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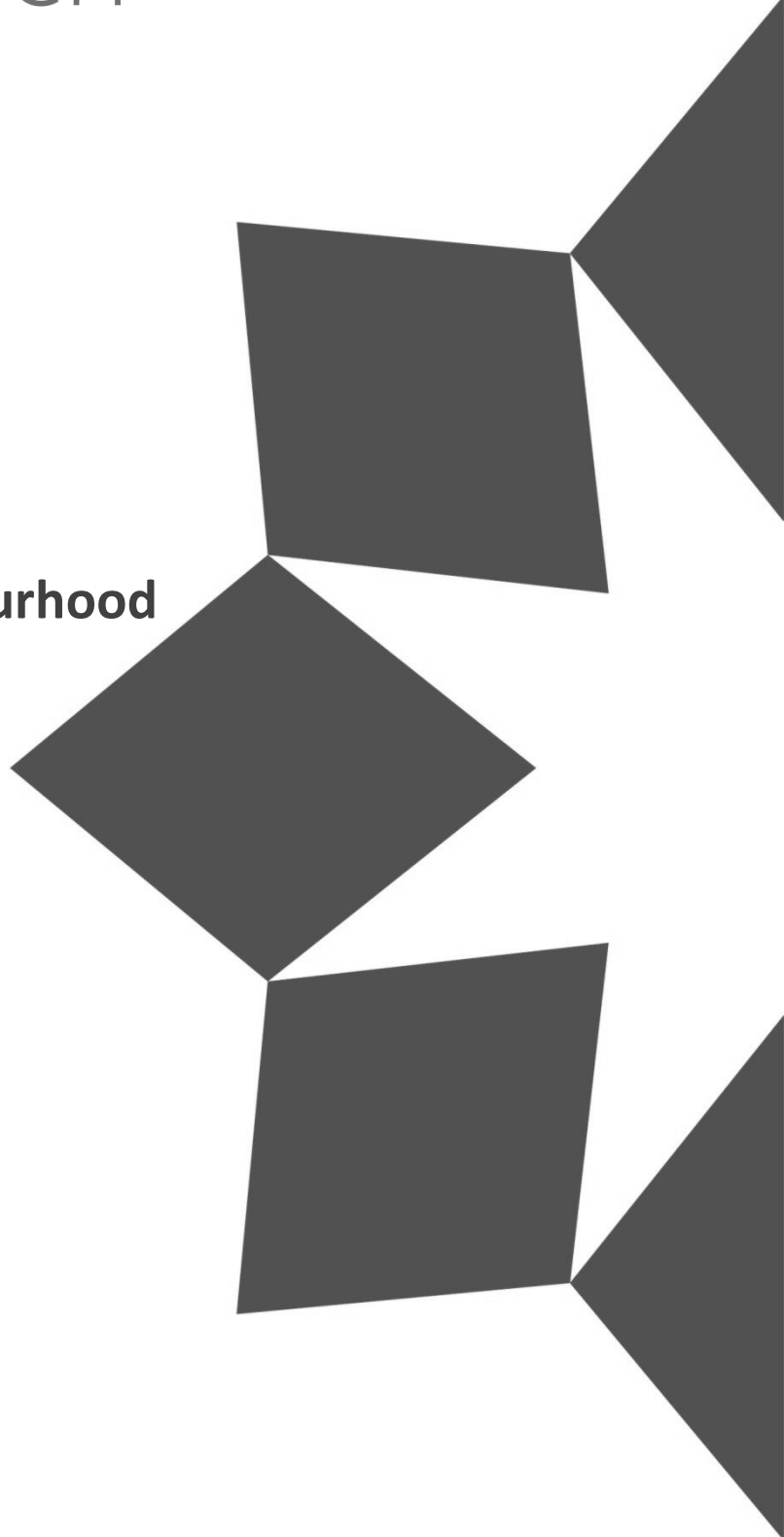
Nether Edge

Active Travel Neighbourhood

Sheffield City Council

Final report

June 2023



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Project details

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This project has been delivered to ISO 9001:2015, 20252:2019 and 27001:2013 standards.



Certificate No:340192020



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Executive summary

- Overall, 75% of residents, 39% of visitors and 50% of business owners are aware that the area has been part of the Active Travel Neighbourhood (ATN) scheme since May 2022, with the closure of Archer Lane to motor vehicles being the most commonly identified measure of the scheme across all three audiences.
- Prior to the implementation of the scheme, residents were equally as likely to feel both positively towards the schemes proposal as they did negatively at 27% . Following its roll-out, positive perceptions of the scheme increased to 35% of residents while negative perceptions increased further to 42%.
- Younger Residents generally were found to be more positive towards the scheme and in their opinions towards the implemented measures than older residents.
- The closure of Archer Lane to motor vehicles has had the largest negative impact on perceptions of the scheme for all groups. For example, only 31% of residents felt positively towards the road closure, compared to 70% positivity for the Psalter Lane and 71% for Osborne Road crossings.
- 43% of residents, 48% of visitors and 44% of business owners and managers are in agreement that the level of traffic travelling through the area has increased since the implementation of the scheme, forcing traffic to other roads and causing increased levels of congestion. It is also making accessibility to the area more difficult for residents and visitors alike.
- Residents living in Ecclesall are significantly more likely than those living in Nether Edge to agree with seeing an increase in congestion since the ATN has been implemented (80% vs 59%), as well as other negative impacts such as 'changes to routes' (27% vs 6%), 'accessibility to the area is harder' (57% vs 23%) and 'harder to reach my place of work from home' (33% vs 9%).
- This being said, the sense that Nether Edge is a nice place to live has increased for over a quarter (27%) since the implementation of the ATN scheme, with residents living in Nether Edge ward significantly more likely than those living in Ecclesall (30% vs 17%) to consider the area a nicer place to live following the changes.
- Although almost a quarter of the 39 business owners and managers who answered this survey would agree that the scheme has positively impacted the local area (23%), they have seen little to no positive impacts to their or other local businesses specifically. None suggest that the scheme has positively impacted the businesses of the local area, while 44% disagree, with only 3% suggesting it has positively benefited their business specifically while 41% disagree. Remaining managers fall into a neutral category of 'nether agree or disagree' (41% respectively) or 'Don't know' (15% respectively).

- Considering how the scheme has impacted the area, almost two in five residents (38%) suggest that the area feels like a safer environment for walking, with one in three suggesting it's more child friendly (29%).
- Interestingly, perceptions around the area being a 'safer environment for walking' are significantly higher for those living in Nether Edge compared to those living in Ecclesall (42% vs 29%), whilst most other impacts, including more child friendly (43% vs. 24%), are perceived more positively by those living in Ecclesall rather than Nether Edge.
- The 35-54 age range are significantly more likely than those aged 55+ to consider the area: more child friendly (35% vs 23%) and as having reduced congestion (15% vs 4%), while residents aged 55+ are significantly more likely than those aged 35-54 to consider that the scheme has had no positive impact on the area (37% vs 24%).
- More than three quarters of residents said that their usage of a range of different travel methods had been unchanged since the introduction of the ATN. Fewer than a fifth of residents had increased the amount they walked (16%), cycled (11%) or used the bus (6%) and fewer than a tenth has reduced their use of private vehicles (8%). Indeed, 14% said that they had actually increased their use of private vehicles since the introduction of the scheme.
- Among those surveyed, over half (55%) of visitors had used a private vehicle as their main mode of travel on that particular day, with the majority opting to park on main roads or back streets. Of the remaining visitors, 21% walked, 12% took the bus. 7% cycled and 6% selected 'other' methods of travel.
- Two key themes are apