Boot Plc
- Ian Atkinson Podiatry
- The Prince of Wales
- Ecclesall Fisheries
- Rowlands Pharmacy
- Monument Coffee Co
- The Chocolate Bar
- Silver Hill Larder



- Gifted
- Roses The Bakers
- Dovetail Antiques
- Caroline Hill
- City Physio
- Champion and Emmett

- Takdir
- New Jasmine House
- McColls
- Miller & Carter
- Beauty at Parkhead
- Katie Bell Physiotherapy

Businesses located on Abbeydale Road and London Road

- Hallam Hills
- King's Flavour
- Budgens
- Chinatown
- The Lock Up Escape Rooms
- The Chinese Fireworks Company Ltd
- Tin Tin Chinese Restaurant
- Charasati Slemani
- Baran's Barber
- The Clubhouse
- Chino's
- Rassam's Creamery
- Subway
- Blast Shop
- Kebabish Express
- Caffe Latte
- Pro-X Sport
- The Potato Oven
- London Road Jewellers & Pawnbrokers
- La Romantica
- Caribbean Spice
- Yaadgaar Mithai
- Taco Mex
- White Rose Hair and Beauty
- Yama Sushi
- Barry's Bar
- Kebabish Original
- Kurdistan Charcoal Grill
- Fanoush Falafel Bar
- Kahm Hair Salon
- Zeugma
- Harrison Cameras
- A Salt N Battered
- Braai World
- The Barrel Inn
- The Stack Lounge
- The Old Crown Inn
- The Cutting Crew
- Jah's Off Licence
- Norooz Restaurant
- Desi Café
- Freddy's
- Highfield Veterinary Clinic
- Thai Retreat
- William Hill
- La Crème
- Cake R Us
- Noodle Inn
- Satay Yo Beer
- Pepe's Piri Piri
- Harvey's Opticians
- Shirt Prints Direct
- Istanbul Hair Salon
- Car World
- Ozmen International
- Taste of China
- Saigon 68
- Mesob
- Middle Eastern Shawarma
- Ted Williams
- The Cremorne
- Treatz
- Mind Sheffield
- Bodrum Hair
- Seaman Photography
- Sheffield Transport Models
- Chikoo's
- Paddy Power
- Wai Hong
- Wild Rice
- Imran's
- Shik Style
- Dim Sum
- Pizza Bar
- Local Trading Co
- Amigos Mexican Kitchen
- Jay Jay's Army Supplies
- Steers Beers
- Enet Computers
- Hi Vietnam
- Twisty's Hair and Beauty
- Healing Space
- Highfield Post Office
- My Dentist
- Lux Laser and Beauty Clinic
- Wasabi Sabi
- Hashtag Barbers
- Café Indus



- Southern Fried Chicken
- Pinocchio's Pizza
- Aleppo Castle
- Airy Fairy
- Crown Tech
- Marmaris
- Roshnee Wedding Services
- Buttla La Pasta
- Simple Legal Consultancy Services
- Stunning Beauty
- Parthenonas Greek Restaurant
- P.E.S Polski Sklep
- Gelato Pasion
- Alton's Off Licence
- Deli Express
- Jabbarwocky
- Exel Computers
- Abbeydale Road Family Dental Care
- Swarv Barbers
- Autostart
- Assist UK Claims
- Northwood
- Abacus Accounting Services
- Qashqai Kitchen
- Moonlight Textiles
- Al-Madina Travel
- Prince Seating
- INA Marketing
- Capital Properties
- Families Relief
- Moo Lab
- Pitt Stop
- Relish and Burger
- HoneyPot Crafts
- Okeh Café
- Shumile Jewellers
- FPM Advice Centre
- Heaven Beauty by Joanna
- Nether Edge Pizza Company
- Four Corners Canteen
- Marmaris Barbers
- Yorkshire Convenience Store
- Cutting Edge
- William Hill
- Durga Stores
- PnP News
- Mojo Café
- Tradita 1
- Talk Time
- ABS Travel
- Venice Pizza
- Amici & Bici
- Fades Barbers
- Bragazzis
- Fading Away Barber
- New Hing Lung
- Nafees
- Gilt
- Alpha Food and Wine
- 1st Pharmacy
- La Mama Tapas
- Dead Donkey
- Mr Compensator
- Abbeydale Dental Care Centre
- Beauty Fabric
- CLC Books
- Urbanita
- Euro Locksmith
- Enclosed Spaces
- Woskow Brown
- 1st Choice Hair Cutz
- Turner's Craft Beer Bottle Shop
- Forge Bakehouse
- Na Pedra
- Mensa Printers
- Coles Corner
- Walk and Talk
- La Baracca
- Polish Deli
- The Bare Alternative
- Gravel Pit
- Crown Events
- Jameson's Tearooms
- D.A.R.T
- JA Horne Starlight
- Khan Solicitors
- St Vincent's
- Apna Lahore
- ACE Money Transfer
- Oasis Beauty Lounge
- Frippery and Nonsense
- The Greek Village
- Abbeydale Tap and Snap
- Sheffield Superstore
- Instant Solutionz
- Tech Moto
- Dronfield Antiques of Sheffield
- Meraki Greek
- Oscars Barbers
- Pizza Hut
- Picture House Social
- Nether Edge Herbarium
- Abbeydale MOT Centre
- Barrowboy
- Indulgence Beauty Salon
- Tesco Express
- Swifties
- RumBa



- Two Thirds Beer Co
- Sparklers Fireworks
- The Teller
- The Gin Bar
- A&R Tradeprint
- The Broadfield
- Jaan Kebab House
- Sheffield Halal Butchers
- Azim & Wakas
- Sweets & Treats
- A E Butterworth
- All Wired
- Makers
- Tea with Percy
- Accident Specialists
- Tee Cut
- Khimaar
- Arman Food Store
- Anna Roberts Fashion
- Taxwise Accounts
- Vamp
- Chach Spark
- Braids
- Starprint
- Abbeydale DIY and Door Centre
- Abbeydale Health
- Annie's
- Martin's Furniture
- Blood Brothers Stoves
- Golden Harvest
- Meadows and Mulberry
- Ranet Retail
- Castle Martial Arts
- Abbeydale Road Hand Car Wash
- The Aerial and Satellite Shop
- Abbeydale Carpets and Flooring
- The Vintage Tearooms
- Mama May Sew
- Ruffles and Lace
- Edgedale Service Station
- Rational Kitchens
- Lowes Paints
- Sharps Fruits
- Boots
- Patchwork Garden
- Hadfields Electrical
- Glam Hair and Beauty
- North Town Deli
- Saucy Fast Food
- Martyn Kemp Opticians
- The Front Room
- Abbeydale Pharmacy
- AM News
- Spotlight Hair and Beauty
- Bloomers
- The Fine Paint Company
- Pure Threading
- Saints Beauty
- Age UK
- Torte Cakes
- Abbeydale Star Pizza
- International Chippy
- Abbeydale Supermarket
- We Buy Any Car
- John Bee
- Kia's Pastaria
- Oriental Rug Shop
- 765 Dental Care
- Pricerite
- The Laser Clinic
- Eric Gilbert Carpets
- Totally Fabulash
- Northern Domestic Appliances
- The Education Hub
- Scissorhands
- Town Wok
- Chesworth Cues
- Ajantas
- St Luke's
- Medio's Restaurant
- Peppe Hair Design
- Tiago Jewellery
- The Clinic
- Tesco Superstore
- The Millhouses Pub
- Pet Company
- Roses the Bakers
- Connect Financial Solutions
- Bessies
- The Abbey Friar
- Redbrik
- Cups and Cakes
- Be Cosmetic Clinic
- The Painted Cup
- Undal
- Vitty Alexander
- La Scala
- St James Hair and Beauty
- ChiroFirst
- Millhouses Business Centre
- Waggon and Horses
- Abbeydale Industrial Hamlet
- Studio Budgie Galore Ltd
- Marco @ Milano
- DK Model & Casting
- Zaatir Middle Eastern café
- Hazel's
- Tea Takeaway

- Dr Hassan Nurein
- Millhouses Post Office
- Sweeny 5
- Majestic Wine
- Vets4Pets - Millhouses
- Millhouses Park Garages Ltd
- Chan's Chinese Takeaway
- STEPS Rehabilitation Ltd
- Adlington Retirement Living - Jacobs Gate
- Vulcan Seals
- Tentsile Ltd
- Carsave Leasing Ltd
- La Romi
- AdelaRosa Wedding Stationery
- Archer Road MOT Centre
- TM Automotive
- Bullseye Motor Stores
- Rushey Meadows
- Indian Chef
- Mike Blackboards & Sheffield Signpainter
- Tabby Teas
- The Beer Engine
- Inspired By Labels
- The Express by Shimlas
- Blushes Bridal Studio
- Pronto Caldo Express
- M & J Gallery
- Munchies London Road
- Unite Students- The Forge 2
- ALDI
- Fanoush Falafel Salad Bar
- Ali Barbers
- Magnetic Systems Ltd

Community and Interest Groups

In addition to engaging directly with members of the local community, we recognised that local community and interest groups can play an important role in representing community views and in disseminating information within communities. The following groups were engaged with during the consultation:

- Sheffield Chinese Community Centre
- Roshni Sheffield
- Highfield Library
- Sharrow Family Centre
- Friends of Mount Pleasant Park
- Sheaf and Porter Rivers Trust
- Nether Edge and Sharrow Sustainable Transformation
- Project 6
- Friends of Millhouses Park
- Nether Edge Neighbourhood Group
- Sharrow Community Forum
- Banner Cross Neighbourhood Group
- Abbeydale and Sharrow Stakeholder Group
- River Stewardship Company
- Sheffield & Rotherham Wildlife Trust
- Ecclesall Library
- Friends of the Botanical Gardens
- Sheaf and Porter Rivers Trust
- Friends of the Porter Valley
- Friends of Whirlow Brook Park

Religious places of worship

We engaged with the following places of worship located around the area in which changes are proposed.

- Mother of God Catholic Church
- Jamia al Furqaan
- Carterknowle Methodist Church
- St Peter and St Oswald's Church

- The Hubb
- The Well
- United Reformed Church
- St William of York Catholic Church
- Banner Cross Methodist Church
- All Saints Church

Educational organisations

We engaged with the following local schools located around the area in which changes are proposed.

- Sheffield Hallam University Collegiate Campus
- Holt House Infants School
- Carter Knowle Junior School
- St. Peter's and St. Oswald's
- Sheffield Hallam University
- Parkhead Cottage Nursery
- Nether Edge Primary School
- Sharrow School

Local healthcare services

We engaged with the following local healthcare services located around the area in which changes are proposed.

- Sheffield NHS Teaching Hospitals Trust
- Sheffield Children's Hospital
- Sheffield Health and Social Care NHS Foundation Trust
- Sharrow Lane Medical Centre
- Hanover Medical Centre

Citywide stakeholders

In addition to engaging with local stakeholders located within the boundary of the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** proposals, we also engaged with city-wide stakeholders who we expected to take an interest in the scheme.

These groups were initially engaged with when the overarching Connecting Sheffield scheme was launched in November 2020. Following this initial engagement, we have kept these citywide stakeholders updated by emailing each of the groups at the point of launch for each new consultation under Connecting Sheffield. When the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation was launched on 17 November 2021, the city-wide stakeholders received an email informing them that the consultation was live and providing them with the link to the Connecting Sheffield website. The email also explained the various ways in which they could provide their feedback on the proposals.

A list of the groups that received this update are detailed in the sections below.

Accessibility Groups

- Transport 4 All
- Access Liaison Group
- Disability Sheffield
- Sheffield Cycling 4 All

Educational organisations

- University of Sheffield

- Sheffield Hallam University

City-wide economic stakeholders

- Sheffield City Region
- Sheffield Chamber
- Sheffield Property Association
- Museums Sheffield
- Sheffield Culture Consortium
- Sheffield Theatres
- Sheffield Industrial Museums Trust

Local Transport Organisations and Groups

- Confederation of Passenger Transport (CPT)
- South Yorkshire Passenger Transport Executive (SYPTE)
- First Group
- Stagecoach East Midlands
- Stagecoach Yorkshire
- TM Travel
- Sheffield Eagle Taxi Trade Association (SETA)
- Sheffield Taxi Trade Association (STTA)
- ALPHA Taxis
- GMB Union
- Cycle Sheffield
- Sheffield Bus Alliance (SCC)

Local Service Providers

- South Yorkshire Police
- South Yorkshire Fire and Rescue Service
- Yorkshire Ambulance Service
- NHS Blood & Transplant Service
- Sheffield Health and Social Care NHS Foundation Trust
- Sheffield's Children's Hospitals
- Sheffield NHS Teaching Hospitals Trust

Environmental Groups

- Sheffield Climate Alliance
- Zero Carbon Yorkshire
- River Stewardship Company

Local Residents and Businesses

A key priority of the consultation was to actively engage with residents, businesses and institutions located within the boundary of the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme proposals. Two distribution areas for the consultation postcard were defined, one for Abbeydale Road and the other for Ecclesall Road, so that nearby properties would directly receive information about the proposals and the consultation process. The identified distribution areas for the consultation postcard included 16,231 addresses, 8,034 on Abbeydale Road and 8,190 on Ecclesall Road. The distribution areas are shown in Figure 1 and Figure 2 below.

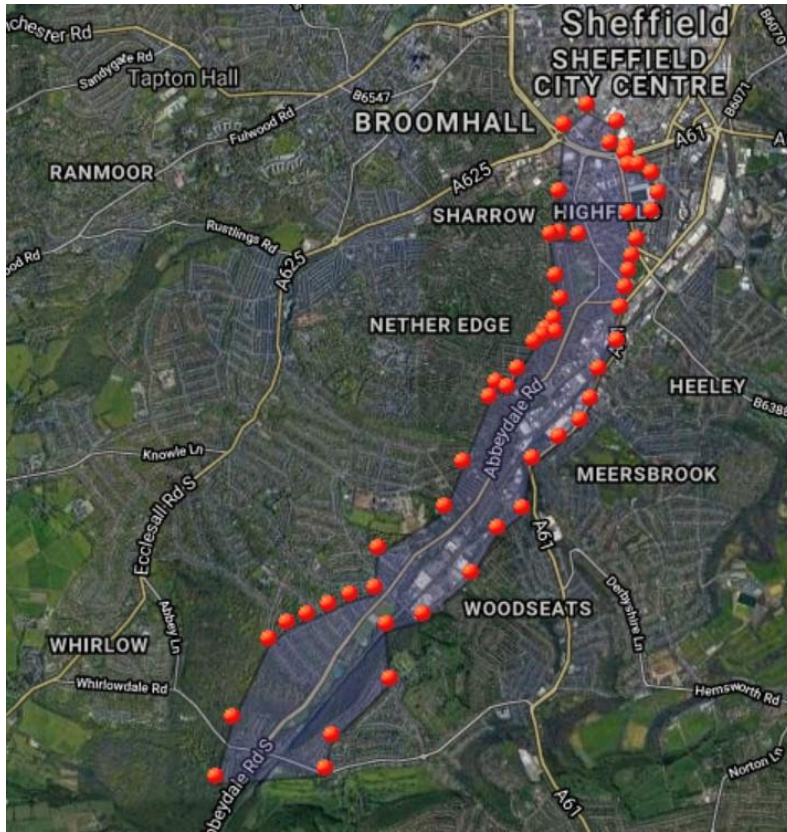


Figure 1: Consultation leaflet distribution area for Abbeydale Road (courtesy of Google Maps 2020). The points indicate the outer limit of the distribution area.



Figure 2: Consultation leaflet distribution area for Ecclesall Road (courtesy of Google Maps 2020). The points indicate the outer limit of the distribution area.

Section 5: Engagement Overview

The main period of public consultation ran for just over nine weeks between 17 November 2021 and 21 January 2022.

Throughout the consultation, a range of communication methods were used to raise awareness of the proposals among stakeholders and the local community, who were provided with a number of accessible and convenient means by which to provide feedback.

The methods used to engage stakeholders and publicise the consultation are set out below.

Stakeholder Webinars and Meetings

Ahead of the consultation launch, four webinars were arranged to which stakeholders with a specified interest in the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme were invited. The webinars were held online and detailed information on the proposals was provided together with the opportunity to ask questions and share any concerns. These virtual meetings were held using Zoom to comply with Covid-19 related restrictions.

Key community groups and businesses located on or near the route were invited to the webinars. The first webinar was held for businesses located on Ecclesall Road, the second for community groups located near to Ecclesall Road. A webinar for businesses located on Abbeydale Road and a webinar for community groups located near Abbeydale Road were planned, however, these did not go ahead due to a lack of stakeholder response. Attendees were invited to the webinars via email, with follow-up emails and telephone calls made where no response was received. Where stakeholders responded but were unable to attend, they were provided with a link to the pre-recorded presentation.

Each webinar followed the same format. A presentation on **Connecting Sheffield: Abbeydale Road and Ecclesall Road** was delivered followed by a questions and comments session, providing the opportunity for attendees to give feedback.

Feedback from the sessions was generally positive with some caveats. M&S Food were supportive of the scheme's aims but had some concerns that due to loss of parking motorists would potentially park in the M&S car park. However, due to early engagement they felt they would be able to mitigate any potential parking issues arising. The community groups were also supportive of the scheme aims though wanted to see more cycling and pedestrian improvements along the route. The community groups also expressed some concern about accessibility for elderly or disabled people who live further away from Abbeydale Road and Ecclesall Road and urged the Council to be considerate when moving bus stops or disabled parking.

The details of each of these webinars and meetings, as well as the topics raised, questions asked and statements made, are provided as Appendix 7.

The Council is committed to continuing an open dialogue with all of these stakeholders and will ensure they are updated as the scheme progresses.

Consultation Postcard

Consultation postcards were produced and distributed to all residential and business properties located within the agreed distribution area of 16,231 properties, as shown in Figures 1 and 2 on page 13.

The consultation postcards are provided as Appendix 2.

The consultation postcards gave a very brief summary of the proposals and highlighted the communication channels available for people to get in touch and find out more information. These included a freephone information line, a dedicated project email address, a Freepost address and the project website.

Letter to Businesses

A letter was issued to all businesses located along Abbeydale Road and Ecclesall Road to provide some more details regarding the consultation. The letter was posted, in an envelope with the consultation postcard, to all businesses along the roads.

The letter is provided as Appendix 4 and was sent to 1,163 business addresses.

The letter also guided business owners to the website to comment on the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** proposals and pointed people to the freephone information line, dedicated project email address and Freepost address for any further information.

This was in addition to the postcard mail out referenced in the section above, making it unlikely that any premises could have not received one of the two forms of communication.

Mindfield Shopper Survey

Independent market research company Mindfield were commissioned by the Council to undertake research to understand the views on **Connecting Sheffield: Abbeydale Road and Ecclesall Road** amongst local residents and visitors to Abbeydale Road and Ecclesall Road.

During the consultation period, Mindfield surveyed 50 people on Abbeydale Road and 176 people on Ecclesall Road and asked them a series of questions regarding their usage of the area, awareness of the proposals and their sentiment towards the proposals. The sample size was higher on Ecclesall Road due to higher footfall.

Respondents expressed concern about the potential impact of the proposals on the local economy but felt that there were environmental benefits to the proposals. 64% of respondents surveyed walked or caught the bus to reach their destination, and 36% of respondents travelled by car.

The full Mindfield report is provided as Appendix 11.

Press Release

A press release was issued at the start of the consultation to major regional and local media outlets. The press release provided introductory information about the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** proposals and details of the consultation period, which can be found here: <https://sheffnews.com/news/bus-journeys-on-key-commuter-routes-made-quicker-under-new-plans>

The press release received coverage in The Sheffield Star and The Sheffield Telegraph and there was ongoing coverage of the proposals throughout the consultation period.

Consultation Website

In order to ensure information on Connecting Sheffield was readily available and people could easily provide feedback on the TCF schemes, a consultation website was developed using the community engagement platform Commonplace. The website was set up to coincide with the launch of the overarching Connecting Sheffield project, with a dedicated consultation page added for the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** proposals on 17 November 2021.

The Commonplace website was designed to replicate as far as possible the information which would have been shared at public drop-in sessions should face to face consultation have been an option. It was therefore a key part of our strategy to engage the public and was supported by the consultation postcard, press release and email, freephone and Freepost channels.

The website allowed us to:

- Present the overall project, vision and aims of the Connecting Sheffield project;
- Showcase the plans for the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme;
- Communicate how each TCF scheme relates to the other and collectively form the overall TCF project;
- Provide the opportunity for visitors to use an interactive 'heat map' to highlight areas where they have specific concerns or would support changes;
- Encourage people to leave comments via the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** feedback form that are visible to others; and
- Use visualisations to illustrate how key areas of the scheme might look after the proposed work is carried out.

Images showing the appearance of the Commonplace website, including the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme page, are provided as Appendix 1.

Methods of Receiving Feedback

Telephone Information Line

A dedicated freephone information line (0808 196 5105) was utilised for this consultation. This line was in operation between 9am and 5pm (Monday to Friday) with an answer phone facility to take calls outside these hours. Members of the consultation team managing the information line were on hand to answer questions about the proposals and the consultation process. The freephone information line number was provided on all consultation materials including the contact page of the website, and consultation postcard.

Email Address

The project email address (info@connecting-sheffield.co.uk) was publicised on all consultation materials, including the contact page of the website and consultation postcard, so people could submit feedback and pose questions to the consultation team.

Freepost Address

A Freepost address (Freepost Connecting SHF) was set up and publicised on all consultation materials, including the contact page of the website and consultation postcard, so people could submit feedback and pose questions to the consultation team in writing.

Section 6: Summary of Feedback Received

Throughout the consultation, several channels were made available for people to ask questions and provide feedback. To summarise, these were:

- The freephone information line (0808 196 5105)
- The enquiries email address (info@connecting-sheffield.co.uk)
- The Freepost address (Freepost Connecting SHF)
- An interactive 'heatmap' on the Connecting Sheffield Commonplace website which allowed people to pin comments on the routes for each scheme: (<https://connectingsheffield.commonplace.is/proposals/provide-comments-on-our-interactive-map-about-whats-important-to-you>)
- A feedback form on the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** page of Connecting Sheffield Commonplace website: (<https://connectingsheffield.commonplace.is/proposals/abbeydale-road-and-ecclesall-road>)

In total, 3,680 responses were received during the Connecting Sheffield: Abbeydale Road and Ecclesall Road consultation. It should be noted that this is a high response rate for any typical city transport consultation, reinforcing the conclusion that the public and local businesses were well informed of the consultation. The responses are categorised below according to the channels through which the feedback was given.

Table 1: Number of consultation responses received.

Consultation response received	Total
Online feedback form	3,456
Online interactive heatmap	136
Email	57
Freepost	2
Phone	29
Total	3,680

Section 7: Abbeydale Road and Ecclesall Road Feedback Analysis

The vast majority of the feedback received as part of the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation was collected through the feedback form and the interactive heatmap on the Connecting Sheffield website.

The below analysis looks closely at the feedback received through both the feedback form and interactive heatmap, as well as providing some general website statistics.

Website Statistics

Visitors to the Connecting Sheffield website

Since the Connecting Sheffield website went live in November 2020 through to 1st February 2022, there have been 59,345 visitors in total. The below graph shows that there was a spike in visitors on 17 November 2021 when the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation was launched. 2,816 people visited the site that day and 536 respondents commented on the proposals that same day.

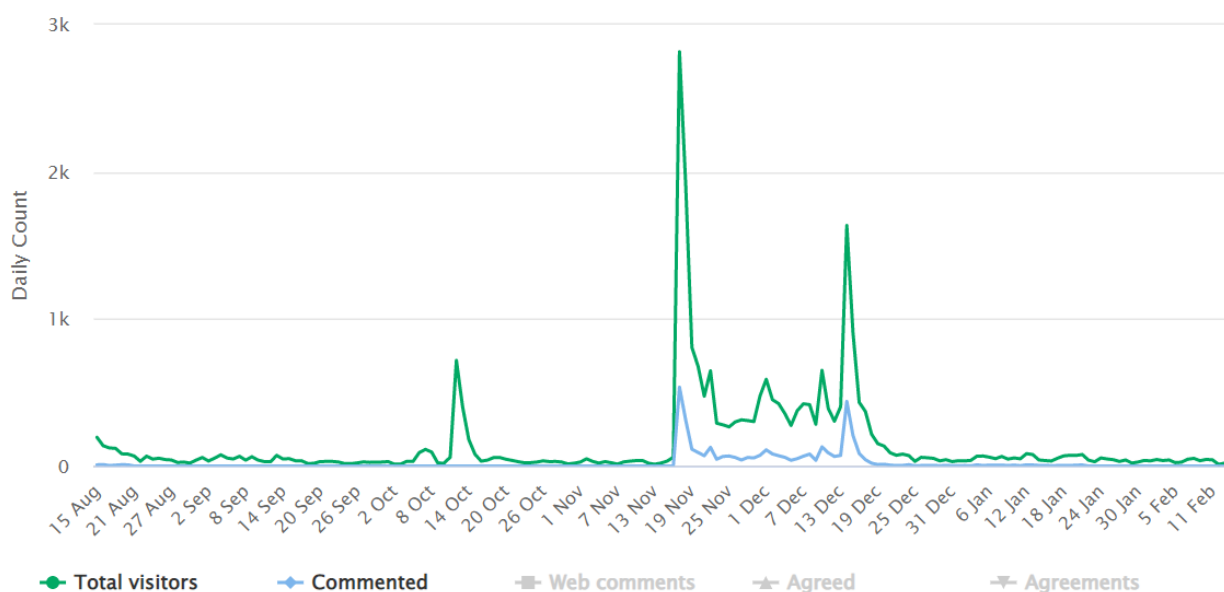


Figure 3: Graph showing the total number of visitors to the Connecting Sheffield website since August 2021.

The below table shows the top ten referral websites which visitors have visited prior to accessing the Connecting Sheffield website, with Facebook, Twitter and the Sheffield City Council news website ranking highest.

Referral website	Visitors	Responded	Subscribed
Sdirect	23826	2790 (12%)	43 (0%)
m.facebook.com	12642	1248 (10%)	3 (0%)
lnks.gd	7507	1547 (21%)	4 (0%)
t.co	5938	498 (8%)	1 (0%)
www.google.com	2826	533 (19%)	10 (0%)
sheffnews.com	2457	277 (11%)	10 (0%)
www.google.co.uk	1090	200 (18%)	1 (0%)
l.facebook.com	1080	238 (22%)	1 (0%)
lm.facebook.com	992	219 (22%)	0 (0%)
com.google.android.gm	804	85 (11%)	0 (0%)

Figure 4: Table showing the top ten referral websites

Responses to the Connecting Sheffield: Abbeydale Road and Ecclesall Road Feedback Form

The feedback form used a selection of open and closed questions designed to gain an understanding of what respondents like and dislike about the proposals, their current and future transport use post Covid-19 and their overall view of the proposals.

The below analysis looks closely at the feedback received in response to both the open and closed feedback questions.

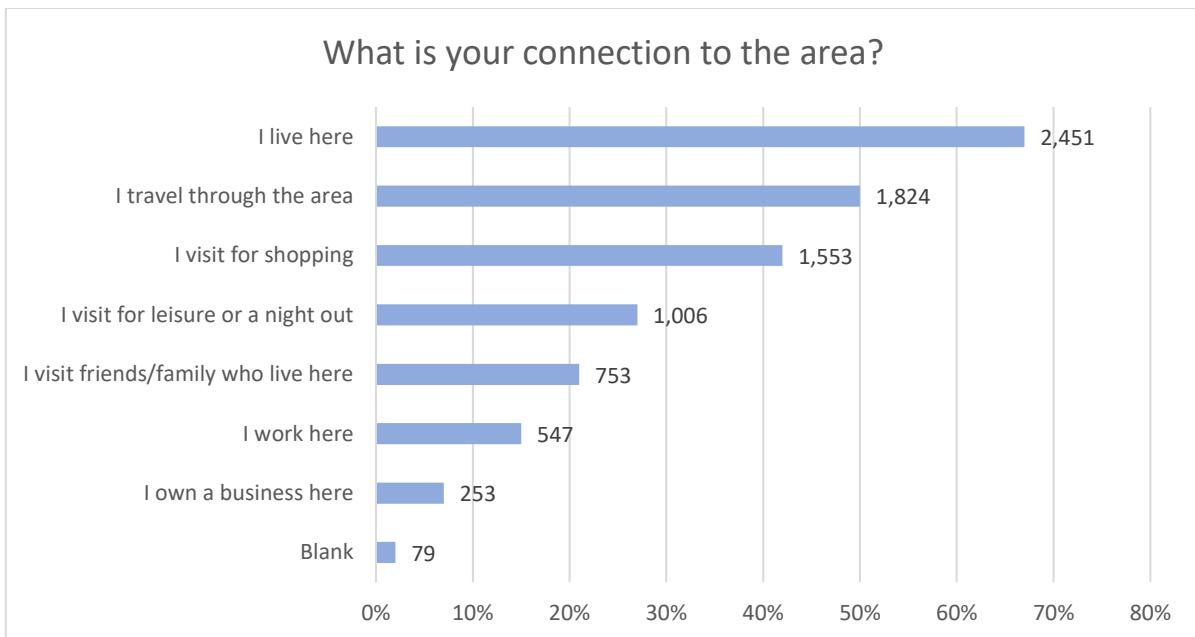
Analysis of Closed Questions

The following questions focus on understanding the demographic of respondents. None of these questions were mandatory and therefore respondents were able to skip the questions.

The below answers are based on the 3,456 respondents who provided a response to the main Commonplace tile.

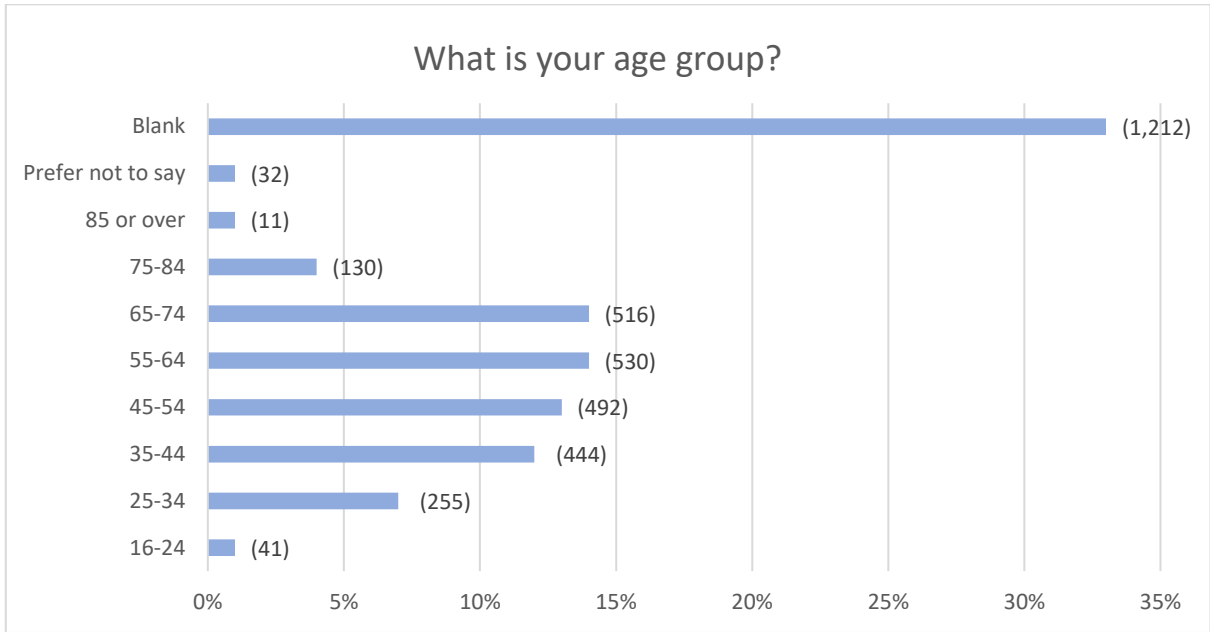
- **What is your connection to the area?**

Approximately 66% of the respondents who answered this question said that they lived in the area that they were commenting on. Approximately 50% of respondents said that they travel through the area, while approximately 43% said that they visit the area for shopping. Respondents were able to select more than one option, hence why percentages do not add up to 100%.



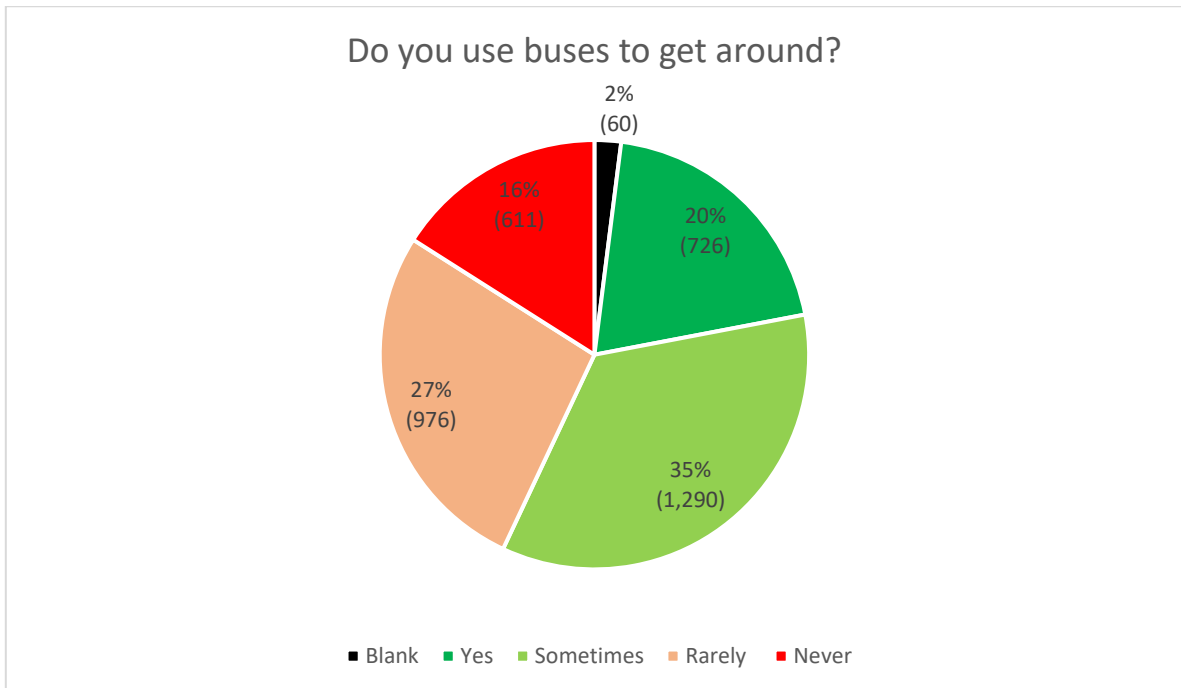
- **What is your age group?**

Approximately 14% of respondents said they were aged between 55-64 while a further 14% said they were aged between 65-74. Approximately 13% of respondents said they were aged 45-54, while approximately 40% of the respondents did not provide an answer to this question.



- Do you use buses to get around?**

20% of respondents selected that they do use buses to get around, 35% of respondents selected that they sometimes use buses to get around while 27% of respondents said they rarely use buses to get around. 16% of respondents said they never use buses to get around, while 2% of respondents left the question blank.

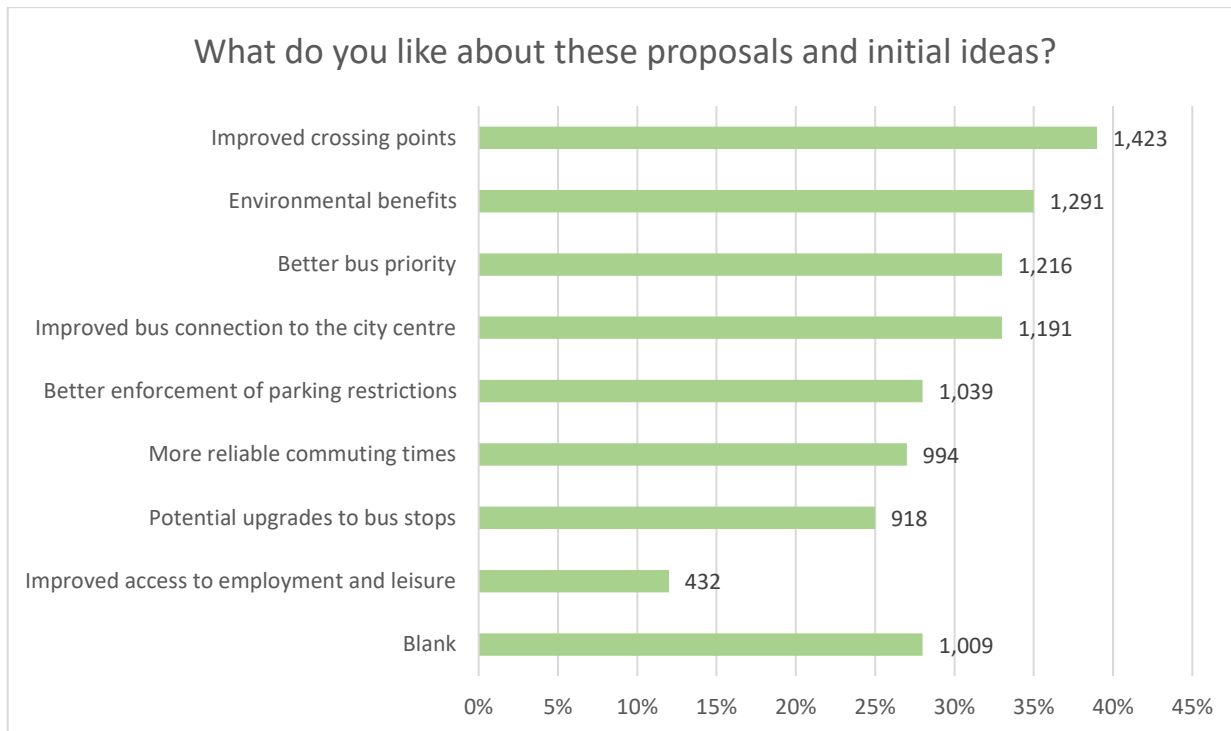


The following graphs contain data taken from the specific questions asked to inform the Connecting Sheffield: Abbeydale Road and Ecclesall Road proposals. As above, this data is based on the 3,456 respondents who provided their feedback on the main Commonplace tile. Please note that respondents were able to skip questions if

they wished, and on some questions they could select multiple answers, and therefore responses were not received for every question.

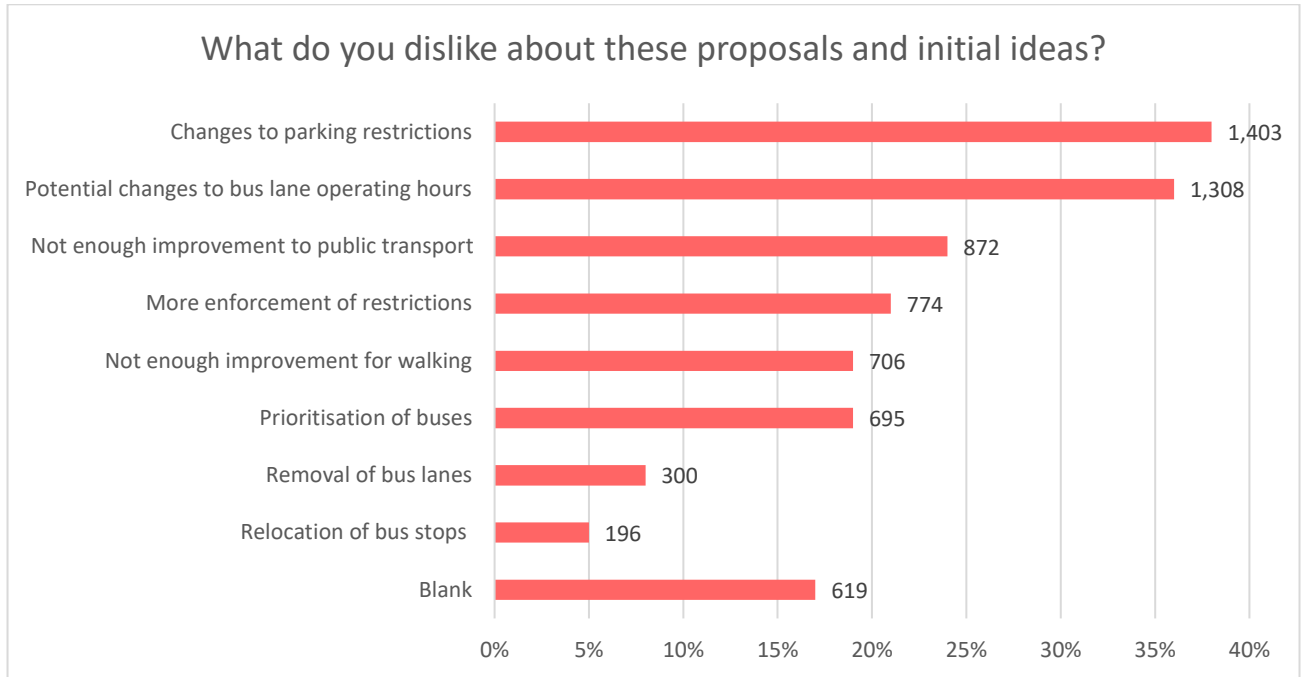
What do you like about these proposals and initial ideas?

When respondents were asked what they liked about this scheme, “improved crossing points” was selected 1,423 times, equating to approximately 38% of respondents; “environmental benefits” was selected 1,291 times, equating to 35% of respondents; and “better bus priority” was selected 1,216 times, equating to approximately 33% of respondents. Respondents were able to select more than one option, hence why percentages do not add up to 100%.



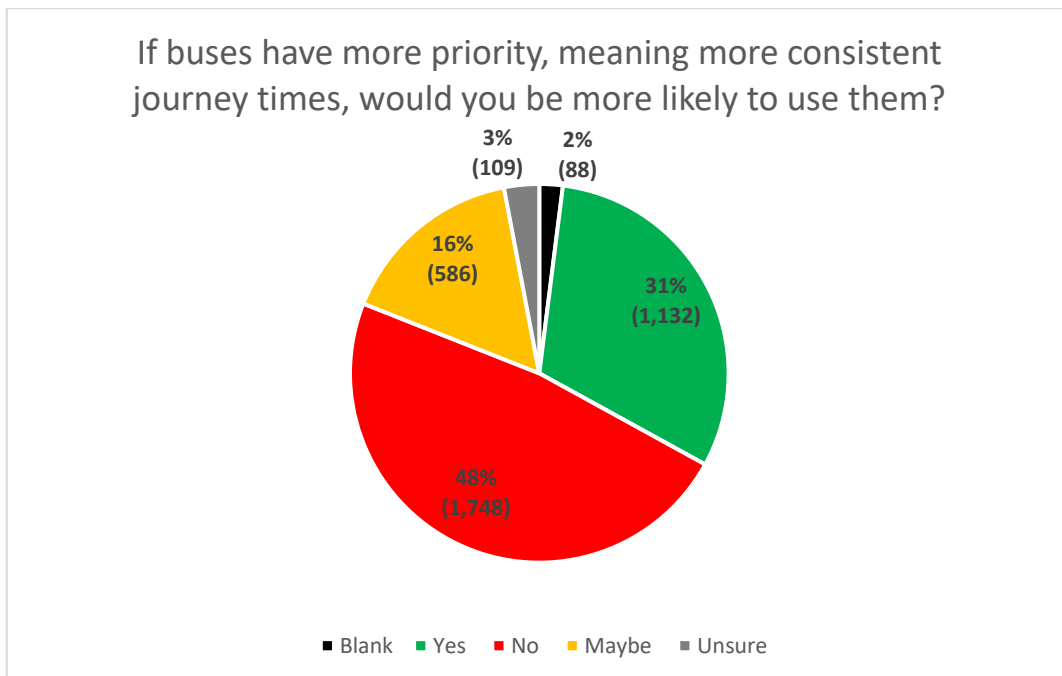
- **What do you dislike about these proposals and initial ideas?**

When respondents were asked what they disliked about this scheme, “changes to parking restrictions” was selected 1,403 times equating to approximately 37% of respondents; “potential changes to bus lane operating hours” was selected 1,308 times equating to 36% of respondents; and “not enough improvement to public transport” was selected 872 times, equivalent to approximately 28% of respondents. Again, this was a multiple-choice question, so respondents were able to select more than one option, hence why percentages do not add up to 100%.



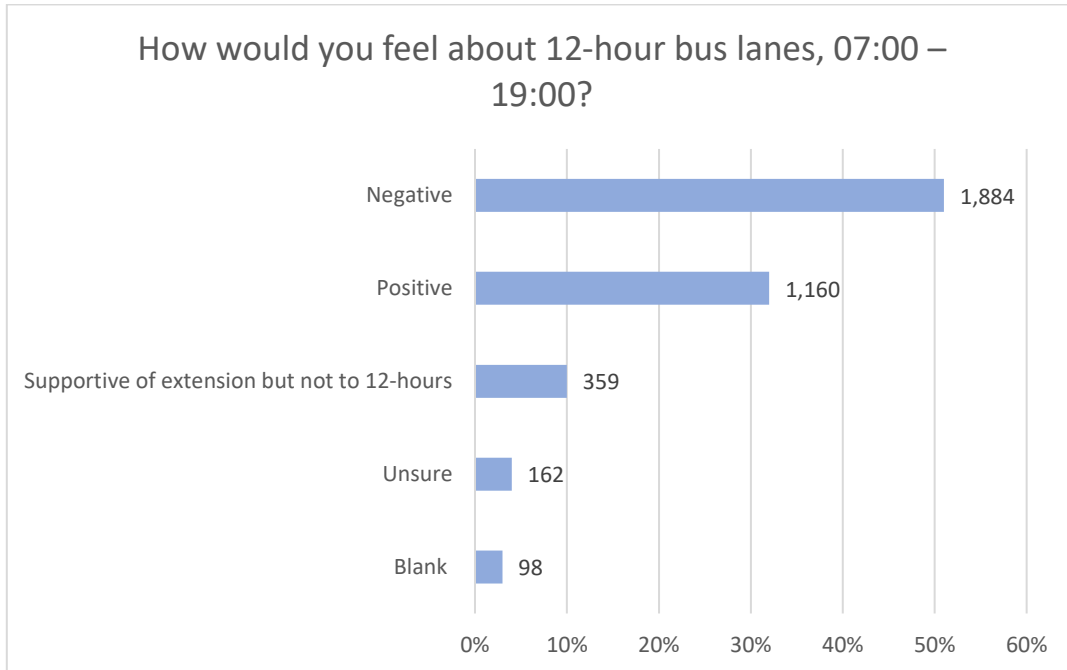
- **If buses have more priority, meaning more consistent journey times, would you be more likely to use them?**

1,748 respondents (48%) who answered this question said that if buses had more priority, they would not be more likely to use them. 1,132 respondents (31%) said they would be more likely to use buses if they had more priority, 586 respondents (16%) said they might use buses more while 109 respondents (3%) were unsure and 88 respondents (2%) did not answer the question.



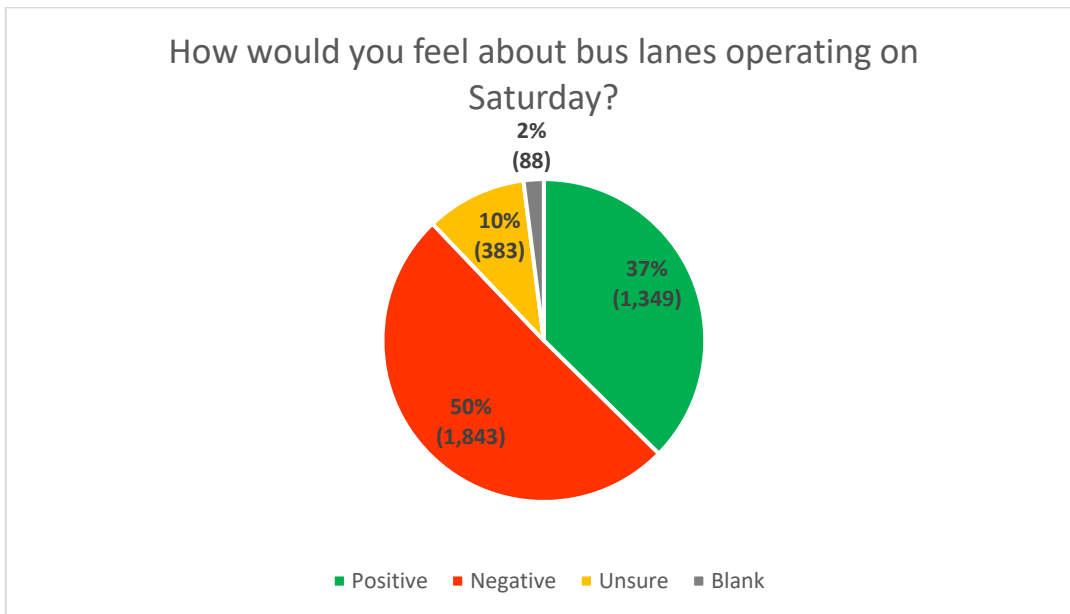
- **To improve bus journey times and their consistency for more of the day outside of traditional peak operating times, changes to the bus lane operating hours along Ecclesall Road and Abbeydale Road are being considered. How would you feel about 12-hour bus lanes, 07:00 – 19:00?**

1,884 respondents (51%) said they would feel negative about 12-hour bus lanes along Abbeydale Road and Ecclesall Road, 1,160 respondents (33%) said they would feel positive while 359 respondents (10%) said they would be supportive of an extension but not to 12-hours.



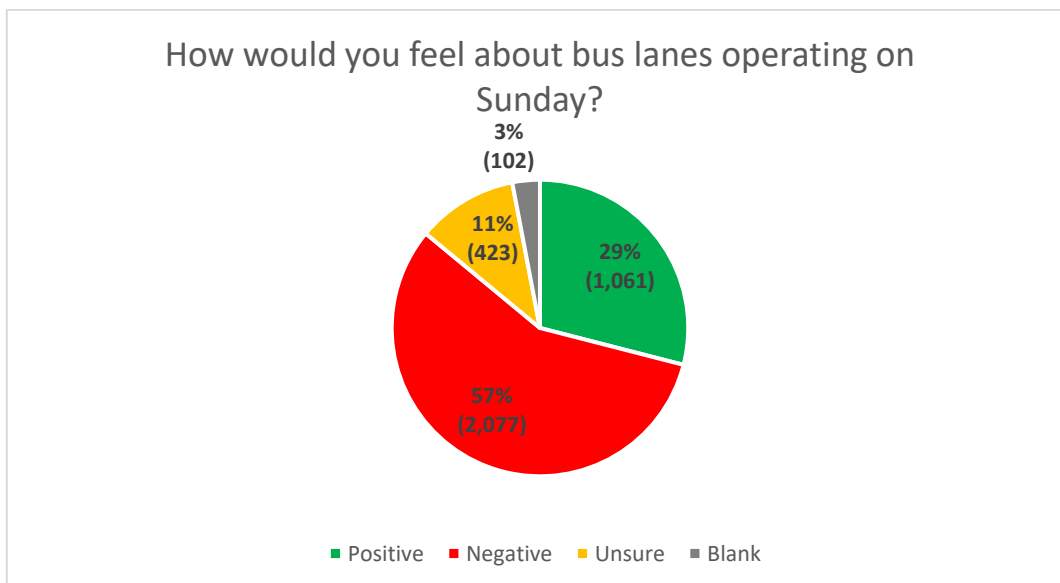
- **How would you feel about bus lanes operating on Saturday?**

1,843 respondents (50%) felt negative about bus lanes operating on Saturdays. 1,349 respondents (37%) felt positive about bus lanes operating on Saturday, 383 respondents (10%) were unsure how they felt while 88 respondents (2%) left the question blank.



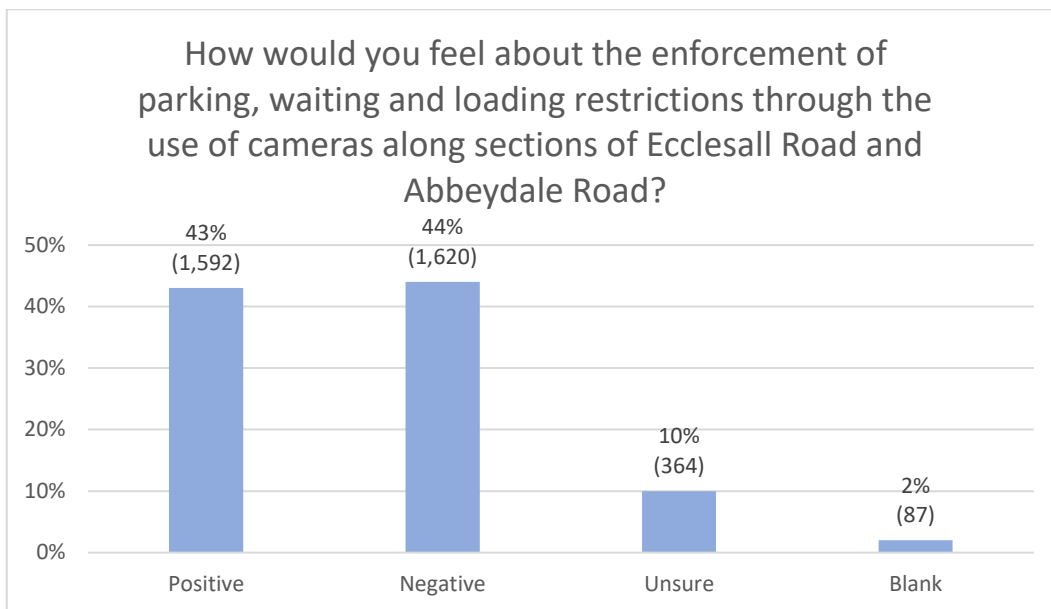
- **How would you feel about bus lanes operating on Sunday?**

2,077 respondents (57%) felt negative about bus lanes operating on Sundays. 1,061 respondents (29%) felt positive about bus lanes operating on Sunday, 423 respondents (11%) were unsure how they felt while 102 respondents (3%) left the question blank.

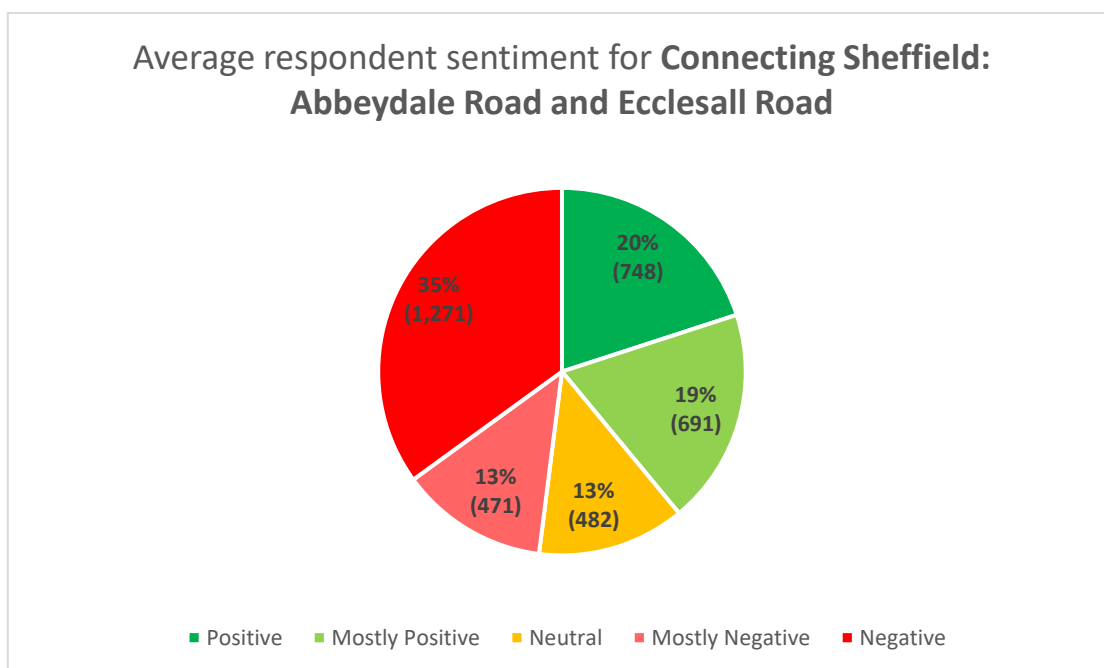


- **How would you feel about the enforcement of parking, waiting and loading restrictions through the use of cameras along sections of Ecclesall Road and Abbeydale Road?**

1,620 respondents (44%) felt negative about parking, waiting and loading restrictions being enforced by cameras. 1,592 respondents (43%) felt positive about parking, waiting and loading restrictions being enforced by cameras, 364 respondents (10%) were unsure how they felt while 87 respondents (3%) left the question blank.



The below chart shows the overall sentiment towards the proposals expressed by the 3,456 respondents that provided a response on the main Commonplace tile. It shows that 48% of those who completed the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** feedback form felt negative about the proposals.



Analysis of Open-Ended Questions

The following table provides an extensive summary of the main issues raised by respondents through the open-ended question in the feedback form, as well as via phone, email and Freepost.

Business
Concern for Businesses
<ul style="list-style-type: none">• 1,146 respondents commented that the proposals for 12-hour bus lanes, and the resultant loss in parking and loading spaces, would have a significant negative impact on local businesses. 29 respondents expressed concern that these proposals would be the “death” of the area, whilst two people suggested that the Council were “anti-business”. One respondent expressed opposition to a scheme which they felt prioritised through traffic over local businesses and residents.• 36 respondents raised concern about how businesses would receive deliveries if 12-hour bus lanes were to be introduced. Seven respondents expressed concern about the potential negative impact of the proposals on delivery businesses and delivery drivers.• 31 respondents expressed concern that shoppers would spend money elsewhere outside of Sheffield.• 23 respondents commented that Covid-19 had already heavily impacted business and business owners need help not hinderance.• 19 respondents stated that people would rather stay local than use the city centre, and these plans were focused on the wrong thing – several respondents suggested that the economic hubs of Abbeydale and Ecclesall Road were more attractive than that of the city centre.• 12 respondents suggested that the city centre had “died” and Abbeydale and Ecclesall Road could follow this trend if these proposals were introduced.• Five people raised concern that adequate studies had not been undertaken to understand the potential impact of these proposals on businesses.• Four respondents felt that the proposals could make the city centre worse.• Three comments expressed concern about the negative impact that the proposals could have on local sports clubs.• Two respondents stated that the improvements would only be positive if the city centre were to improve significantly.• Two respondents expressed concern that the economic damage caused by the proposals would far outweigh any improvements delivered or environmental benefits.• One respondent asked if businesses would be compensated by the Council for lost business as a result of reduced on-street parking.• One respondent suggested that small improvements in bus journey times did not justify the negative impact 12-hour bus lanes would have on businesses.• One respondent commented that the Council seems determined to force businesses to close citing environmental reasons for its proposals.

Loss of Parking

- 18 respondents mentioned specific locations, business types and venues that would be negatively affected by the proposals as a result of the loss of parking, these included:
 - Millhouses shopping area
 - Roses the Bakers
 - Prince of Wales Pub
 - Post Offices
 - Hallamshire Tennis Club
 - Ecclesall Library
 - Churches
 - Sheffield's Universities
 - The Botanical Gardens
- 31 respondents suggested specific parking improvements that they felt would be necessary to mitigate the loss of parking and help local business. These included:
 - Expansion of residents' parking permits to counteract parking restrictions;
 - Reducing the number of parking permits per household;
 - Creating off-street parking;
 - Advertisement of active travel modes and routes to business owners to highlight alternative travel options and reduce car dependency, and;
 - Provision of alternative off-road parking to support businesses.
- Two respondents called for better parking provision for local business.
- One respondent asked whether parking for congregations attending church services at churches along the route would still be allowed.
- One respondent suggested leaving the middle of the day without parking restrictions so locals could shop.
- One respondent stated that short-term parking for business is essential and this needs to be maintained.

Support

- Six respondents suggested that encouraging people to walk and cycle along roads, and the subsequent reduction of traffic, had the potential to boost trade for businesses located along those routes.

Buses

Bus Service

- 405 respondents called for general improvements to bus services themselves, rather than changes to bus lanes hours. Of these:
 - 282 stated that buses should be more frequent and/or more reliable before bus prioritisation measures can be considered;
 - Two respondents stated that a poor bus service should not be entitled to more road space, and;
 - One respondent suggested that bus services should be closely monitored to ensure that they are running at a high enough standard.
- 51 respondents stated that bus use was a poor alternative to car use. Of these, 26 respondents commented that bus journeys should be made faster than car journeys in order to encourage uptake of bus use.
- 23 respondents stated that bus use is difficult or inaccessible. The reasons given for this included:
 - Not everyone was able to access buses;
 - It is difficult for young families to use buses;
 - It is difficult for parents to drop off and pick up children using buses;
 - Buses feel unsafe for women;
 - Buses need to be safer for night use, and more services should be provided later into the evening;
 - Bus services need to be better coordinated;



- Buses should allow bikes on board; and
- Buses having only one entrance and exit makes it challenging for some users.
- 16 respondents suggested that the vehicles in the bus fleet should be of a higher quality, with many stating that the current fleet was unclean and outdated.
- One respondent suggested that people in south-west Sheffield do not use buses or public transport as they can afford not to.
- One respondent suggested that the capacity of buses should be increased.

Fares & Ticketing

- 263 respondents stated that bus fares are currently too expensive, and suggested fare reductions as a way to encourage travel by bus. Five respondents suggested that buses should be free at the point of use.
- 25 respondents requested better ticketing options, such as combined tickets or a universal ticketing system across Sheffield. Many of these respondents referenced Transport for London's model as a point of reference for a ticketing system.
- 13 respondents stated at present it is cheaper for a family or group to travel by car or taxi than by bus. Many of these respondents suggested that group or family ticketing options should be available.
- Seven respondents stated that contactless-only payments on buses would speed them up considerably.
- Three respondents suggested that there should be a free circular bus around Sheffield.
- One respondent suggested that there should be a free bus running along Ecclesall Road from Waitrose.
- One respondent suggested that buses should be free to people over the age of 60.
- One respondent suggested that people should be given a free bus pass for a week, and if this is well-used, further consideration should be given to significantly reducing bus fares or making services free at the point of use.
- One respondent expressed concern that the proposed Clean Air Zone for Sheffield could make bus fares even higher.

Bus Routes

- 130 respondents stated that poor bus routes make the use of buses difficult. Of these:
 - 57 respondents mentioned that radial routes between suburbs in Sheffield were poor, with the majority of routes going to the city centre;
 - 20 respondents suggested that because of poor bus routes and gaps in provision, car journeys were often found to be preferential; and
 - Nine respondents stated that buses do not go where people want to.
- 35 respondents requested better bus services in specific locations across Sheffield. These included:
 - Rustlings Road
 - High Storrs Road
 - Brocco Bank
 - London Road
 - Broadfield Road
 - Greystones Road
 - University of Sheffield
 - Woodseats Road
 - Millhouses Road
 - Crosspool
 - Nether Edge
 - Chesterfield Road
 - Carter Knowle Road
 - Archer Road
 - Beauchief
 - Ringinglow Road

- Dore & Totley
- Ecclesall Road
- Psalter Lane
- Sheffield Station
- 15 respondents also stated specific bus service routes which they felt were unreliable. These included:
 - 97
 - 98
 - 86
 - 101
 - 217
 - 51
 - 83
 - 81
 - 82
 - 95
 - 52
- Six respondents mentioned areas which needed better connectivity. These included:
 - Bents Green and St James Retail Park
 - Whirlow and Millhouses
 - Hunter's Bar and London Road
 - Hunter's Bar and Fulwood
 - Ecclesall Road and Sheffield Train Station
 - Brocco Bank and the Hallamshire Hospital

Bus Operating System

- 37 respondents called for the nationalisation of the bus services and for a move away from the private multi-operator system.
- Four respondents suggested that the number of bus companies should be reduced to simplify the transport system.
- Two respondents suggested that it was the role of bus companies, not the Council, to improve their services.
- One respondent suggested that the Council should lobby Government to change transport legislation to a London-style model.
- One respondent queried whether private bus companies would match the public investment by improving services.

Buses and Covid-19

- 28 respondents felt that bus travel was unsafe given the Covid-19 pandemic, with several respondents mentioning that many passengers do not wear face coverings.
- 14 respondents stated that bus usage has decreased as a result of Covid-19.
- Three respondents stated that these proposals were poorly timed given the pandemic.
- One respondent stated that they would use buses more if social distancing, ventilation and face coverings were compulsory.
- One respondent expressed concern that Covid-19 regulations were not being followed on buses.

Bus Drivers

- 10 respondents suggested that bus drivers should be better paid.
- 10 respondents stated that more bus drivers needed to be recruited.
- Seven respondents stated that bus drivers could often be rude or unhelpful.
- Three respondents expressed concern that bus drivers experienced poor working conditions.

- Three respondents expressed concern about the negative impact of driver strikes on the bus network, with one respondent suggesting that bus drivers should not be allowed to strike.
- Three respondents suggested that bus drivers needed to be better trained, including on cycle safety.
- One respondent requested a system to record praise for bus drivers.

Bus Lanes

Key Concerns

- 301 respondents suggested that bus lanes could cause further congestion, with 12 of these respondents suggesting that drivers do not understand how they operate, creating more traffic problems.
- 145 respondents expressed concern about the proposed 12-hour bus lanes.
- 21 respondents expressed concern about the removal of bus lanes outlined in the proposals. Of these, 13 respondents expressed concern about the changes proposed to bus lanes in specific locations.
 - 10 respondents expressed concern about the changes to the bus lane on Abbeydale Road near Abbey Lane.
 - One respondent stated that removing the bus lane near Knaresborough Road would increase the speed of traffic, whilst one other respondent queried what effect this change would have on buses going straight on at the junction.
 - One respondent expressed opposition to bus lane changes near Bannerdale Road.
 - Two respondents expressed concern about removing the bus lane near Hunter's Bar roundabout.
- 18 respondents commented that buses already flowed freely throughout the day without the need for extended bus lane hours.
- Six respondents expressed concern that 12-hour bus lanes could be dangerous for pedestrians as this would create four lanes of active traffic during the day.
- Three respondents raised concern that the roads were being treated as thoroughfares rather than areas in which people stop to use services and businesses.
- Two respondents requested evidence that 12-hour bus lanes would be useful.
- One respondent expressed concern that the proposals would negatively affect cross-city bus travel.
- One respondent stated that a wider transport plan for the city needed to be developed before these proposals could be considered.
- One respondent stated that bus lanes are far from the biggest problem with Sheffield's bus service.
- One respondent expressed concern that bus lanes were nothing more than a way for the Council to make money.

Changes to Bus Lanes

Weekend Bus Lanes:

- 32 respondents expressed opposition toward bus lanes operating during weekends.
- 20 respondents expressed support for weekend bus lane operation.
- Two respondents suggested that bus lanes are not necessary on Sundays.

Support for 12-hour bus lanes:

- 27 respondents expressed support for 12-hour bus lanes, four of whom suggested that bus lanes should operate for longer than 12 hours.
- 8 respondents expressed support for 12-hour bus lanes only if bus services were significantly improved.

Location-specific changes

- 23 respondents expressed support for the changes proposed to bus lanes in specific locations.
 - 11 respondents expressed support for the removal of the bus lane outbound after Hunter's Bar roundabout.
 - Five respondents felt that the removal of the inbound bus lane along sections of Abbeydale Road was a good idea.
 - Five respondents commented that removing the bus lane near Springfield Road was a good idea.

- One respondent expressed support for bus lane changes near Waitrose.
- One respondent expressed support for the changes to the inbound bus lane at Archer Road.
- One respondent expressed support for changes to the bus lane around the Tesco Superstore on Abbeydale Road.

Bus Lane Usage

Cyclists:

- 14 respondents outlined a need for bus lanes to be available to cyclists.
- Three respondents suggested that cyclists should not be allowed to use bus lanes.

Taxis:

- Eight respondents suggested that taxis should not be allowed to use bus lanes. Two of these respondents stated that taxis in bus lanes were dangerous as they travel at high speeds near to pedestrians.
- Five respondents stated that taxis should continue to be able to use bus lanes.
- One respondent raised concern that taxis used bus lanes to undertake cars dangerously.

Suggestions

- Two respondents suggested that NHS workers and carers should be allowed to use bus lanes

General Suggestions

- 15 respondents stated that bus lanes only needed to operate at peak times, as they do currently.
- 11 respondents suggested that current and proposed bus lanes need to be better enforced.
- 10 respondents called for the complete removal of bus lanes.
- Eight respondents made further suggestions about bus lanes, including:
 - The Mansfield Road bus lane should be removed;
 - The inbound bus lane on Woodseats Road was “pointless”;
 - The bus lane by Carter Knowle Road should be removed;
 - An outbound bus lane should be added at Moore Street;
 - The Hastings Road bus lane deters traffic from using the road;
 - More bus lanes close to roundabouts should be removed to improve traffic flow;
 - The bus lane at Tesco Superstore on Abbeydale Road should be removed;
 - Bus lanes should run all the way along Ecclesall Road and Ecclesall Road South;
 - More bus lanes should be implemented; and
 - The inbound bus lane at Hunter’s Bar roundabout should be removed.
- Six respondents suggested bus lane infrastructure improvements, with four of these respondents suggesting that bus lanes should be widened.
- Three respondents suggested that bus lane times should increase only slightly.
- Three respondents suggested that bus lane operating hours should be the same every day.
- Two respondents suggested that bus lane times should be increased gradually.
- One respondent stated that there were not enough buses around Archer Road to justify 12-hour bus lanes on Abbeydale Road.
- One respondent suggested that bus lanes should only operate in the morning rush hour.
- One respondent suggested that bus lanes should never be able to be used by cars.
- One respondent suggested that bus lanes should only operate during school drop off/pick up hours.
- One respondent suggested that 12-hour bus lanes should be tried in one location before being more widely implemented.
- One respondent suggested that bus lanes should only be for buses and no other vehicles.
- One respondent suggested that bus lanes on both sides of the road were unnecessary.
- One respondent suggested that the length of bus lanes should be extended.
- One respondent requested physical barriers between general traffic and bus lanes.

- One respondent suggested that lay-bys for deliveries should be built if 12-hour bus lanes were to be implemented.
- One respondent suggested that buses could be accommodated in a slipway by Ecclesall Road.

Parking

Key Concerns

- 87 respondents expressed concern that there would be knock-on congestion and illegal parking on side roads as a result of the proposals for red routes and resultant loss of parking on main roads.
- 65 respondents expressed concern that the proposals would make parking extremely difficult for those visiting the area and for residents of Abbeydale and Ecclesall Road. Two of these respondents highlighted that these roads are destinations for many people and, as such, require parking.
- Seven respondents raised concern about the potential impact of on-street parking restrictions on those who require carers.
- Four respondents expressed concern that further parking restrictions may cause drivers to park on pavements.
- One respondent expressed concern that the car park at Berkeley Precinct would be overrun if bus lane changes were to be implemented.
- One respondent stated that parking on Abbeydale Road by Millhouses Park should not be further restricted.

Lack of Parking

- 82 respondents suggested that more parking was needed, with some stating specifically how this could be achieved:
 - 16 respondents suggested specific locations for more parking to be provided. These locations were:
 - Abbeydale Road
 - Ecclesall Road
 - Endcliffe Park
 - Banner Cross
 - Millhouses
 - Millhouses Park
 - Abbeydale Road, where Abbeydale Grange School was.
 - 61 respondents suggested how additional parking could be accommodated. The suggestions put forward were:
 - Additional car parks (suggestions for underground, undercroft and multi-storey car parks) and
 - Side roads being made one-way to create more space.
- 32 respondents stated that there was not enough parking for the areas currently.
- Four respondents suggested that there was a lack of free or cheap parking.
- Three respondents stated that without significant improvements to public transport, parking should not be removed.
- One respondent suggested that more short stay car parking was needed.

Residents' Parking

- It was suggested by 54 respondents that parking for residents in the area is already a problem, and that the implementation of the proposals would exacerbate this. One respondent raised concern that the proposals did not seem to have considered this, while a further respondent suggested that residents of Abbeydale and Ecclesall Road should be given permits to unload outside their homes.
- 48 respondents called for more residents' parking schemes on side roads off Abbeydale and Ecclesall Road. Specific roads mentioned were:
 - The "Lakes" roads (Windemere, Thirlmere, Grasmere)
 - Hunter House Road
 - Hunter Hill Road
 - Pinner Road

- Guest Road
- Troutbeck Road
- Onslow Road
- Greystones Road
- Blair Athol Road
- Ranby Road
- Peveril Road
- Marriott Road
- Ecclesall Road South
- Three respondents suggested that a review of parking permits should be undertaken.
- Three respondents suggested that houses should be entitled to only one permit per house, whilst seven respondents suggested that students should be disincentivised from bringing cars through the permit system.
- Two respondents suggested that there should be residents' parking schemes in Greystones and around Banner Cross.
- One respondent requested dropped kerbs for residents on Abbeydale and Ecclesall Road so their front gardens could be used for parking.
- One respondent commented that it would be unsafe for some people to have to park further away from their homes as a result of the proposed restrictions.

Illegal Parking

- 37 respondents suggested that the proposals could result in more cars being parked illegally.
- 11 respondents expressed concern about areas where there is currently seen to be a significant amount of illegal parking. These included:
 - Southgrove Road
 - Chippinghouse Road
 - Ringinglow Road
 - Bannerdale Road junction with Abbeydale Road
 - London Road
 - Abbeydale Road
 - Rustlings Road
 - Oakbrook Road
- Seven respondents expressed concern about areas and roads being impacted by this issue. These included:
 - Hunter House Road
 - Banner Cross
 - Psalter Lane

Suggestions for Parking Restrictions

- 19 respondents suggested alterations to parking restrictions. These included:
 - Further double yellow parking restrictions during rush hours;
 - Altering the cost of parking to disincentivise on-street parking;
 - Marked bay restrictions on Bannerdale Road;
 - Marked bay restrictions in all residential areas of Abbeydale Road;
 - Marked bay restrictions along Ecclesall Road South;
 - Removing parking on the inbound stretch of Ecclesall Road by the Hallamshire Tennis Club;
 - Allowing parking only on one side of roads;
 - Restricting parking on Ecclesall Road South outbound near Knowle Lane;
 - Restricting parking on Abbeydale Road near the Waggon and Horses pub;
 - Implementing a Pay & Display system in Endcliffe Park;
 - Limiting the maximum parking stay on Ecclesall Road to 15 minutes; and

- Introducing further parking restrictions near Sheffield Botanical Gardens.

Support for Parking Restrictions

- 22 people stated that red routes would have a positive impact, and some respondents mentioned areas where they may be particularly beneficial. These included.
 - Abbeydale Road between St Ronan's Road and Wolesley Road.
 - London Road
 - Southgrove Road
- 16 respondents expressed support for the removal of parking associated with the 12-hour bus lane proposals. One of these respondents suggested that pedestrian areas should be made larger as a result of removing parking.
- Eight respondents stated support for some reduction in the amount of parking space available for cars, but not full removal of parking. Of these, one respondent stated that space for loading and disabled parking would still be needed, and one person commented that public transport would need to be significantly improved if car parking spaces were to be reduced.
- Five respondents stated that parking currently restricts traffic flow on the roads.
- One respondent stated specific support for increased parking restrictions on Abbeydale Road.
- One respondent stated that whilst losing parking would be "painful", it was necessary.
- One respondent expressed support for the removal of parking spaces on Ecclesall Road.

Other

- Eight respondents stated that delivery vehicles and tradespeople need to be able to stop on Abbeydale Road and Ecclesall Road during the proposed bus lane hours.
- Four respondents suggested that parking should not be reduced on environmental grounds, as electric vehicles are becoming more common.
- Two respondents suggested that bays should be made available on side roads for businesses on the main roads.
- One respondent suggested that there should be spaces on side roads reserved for disabled parking.
- One respondent suggested that short stay parking should be encouraged to create a greater turnover of spaces.
- One respondent expressed a feeling that further parking restrictions were "bullying".
- One respondent expressed concern that the Council intended to make the city "like London, with nowhere to park", particularly on main roads.
- One respondent requested clarification on what parking would remain in place.
- One respondent stated that parking issues were much worse when bus lanes were in operation.
- One respondent suggested that a study of parked vehicles on Abbeydale and Ecclesall Road should be conducted, and parking only removed if they are visitors from nearby who could walk to the area.
- One respondent expressed concern that parking charges may increase as a result of the proposals.
- One respondent stated that the present parking system on Ecclesall Road works well.
- One respondent stated that parking proximity to junctions needs to be managed to improve drivers' sightlines.

Cycling

Key Concerns

- 175 respondents expressed disappointment that the proposals don't mention cycling at all.
- 55 respondents outlined fears that these proposals would make the roads even more dangerous for cyclists especially as all areas in the proposals have a cycle lane currently. Nine of these respondents mentioned that cyclists use bus lanes, and this needs to be considered.
- Three respondents raised concern that cycling was presently too dangerous in Sheffield. Of these respondents, one specifically stated that inconsistent lanes make cycling dangerous.
- Three respondents stated that using bus lanes could be dangerous or difficult for cyclists.

- One respondent expressed concern that it would be difficult to include cycling in future proposals if it was not done now.
- One respondent expressed concern that only experienced cyclists would be helped by these proposals.
- One respondent questioned what the benefits of the proposals for cyclists would be.
- One respondent stated that congestion along these arterial routes make these corridors more dangerous for cyclists.

Cycle Routes

- 163 respondents requested dedicated cycle lanes, or measures to create safer cycle routes.
- 27 respondents mentioned specific roads and cycle ways that need improvement.
 - Moore Street roundabout.
 - Between London Road and Broadfield Road.
 - Cycle safe spaces at the front of traffic at Springfield Road Junction.
 - Cycle safe spaces at the front of traffic at Tesco Superstore junction on Abbeydale Road.
 - Make cyclists leave the road before the Moore Street roundabout.
 - Protected cycle lane on Ecclesall Road South and other steep hills.
 - Better connection of Langdale Road, Carter Knowle Road and Little London Road.
 - A dropped kerb at the Springfield Road Junction.
 - Better cycling provision along Whirlowdale Road.
 - Improve the cycle provision between Meersbrook and the city centre.
 - A link between Abbeydale Road, Ecclesall Road and the Sheaf Valley Cycle Route.
- 22 respondents mentioned other areas of cycling provision that need considering:
 - Safe cycle parking spaces;
 - Undertaking a cycle impact assessment;
 - Implementing double curbs to protect cyclists from buses and taxis;
 - Wider cycle lanes;
 - A better ring road system would make cycling in the city much safer;
 - Rubber bumps to separate the cyclists from general traffic;
 - Improving underground cycle routes citywide;
 - Facilities for taking bikes on public transport; and
 - More information on future plans for cycle infrastructure.
- Two respondents suggested that dedicated cycle lanes for families and children should be introduced.
- Two respondents suggested that the topography of Sheffield was not conducive to cycling, so it did not need to be significantly provided for.
- Two respondents suggests that there is no help for cyclists in Sheffield, claiming that Sheaf Valley was a start but there are minimal safe cycle routes along Ecclesall Road.
- One respondent stated that there should be cycle sections connecting bus lane sections.
- One respondent suggested that better signage is needed for cycling.
- One respondent suggested that some shared spaces with cyclists and pedestrians could be beneficial.

Support for the Proposals

- 25 respondents suggested that bus infrastructure improvements and the implementation of the 12-hour bus lanes would indirectly benefit cyclists.
- Four respondents stated that parking restrictions would benefit cyclists.
- Three respondents stated that cycling is far safer when bus lanes are in operation.

Dangerous Cycle Routes

- 27 respondents commented on specific locations where cycle travel was particularly dangerous.
 - Hunters Bar Roundabout and Rustlings Road.
 - The transition from road to cycle lane at Moore Street roundabout.
 - Psalter Lane junction with Ecclesall Road.
 - London Road.

- Tesco Junction.
- Cemetery Road.
- Ringinglow Road.
- Sandford Grove Road.
- Cycling uphill on Ecclesall Road.
- Right turn onto Rustlings Road from Ecclesall Road South.
- Carter Knowle Road.
- Summerfield Street near Champs Bar.
- Botanical Road.
- Pear Street.

Cycle Priority

- 16 respondents requested more cyclist priority. One of these respondents felt that this should be prioritised over bus lanes.
- Seven respondents commented that the prioritisation of cycling at the expense of private car users would make the roads safer.

Other

- One respondent stated that bike theft was an issue which needed to be “cracked down on”.

Bus Stops

Infrastructure

- 72 respondents called for real-time information boards at bus stops, with two respondents calling for the urgent implementation of an electronic bus timetable at Ecclesall bus terminus. Three respondents stated that these timetables would need to be extremely accurate, without buses going “missing”.
- 46 respondents called for urgent improvements to bus shelters. Suggestions for these improvements included:
 - More seating;
 - Greener bus stops;
 - Bins;
 - Weather protection;
 - More space for buses to stop;
 - Better lighting;
 - Buildouts around bus stops;
 - Lights to enable buses to pull out; and
 - Building shelters from materials which are harder to vandalise.
- Seven respondents called for improvements to specific bus stops, including:
 - Tesco Superstore Abbeydale Road
 - Hunter’s Bar
 - Cemetery Road
 - Moor Head
 - High Storrs Road
- One respondent expressed concern that putting bus stops in lay-bys would slow down buses as they may face difficulty in pulling out into traffic.

Location

Support regarding relocation of bus stops:

- Four respondents expressed support for all the proposed changes to bus stops.
- Several respondents expressed support for the relocation of specific bus stops. Of these:
 - Six expressed supports for relocating the bus stop outbound at Hunter’s Bar and
 - One stated support for moving the inbound bus stop on Ecclesall Road at the junction with Rustlings Road.
- One respondent suggested that the new bus stop at Millhouses should be closer to the Post Office.

Concern regarding relocation of bus stops:

- 16 respondents expressed concern about the relocation of specific bus stops, including:
 - 10 respondents commenting on the outbound Millhouses bus stop by the Post Office, with particular concerns raised about accessibility, road crossing and businesses;
 - Four respondents expressing concern about the relocation of the Springfield Road bus stop inbound on Abbeydale Road;
 - Two comments expressing concern about relocating Hunter's Bar outbound bus stop.
- Seven respondents expressed concern about moving bus stops overall. Of these, one respondent raised concern that moving bus stops could make bus use less attractive, and one respondent expressed concern that little consideration has been made for regular bus users in moving the bus stops as proposed.
- One respondent requested that more thought be put into the location of bus stops.

Bus stops near junctions:

- Nine respondents expressed support for the removal of bus stops on the approach to junctions.
- One respondent commented that moving bus stops closer to junctions would make the roads far more dangerous.

Frequency of bus stops:

- Four respondents suggested that Sheffield requires more bus stops across the city to make travel more accessible.
- One respondent stated that many bus stops were far too close together.

Suggestions

- Some respondents made suggestions for bus stops which are not included in these proposals.
 - One respondent mentioned how dangerous the bus stop on Archer Road is.
 - One respondent suggested that the bus stop on Ecclesall Road by Hopper should be moved nearer to Spar.
 - One respondent suggested that the bus stop by Jam on Rustlings Road should be moved closer to the park wall.
 - One respondent suggested that the bus stop outside Rehman brothers on Abbeydale Road should be moved nearer to the Tesco Express to reduce congestion.
 - One respondent suggested that an extra bus stop should be provided at Hunter's Bar.
 - One respondent stated that the Brincliffe Edge bus stop is inadequate for more than one bus and obstructs the junction.
 - One respondent suggested that there should be a bus stop at Ecclesall Woods.

Traffic Flow

Key Concerns

- 107 respondents suggested that extended bus lane hours would make traffic flow worse.
- 33 respondents gave specific examples of where Sheffield's congestion is at its worst, including:
 - Millhouses Junction
 - Psalter Lane
 - Greystones Road
 - Ringinglow Road
 - Archer Road
 - Banner Cross
 - London Road
 - Moore Street roundabout
 - Hunter's Bar roundabout
 - Woodseats Road
 - Ecclesall Road outside Berkeley Precinct
 - St Mary's Gate

- Sandford Grove Road
- Springfield Road
- Abbeydale Road/Sheldon Road junction
- Ecclesall Road South
- 27 respondents expressed concern about the high volume of traffic on the roads and the congestion caused by this.
- 16 respondents stated that traffic flow is not currently an issue outside of rush hour.
- 13 respondents mentioned the difficulty car drivers face queuing up to “pinch points” along Abbeydale and Ecclesall Road; eight of these respondents mentioned specific locations where “pinch points” are a problem:
 - St Mary’s Gate
 - Moore Street roundabout
 - London Road
 - Abbeydale Road junction with Sheldon Road and Broadfield Road
 - Abbeydale Road junction with Bannerdale Road and Carter Knowle Road
 - Hunter’s Bar roundabout
 - Ecclesall Road between Banner Cross and Rustlings Road
- 12 respondents raised concerns about congestion on side roads being increased as a result of the proposals for 12-hour bus lanes.
- 10 respondents made specific suggestions to improve traffic flow, these included:
 - A city-wide joined up traffic flow strategy;
 - Fewer right-turn filter lanes;
 - Longer cycles on traffic lights; and
 - A suggestion that the Council should stop closing off roads.
- 10 respondents gave specific examples of ways congestion could be alleviated, these included:
 - More dedicated cycle lanes;
 - More enforcement of current parking restrictions and waiting and loading restrictions;
 - Adjustment of traffic light timings;
 - A helpline to report faulty traffic light sequences; and
 - HGV and delivery traffic restrictions.
- Seven respondents raised concerns that the proposals focused too heavily on general traffic flow or give too much priority to private vehicles, and not enough to buses.
- Six respondents felt that traffic flow was inhibited by a poorly run bus service.
- Six of these respondents stated that buses would only improve if overall traffic flow was improved.
- One respondent raised concern about the potential for more collisions caused by left-turning traffic crossing over bus lanes.
- One respondent expressed concern that proposed red routes would make roads faster and more dangerous.
- One respondent expressed concern that improved traffic flow may induce demand and result in more vehicles on the road and more traffic.
- One respondent expressed concern about the potential disruptive effect of roadworks required to implement the proposals.
- One respondent suggested that congestion on Ecclesall Road was caused by lorries delivering to Tesco Metro.
- One respondent mentioned that traffic was particularly bad on Saturdays.
- One respondent stated that lane changes for cars along Abbeydale Road and London Road should be kept to a minimum.

Rat Running/Through Traffic

- 44 respondents commented on the potential for the proposals to encourage “rat running” on already busy side streets. Of these, 24 respondents mentioned particular areas where this may become a problem:
 - Psalter Lane
 - Nether Edge
 - Sharrow Vale Road
 - Clarkehouse Road
 - Brunswick Street
 - Collegiate Crescent
 - Park Lane
 - Sheldon Road
 - Brocco Bank
 - Fulwood Road

Support for Proposals

- 18 respondents felt that the proposals would improve traffic flow and expressed support for them on these grounds.
- One respondent stated that 70 years of car prioritisation had resulted in poorer traffic flow and more congestion, and it was now the right time to prioritise public transport.

Suggestions to Improve Traffic Flow

- Ten respondents suggested that bus lanes should be tidal.
- Nine respondents suggested that electric vehicles should be prioritised in some way, for example by being allowed to use bus lanes.
- Two respondents suggested that traffic should bypass Ecclesall Road, with one of these respondents suggesting that a dedicated bypass road should be built.
- Two respondents suggested a tidal flow system on Abbeydale Road and Ecclesall Road, allowing three lanes of general traffic to flow one way at peak times.
- One respondent suggested that carpool lanes should be implemented for cars with two or more passengers.
- One respondent suggested that Abbeydale Road and Ecclesall Road should be made into urban freeways, with no stopping at any time on either road.
- One respondent suggested that the dual carriageway section of Abbeydale Road should be extended up to Dore.

Road Lanes

- One respondent mentioned that having to change lane at the Bannerdale Road junction is particularly confusing.
- One respondent raised concern that buses, and taxis presently drive too close to pavements.

Other

- One respondent stated that Broomhall residents are reliant on being able to use Ecclesall Road.
- One respondent stated that provision needs to be made for all forms of transport.
- One respondent stated that the Bannerdale Road junction was made more difficult by buses.

Enforcement

Key Concerns

- 92 respondents suggested that enforcement of current rules would improve commuters journey times more than these proposals would.
- Four respondents commented that current road users already disregard the rules and implementing new rules would not cause any real change.

- One respondent suggested that 12-hour bus lanes could be a waste of time as they are not properly enforced.

Illegal Parking

- 39 respondents suggested that stricter enforcement of illegal parking is necessary along Abbeydale and Ecclesall Road.
- 32 respondents mentioned specific areas that need better parking enforcement or changes to current parking restrictions:
 - Wolesley Road;
 - Woodseats Road;
 - Bus lanes along London Road;
 - Pavements on side roads adjacent to Abbeydale Road;
 - Hunter House Road; and
 - Pinner Road.
- 30 respondents suggested better enforcement of specific parking problems along the routes.
 - Parking restrictions in bus lanes.
 - Parking restrictions in cycle lanes.
 - Parked cars blocking cycle areas at junctions.
 - Parking restrictions for vehicles parked on pavements.
 - Enforcement of delivery vehicles parking outside restaurants and shops.
 - Enforcement of parked cars blocking pulling out from side roads; and
 - Enforcement of parking inside designated bus stops.
- One respondent mentioned that coaches sometimes double or even triple park along the Botanical Gardens.

Support for Proposals

- 35 respondents supported the idea of red route enforcement cameras, with one of these respondents expressing support as long as they do not become “camera traps”.
- 25 respondents stated that effective enforcement will be key to the success of these proposals.

Fines and Penalties

- 14 respondents commented that harsher penalties should be delivered to those that break the law for illegal parking or disrupting bus lanes and visibility.
- Nine respondents did not support the idea of enforcement that would lead to more penalties and fines being issued.
- One respondent suggested that those penalised for breaking the rules should be required to take courses than be fined.
- One respondent suggested that the revenue from enforcement should be used to help improve sustainable transport.

Parking Officers

- 13 respondents suggested employing more traffic officers/parking officials to police the areas in question.
- Two respondents mentioned that parking officers seem to disappear during the day, especially on Fridays.

Cameras

- 11 respondents did not support the implementation of more cameras, raising concerns about privacy, and one respondent raising concern about the “dehumanisation” of enforcement.
- Four respondents called for cameras to be installed at all pedestrian crossings and traffic lights.
- Three respondents suggested enforcement cameras on specific routes and junctions:
 - Bannerdale Road junction with Abbeydale Road and

- Chippinghouse Road.
- One respondent suggested implementing Automatic Number Plate Recognition Cameras (ANPR) along the route.
- One respondent expressed concern that blue badge holders would be adversely affected by camera enforcement of red routes, causing stress even if they were able to appeal.

Speeding Enforcement

- Nine respondents suggested further enforcement of speed limits on Abbeydale Road and Ecclesall Road, such as speed cameras.

Other

- Seven respondents stated that it was essential to ensure that enforcement of restrictions was properly financed.
- One respondent suggested that yellow boxes ought to be better enforced on Abbeydale and Ecclesall Road.
- One respondent stated that double yellow lines from Sherwood Glen to Abbey Lane are unnecessary.

Cycling

- Two respondents commented that pavements should be available for cyclists to use.
- One respondent claimed that cyclists regularly ignore the rules.

Environment

Key Concerns

- 95 respondents expressed concern that any additional traffic restrictions would increase overall congestion thus increasing air pollution.
- 41 respondents expressed concern about buses' contribution to air pollution, these included:
 - Diesel buses being a significant cause of air pollution;
 - Too many buses running below capacity and contributing to air pollution;
 - Bus idling as a major cause of air pollution, one respondent suggested that the Council should penalise idling buses; and
 - Requests for evidence that emissions from buses are low enough to justify prioritising buses.
- 10 respondents outlined concerns that the proposals are based on current vehicle types/standards and not on the likelihood that owners may upgrade/electrify in the future.
- Eight respondents raised concerns that people would shop in different locations further away as a result of the changes, increasing pollution.
- Seven people commented that poor traffic flow is a major cause of pollution. One of these respondents suggested that speed bumps and traffic signals contribute to this.
- Six people mentioned that air pollution needs to be reduced. Of these, three respondents mentioned high levels of air pollution in specific locations:
 - Woodseats Road
 - Sandford Grove Road
 - Hunter's Bar Roundabout
- Six people raised concerns that reduced on-street parking would have a negative environmental impact, as vehicles would spend more time looking for parking spaces and emitting fumes.
- Four respondents requested policies aimed at air quality improvements across Sheffield. One further respondent suggested that air quality needed to be improved around schools specifically.
- Three comments stated a need to think about the future and how air quality affects public health.
- Three respondents felt that the proposals would not make a significant difference to the climate.
- Two respondents stated that it was unpleasant to walk past buses which emit fumes.
- Two people raised concern that the work involved in implementing these proposals would have a significant environmental impact.
- One respondent expressed concern that individuals may end up driving to bus stops, negating any environmental benefits of the proposals.
- One respondent expressed concern that air pollution could be pushed into other areas by the proposals.
- One respondent suggested that a lack of enforcement of current restrictions was a cause of air pollution

Suggestions

Emissions:

- 72 respondents suggested that buses should be lower emission vehicles, electrified or powered by hydrogen. Some more specific suggestions were raised regarding lower emission buses, these included:
 - Subsidising them with the proceeds from parking enforcement;
 - Providing more, smaller electric buses; and
 - The Sheffield firm ITM Power should be employed to alter the fleet using their hydrogen technology.
- Four respondents suggested that all vehicles should be made electric, or hydrogen and this measure should be incentivised.
- Two respondents suggested that the taxi fleet should be electric.
- One person suggested that more polluting vehicles should be banned, and another suggested that cars with internal combustion engines should be banned. One respondent suggested that diesel vehicles should be banned from Ecclesall Road.
- One respondent suggested that more needed to be done to address the environmental impact of taxis.

Clean Air Zone and charges:

- Eight respondents suggested that there should be a congestion charge.
- Four respondents expressed support for the Clean Air Zone.
- Three respondents suggested that single occupant vehicles should be subject to a charge.
- One person suggested that private cars should be charged to enter the Clean Air Zone, not public transport vehicles.
- One respondent suggested expanding the Clean Air Zone to include Abbeydale and Ecclesall Road.

Other:

- Six respondents suggested that more environmentally friendly transport needs to be advertised, changing the perception of public transport to increase patronage.
- Two respondents stated that pollution (both air and noise) needs to be better monitored.
- Two respondents commented that more radical solutions are needed for the sake of the environment and public health, with another respondent commenting that combatting climate change “starts on our doorstep”.
- One person expressed their support of deprioritising car usage but suggested that bus operators would need to “pull out all the stops” to maximise the impact of increased bus priority.
- One respondent asked for an Environmental Impact Assessment to be carried out.

Support for Proposals

- 26 respondents expressed support for the potential positive impact of the proposals on the environment, with one stating this was a ‘bold’ solution.
 - 10 of these respondents gave support for the scheme because they think bus use and/or prioritisation is the key to tackling climate change.
 - Five of these respondents suggested that air pollution is currently high and therefore plans to reduce congestion are welcome.
 - One of these respondents stated that there needed to be a “balance” between positive environmental impact and other issues which could be created by proposals such as these.
- One respondent stated the first consideration in policy decisions should be the environment.

Noise Pollution

- One respondent suggested that measures such as screening or planting should be considered to combat noise pollution.
- One respondent expressed concern about current levels of noise pollution on Abbeydale Road.

Junctions, Roundabouts and Traffic Lights

Roundabouts

Hunter's Bar:

- 19 respondents expressed support for the changes at Hunter's Bar roundabout, with many citing the potential improvements in traffic flow resulting from these changes.
- 14 respondents expressed concern about the changes, specifically the removal of the bus lane and the potential negative impact that this could have on cyclists.
- One respondent stated that no space should be lost on the roundabout.
- One respondent suggested that the roundabout should be removed.

Moore Street:

- Two respondents questioned the need for the proposed pre-signal priority lights at Moore Street roundabout.
- One respondent raised concern that the changes proposed at Moore Street roundabout would not help either left-turning cars or right-turning buses.

General:

- One respondent expressed support for all changes proposed to roundabouts.

Junctions

Support for changes to junctions:

- 78 respondents expressed support for the changes proposed at the Bannerdale Road junction.
- Two respondents expressed support for the changes around the Abbey Lane junction.
- Two respondents expressed support for all junction changes suggested in the proposals.

Concerns regarding changes to junctions:

- Two respondents expressed concern about the changes proposed at the Bannerdale Road junction. One of these respondents stated opposition to proposed traffic lights for St Oswald's Church, and another respondent raised concern that traffic would be increased at the junction.
- One respondent raised concern that junctions could be made more dangerous by the proposed changes.
- One respondent raised concern that the changes at the Rustlings Road junction would be unhelpful.
- One respondent raised concern that the changes proposed around Tesco Superstore on Abbeydale Road would not help either traffic or pedestrians.

Suggestions for changes to junctions:

- Four respondents suggested that there should be a right turn filter installed at the junction of Abbey Lane and Abbeydale Road. 1 further respondent suggested a left turn filter lane at this junction.
- Three respondents suggested that right turn filters should be installed at all traffic lights.
- Three respondents suggested that the junction of Abbeydale Road and Woodseats Road should have a right turn filter.
- Three respondents suggested that there should be a right turn filter at the junction of Abbeydale Road and Springfield Road.
- Two respondents suggested that the Knowle Lane junction should be given traffic controls.
- Two respondents suggested that there should be a right turn filter at the Abbeydale Road/Bannerdale Road junction.
- One respondent suggested that there should be no right turn from Ecclesall Road onto Bannerdale Road.
- One respondent suggested that a roundabout should be built at the Abbey Lane junction with Abbeydale Road.
- One respondent suggested that right turns should be allowed from Ecclesall Road.

Pedestrians:

- 58 respondents mentioned specific roads and areas that needed improvements to pedestrian crossings. These included:

- Springfield Road junction with Abbeydale Road;
 - Junction of Sheldon Road and Abbeydale Road;
 - Knaresborough Road;
 - Sandford Grove Road's junction with Sheldon Road;
 - The pedestrian crossing near Tesco Superstore on Abbeydale Road, which does not connect properly with the pedestrian approach to the store;
 - Signal-controlled crossing of the Tesco Superstore approach was required, with appropriate dropped kerbs;
 - Carter Knowle Road;
 - Millhouses Park;
 - The junction of Abbey Lane and Abbeydale Road;
 - Ecclesall Woods;
 - Junction of Psalter Lane and Ecclesall Road South;
 - The length of Psalter Lane;
 - The pedestrian crossing near the Co-Op on Ecclesall Road should be moved further down the road;
 - Another pedestrian crossing on Ecclesall Road South near Dysh;
 - Rustlings Road;
 - Hunter's Bar roundabout;
 - Across St Mary's Gate at Waitrose;
 - Holt House Grove;
 - Tullabardine Road;
 - New pedestrian crossing on Rustlings Road, opposite Stainton Road; and
 - Ringinglow Road.
- 21 respondents suggested that pedestrian crossings should be improved overall, or that there should be more pedestrian crossings.
 - 17 respondents expressed positive sentiment towards all the proposed changes to pedestrian crossings.
 - 12 respondents made specific comments on how pedestrian crossings could be improved, these included:
 - Pedestrian crossings are too close together;
 - Pedestrian crossings should be placed further away from junctions;
 - Staggered pedestrian crossings should be removed;
 - Pedestrian crossings lights should respond more quickly, as people often cross dangerously if they have to wait longer at crossings;
 - The green man light for pedestrians should be placed higher and be more visible;
 - Pedestrian crossings should be more synchronised;
 - Pedestrian crossings should be continuously monitored by cameras;
 - Pedestrian bridges should be installed across Sheffield; and
 - Safety railings should be added at pedestrian crossings.
 - Two respondents suggested specific pedestrian crossing changes.
 - One respondent suggested that the pedestrian crossing near the Co-op on Ecclesall Road South should be moved further down the hill.
 - One respondent suggested that another pedestrian crossing should be built on Ecclesall Road South by Carrington Road.

- Two respondents suggested that more safety measures should be implemented at junctions for pedestrians.

Traffic Lights

- One respondent suggested that traffic lights should be able to identify a build-up of traffic.
- One respondent suggested that pedestrian crossing lights should never change without the button being pressed.

Accessibility

Key Concerns

- 119 respondents stated that the proposal for red routes would have a negative impact on people with disabilities or accessibility requirements, and older people, as they would be unable to park in convenient locations to access homes, businesses or services.
- 28 respondents commented that some traders or shoppers with disabilities need to be able to park outside businesses.
- 27 respondents commented that the proposals have not considered elderly people, or people with disabilities or health conditions.
- Eight respondents suggested that a disability impact assessment should be undertaken.
- Three respondents suggested that the 2010 Equality Act may be breached by red routes along Abbeydale and Ecclesall Road.
- One respondent suggested that disability and access groups ought to be consulted.

Using the Bus Network

- 39 respondents stated that some disabled or elderly people cannot use buses and therefore have to travel by car.
- Two respondent stated that bus stops are not currently accessible enough.
- One respondent suggested that all buses should be made wheelchair accessible.

Location of Bus Stops

- 17 respondents stated that relocating bus stops may have a negative impact on people with accessibility requirements.
- Three respondents expressed concern that many people are unable to walk to bus stops or reach their destination after getting off buses.

Pavements

- Eight respondents raised concern that paving along Ecclesall Road, and particularly at bus stops, was uneven and hazardous especially for those with limited mobility.
- Three respondents raised an issue about a lack of dropped kerbs on side roads limiting accessibility for wheelchair users.
- One respondent expressed concern about “clutter” such as A-boards on pavements negatively affecting accessibility.
- One respondent raised concern that further parking restrictions would cause more people to park on pavements, impeding wheelchair accessibility.
- One respondent stated that pavements on Abbeydale and Ecclesall Road are not currently wide enough for wheelchair users or people with pushchairs.
- One respondent commented that the pavement on Woodseats Road is not at all wheelchair accessible.

Bus Priority

Bus Priority Lights

- 66 respondents stated support for the bus priority traffic light proposals.
- 35 respondents expressed opposition to introducing bus priority at traffic lights.
- 20 respondents asked if bus priority at traffic lights would allow cyclists through.
- One respondent stated that no road users should be given absolute priority.
- One respondent stated that priority systems for buses could encourage people to use buses

Private Vehicles

Support for Reducing Car Use

- 16 respondents suggested that there should be better incentives to not use or own cars. Of these:
 - One respondent suggested that radical policy like in central London is needed to reduce car usage;
 - Another respondent commented that car use for leisure should be actively discouraged;
 - One respondent said that though car use should decrease, access should remain; and
 - A suggestion was made that Parliament should be lobbied to create policy to reduce car ownership.
- One respondent stated that car use was a huge issue for traffic in Sheffield.

Motorists' Concerns

- 36 respondents said that car journeys were sometimes necessary: be this for work, multi-stop journeys or shopping, or in poor weather conditions
- 19 respondents expressed concern about increased “anti-car” policies in Sheffield. One of these respondents stated that the Council should work with motorists, not against them.
- Five respondents stated that restrictions would not stop private car use, so public and private transport should be designed to work alongside one another. Of these:
 - Two respondents stated that private transport should not be limited when public transport is inadequate and
 - One respondent stated that persecuting car and van drivers to benefit buses will not solve any problems.
- One respondent suggested that these proposals would “deprive” people of their own forms of transportation.
- One respondent stated that southwest Sheffield has high levels of car ownership, and public transport improvements should serve areas which need them more.
- One respondent expressed concern that car users would suffer as a result of the proposals.

Electrification

- 35 respondents suggested that electric vehicle charging points should be installed.
- One respondent suggested that there should be a bank of rentable electric cars available.

Suggestions

- One respondent suggested that private cars should be prioritised.

Pedestrians

General concerns

- 22 respondents raised concern that the proposals neglect walking routes and space for pedestrians.
- 13 respondents expressed concern about pedestrian safety, highlighting a need for safer pedestrian routes.

Pedestrian Priority

- 11 respondents suggested that pedestrians should be given greater priority.
- Three respondents mentioned specific locations when referencing pedestrian priority, these included:
 - Concern about potential deprioritisation of pedestrians at Hunter’s Bar;
 - Sheldon Road; and
 - Pedestrians should take priority over cyclists where the cycle lane crosses the footpath near Broomhall on Ecclesall Road.
- One respondent suggested that the use of pavements by cyclists and scooters should be better enforced.

Pedestrian Routes

- 12 respondents requested more improvements to and promotion of pleasant walking routes and pedestrian zones.
- Two respondents suggested more pedestrian zones.
- One respondent stated that improvements to pedestrian infrastructure should be made in order to incentivise walking and active travel.

- One respondent suggested that a “walkability audit” should be performed.
- One respondent requested more covered walking routes into the city centre.

Personal Safety

- Four respondents stated that walking or catching buses could be dangerous for some people, especially women. Some respondents expressed particular concern about specific areas which feel unsafe when walking. Specific areas that were mentioned included:
 - Moore Street underpass at night;
 - Arundel Gate as an unsafe area, particularly for women;
 - City centre feeling unsafe overall; and
 - Bus stops feeling unsafe at night.

Pedestrianisation

- Four respondents suggested that Sharrow Vale Road should be entirely pedestrianised.
- One respondent suggested that roads near schools should be pedestrianised.
- One respondent suggested that Ecclesall Road should be pedestrianised between 12:00-17:00 on weekends.
- One respondent suggested that Ecclesall Road and Abbeydale Road could be closed to vehicles on alternate weekends.

Walking Experience

- One respondent suggested that if walking experience were to be improved, footfall may increase and help businesses.
- One respondent stated that Ecclesall Road does not currently provide a pleasant walking experience.

Cost

General Concerns

- 33 respondents felt that the proposals would be a waste of money.
- 13 respondents stated that the Council should be spending money elsewhere, these included:
 - Improving the city centre;
 - Improving road quality;
 - Removing speed bumps;
 - Adult social care;
 - Subsidising bus fares;
 - Enforcing existing traffic regulations; and
 - Supporting local businesses.
- Three respondents raised concern that the proposals do not outline the total cost or where the money is coming from.

Active Travel

Support

- 18 respondents commented that they would support any measures which help pedestrians and cyclists.
- 10 respondents called for greater emphasis on active travel overall, not just improvements to public transport.
- Three people suggested that the most effective way to improve air quality is to provide further active travel options.
- Two respondents stated that active travel should be prioritised above buses.

Suggestions

- 14 respondents suggested that the Council needs to give greater priority to providing for active travel methods.
- Two respondents suggested business emphasising active travel methods to employees as much as possible.

- Two respondents stated that children should use more active travel methods rather than being driven to locations, with one of these respondents referencing child obesity rates.
- One respondent suggested that a segregated active travel lane should be installed, and private vehicle lanes removed.
- One respondent requested “green corridors” for walking and cycling, away from main roads.
- One respondent suggested that Sharrow Vale Road should be improved for people using active travel methods.

Children and Schools

Child Safety

- 22 respondents mentioned specific locations where crossings or roads are dangerous for children and families and need improving:
 - Bannerdale Junction
 - Hunter’s Bar roundabout
 - Sheldon Road
 - Tesco Superstore Junction
 - Psalter Lane
 - Abbey Lane
 - The three schools near Bannerdale Road
 - Ecclesall Road near Moore Street roundabout
 - Marriott Road
 - Hutchinson Road.
- Two respondents asked for child-safe crossings along Ecclesall Road.
- One respondent stated that middle of the road crossing breaks are dangerous for young children.
- One respondent stated that the proposals would be excellent for child safety along the routes.
- One respondent called for more general consideration of children and school commuting.

School Congestion

- Three respondents suggested that the proposals could exacerbate congestion issues at school times.
- Three respondents mentioned specific locations where school congestion is most noticeable:
 - Sharrow Vale Road
 - Brocco Bank
 - Bannerdale Road
- One respondent suggested that the bus system wouldn’t cope if young families all used it.

Families

- Two respondents commented that the proposals don’t consider families, young children or people pushing prams.
- One respondent outlined that further parking, waiting, loading and unloading restrictions would make it harder for families to pack cars for trips/unload shopping.

Other

- One respondent suggested that more schools should be built to minimise travel across the city by pupils.
- One respondent suggested that the lower part of Bannerdale Road should be made one-way at school times.

Road Quality

Road Quality and Streetscape

- Seven respondents referenced the width of Abbeydale and Ecclesall Road, stating that they were too narrow for improvements to be made. Of these, one respondent specifically suggested that these roads should be widened, and another respondent suggested that Abbeydale Road should be widened between London Road and Archer Road.
- Four respondents suggested that more trees should be planted.

- Three respondents stated that the roads were in poor condition.
- Three respondents suggested that general streetscape should be improved.
- One respondent suggested that businesses should not be allowed to place their bins on the pavements.
- One respondent suggested that bins and advertising hoardings spoiled the streetscape on Ecclesall Road.
- One respondent stated that underpasses should be made more pleasant.
- One respondent expressed concern that trees may be removed.
- One respondent commented that the roads were “outdated”, negating any improvement to traffic flow that the proposals could provide.
- One respondent suggested cleaning gutters along all Sheffield’s roads.

Signage

- Six respondents stated that new and existing restrictions would need to be more clearly marked.
- Five respondents suggested that there should be more signage at all roundabouts to reduce confusion. One respondent specifically suggested better signage at Moore Street roundabout.
- Three respondents suggested that road markings should be more regularly updated. Of these, one respondent suggested that High Storrs Road required updated markings, and another suggested that they were needed on Ringinglow Road.
- Two respondents suggested that dynamic signage should be introduced along Abbeydale Road and Ecclesall Road.
- Two respondents highlighted that the inbound bus lane approaching Hunter’s Bar roundabout has incorrect signage, causing it to be incorrectly used.
- One respondent suggested that fewer signs should be erected, and those which are necessary should use existing poles.

New Roads and Access

- Two respondents suggested that there should be a full, uninterrupted ring road around the city.
- One respondent suggested that Hastings Road should become accessible from Abbeydale Road.

Suggestions for Further Restrictions

One-way Systems

- One comment suggested making Ecclesall Road one-way for cars, HGVs and LGVs, and two-way for buses, taxis and cyclists.
- One respondent suggested that there should be more one-way systems overall.
- Seven respondents suggested one-way streets on specific roads:
 - Cowlshaw Road
 - Sharrow Vale Road
 - Bannerdale Road
 - Clarkehouse Road
 - Blair Athol Road
 - Murray Road

Traffic Restrictions

- Two respondents suggested that the speed limits on Abbeydale and Ecclesall Road should be 20mph.
- One respondent suggested that U-turns should be banned on Abbeydale and Ecclesall Roads.
- One respondent suggested that Hickmott Road should be restricted to minimise traffic caused by parents dropping their children off.

Consultation

- Two respondents raised concern that the consultation was leading and limited.
- Two respondents raised concern that the consultation could be ‘gamed’ with multiple entries from the same houses and businesses.
- One respondent expressed concern that the consultation responses would not be listened to.
- One respondent stated that Councillor Douglas Johnson’s interview on Radio Sheffield “ruined the consultation”.

Taxis

General

- One respondent stated that there are too many taxis taking up road space.

Training

- One respondent requested that taxi drivers be better trained to have consideration for cyclists on the road.

General Suggestions

Park & Ride

- 41 respondents suggested a Park and Ride scheme in southwest Sheffield. 10 of these respondents suggested Park and Ride schemes in specific locations:
 - Ecclesall Road
 - Dore
 - Norton
 - Tesco Superstore
 - Hunters Bar Roundabout
- Three respondents suggested that Park and Ride schemes should be free.
- One respondent suggested that Park and Ride scheme tickets should include the use of other Sheffield buses.

Trams and Trains

- 35 respondents suggested that tram or train lines should be opened around southwest Sheffield.
- Three respondents suggested a tram-train along the Sheaf Valley towards Dore & Totley.
- Two respondents suggested a monorail overground.
- One respondent suggested that the train station in Millhouses Park should be reopened.
- One respondent suggested that Beauchief, Millhouses and Heeley stations should be reopened.
- One respondent suggested that a Metro or Tube system should be considered.

Ambition

- 12 respondents suggested that the proposals should be further reaching or more ambitious. Of these, one respondent suggested that both road systems and the quality of the bus service should be addressed at the same time.
- One respondent stated that if not enough is done now, traffic issues will persist for “decades to come”.

Tech-based Improvements

- One respondent suggested that data about existing problems and targeted outcomes should be presented online and made visible to the public using social media.
- One respondent suggested that the Citymapper app should cover Sheffield.

Further Proposals

- One respondent suggested that Woodseats Road should be included in the proposals.
- One respondent suggested that London Road should be further integrated into the plans.
- One respondent suggested that some roads joining Ecclesall Road could benefit from point closures.

Roads

- One respondent suggested that an outer ring road should be built with charges for entry to the city.
- One respondent suggested that traffic flow from Brocco Bank to Hunter’s Bar should be cut off.

Other

- One respondent suggested that Sheffield should have cable cars, similar to those in Medellin in Colombia.
- One respondent suggested that the work of Marco de Brommelstroet should be used as a reference for city planning in Sheffield.
- One respondent stated that insulation, solar power, and other home improvements for environmental benefit should be more readily available from reliable sources.
- One respondent suggested that the Moorfoot building gates should be opened to allow better cycle and pedestrian connection.

General Negative Comments

- There were 42 comments with a negative sentiment which did not fit into any of the above categories.
 - Three comments concerned that user needs had not been considered.
 - Three comments that the city, particularly the city centre, is in decline which will be further accelerated by these proposals.
 - Two respondents suggested that the scheme should be scrapped; another stated that the Council should “stop messing stuff up”, and a third respondent suggested that the Council should “leave stuff as it is”.
 - One comment that the proposals ought to be more nuanced, as different areas require different approaches.
 - One respondent stated that as the city was primarily built in the 19th century, it would be difficult to implement proposals for 21st century travel.
 - One respondent suggested that the issues that the proposals aim to address are not really problems.
 - One respondent stated that Abbeydale Road and Ecclesall Road face different challenges and should not be subject to a blanket approach.

Section 8: Heatmap Analysis

Heatmap Visitor Statistics

Between the Connecting Sheffield heatmap going live in November 2020 and 1st February 2022, there have been 5,243 visitors to that page in total. The below graph shows that there was a spike in visitors on 17 November 2021 and 18 November 2021 when the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation was launched with 190 people visiting the heatmap page over those two days and 20 respondents commenting on the proposals.

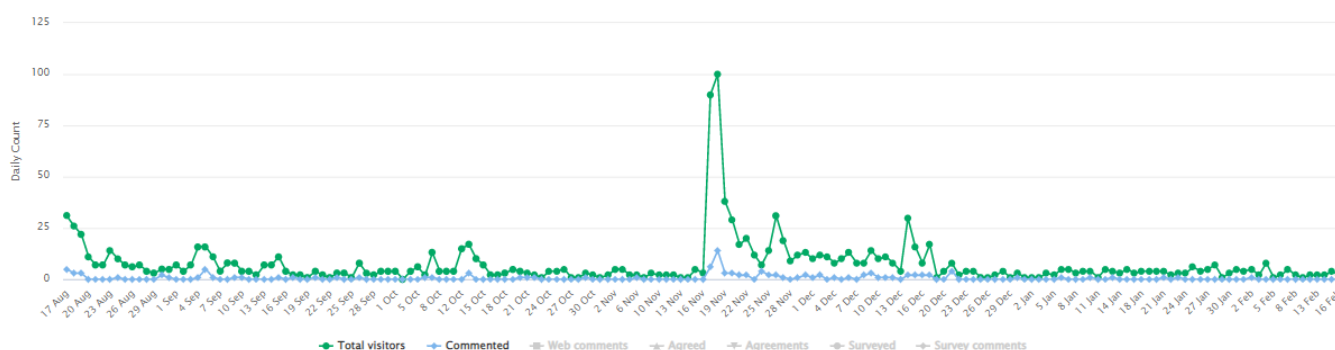


Figure 5: Total number of visitors to the Connecting Sheffield heatmap since August 2021.

The below table shows the referral websites which people visited prior to accessing the Connecting Sheffield



heatmap, with the majority coming directly from other pages of the Connecting Sheffield Commonplace website:

Referral websites

Websites visitors visited before coming across your Commonplace.

Referral website	Visitors	Responded	Subscribed
\$direct	2365	560 (24%)	0 (0%)
m.facebook.com	637	138 (22%)	0 (0%)
www.google.com	562	168 (30%)	0 (0%)
sheffnews.com	517	96 (19%)	2 (0%)
t.co	355	83 (23%)	1 (0%)
lnks.gd	337	87 (26%)	0 (0%)
www.google.co.uk	172	33 (19%)	0 (0%)
com.google.android.gm	107	20 (19%)	0 (0%)
l.facebook.com	88	36 (41%)	0 (0%)
www.sheffield.gov.uk	60	9 (15%)	0 (0%)

Figure 6: List of referral websites.

Responses via the Heatmap

The interactive heatmap allowed visitors to pin comments on specific locations along the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** bus priority corridor, before asking them a series of open and closed questions about the area they were commenting on, including what the current issue is and how they would like to see it addressed.

In total, there was **135 responses received** via the heatmap for **Connecting Sheffield: Abbeydale Road and Ecclesall Road**.

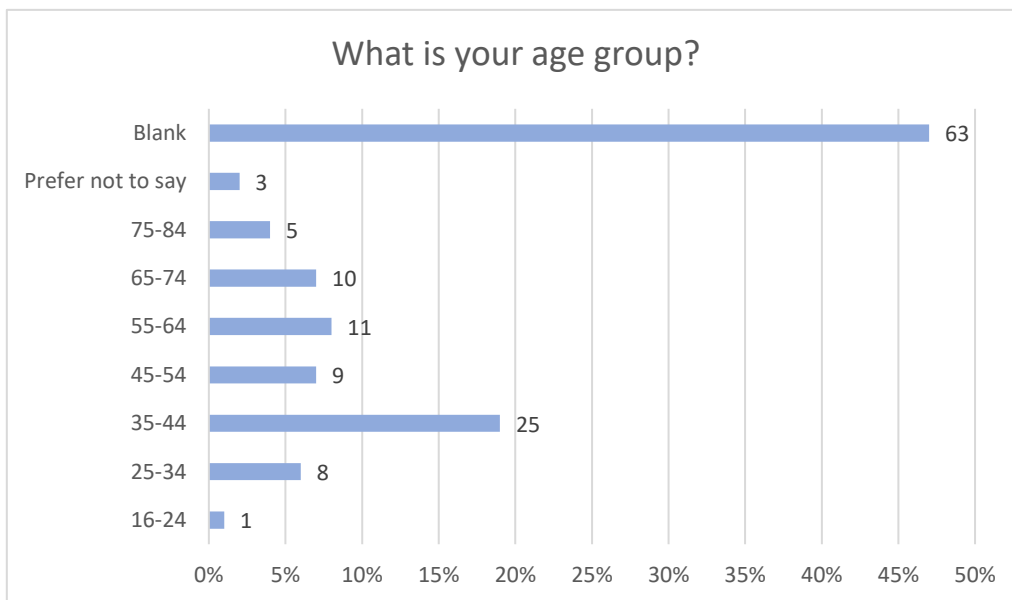
The below analysis looks closely at the feedback received in response to both the open and closed feedback questions.

Analysis of Closed Questions

The following three questions focus on understanding the age group the respondents fall under and what their connection is to the area. All three questions were not mandatory and therefore respondents are able to skip the questions.

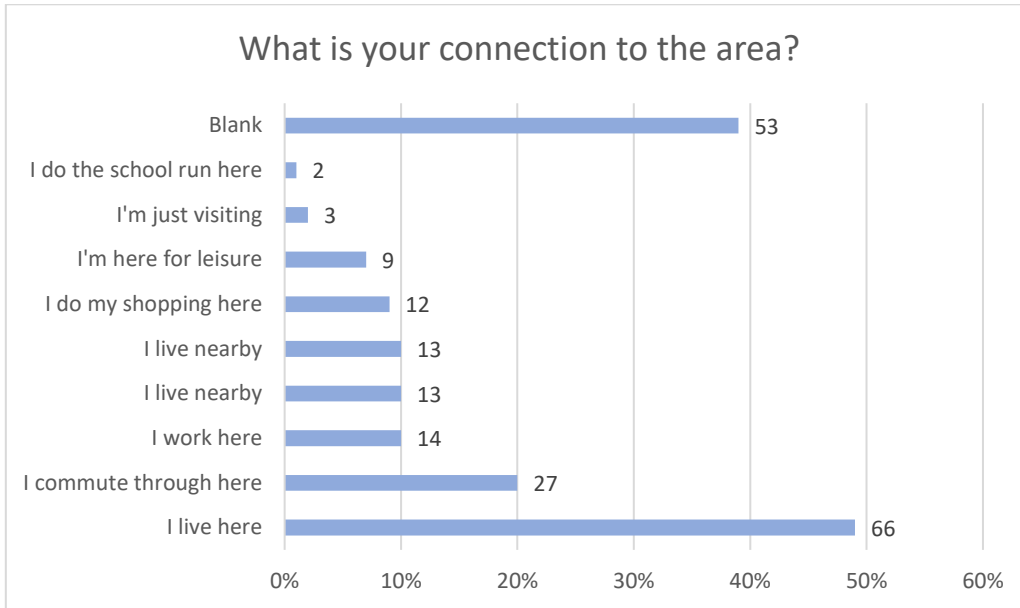
- **What is your age group?**

In response to this question, 25 respondents (18%) selected that they were aged between 35-44. 11 respondents (8%) selected that they were aged between 55-64 while 63 respondents (47%) left the question blank.



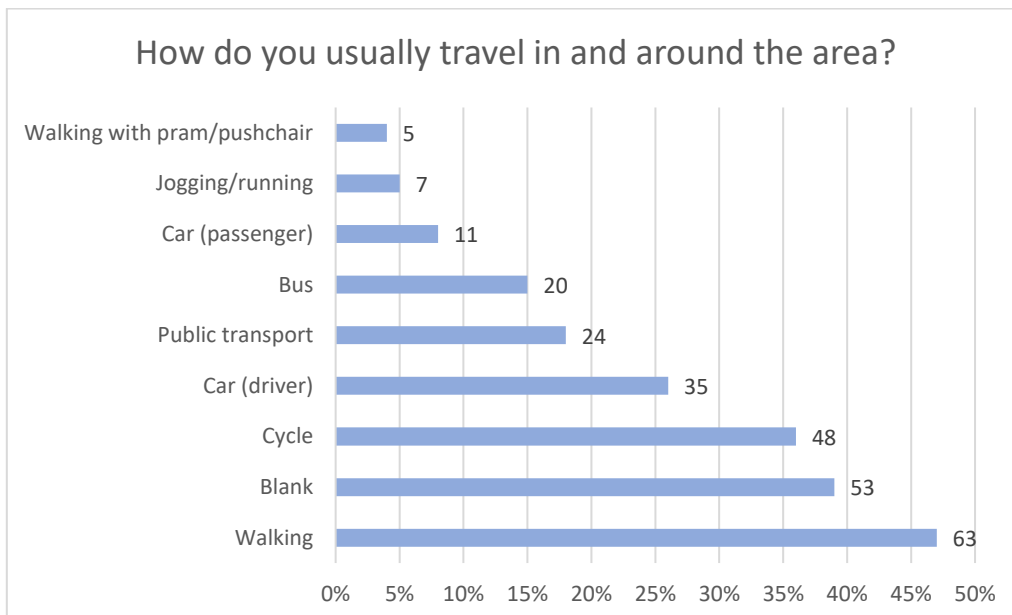
- **What is your connection to the area?**

In response to the question “what is your connection to the area?”, 66 respondents (49%) selected ‘I live here’. 27 respondents (20%) selected that they travel through the area, while 53 respondents (39%) left the question blank. Respondents were able to select more than one option, hence why percentages do not add up to 100%.

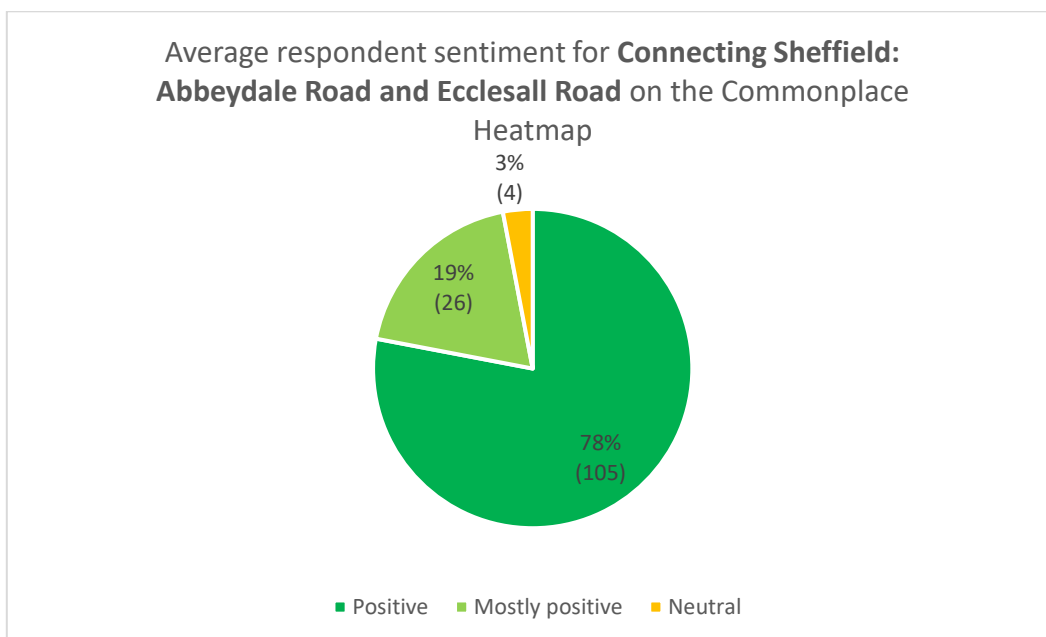


- **How do you usually travel in and around the area?**

When respondents were asked how they usually travel in or around the area, 63 respondents (47%) selected walking, 48 respondents (36%) selected cycling and 35 respondents (27%) selected driving a car. 53 respondents (39%) left the question blank. Respondents were able to select more than one option, hence why percentages do not add up to 100%.



The below chart shows the overall sentiment towards the proposals expressed by the 135 respondents who commented via the heatmap. It shows that 97% of those who commented on the heatmap felt positive about the proposals.



Analysis of Open-Ended Questions

A summary of the main issues raised by respondents who commented on the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme via the interactive heatmap is provided in the following table:

Topic
Ecclesall Road Bus Priority Corridor
Bus Lanes
<p>Support for Existing Bus Lanes/Times</p> <ul style="list-style-type: none"> Four respondents stated they thought the current bus lane times are sufficient. <p>Support for Proposals</p> <ul style="list-style-type: none"> Two respondents commented that the bus lane is very useful when it is operational. However, when cars park in the bus lane, cyclists become dangerously sandwiched between parked and moving cars. One respondent commented that a bus lane operating hours extension would be welcome as currently the bus lane feels like a cheap car park which discourages active travel and public transport take-up. <p>Suggestions</p> <ul style="list-style-type: none"> Three respondents suggested cyclists should be encouraged to travel in the bus lane as the alternative - cycling on the pavement - would make walking harder for pedestrians and cycling more dangerous. Two respondents suggested the width of the bus lanes should be increased to avoid cars encroaching into the lane. Two respondents suggested cyclists should be banned from bus lanes as cyclists can slow down bus journeys, therefore delaying passengers.

- One respondent suggested the bus lane should be 24 hours, or at least 7am-7pm Monday-Saturday.
- One respondent suggested bus lanes should have 20mph speed limits as buses and taxis pass very close to pedestrians.
- One respondent suggested that enforcement should be rigid and relentless with wheel clamps used.

Concerns

- One respondent commented that extending the bus lanes hours would create more congestion.

Hunter's Bar Roundabout

Suggestions

- Two respondents suggested the pavements around Hunter's Bar roundabout become shared pedestrian/cyclist space so that cyclists can avoid the carriageway on the roundabout.
- One respondent commented that Hunter's Bar roundabout is very dangerous for cyclists, particularly going out of the city centre. Suggestion that any improvements for buses should require improvements for cyclists and pedestrians also.
- One respondent commented that traffic queues up Brocco Bank because the pedestrian crossing delays the flow of traffic. Request for a longer green light for motorists and less time for the light to go green after pedestrians have crossed.
- One respondent suggested that the staggered crossings at Hunter's Bar roundabout should be replaced with single crossings.

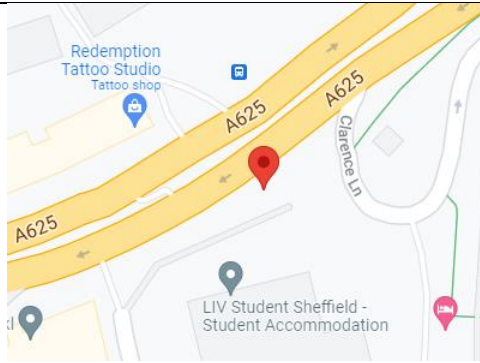
Concerns

- One respondent commented that queuing traffic along Brocco Bank to Hunter's Bar spreads out and blocks the road, despite the road being too narrow for two lanes until a few metres before the roundabout causing cyclists to have to weave in and out of traffic.
- Comment that cars regularly do not stop or slow down when approaching Hunter's Bar roundabout which makes cycling in the area scary.

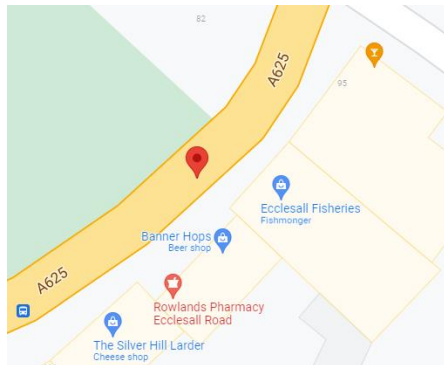
Cycling

Concerns

- Five respondents commented that Ecclesall Road is generally wide and has enough room to fit a segregated cycle lane alongside car traffic, with one suggesting that Ecclesall Road is not just unsafe to cycle along but actively dangerous.
- Two respondents commented that the revised layout of the cycle lane and bus stop at the front of LIV Student Accommodation is dangerous. Suggestion it pits cyclists, pedestrians and bus users against one another.



- One respondent commented that Ecclesall Road from the Carter Knowle Road junction to the Psalter Lane junction is very dangerous for cyclists, particularly going out of the city centre, and has sufficient room for a segregated cycle lane.
- One respondent commented that the cycle lane outside the Prince of Wales pub is taken, leaving little room for the carriageway and so is constantly violated by both moving and parked cars, making it unsafe for cyclists.

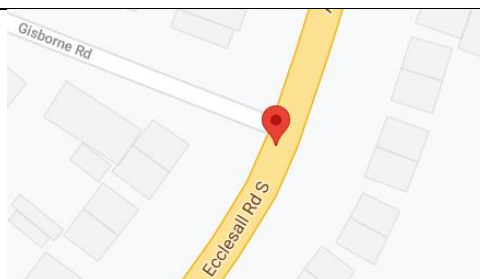


- One respondent commented that cyclists are often the primary cause of congestion as they are slow moving, particularly up hills.
- One respondent requested that there should be a segregated cycle lane from the junction of Rustlings Road to the city centre. Suggestion that the current layout is dangerous and prevents cycling.
- One respondent suggested that the proposed cycle slip road to the underpass by the Moore Street roundabout should be moved further along Ecclesall Road so that cyclists can avoid queueing buses.
- One respondent requested to extend cycle lanes out to Dore and make them segregated.

Junctions and Crossings

Suggestions

- Two respondents requested a zebra crossing is installed at Rustlings Road to assist families who live in Greystones to access Endcliffe Park. The respondents felt that a crossing would help because, currently, parked cars block sight lines and the speed bumps do not slow cars down making walking and cycling more dangerous.
- One respondent suggested that the junction of Ecclesall Road/Gisborne Road is dangerous for cyclists as cars turning right onto Ecclesall Road nudge out and block the cycle lane and requested a segregated cycle lane and a ban on right turns out of Gisborne Road.



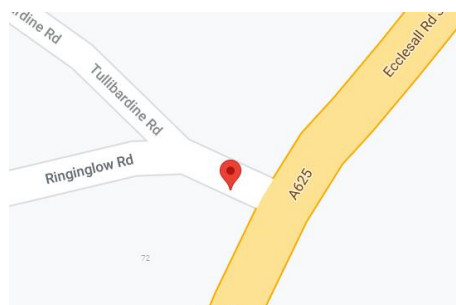
- One respondent requested a zebra crossing on Sharrow Vale Road.
- One respondent requested a pedestrian crossing at the junction of Carter Knowle Road and Ecclesall Road South.
- One respondent requested to close the short stretch of Rustlings Road outside the cafes as these are “duplication turnings”. However, one respondent directly disagreed with the suggestion to close this section of Rustlings Road and suggested the additional turning helps traffic flow on Ecclesall Road.



- One respondent commented that turning right from Ecclesall Road onto Rustlings Road is dangerous for cyclists as they must switch lanes and requested dedicated cycling space.

Concerns

- One respondent commented that the junction of Ecclesall Road/Ringinglow Road/Tullibardine Road is very dangerous, particularly for cyclists and pedestrians.



- One respondent commented that it is hard to cross Ecclesall Road safely due to parked cars, crossings placed hundreds of meters apart and the ‘dual-carriageway’ setup encouraging speeding and red light-jumping.

Surrounding Roads

Concerns

- Two respondents commented that the roads between Psalter Lane and Ecclesall Road, particularly Pinner Road/Hunter House Road/Penrhyn Road, are used as cut throughs.

- Two respondents requested the Council ensure that the proposals do not force more traffic down Pinner Road/Hunter House Road/Penrhyn Road, with one suggesting that these roads are already hazardous and that it is only a matter of time before a child is knocked over.

Suggestions

- One respondent suggested that Pervil Road/Ranby Road/Onslow Road be made into one-way roads in a contraflow fashion to improve safety and traffic flow. Due to on-street parking there is often not enough room for two cars travelling in opposite directions to get past.
- Two respondents commented that the junction of Psalter Lane/Osborne Road/Stretton Road needs a pedestrian crossing.
- One respondent requested traffic calming measures on surrounding streets as traffic inevitably diverts off Ecclesall Road. Suggestion of access only roads or chicanes.

Comments

- One respondent commented that the westbound bus stops on Psalter Lane regularly hold up traffic as traffic must queue behind stopping buses.
- One respondent thanked the Council for the lorry ban on Psalter Lane. Suggestion the road is much nicer now.

Parking

Suggestions

- Two respondents suggested that all parking should be banned along Ecclesall Road. The reasons given included:
 - It will improve air quality; and
 - It will force people to make more sustainable choices.
- One respondent commented that the section of parking between Carter Knowle Road and Dunkeld Road often causes accidents with the bus stop sign and bollards having to be replaced regularly. They suggested painting the parking spaces a different colour from the carriageway.



Concern

- One respondent expressed concern that residents of roads surrounding Ecclesall Road would find it even more difficult to find a parking space if bus lane hours were extended.

Pedestrianisation

- Two respondents suggested pedestrianising Sharrow Vale Road. One suggested the whole of Sharrow Vale Road should be pedestrianised, and the other suggested 'substantial parts' should be pedestrianised. The reasons they gave included:
 - It would allow shops and cafés to spill out into the road;

- It would help improve air quality and safety;
- It would make crossing roads easier; and
- It would make navigation for cyclists easier.

General Comments on Ecclesall Road

Suggestions

- Two respondents requested speed cameras on the stretch of Ecclesall Road between Waitrose and Marks & Spencer.
- One respondent requested that buses along Ecclesall Road be electric as air quality is currently poor.
- One respondent requested a bridge from Hatfield Jaguar to Snuff Mill Lane. Suggestion this would then provide a cycle route from Hunters Bar/Stalkers Lee Road/city centre.
- One respondent commented that a 40mph speed limit along Whirlowdale Road/Abbey Lane/Ecclesall Road South is no longer appropriate given the number of residential properties in the area now.

Concerns

- One respondent commented that the section of Ecclesall Road by Sunnybank Nature Reserve is “hostile” and does not encourage cycling or walking. Their concern is that drivers speed up towards the Moore Street roundabout while the road is wide and dangerous to cross.
- One respondent commented that Ecclesall Road is far too busy with motor traffic and is unpleasant to walk along, go for a meal or sit outside due to the amount of noise and air pollution.
- One respondent commented that pedestrian infrastructure is currently inadequate along Ecclesall Road.
- One respondent commented that they have never understood why Ecclesall Road in the city centre is six lanes wide and a 40mph speed limit. Suggestion it encourages poor driving, speeding, changing lanes and makes cycling dangerous.

Abbeydale Road Bus Priority Corridor

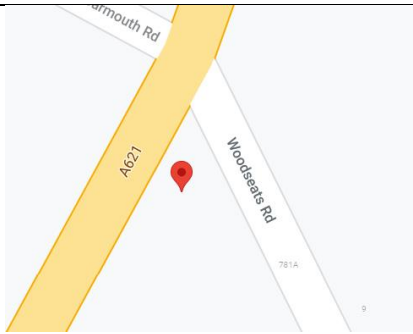
Junctions and Crossings

Suggestions

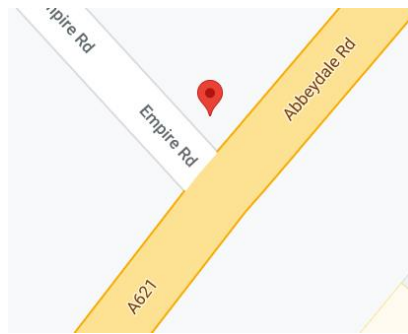
- Three respondents requested a dropped kerb at the top of Whirlowdale Road to improve accessibility for wheelchair users and cyclists.



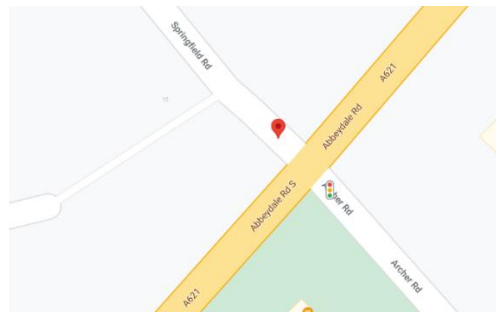
- Three respondents commented that it is impossible to turn right from Abbeydale Road onto Woodseats Road heading towards the city centre. One respondent suggested having a right-turn only lane with a dedicated set of traffic lights.



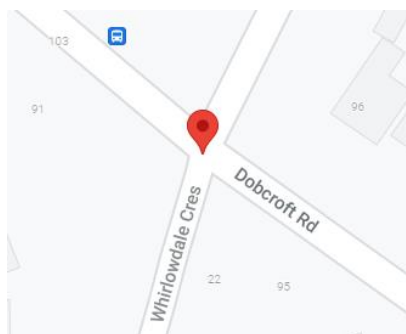
- Three respondents requested a controlled pedestrian crossing at the junction of Sheldon Road/Abbeydale Road.
- Two respondents requested a wider, continuous crossing at the Abbeydale Road/Empire Road crossing as Empire Road to Bedale Road is a standard feeder route to the Sheaf Valley Cycle Route.



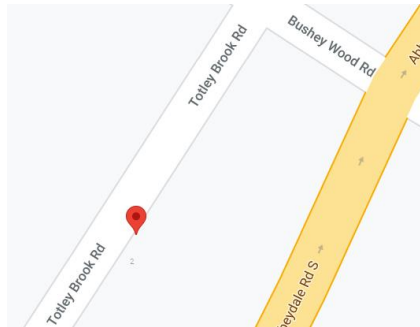
- One respondent commented that the junction of Abbeydale Road/Springfield Road/Archer Road is poor for pedestrians as it not controlled for those crossing Springfield Road and Archer Road.



- One respondent commented that the junction of Dobcroft Road and Whirlowdale Crescent is a major crossing point for accessing Dobcroft Primary and Junior schools. Request for a humped zebra crossing.



- One respondent requested a controlled pedestrian crossing from Ecclesall Woods to Millhouses Park across Abbeydale Road South. Suggestion to place planters on the central carriageway divider here too.
- One respondent commented that the junction of Abbeydale Road South/Totley Brook Road/Bushey Wood Road is a 'nightmare', particularly with school traffic. Suggestion to close the Totley Brook Road/Bushey Wood Road junction and giving Totley Brook Road its own junction with Abbeydale Road South.



- One respondent requested a continuous crossing across Troutbeck Road to give pedestrians priority and increase safety.
- One respondent requested improved crossings around the Tesco Superstore with another suggesting a 20mph speed limit on the Tesco Superstore access road.

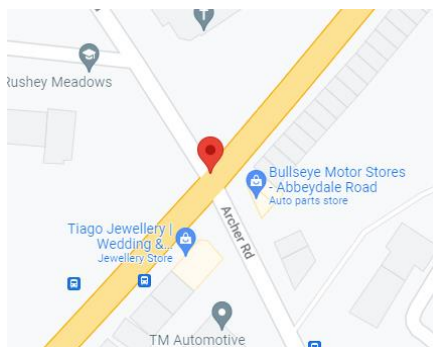
Concern

- One respondent commented that an issue with the junction of Abbeydale Road South/Abbey Lane is that people wishing to turn right must wait until there is a red light and then turn in quickly before traffic flows in the other direction. Through traffic also often jumps red lights.

Abbeydale Road/Bannerdale Road/Archer Road Crossing

Concerns

- 11 respondents commented that crossing Archer Road at the Archer Road/Bannerdale Road/Abbeydale Road junction is very difficult and dangerous.



- Three respondents commented that with Mercia School increasing in size, many children will need to cross the junction. Two respondents commented that the signal-controlled crossings 100 meters apart on either side is not a viable option.
- One respondent commented that it is well known that several elderly people have had frightening encounters with vehicles turning off Abbeydale Road onto Archer Road.
- One respondent commented that there are no right-turn arrangements for vehicles on the main road in the traffic-light system which encourages red light jumping and dangerous driving.

- Suggestion that the red-light enforcement cameras do not work as the respondent regularly sees people running red lights without consequence.

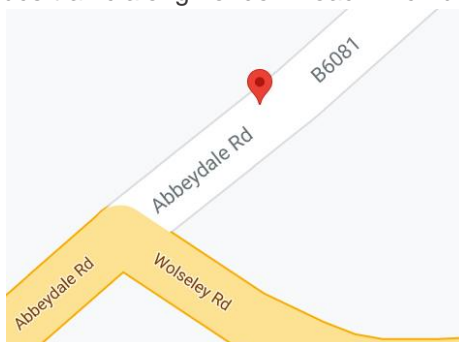
Suggestions

- Three respondents suggested a modal filter or a one-way system northbound on Bannerdale Road, as well as permit parking in the area. Suggestion this would calm through traffic in the Carter Knowle area, complement the nearby school street and improve the reliability of the 86 bus.
- One respondent commented that it is difficult and dangerous to cross the Archer Road/Bannerdale Road/Abbeydale Road junction because of the time between lights changing. Suggestion that the respondent has seen many less able-bodied pedestrians get stuck here for long periods of time in the past and a signal-controlled crossing would make a big difference.
- One respondent commented that improvements are needed at this junction beyond a “money grabbing” red light enforcement camera to improve safety.
- Suggestion there should be at least three pedestrian crossings here when there is only one.

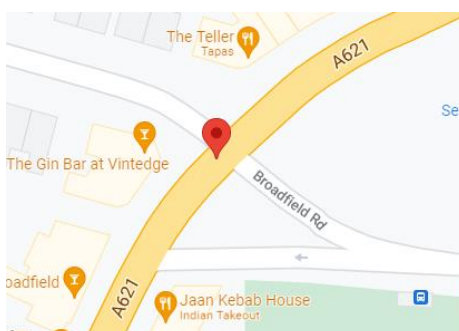
Bus Lane

Suggestions

- Two respondents suggested having a northbound bus gate at the junction of Abbeydale Road/Wolseley Road to reduce traffic along London Road which buses get stuck in.



- One respondent commented that there is little point in the section of bus lane which goes across the junction of Abbeydale Road/Sheldon Road/Broadfield Road. Suggestion a road layout redesign could address parking issues and provide a signal-controlled crossing.



- One respondent requested camera enforcement of the stretch of northbound bus lane at the junction of Abbeydale Road/Bannerdale Road/Archer Road as people use the bus lane as a left filter lane and queue back to Tesco in the mornings.

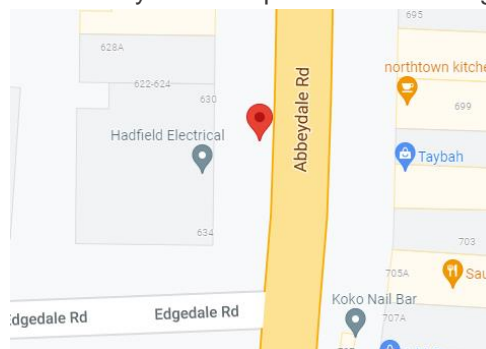
Concern

- One respondent commented that the bus lane on Abbeydale Road South is the straight-on lane for other traffic which causes confusion for drivers unfamiliar with the road.

Parking

Concerns

- Five respondents commented that the stretch of road outside Millhouses Park has become constantly blocked by parked cars since parking charges were introduced in the car parks. Suggestion this is dangerous for cyclists.
- Four respondents suggested that the parking in front of the row of shops at the Abbeydale Road/Edgedale Road junction is poorly laid out and forces cars to park on the footway, removing pedestrian space and making air quality poor. They stated that although it is part of the bus lane restrictions, it consistently has cars parked there during these times.



- Two respondents commented that the section of pavement between Chinese Fireworks Co. and TinTin restaurant has become an unofficial car park, with cars using the pedestrian crossing's dropped kerb to access the pavement.
- One respondent commented that parking restrictions are never enforced along Abbeydale Road, such as parking in bus stops and zig zag lines. Suggestion this has meant additional parking at the expense of a reliable bus service.
- One respondent commented that Dobcroft Road often becomes congested with parked vehicles, which restricts bus access along the road.
- One respondent commented that putting yellow lines on the corner of Sherwood Glen would encourage more people to park further down the road to access Ecclesall Woods.

Suggestions

- Three respondents commented that after 4pm, cars park illegally outside takeaways on London Road, particularly around the junction with Sharrow Lane; this is never enforced and makes cycling dangerous. Suggestion to have bollards or railings which stretch that length of pavement.
- One respondent suggested to have a small amount of metal fencing around bus stops, with a gap big enough for passengers to alight, in order to prevent people from opening their car doors. Suggestion this would discourage people from parking in bus stops.
- One respondent requested that the north car park in Millhouses Park is maintained as it is full of potholes and craters. Suggestion that if there were marked spaces, a flat surface and it was free, it would be used more rather than congesting Abbeydale Road.

Comments

- One respondent commented that the reason Abbeydale Road is doing so well is because customers are able to park outside the shop they want to visit.

Cycling

Concern

- Two respondents commented that Baslow Road is a popular cycling route, however, south of the junction with Abbey Lane the road is narrow and dangerous. Suggestion the approach to Dore and Totley train station is where one respondent feels most unsafe between the city centre and Dore.
- One respondent commented that the cycle lane at the junction with Abbey Lane and Abbeydale Road South is constantly violated because the car lane is too small to fit a car.



Suggestion

- One respondent commented that the whole of Abbeydale Road is dangerous to cycle along with fast vehicles, close passes, open car doors, despite it being a key arterial route. Suggestion that any bus improvements should include cycling and walking improvements.
- One respondent suggested that the dual carriageway section of Abbeydale Road, stretching from Millhouses Park to Abbey Lane, should be made safer for cyclists to use.
- One respondent requested a segregated cycle lane from The Broadfield to the ring road to alleviate the “dangerous conditions” that put many off cycling.
- One respondent commented that it would be nice to be able to cycle more safely along Abbeydale Road.
- One respondent suggested that HGVs be rerouted from Abbeydale Road to encourage cycling.
- One respondent commented that it would be nice if the cycle track to the south-west of Broadfield Park linked into something.



- One respondent suggested that there should be a cycle track through Millhouses Park, joining into the Sheaf Valley Cycle Route. Suggestion there are enough alternative potential cycle routes without taking space away from the motorist.

General Comments

Bus Network

Fares/Times

- One respondent commented that reliability and affordability are the two main pillars of a good bus network. Suggestion that it won't matter what the Council do with regards to parking and bus lanes if buses remain expensive and unreliable.
- Suggestion for all buses to charge a low, flat fee similar to London. Suggestion this would ease traffic hold-ups as people fumble for change or take fare advice.
- One respondent commented that public transport should be free.
- One respondent commented that buses are too expensive unless you are an OAP.
- One respondent suggested that the 76, 78, 96 and 98 bus times need to be staggered as they generally all turn up at once in convoy.

General Comments

- Two respondents suggested taking the bus network back into public ownership to ensure a more efficient service.
- One respondent commented that the issue with bus usage is that the majority of buses are single decker meaning it is difficult to maintain social distancing.

Businesses

- Seven respondents commented that small businesses will be put out of business by extending bus lane hours because no one will be able to park to patronise the businesses.
- Two respondents commented that the businesses along Abbeydale Road and Ecclesall Road are known as independent, vibrant and interesting which are tourist attractions. Suggestion additional parking restrictions would kill them off.
- One respondent suggested Fargate is now empty because it was pedestrianised.

Bus Stops

- Request to make all bus stops have a live feed which is accurate. Suggestion even those bus stops which currently have a live feed are not accurate.
- One respondent commented that all Sheffield bus stops are dilapidated and should be replaced.

Parking

- Two respondents commented that should these plans go ahead in full, there should be new car parks on Abbeydale Road and Ecclesall Road to allow people to park and support businesses.

Cycling

- One respondent commented that it is important to show how these corridors connect into other cycling and walking schemes proposed as part of Connecting Sheffield.

Through Traffic

- One respondent commented that boy racers use Dobcroft Road to cut between Abbeydale Road and Ecclesall Road. Request for traffic calming measures along the road.

General Comments

- One respondent commented that private SUVs should be banned from residential roads and included in the Clean Air Zone charging.
- One respondent suggested there are too many changes which benefit the cyclist at the expense of the motorist.

Consultation

- One respondent commented that they like this style of consultation.

Section 9: Influence of Consultation on Proposals

The comments received during the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation have been carefully considered by Sheffield City Council to identify whether the issues raised could be addressed during the development of the proposals through the Outline Business Case and future Full Business Case stages.

Early engagement with stakeholder groups and the public has played an important role in designing a scheme that will improve bus infrastructure between areas southwest of the city to encourage and enable more people to choose public transport and support the wider ambitions of Connecting Sheffield. The concerns and interests of nearby residents and businesses are being taken into account and continued engagement will further support scheme development.

The proposals around bus priority at traffic lights, and improvements to junctions and crossing points, were shown strong support from respondents who commented on these elements of the scheme.

Helpful points were raised through this consultation in relation to the potential impact of some aspects of the proposals on businesses and on parking in the local area. The desire for safer pedestrian and cycling facilities along the two roads, particularly in relation to junctions and crossings, came through strongly as did concern for the environment and public safety. These comments have been taken on board and are being considered by the scheme design team as they develop the Outline Business Case for the scheme.

Section 10: Appendix

Appendix 1 – Connecting Sheffield: Abbeydale Road and Ecclesall Road Commonplace Tile

Abbeydale Road and Ecclesall Road

3128 comments

The consultation on Connecting Sheffield: Abbeydale Road and Ecclesall Road closed on Friday 21 January 2022.

Introduction

Connecting Sheffield: Abbeydale Road and Ecclesall Road is a project being brought forward to give greater priority to buses on the southwest side of Sheffield. This would help reduce delays for people travelling on public transport to and from the area.

If we're going to tackle climate change and reduce emissions, we need to provide more sustainable options for travel in our city. By making changes to support more reliable public transport services, we can help encourage people to choose this way of getting about instead of using private vehicles.

Greater priority for buses would help to reduce congestion, and in turn air pollution. It would also improve access to leisure and work opportunities around Abbeydale Road and Ecclesall Road, as well as in the city centre and beyond. This scheme ties in with other work we are doing to help improve public transport such as the [South Yorkshire Bus Service Improvement Plan](#).

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

What we're proposing

We'd like to gather your views on a set of **proposals** to give buses more priority along Abbeydale Road and Ecclesall Road. Bus priority systems would be installed at every set of traffic lights along the two bus routes. Buses would be detected on their approach and given a green light so that they can continue through all junctions and crossings. This would help to provide more consistent journey times for people catching the bus. Click [here](#) to see a map of the proposed bus priority systems.

Alongside bus priority systems, we are also proposing additional improvements to some junctions and roundabouts along Abbeydale Road and Ecclesall Road to help traffic flow more freely. Details of these changes can be found in the sections further below.

We'd also like your views on some **initial ideas** to make changes to bus lane hours of operation, and bus stops, as well as to the way in which parking, waiting, and loading restrictions are enforced. More detailed information is provided on this further down the page.

We'd also like your views on some **initial ideas** to make changes to bus lane hours of operation, and bus stops, as well as to the way in which parking, waiting, and loading restrictions are enforced. More detailed information is provided on this further down the page.

How we're going to engage with local people

For this project, we're undertaking two phases of engagement to look at where we can make improvements to our proposals. We are currently asking for feedback on proposals and initial ideas to check we've considered everything necessary before we undertake a more formal consultation.

Below is a timeline which sets out the two phases of consultation, their timescales and what we will be asking for feedback on.

Timeline of Engagement

November/December 2021

First phase of engagement on **proposals** for bus priority systems and improvements to junctions and roundabouts along Abbeydale Road and Ecclesall Road. Engagement on **initial ideas** for changes to bus stops, bus lane hours of operation, and the enforcement of parking, waiting and loading restrictions.

2022

Formal consultation through Traffic Regulation Orders (TRO) on **proposals** for changes to bus stops, bus lane hours of operation, and the enforcement of parking, waiting and loading restrictions. Formal consultation also on **refined proposals** for bus priority systems and improvements to junctions and roundabouts.

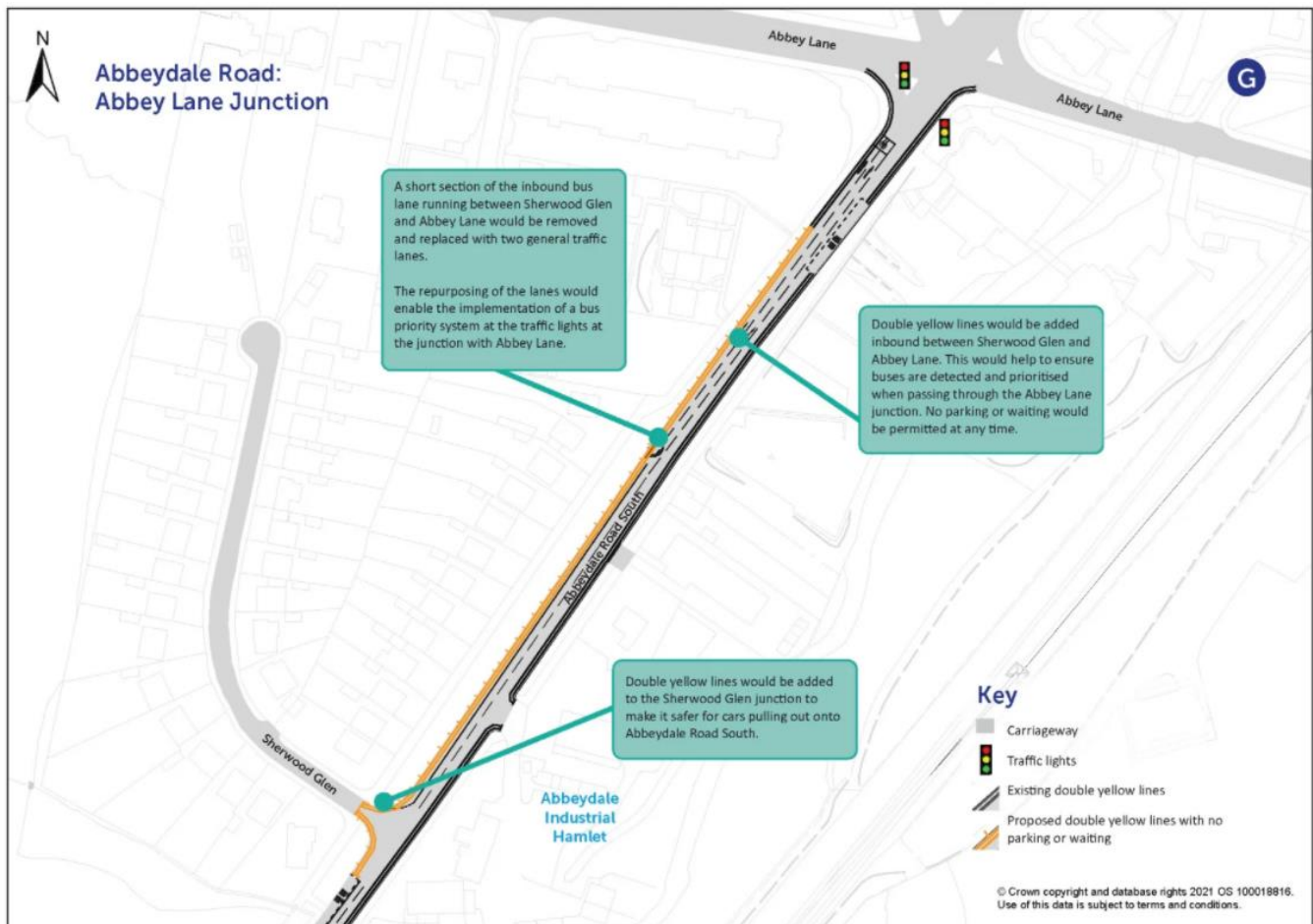
Proposals for Abbeydale Road junctions

To provide more consistent bus journey times along Abbeydale Road, we're proposing improvements to some key junctions. Details of these proposed improvements are provided below.

Abbey Lane Junction

To improve traffic flow and reduce congestion, a short section of the inbound bus lane running between Sherwood Glen and Abbey Lane would be removed and replaced with two general traffic lanes. Fewer cars would need to swap lanes when turning left at this junction, which would make it easier for buses travelling straight ahead. Double yellow lines would also be added inbound between Sherwood Glen and Abbey Lane to ensure the junction operates smoothly.

The map below illustrates the measures that would be implemented at this junction.



Springfield Road Junction

To help detect buses on the approach to this junction, and give them a green light, we're proposing some changes to the traffic lanes and bus stops located between Knaresborough Road and the Millhouses Pub, in both directions. The inbound bus lane running between Knaresborough Road and Springfield Road would be removed and replaced with two general traffic lanes. This would reduce the need for cars to swap lanes when turning left at this junction, improving traffic flow.

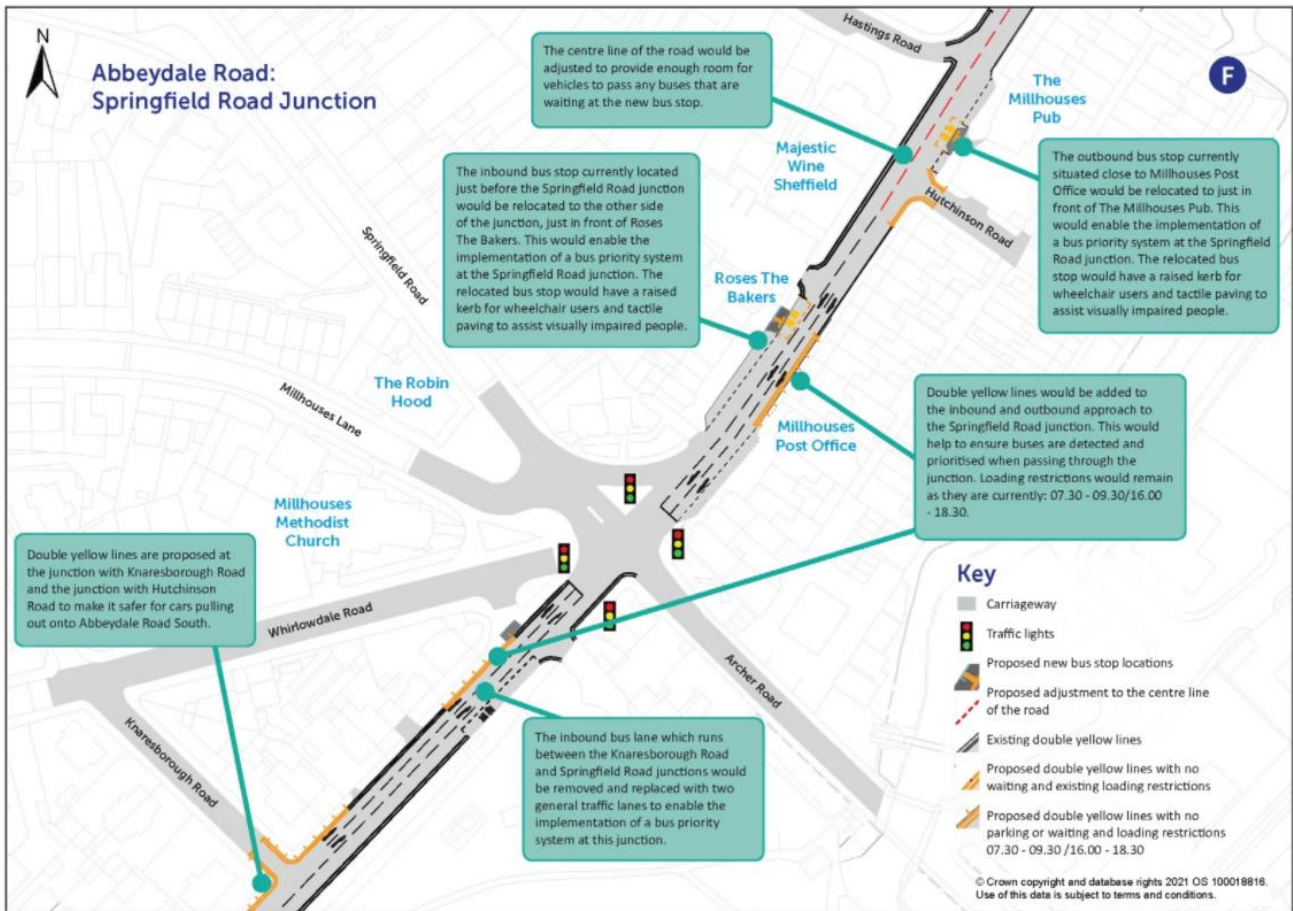
So that buses are properly detected and prioritised when passing through the traffic lights, the inbound bus stop and outbound bus stop located closest to the junction would be relocated.

The inbound bus stop just before the Springfield Road junction would be relocated to the other side, just in front of Roses The Bakers. The outbound bus stop situated close to Millhouses Post Office would be relocated to just in front of The Millhouses Pub.

The centre line of the road would also be adjusted to provide enough room for vehicles to pass any buses that are waiting at the bus stops – helping to maintain the flow of general traffic.

Finally, to further reduce hold ups for buses, double yellow lines would be added in places along both sides of the road between the Knaresborough Road junction and the Hutchinson Road junction. These are either at side road junctions or where the bus stop clearway is being removed (because the bus stop is moving). Loading restrictions would remain as they are currently (between 7.30am and 9.30am, and between 4pm and 6.30pm).

The map below illustrates the measures that would be implemented at this junction.

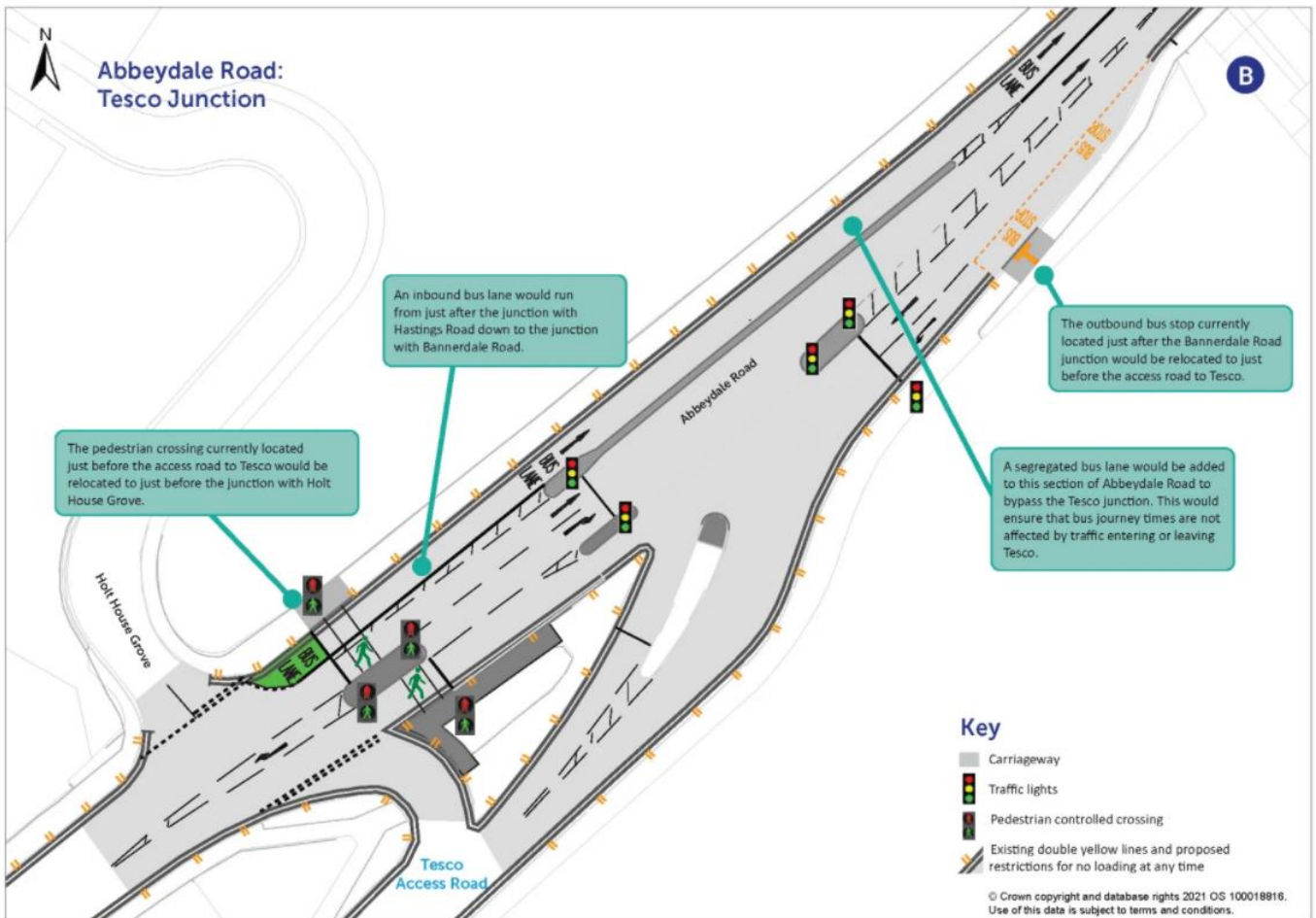


Tesco Junction

So that bus journeys are not affected by traffic entering or leaving Tesco, a segregated bus lane would be added to bypass the traffic lights. The bus lane would run from just after the junction with Hastings Road down to the junction with Bannerdale Road.

To enable the new layout at this junction, the pedestrian crossing located just before the access road to Tesco would also be relocated to just before the junction with Holt House Grove.

The map below illustrates the measures that would be implemented at this junction.



Bannerdale Road Junction

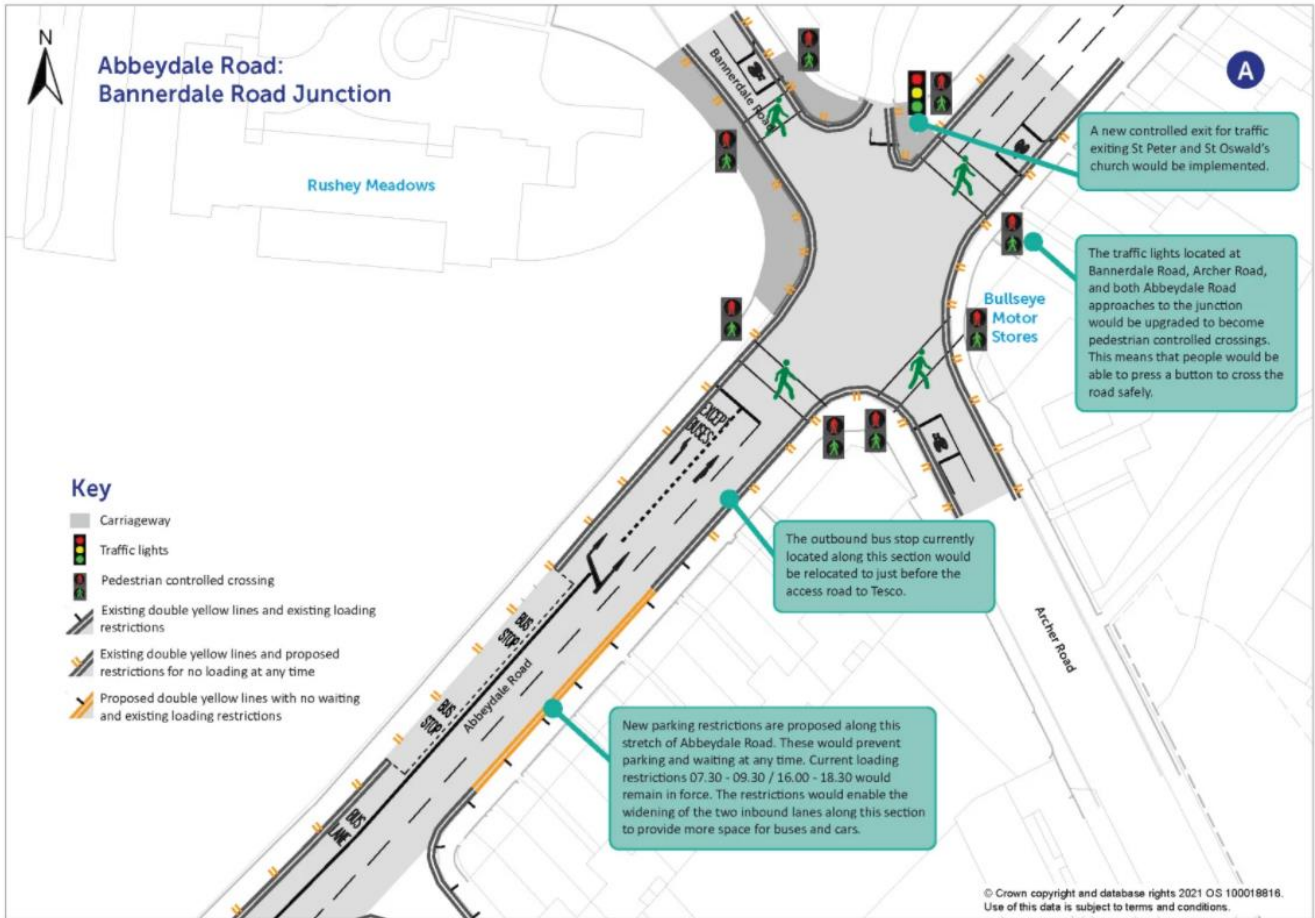
To make it safer for people trying to cross the road at this junction, the traffic lights located at all four approaches to the junction would be upgraded to become controlled pedestrian crossings. This means that people would be able to press a button to cross the road.

A new controlled exit for traffic leaving St Peter and St Oswald’s church would also be put in place, with new traffic lights added.

The two inbound lanes running between Archer Road and Troutbeck Road would be widened so that there is more space for buses and cars. To accommodate this change, new parking restrictions are proposed outbound along a section of this stretch of road. Parking and waiting would be restricted at all times, while current loading restrictions 07.30 - 09.30 / 16.00 - 18.30 would remain in place.

The outbound bus stop currently located just after the Bannerdale Road junction would also be relocated to just before the access road to Tesco. This has to be done to enable the new layout at Bannerdale Road and the Tesco junction.

The map below illustrates the measures that would be implemented at this junction.



St Mary's Gate

We're also proposing to change the crossing close to Boston Street on London Road so that pedestrians can cross the road in one go without needing to wait in the middle.

Proposals for Ecclesall Road roundabouts

To provide more consistent journey times along Ecclesall Road, we're proposing to make improvements at two key roundabouts: Moore Street and Hunters Bar. Details of these proposed improvements are provided below.

Hunters Bar Roundabout

To allow a smoother flow of traffic between Hunters Bar roundabout and Rustlings Road, we're proposing some changes to the bus lanes and bus stops along this stretch.

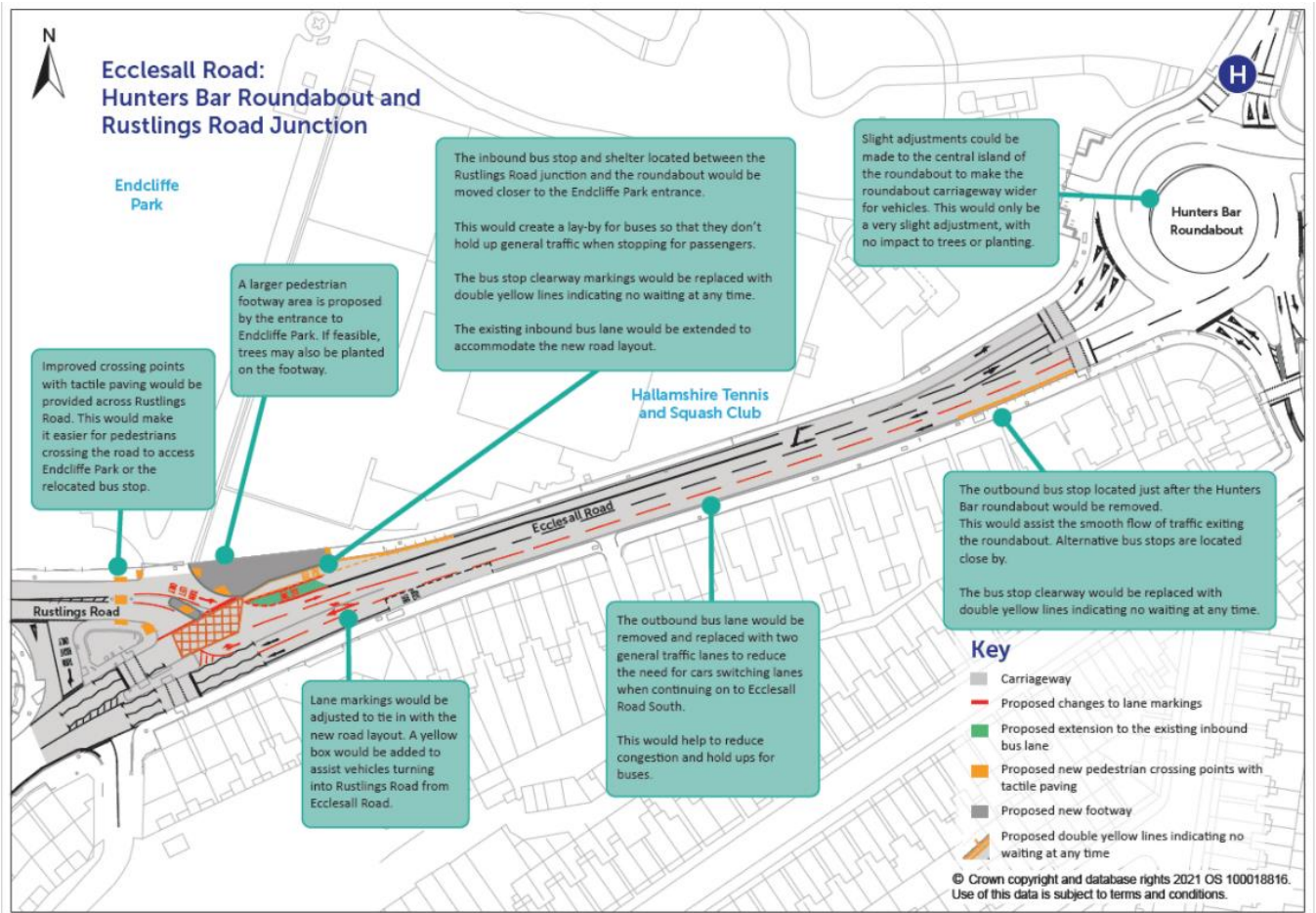
The outbound bus lane would be removed and replaced with two general traffic lanes to reduce the need for cars switching lanes immediately when coming off the roundabout onto Ecclesall Road. This would help to reduce congestion and queueing back on to the roundabout.

The outbound bus stop located just after the roundabout would be removed to further assist the smooth flow of traffic progressing from the roundabout. Alternative bus stops are available nearby. All the buses which currently use this bus stop also stop in front of Trinity United Reformed Church opposite Rustlings Road (130m away). They also already stop either on Ecclesall Road at Neill Road (150m away) or at the bottom of Brocco Bank (130m away).

The inbound bus stop located here, in front of the Hallamshire Tennis and Squash Club, would be relocated a little further back along the road, so that it sits closer to the entrance to Endcliffe Park. We would create a layby for buses stopping to pick up and set down passengers, so that they don't hold up general traffic. The relocated bus stop would continue to serve all the bus services that use the existing stop.

A pedestrian crossing (dropped kerbs and tactile paving) would be provided across the top of Rustlings Road. This would allow pedestrians to cross this wide junction more easily, providing safer access to Endcliffe Park, the relocated bus stop and for walking along Ecclesall Road.

The proposals are shown on the map below.

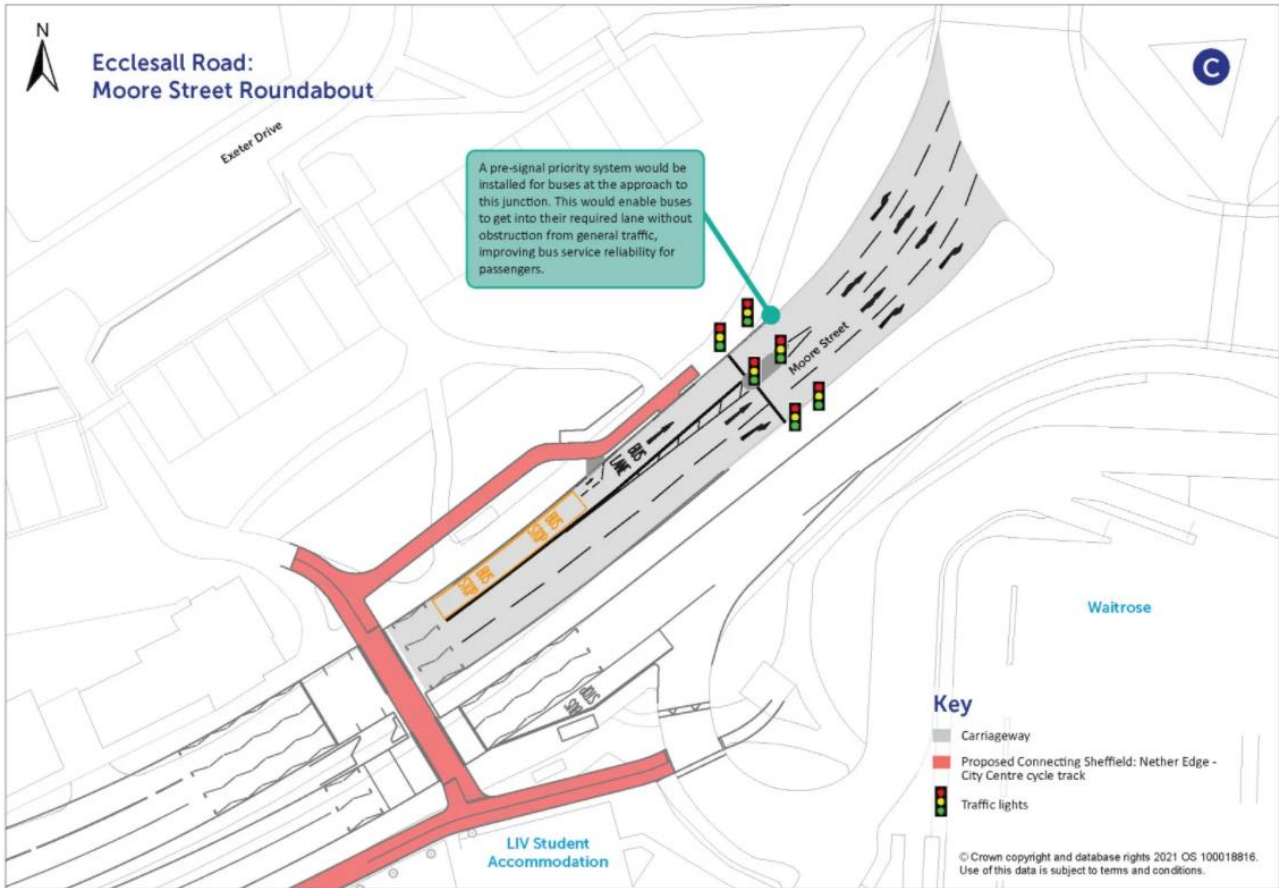


Moore Street Roundabout

A pre-signal priority system would be installed just before the roundabout to allow buses to approach it ahead of the general traffic.

As part of the Connecting Sheffield: Nether Edge – City Centre project, changes are proposed to the central reserve at the crossing in front of the LIV student accommodation. If these changes go ahead, the inbound bus stop and existing cycle exit would be relocated to allow for this.

The map below illustrates the measures that would be implemented at this roundabout.



Initial ideas for further changes to Abbeydale Road and Ecclesall Road

As well as the proposals we've outlined above, we've also got some initial ideas around changes to bus stops, bus lane hours of operation and the enforcement of parking, waiting and loading restrictions.

We are seeking your views now to inform a formal consultation in 2022.

Changes to bus lane hours of operation

We're also looking into various options to provide more consistent bus journey times outside of the traditional peak hours, as delays at other times can have a severe impact on bus travel. We're considering extending the current bus lane operating hours along Abbeydale Road and Ecclesall Road and we'd like to find out what people think of 12-hour bus lanes, operating from 7am to 7pm. We'd also like to know your views on bus lanes operating on Saturdays and Sundays to help address congestion issues at the weekend.

We will use the outcome of this initial stage of consultation, along with other research, to bring forward options to extend bus lane hours for consultation at a later date, in 2022.

Any changes to the bus lane operating hours would impact on parking – we are currently undertaking surveys to help us determine what that impact would be.

Upgrades to bus stops

We're also considering upgrading bus stops along Abbeydale Road and Ecclesall Road to provide a more pleasant environment for people waiting to catch the bus.

These improvements could mean the removal of a handful of parking spaces in some locations. Some of the plans for bus stop improvements are dependent on bus lane operating hours and would be consulted on alongside that at a later date, in 2022.

The proposed upgrades under consideration could include:

- making the area where buses pull in at bus stops larger so that they have more space to stop
- adding some shelters to improve the experience for bus users
- providing clearer and more visible boarding points for people waiting to get on a bus

Please do let us know where you think bus stops could be improved and how.

Changes to the enforcement of parking, waiting and loading restrictions

The third change that we are considering is replacing yellow lines with red lines along sections of Abbeydale Road and Ecclesall Road. These are called red routes. You may well have seen them elsewhere but, at the moment, they are not much used in Sheffield.

The difference between red lines and the traditional yellow lines is that they enable more effective enforcement of parking restrictions through the use of cameras.

The details of possible locations for red lines would be considered following this engagement period and would be consulted on formally through a Traffic Regulation Order (TRO) at a later date, in 2022.

Share your views

Please share your feedback on these proposals and initial ideas by completing the survey below. You can use the freeform box at the end of the survey to provide additional comments on any of the questions.



Appendix 2 – Abbeydale Road Stakeholder Postcard

Have your say

Help shape plans to improve travel by public transport in your area.

We need to improve public transport on **Abbeydale Road** as part of Sheffield's plans to help reduce pollution, congestion and our carbon footprint.

We're proposing changes that will help to provide more consistent bus journey times - transforming access to employment and leisure opportunities in your area and in the city centre and beyond.

We also want to gather your views on potential changes to bus stops, bus lane hours of operation and the enforcement of parking, waiting and loading restrictions. Your views will be used to refine our plans ahead of a formal consultation in 2022.

www.connectingsheffield.commonplace.is



CONNECTING SHEFFIELD

Better travel choices

Abbeydale Road

Let us know what you think

We want to share our plans with local residents and businesses to understand your views before we progress further.

We are making information available on a dedicated website, where you can find out more and share your thoughts.

You can view the plans by visiting:
www.connectingsheffield.commonplace.is

If you do not have access to the internet, or need information providing in an alternative format or language, please call us on 0808 196 5105 and we can arrange to send information to you in the post.

You can also ask questions and provide feedback via freephone, freepost or email.

 info@connecting-sheffield.co.uk

 0808 196 5105

 Freepost Connecting SHF

This consultation is open until Thursday 16 December 2021.

Return address if undelivered: 5th Floor, St. James House, Vicar Lane, Sheffield S1 2EX



Appendix 3 – Ecclesall Road Stakeholder Postcard

Have your say

Help shape plans to improve travel by public transport in your area.

We need to improve public transport on **Ecclesall Road** as part of Sheffield's plans to help reduce pollution, congestion and our carbon footprint.

We're proposing changes that will help to provide more consistent bus journey times - transforming access to employment and leisure opportunities in your area and in the city centre and beyond.

We also want to gather your views on potential changes to bus stops, bus lane hours of operation and the enforcement of parking, waiting and loading restrictions. Your views will be used to refine our plans ahead of a formal consultation in 2022.

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Appendix 4 – Letter to Businesses – Ecclesall Road



10 November 2021

Re: Help us shape plans to improve travel by public transport in your area

Dear Sir/Madam,

We're contacting you on behalf of Sheffield City Council to make you aware of proposals to give buses more priority along Ecclesall Road.

You may have seen that Sheffield City Council launched Connecting Sheffield (www.connectingsheffield.commonplace.is) to transform how we travel, making it easier to safely cycle and walk, and giving more priority to public transport to improve services.

Public transport needs to be a more attractive option for people living in, working in, and visiting the area for Sheffield to reduce pollution, congestion, and carbon emissions.

The **Connecting Sheffield: Abbeydale Road and Ecclesall Road proposals** would give more priority to buses. This would help deliver more consistent journey times, transforming access to employment and leisure opportunities across the area, and making bus journeys more competitive with private car travel.

As well as these proposals, we have some **initial ideas** about potential changes to bus lane hours of operation, bus stops, and the enforcement of parking, waiting, and loading restrictions.

We are now seeking views on both our **proposals** and our **initial ideas** to give buses more priority. These views will be used to shape definitive proposals for statutory consultation in 2022.

Have your say

As a business located near to these proposals, we'd like to hear your views. We are making information available on a dedicated website, where you can find out more and share your thoughts.*

You can view the proposals and provide feedback at:
www.connectingsheffield.commonplace.is

You can also ask questions and provide feedback via freephone, freepost or email.

Email us at: info@connecting-sheffield.co.uk

Give us a call on: 0808 196 5105

Write to us at: Freepost Connecting SHF

This consultation is open until Thursday 16 December 2021.

Thank you for taking the time to read this letter and we look forward to hearing from you.

Yours sincerely,

The Connecting Sheffield Team

*If you do not have access to the internet or need information providing in an alternative format or language, please call us on 0808 196 5105 and we can arrange to send information to you in the post.



**counter
context**

Appendix 5 – Letter to Businesses – Abbeydale Road



10 November 2021

Re: Help us shape plans to improve travel by public transport in your area

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Give us a call on: 0808 196 5105

Write to us at: Freepost Connecting SHF

This consultation is open until Thursday 16 December 2021.

Thank you for taking the time to read this letter and we look forward to hearing from you.

Yours sincerely,

The Connecting Sheffield Team

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context**

Appendix 6 – Stakeholder Presentation



Abbeydale Road and Ecclesall Road

Stakeholder Briefing: November 2021



What is Connecting Sheffield?

Connecting Sheffield is a long-term approach that aims to transform the transport infrastructure that people use to get around the city as part of their everyday lives.

- Feedback from Sheffield City Council's Transport Vision Consultation showed that our current transport infrastructure and system needs to be better.
- We know that we need to create better transport infrastructure so people can get around more easily and in a way that meets their needs.
- Many people feel that travelling by car is the only realistic option and therefore we need to provide attractive and realistic alternatives.
- Better transport infrastructure is needed if we are to:
 - Help the city to function better and improve our streets and neighbourhoods by reducing traffic congestion
 - Help address climate change and improve air quality
 - Increase growth and associated opportunities to access employment
 - Improve public health



Transforming Cities Fund

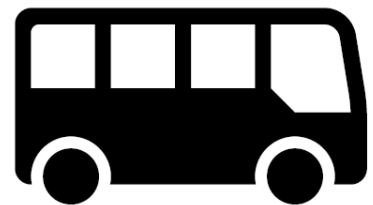
- Forms part of Government's Industrial Strategy and will fund the first phase of Connecting Sheffield
- Up to £55 million of funding for Sheffield from overall Sheffield City Region funding pot worth £166 million
- Focused on connecting people to key areas of employment and economic activity
- Tight turn around for delivery, with completion required by March 2023
- Subsequent funding streams will align under Connecting Sheffield

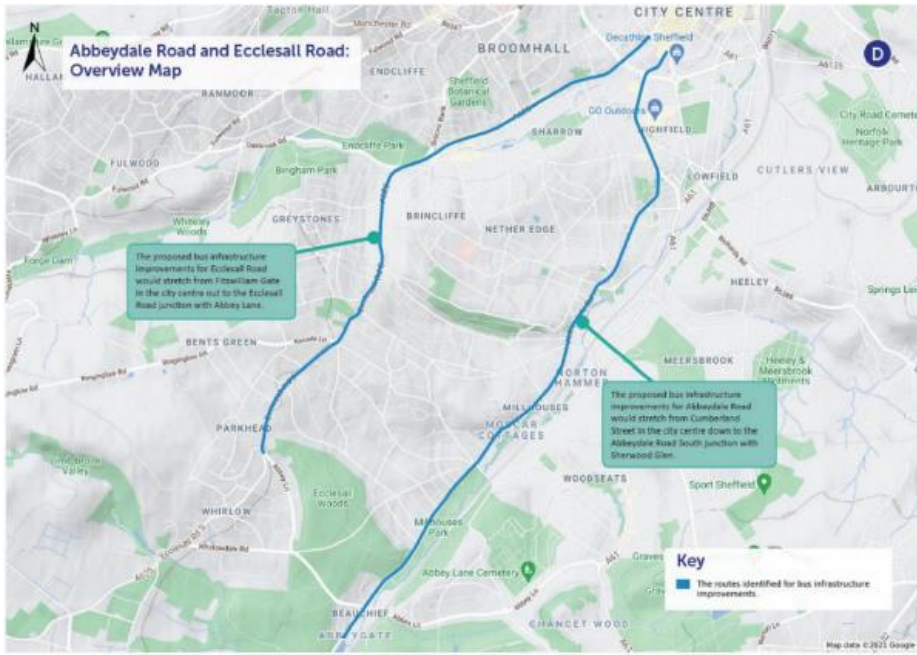


Connecting Sheffield: Abbeydale Road and Ecclesall Road - Key elements

This scheme would give more priority to buses travelling through the southwest side of Sheffield. It would aim to:

- **Improve service reliability**, making bus travel more attractive for people visiting Abbeydale Road, Ecclesall Road and the city centre and beyond.
- Provide more **consistent bus journey times** for commuters.
- **Transform access** to new employment, retail and leisure opportunities created by **city centre developments** like Heart of the City and West Bar.
- Play a part in reducing car use, leading to **less congestion** and **air pollution**.





Overview Map



Timeline for engagement

Autumn/Winter 2021 - First Phase of Engagement

Have your say on:

- **proposals** for bus priority systems and improvements to junctions and roundabouts
- **initial ideas** for changes to bus stops, bus lane hours of operation, and the enforcement of parking, waiting and loading restrictions.



Next year/2022 - Second Phase of Engagement

Feedback from the first phase will be used to shape more refined proposals which will be formally consulted on.



Proposals for Ecclesall Road



Bus priority systems

- **Bus priority systems** would be implemented at all traffic lights along Ecclesall Road.
- Buses would be detected on their approach and given a **green light** through all junctions and crossings.



Overview Map of Bus Priority at Traffic Lights



Hunters Bar Roundabout and Rustlings Road

To improve the flow of traffic and reduce hold ups for buses between Hunters Bar Roundabout and Rustlings Road, the following changes are proposed:

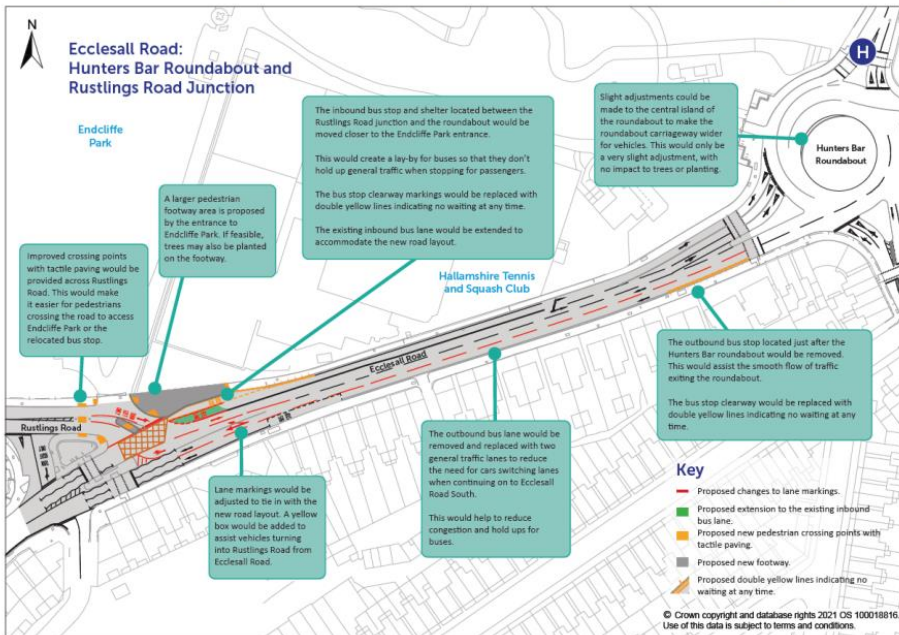
- The **outbound bus lane would be removed to reduce the need for cars switching lanes** when continuing on to Ecclesall Road South.
- The **outbound bus stop** on this stretch would also be removed.
- The **inbound bus stop** along this stretch would be relocated closer to the Endcliffe Park entrance. This would create a **lay-by for buses away from traffic**.
- A **pedestrian crossing** would be provided across the top of Rustlings Road. This would **make it safer** for pedestrians crossing this wide junction.



Rustlings Road junction with Ecclesall Road (image courtesy of Google Maps)



Hunters Bar Roundabout and Rustlings Road



The outbound bus lane **would be removed and replaced with two general traffic lanes.**

The outbound bus stop located just after the roundabout **would be removed.**

The inbound bus stop and shelter **would be relocated** closer to the Endcliffe Park entrance, **creating a lay-by** for buses.

Improved crossing points would be provided across Rustlings Road.



Moore Street Roundabout

To enable a faster approach to this roundabout for buses, the following improvement is proposed:

- A **pre-signal priority system** would be installed on the approach to the junction so that buses can get in lane without obstruction from general traffic.

As part of the Connecting Sheffield: Nether Edge – City Centre scheme, the following is also proposed for this stretch of road:

- Changes would be made to the central reserve at the crossing in front of the LIV student accommodation. If these changes go ahead, the inbound bus stop and existing cycle exit **would be relocated** to allow for this.



Approach to Moore Street Roundabout (image courtesy of Google Maps).



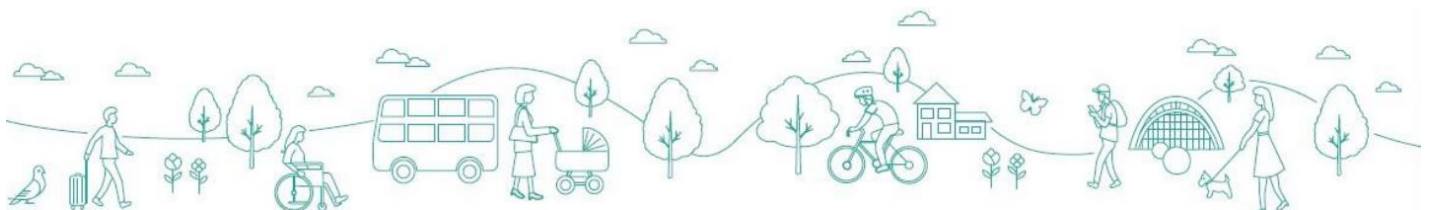
Moore Street Roundabout



A pre-signal priority system would be installed for buses approaching the Moore Street Roundabout to enable buses to get into their required lane without obstruction from general traffic.



Proposals for Abbeydale Road



Abbey Lane Junction

A number of changes are proposed at Abbey Lane to improve traffic flow and reduce congestion, enabling the prioritisation of buses when approaching the traffic lights at this junction.

The changes proposed are as follows:

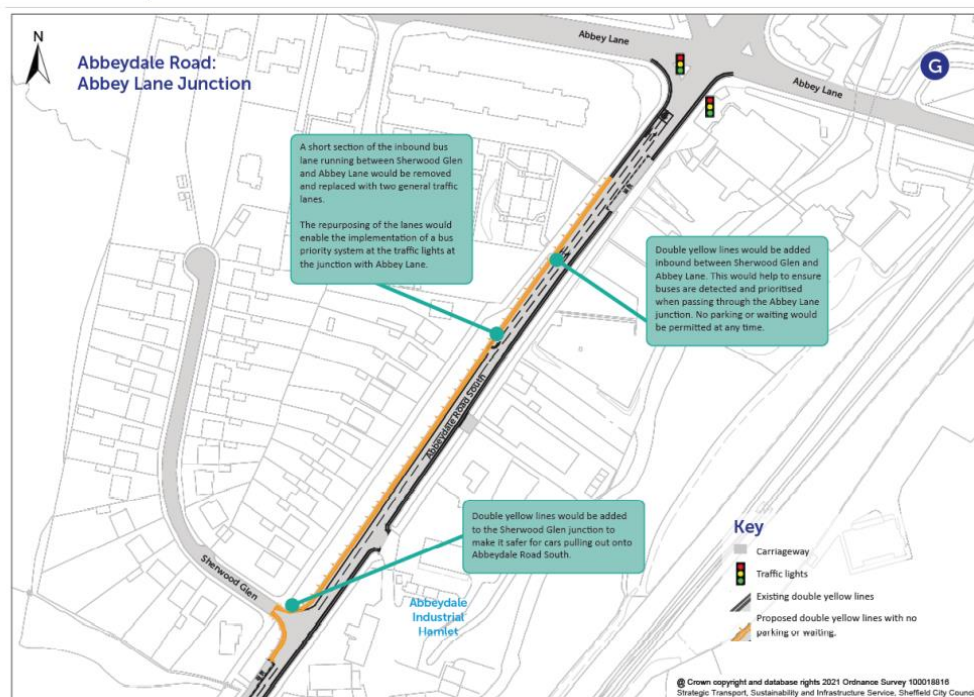
- The inbound bus lane between Sherwood Glen and Abbey Lane **would be removed** and replaced with two general traffic lanes to reduce the need for cars to swap lanes when turning left at this junction. This would make it easier for buses to pass through quickly.
- **Double yellow lines** would be added inbound between Sherwood Glen and Abbey Lane to ensure that buses are detected and prioritised when passing through the junction.



Abbey Lane junction (image courtesy of Google Maps).



Abbey Lane Junction



A short section of the **inbound bus lane** between Sherwood Glen and Abbey Lane would be removed and **replaced with two general traffic lanes**.

Double yellow lines would be added inbound between Sherwood Glen and Abbey Lane.



**counter
context**

Springfield Road Junction

A number of changes are proposed at this junction to ensure buses are detected and prioritised when approaching the traffic lights at this junction.

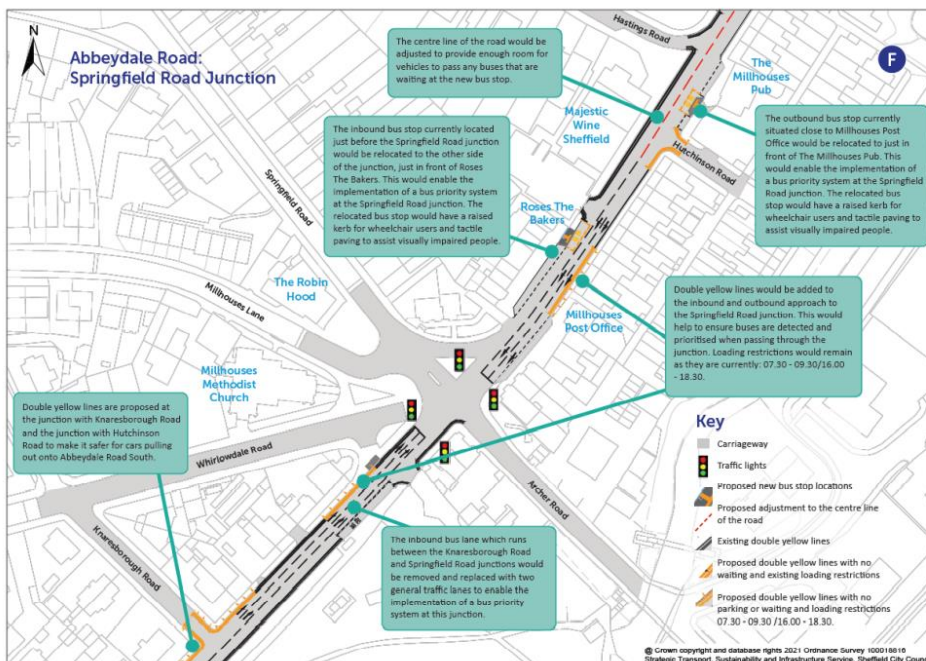
- The inbound bus lane between the Knaresborough and Springfield Road junctions **would be replaced** with two general traffic lanes.
- The inbound bus stop located between the Knaresborough and Springfield Road junctions **would move to the other side** of the Springfield Road junction.
- The outbound bus stop along this stretch **would also move** to just in front of The Millhouses Pub.
- **Double yellow lines would be added** in places along both sides of the road between the Knaresborough and Hutchinson Road junctions.
- The centre line of the road **would be adjusted** so vehicles have room to pass buses that are waiting at the bus stop.



Approach to Springfield Road junction (image courtesy of Google Maps).



Springfield Road Junction



The **inbound bus lane** between Knaresborough Road and Springfield Road would be removed and **replaced with two general traffic lanes**.

Double yellow lines would be added to the inbound and outbound approach to the junction.

The **inbound and outbound bus stops** located close to the junction **would be relocated** to ensure that buses are properly detected and prioritised.



Tesco junction

Some changes are proposed for the Tesco junction so that buses are not held up by either general traffic or traffic entering and exiting Tesco.

These changes would include:

- A **segregated bus lane** bypassing the Tesco junction traffic lights
- An inbound **bus lane** running from just after the junction with Hastings Road to Bannerdale Road.



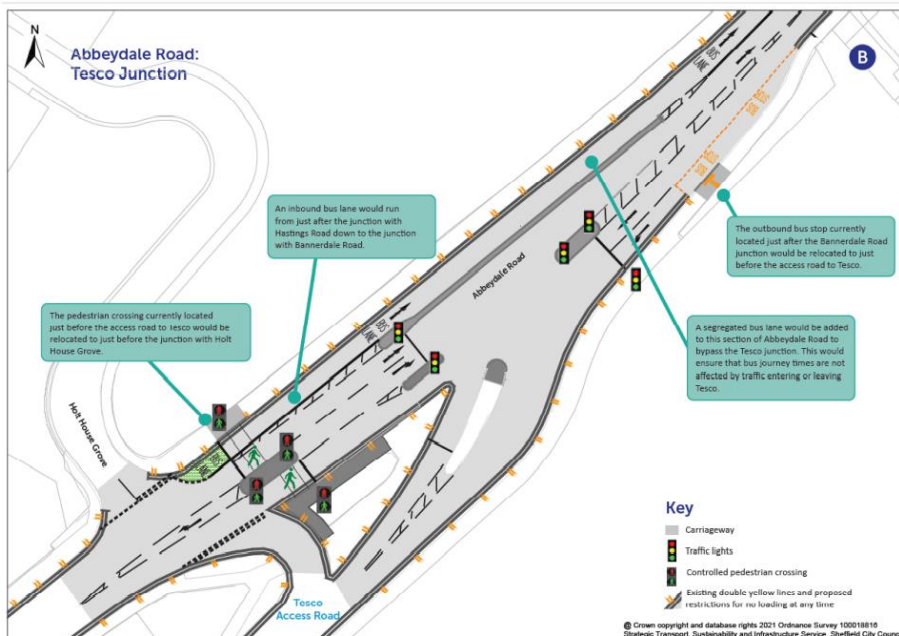
The junction at Tesco (image courtesy of Google Maps).

To enable the new road layout, two further changes would be made:

- The outbound bus stop located just after the Bannerdale Road junction **would be relocated** to just before the access road to Tesco.
- The pedestrian crossing located just before the access road to Tesco **would be relocated** to just before the junction with Holt House Grove.



Tesco Junction



An **inbound bus lane** would run from just after the junction with Hastings Road to the junction with Bannerdale Road.

The bus lane would be **segregated through this section so that it bypasses the traffic lights.**

The pedestrian crossing currently located just before the access road to Tesco **would be relocated** to just before the junction with Holt House Grove.



Bannerdale Road Junction

To provide a smoother flow of traffic for buses and make this junction safer for pedestrians, the following changes would be made:

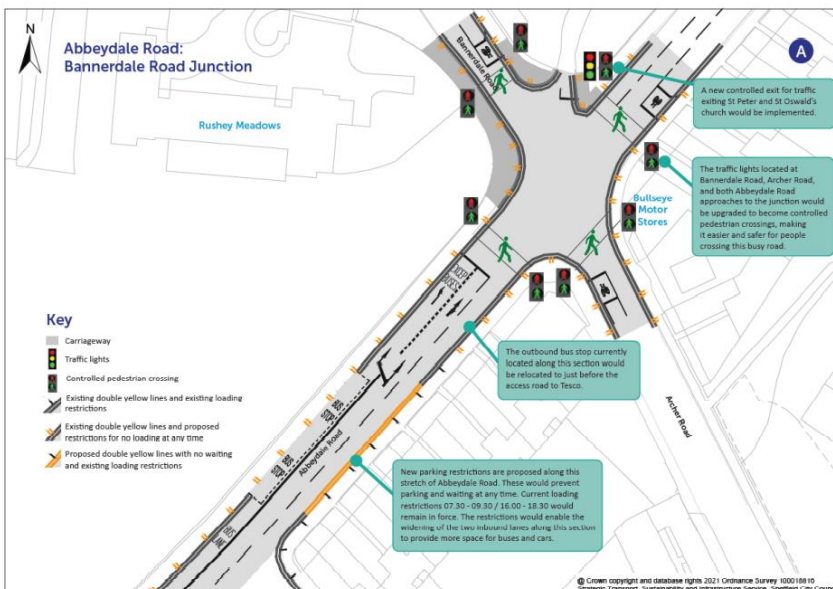
- The traffic lights at the four existing approaches to the junction would become pedestrian controlled, meaning that people **would be able to press a button** to cross the road.
- A **new signal-controlled exit** for traffic using St Peter and St Oswald's church would be implemented.
- **No parking or waiting** would be allowed at any time along a section of the outbound side of the road between Archer Road and Troutbeck Road. This is so that the two inbound lanes along this section can be **widened to provide more space** for buses and cars.



Bannerdale Road junction (image courtesy of Google Maps).



Bannerdale Road Junction



The traffic lights at this junction would become **controlled pedestrian crossings**.

The outbound bus stop located along this section **would be relocated** to just before the access road to Tesco.

Outbound **double yellow lines would be added** along a section of road between Archer Road and Troutbeck Road.

There would be a **new controlled exit** for traffic exiting St Peters and St Oswalds.



London Road near St Mary's Gate

- On London Road, **changes would be made to the crossing** close to Boston Street.
- This would **make it easier for pedestrians to cross the road in one go** without the need to wait in the middle.

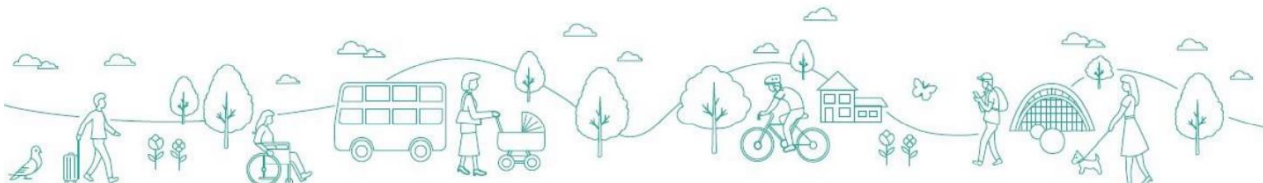


The existing crossing located close to Boston Street requires pedestrians to cross in two stages (image courtesy of Google Maps).



We also have some initial ideas about potential changes to:

- Bus lane hours of operation
- Enforcement of parking, waiting and loading restrictions
- Bus stops



**counter
context**

Changes to bus lane hours of operation

- We are looking into various options for **extending Abbeydale Road bus lane operating hours** in order to provide more consistent bus journey times outside of the traditional peak times.
- We want to use this stage of the consultation to find out what people think of **12-hour bus lanes**, which would operate from 7am to 7pm.
- We also want to know what people think of bus lanes operating on **Saturdays and Sundays**.
- Depending on feedback received, **other options to extend bus lane hours** may be considered and consulted on later.
- Any changes would have **some impact on parking** – we're completing surveys to determine the impact.



Improvements to bus stops

Bus stops could be upgraded to create a more **pleasant environment** for people catching buses. This could mean a handful of **parking spaces are removed**.

Upgrades would be **dependent on the bus lane operating hours** and would be consulted on at a later date.

Upgrades could include features such as:

- making the area **where buses pull in at bus stops larger so that they have more space to stop**
- **adding some shelters** to improve the experience for bus users
- **Providing clearer and more visible boarding points** for people waiting to get on a bus



**counter
context**

Red routes

- We're also considering replacing yellow lines with red lines along sections of Abbeydale Road.
- While red lines enable similar restrictions to traditional yellow lines, they enable **more effective enforcement** of existing parking restrictions through the use of cameras.
- The details of possible red routes for Abbeydale Road will be considered following this engagement period and will be used to shape proposals that we will share during the second phase of engagement in 2022.



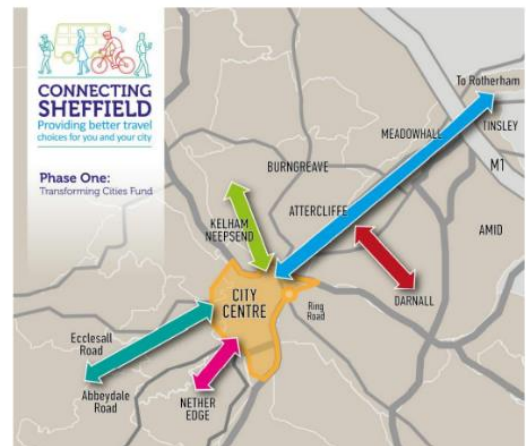
Next Steps

You can get involved by:

- Sharing information about Connecting Sheffield and the consultation with your networks
- Signing up to receive updates on the project
- Responding to the consultation on the proposals

Once feedback from this consultation has been reviewed and plans have been produced, there will be a statutory consultation period before any implementation of the schemes.

<https://connectingsheffield.commonplace.is/>



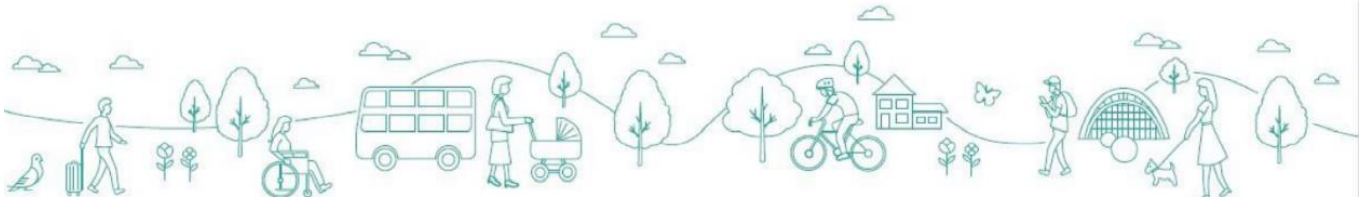
counter
context

2022 ©



**CONNECTING
SHEFFIELD**
Better travel choices

Thank You For Listening.



Appendix 7 – Stakeholder Webinar Notes

Connecting Sheffield: Abbeydale and Ecclesall Road – Meeting with Community Groups, December 6th, 2021, 3PM

Attendees:

- Counter Context
- Sheffield City Council
- Banner Cross Neighborhood Group
- Hunters Bar Living Streets Group
- Cycle Sheffield

Summary of Points Made:

Reaction to Proposals

- A point was made about how the members of the Banner Cross Neighborhood Group were generally in support of the proposals; only one member was completely opposed to the proposals, and one member completely in support of all the proposals going ahead.
- A point was raised about the location of those members who are most supportive of the proposals. Most people who lived relatively close to the bus routes around Ecclesall Road and Abbeydale Road were in support. Conversely, respondents who were less supportive or had more questions about the proposals lived further away from the proposed bus priority routes.
- A point was made that there had been general delight amongst the Banner Cross Neighborhood Group about the proposal to move the bus stop at Hunters Bar roundabout.

Public Transport

- A question was asked about why this scheme had been proposed, when public transport moves quicker through Sheffield than through any other comparable city region.
- A point was made about the need to make public transport a viable alternative for car users. The current unreliability of the bus service forces people to drive more regularly.
- A point was made that a slight reduction in public transport travel time will not lead to a switch from private cars to public transport.
- A question was asked about where the ideas around increasing the bus lane hours of operation came from. The only time of day that congestion is a major problem is during rush hour traffic which is when changes in bus lane operating times need to occur.

Elderly/Limited Mobility

- A point was raised stating that the proposals don't take into account members of the public who live further away from a bus route or are less mobile. It appears they are aimed at younger more able-bodied members of the public.
- A point was made that the further up Ecclesall Road you go, the age of the population steadily increases, and the proposals need to match these demographics.
- A point was made about the topography of Sheffield's south-west and how this limits the number of people who see cycling and walking as viable travel alternatives to the car.

Drivers

- A point was raised about the impact of bus priority along these routes. If congestion increases, car drivers will look to take alternative routes along backstreets which would increase rat running.

Bus Improvements/Fare Prices

- A point was made that if bus fares are not reduced people will never see public transport as a viable alternative. The aim should be to make bus travel far cheaper than running cars in the city.
- A point was raised about how some low-income families are unable to use the buses to get to children's activity centres, for example, as they are too expensive and unreliable.

Park and Ride Schemes

- A point was made about how the option for Park and Ride schemes had been neglected by this proposal.

Electric Vehicles

- A point was made about the expected changes to vehicle composition over the next decade as already one third of newly registered vehicles are electric. Has the scheme taken into account that petrol and diesel emissions are going to be completely different in the near future?
- A point was made about how buses idling in bus stops need to switch their engines off as anyone waiting at the stop will be breathing in the fumes.

Location

- A point was raised about how the proposals span a number of different areas within Sheffield. Despite being on the same bus route, all these areas have different transport requirements and different demographics. Several people's fears regarding the proposals reflected that they thought their area specifics hadn't been considered.

Pedestrians

- Hunters Bar Living Streets Group are currently undertaking walkability surveys to understand pedestrian safety around Sharrowvale and Hunters Bar.
- A point was raised about how certain stretches of pavement like the bus stop at Hoppers Café are being clogged up with bus passengers and furniture that pedestrians cannot easily pass - especially with buggies.
- A point was raised about pedestrian safety at certain junctions, especially the Ringinglow Road junction.
- A point was raised about how cars parked on double yellow lines make it increasingly difficult for pedestrians to see whether it is safe to cross the road.
- A request was made for zebra crossings across side roads to be trialled in Sheffield.

Connecting Sheffield: Abbeydale and Ecclesall Road – Meeting with Ecclesall Road Businesses, November 18th, 2021, 11AM

Attendees:

- Counter Context
- Sheffield City Council
- Marks & Spencer Food

Summary of Points Made

Parking

- The attendee expressed some concern that their car park, one of only a few along Ecclesall Road, would become very busy should on-street parking be removed.
- They said they would be able to take preventative measures to prevent non-customers from parking in their car park due to early engagement.
- They said it could be beneficial for their business as motorists who wish to park could buy goods in order to not be fined.

Overall

- The attendee felt that the proposals wouldn't affect their business too much overall other than more people may want to park in the business's car park. They felt they were able to mitigate effectively against this, and it may provide a benefit to them.

Appendix 8 – Elected Representatives Briefing Notes

Connecting Sheffield: Abbeydale Road and Ecclesall Road

Councillor Briefing – 12 November 10am

Attendance

Cllr Barbara Masters, Cllr Andrew Sangar, Cllr Shaffaq Mohammed

Summary of points/questions raised

- Enquiry into how the buses access the bus pull in at the Rustlings Road junction.
- Concern raised about pedestrian safety at crossings. It was asked whether the options at the crossing at Hunters Bar outbound before the roundabout, the Abbey Lane crossing for pedestrians and cyclists and the Springfield Junction could be looked into.
- It was asked whether there is any scope for disabled parking bays at the shops by the Springfield Junction, by Roses the Bakers or anywhere around the shops.
- It was flagged that a school street is being implemented on Bannerdale Road.
- The issue of parking along the corridors and how difficult it will be for people to change their habits was raised.
- A question was asked as to whether a Park and Ride for the Southwest of the city has been considered.
- It was asked whether red routes can be used outside schools.
- An enquiry was raised as to how much parking will be lost off Ecclesall Road outbound near the roundabout
- It was asked whether traffic would be held back at the Moore Street junction and whether the enforcement camera will stay.
- There was a question as to whether the Rustlings Road junction would be made safer for cyclists. It was also asked where segregated cycle lanes come into the plans and how does this scheme fit into the council's cycle plan.
- A question was asked as to whether the bus operators are on board and if they are willing to make changes.

Connecting Sheffield: Abbeydale Road and Ecclesall Road

Councillor Briefing – 10 November, 3pm

Attendance

Cllr Ruth Mersereau, Cllr Angela Argenzio, Cllr Brian Holmshaw, Cllr Joe Otten, and Cllr Richard Shaw

Summary of points/questions raised

- There was a huge number of responses to the South Yorkshire Combined Mayoral Authority (SYMCA) walking and cycling consultation, asking for better crossings for pedestrians at Hunters Bar Roundabout. It was asked what is being done to address this and whether traffic lights be changed to prioritise pedestrians over traffic flow.
- Road safety for vulnerable road users needs to be prioritised above flow for motor vehicles.
- A question was asked as to whether we know who is parking in the bus lanes and if not, can we find out.
- A suggestion to make sure Cycle Sheffield is aware of the proposals.
- Seating in the bus stops would be nice.
- Concern about taking out the bus lane after Hunters Bar when we are talking about a public transport scheme.
- Potential increased bus lane use in the evening should be considered in connection with night-time economy changes – city side of Hunters Bar/Sharrow Vale and Abbeydale Road/Abbeydale Picture House – and longer rush hours.
- A suggestion to contact the Tenants and Residents Associations about the consultation.
- It was asked whether the tennis club have a transport plan that focuses on active travel.
- It was asked whether there is any modelling on the effect on the number of total household car/car journeys due to improvements to bus lane/journeys.
- Bus lanes also provide a safer lane for people cycling so longer operation or being clearer could have positive effect on those people too.
- A question was asked about whether the second bus stop would be removed/moved after Hunters Bar.
- It was asked whether the crossing at Tesco (Abbeydale Road scheme) should be a single-phase crossing.
- A request that we contact Access Liaison Group, Cycle Forum and Walking Forum.
- The importance of modal shift and letting people know how crucial it is was emphasised.

Connecting Sheffield: Abbeydale Road and Ecclesall Road

Councillor Briefing – 11 November, 11am

Attendance

Cllr Douglas Johnson, Cllr Alison Teal, Cllr Colin Ross, Cllr Roger Davison

Summary of points/questions raised

- A question was asked about the usage of the bus stop located at the junction of Ecclesall Road and Rustlings Road that is proposed to be removed. It was asked how the removal of the bus lane would help.
- A concern was raised about the displacement of parking for residents along Abbeydale Road at the Bannerdale Road junction. It was asked where the parking would be displaced to. There is interest in seeing the results of parking surveys & where any alternative parking might be.
- The Bus Service Improvement Plan (BSIP) has been discussed at the South Yorkshire Mayoral Combined Authority Scrutiny Board and major concern has been raised around lack of enforcement of existing restrictions.
- Enforcement is needed along the whole routes. There is a particular issue with Ecclesall Road services at the terminus in Dore village.
- The proposals for Abbey Lane were welcomed.
- Bus lanes pose a great dilemma and are a difficult balancing act. We need better bus services alongside such measures.
- A question was asked as to whether traffic lights would be a better way forward for Ecclesall Road/Rustlings Road.
- A query was raised about the Knowle Lane junction and will be put in writing.
- The Springfield Road junction proposals were welcomed.



RESEARCH OBJECTIVES

Connecting Sheffield is introducing the idea of 12 hour bus lanes within the South West Bus Corridor, the final Transforming Cities Scheme to be launched for initial consultation. To make this scheme a success, Sheffield City Council need to understand:

Current usage of the South West Bus Corridor in terms of frequency and reason

Awareness of the scheme on Abbeydale Road and Ecclesall Road

Sentiment of the scheme and how it will effect various groups such as businesses, pedestrians, cyclists and residents.

MIND
FIELD

METHOD AND SAMPLE

ON-STREET VISITOR SURVEY



A total sample of 226 adults 18+ . Sample of 50 on Abbeydale Road and 176 on Ecclesall Road. The difference in sample sizes is due to higher footfall on Ecclesall Road.



Participants visiting/living/working on Abbeydale Road and Ecclesall Road in Sheffield.



5-minute on-street survey covering awareness and sentiment towards the new 'Connecting Sheffield' scheme and usage of buses in the area.



KEY INSIGHTS

ACTIVITY IN THE AREA IS DRIVEN BY THOSE WHO ARE LOCAL RESIDENTS

The most frequent visitors to the area are those who live locally. This is even more so on Ecclesall Road where there are more cafes, restaurants and shops; it's a highly populated pedestrian area.

Bus use is most frequent with those visiting Abbeydale Road and Ecclesall Road rather than residents heading into the city centre. They often walk into the city centre and use the bus to access further destinations.

The current bus lanes in both areas are viewed positively overall, as is the idea behind the 'Connecting Sheffield' scheme.

THE ENVIRONMENTAL AGENDA IS STRONG ACROSS ALL GROUPS

The environmental aspects of the scheme is well received. Local people are keen on interventions to reduce pollution. There is an awareness that this is a national problem and local people are pleased with the Council's efforts to play a part in the carbon reduction agenda.

Residents would like to see this go further and are keen to see more cycle routes, electric car charging points and electric buses as part of the solution. It is perceived that these would have a greater positive impact on the environment than extended bus lanes.

MOST SEE THE POSITIVE SIDE TO THE SCHEME BUT DO HAVE RESERVATIONS

The current connection to the city centre is satisfactory, however some feel better connection to other areas is needed. Buses having priority is seen as a positive but there's ambiguity towards the movement of bus stops.

The extension of the bus lanes to 12 hours is received negatively overall. Both businesses and residents feel that the current hours work well as they offer a 'best of both worlds' solution covering busy times such as rush hour. Many fail to see the benefit of extended hours.

Reduced on-street parking is a concern; communication will be key in terms of alternative options to ensure local needs are met.

THE CONCERNS FOR LOCAL BUSINESSES IS HIGH

The impact on the local economy proves the biggest concern overall. Local businesses worry that reduced ability to load will cause unnecessary strain on the day-to-day running of the business, and the reduced on-street parking will result in reduced custom.

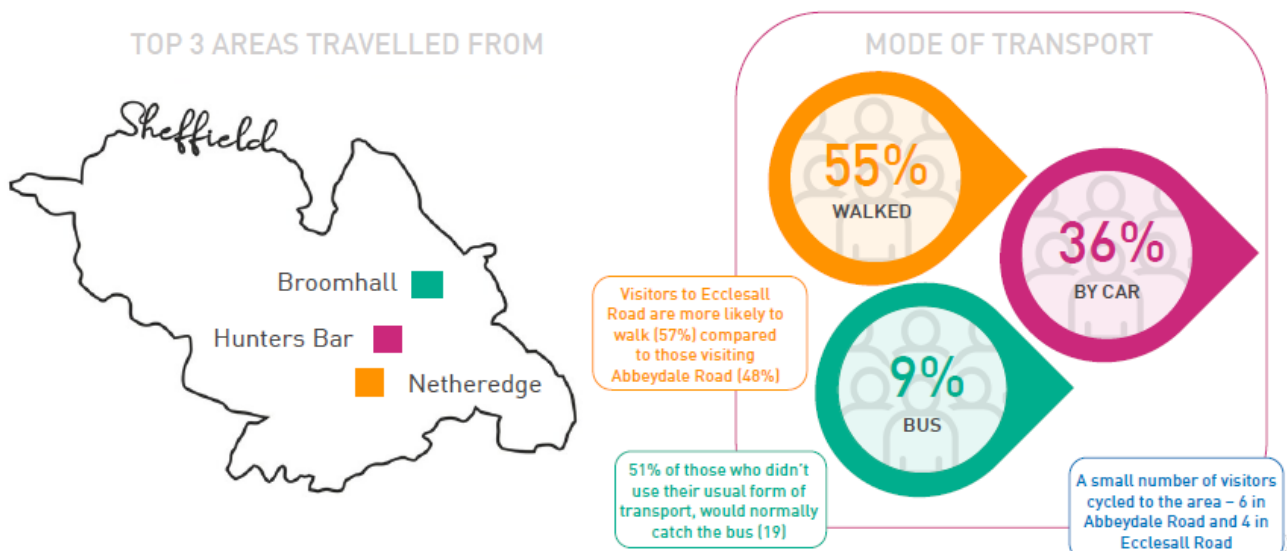
Local residents have higher concern about the scheme for local businesses rather than themselves. They express that the ease in being able to park on-street is part of the reason they still visit and would consider elsewhere if this was no longer possible.



THE MOST FREQUENT VISITORS TO BOTH AREAS ARE LOCAL RESIDENTS WHO LIVE WITHIN WALKING DISTANCE AND RARELY HAVE USE FOR THE BUS

MIND
FIELD

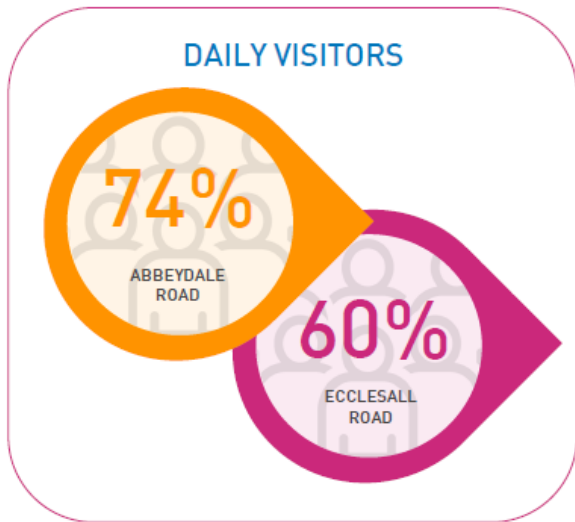
A THIRD OF VISITORS TO BOTH AREAS LIVE IN THAT SAME AREA. THOSE WHO HAVE TRAVELLED TEND TO LIVE WITHIN A 5-MILE RADIUS



Source: Q2: Where have you travelled from today? Q3: How have you travelled here today? Base: Total (226) Abbeydale Road (50) Ecclesall Road (176)
Q6: If not, what is your usual form of transport? Base: Total (37) Abbeydale Road (7) Ecclesall Road (30) WARNING: SMALL SAMPLE SIZES



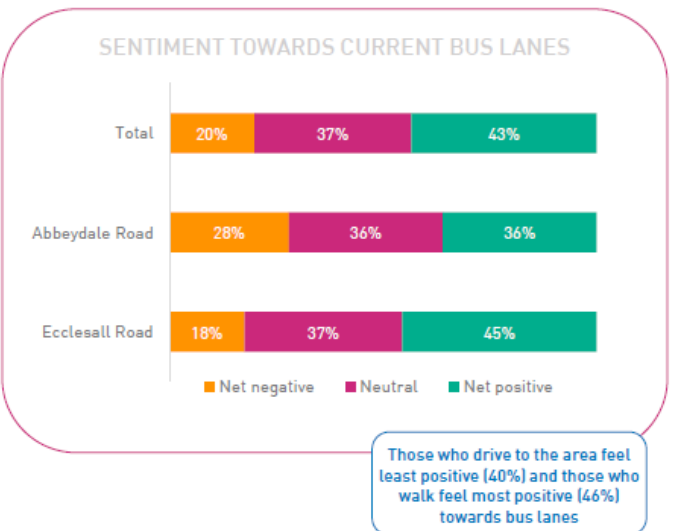
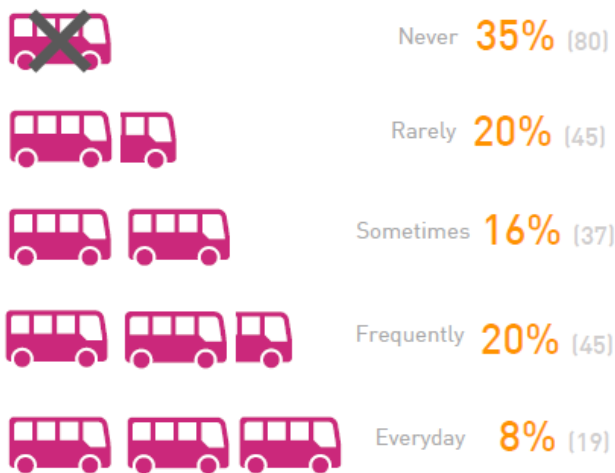
THE FREQUENCY OF DAILY VISITORS ARE HIGH DUE TO A HIGH PERCENTAGE OF LOCAL RESIDENTS IN THE AREA



Source: Q8: How often do you visit this area? Q9: What brings you to this area today? Base: Total (226) Abbeydale Road (50) Ecclesall Road (176)

FIGURE 4

BUS USAGE IS LOW FOR BOTH AREAS. ONLY A THIRD OF PEOPLE CAN BE CONSIDERED 'BUS USERS' (USING BUSES FREQUENTLY OR EVERYDAY)



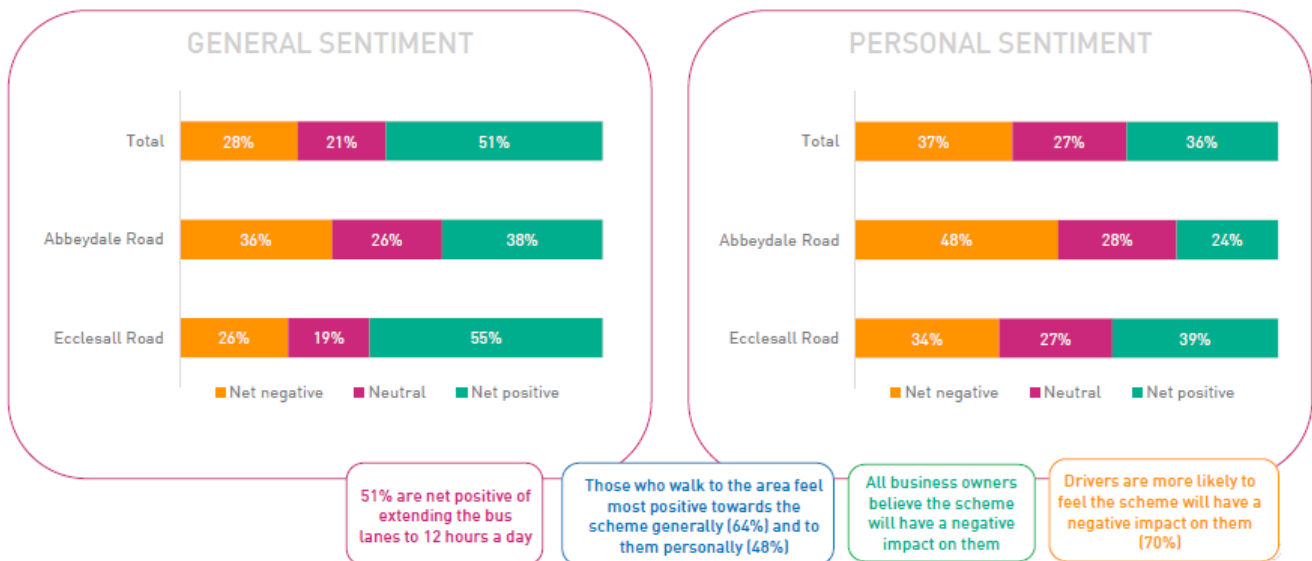
Source: Q11: Do you use buses to get around at all? Q12: What are your feelings generally towards bus lanes in this area? Base: Total (226) Abbeydale Road (50) Ecclesall Road (176)

FIGURE 5

MOST SEE THE POSITIVE OUTCOMES THAT COULD COME OF 'CONNECTING SHEFFIELD' BUT ARE MORE CONCERNED WITH THE NEGATIVE IMPACT IT WILL HAVE ON THE LOCAL ECONOMY

MIND FIELD

ONLY A THIRD OF PEOPLE ARE AWARE OF THE 'CONNECTING SHEFFIELD' SCHEME AND THINK IT WILL HAVE A NEGATIVE IMPACT ON THEM PERSONALLY

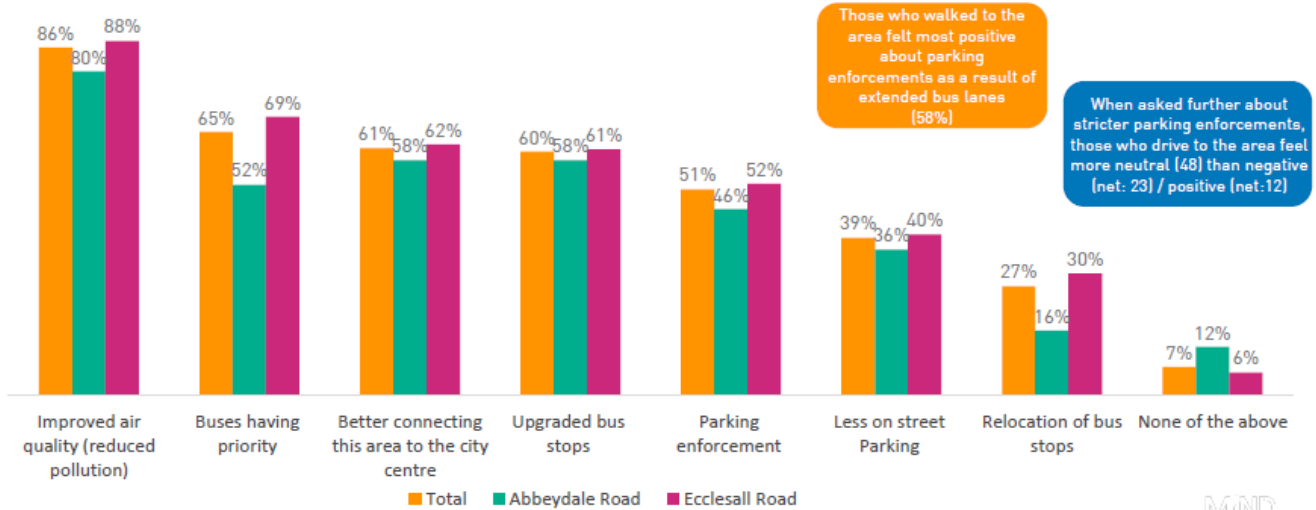


Source: Q13: Are you aware of the Connecting Sheffield scheme? Q14: How do you feel about the scheme generally as an idea? Q15: Thinking about your connection to this area, how positive or negative do you think the scheme will be to you? Q17: At the moment bus lanes are in operation during rush hour. How would you feel if they were extended to 12 hours a day? Base: Total (226) Abbeydale Road (50) Ecclesall Road (176)



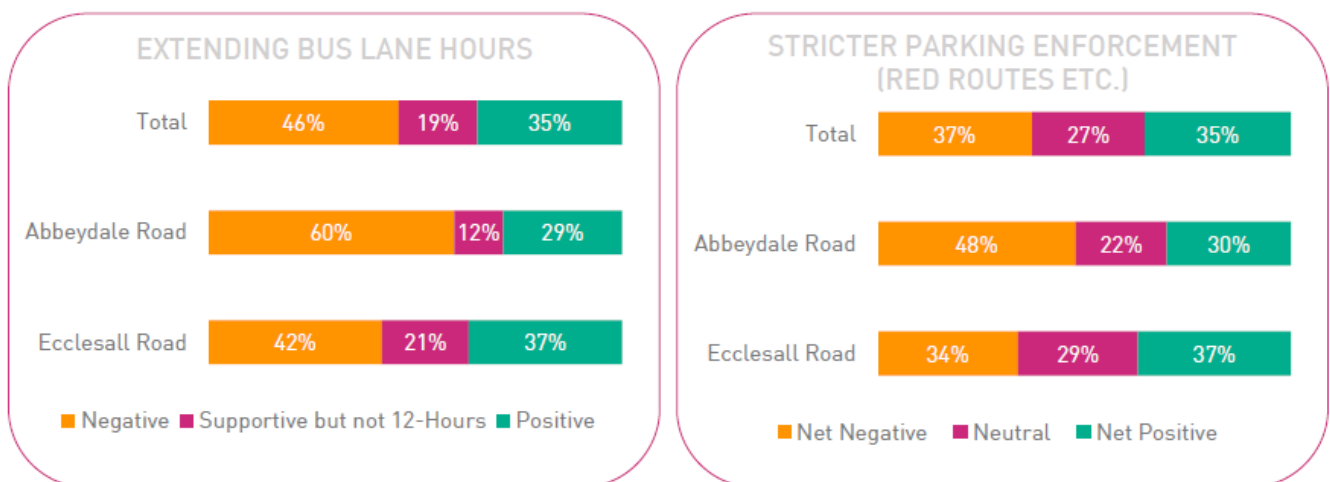
IMPROVED AIR QUALITY IS THE MAIN POSITIVE OUTCOME FOR EXTENDING BUS LANE HOURS

POSITIVE POTENTIAL OUTCOMES



Source: Q16: I'm now going to read out a list of potential outcomes to extended bus lanes. Tell me which you think are a good idea. Please select all that are applicable. Q18: With this in mind and the introduction of the bus lanes, how would you feel about stricter parking enforcement, i.e. the red routes, waiting and loading restrictions through the use of cameras along sections of this road?
 Base: Total (226) Abbeydale Road (50) Ecclesall Road (176)

MOST WOULD NOT LIKE TO SEE BUS LANES EXTENDED TO 12 HOURS, AND VIEWS ON RED ROUTES ARE MIXED



Source: Q17: At the moment bus lanes are in operation during rush hour. How would you feel if they were extended to 12 hours a day? [Excluding "unsure" responses] Q18: With this in mind and the introduction of the bus lanes, how would you feel about stricter parking enforcement, i.e. the red routes, waiting and loading restrictions through the use of cameras along sections of this road? Base: Total (149) Abbeydale Road (32) Ecclesall Road (117)

THERE IS A STRONG SENSE OF WORRY FOR LOCAL BUSINESSES AND HOW THEY WILL CONTINUE TO TRADE IF BUS LANES ARE EXTENDED TO NOT ALLOW CUSTOMER PARKING AND LOADING



“ 12 hour bus lanes would need better parking because the locals businesses and residents will loose out, the traffic isn't bad outside rush hour so doesn't need to be 12 hours, more frequency and better routes on the buses themselves rather than the lanes ”

“ There's good points in the proposal with more pedestrian crossing, bus lane prioritisation but no need for 12 hours and need to think about parking ”

“ Electric vehicles and regular vehicles would be better to encourage not better bus lanes ”

“ Cycle lanes need to be considered, parking in bus stops needs to be forbidden but there are local businesses that people need to park so not taking it away completely! Worst traffic isn't rush hour always so times do need to be re thought and speed cameras needed ”



Source: Q19: Is there anything else you'd like to feedback to Sheffield Council that might not have been considered to help make a success of this scheme? Base: Total (149) Abbeydale Road (32) Ecclesall Road (117)

KEY INSIGHTS REVISITED

MIND FIELD



KEY INSIGHTS

ACTIVITY IN THE AREA IS DIRIVEN BY THOSE WHO ARE LOCAL RESIDENTS

The most frequent visitors to the area are by those who live locally. This is even more so on Ecclesall Road where there are more cafes, restaurants and shops; it's a highly populated pedestrian area.

Bus use is most frequent with those visiting Abbeydale Road and Ecclesall Road rather than residents heading into the city centre. They often walk into the city centre but do use the bus to access further destinations.

The current bus lanes in both areas are viewed positively overall, as is the idea behind the Connecting Sheffield scheme.

THE ENVIRONMENTAL AGENDA IS STRONG ACROSS ALL GROUPS

The environmental aspects of the scheme is well received. Local people are keen on interventions to reduce pollution. There is an awareness that this is national problem and local people are pleased with the council's efforts to play a part in the carbon agenda.

Residents would like to see this go further and are keen to see more cycle routes, electric car charging points and electric buses as part of the solution. It is perceived that these would have a greater positive impact on the environment than extended bus lanes.

MOST SEE THE POSITIVE SIDE TO THE SCHEME BUT DO HAVE RESERVATIONS

The current connection to the city centre is satisfactory, however some do feel better connection to other areas is needed. Buses having priority is seen as a positive but there's ambiguity towards the movement of bus stops.

The extension of the bus lanes to 12 hours is received negatively overall. Both businesses and residents feel that the current hours work well as they cover rush hour. Many fail to see the benefit of extended hours.

Reduced on-street parking is a concern; communication will be key in terms of alternative options to ensure local needs are met.

THE CONCERNS FOR LOCAL BUSINESSES IS HIGH

The impact on the local economy proves the biggest concern overall. Local businesses worry that reduced ability to load will cause unnecessary strain on the day to day running of the business, and the reduced on-street parking will result in reduced custom.

Local residents have higher concern about the scheme for local businesses rather than themselves. They express that the ease in being able to park on-street is part of the reason they still visit and would consider elsewhere if this was no longer possible.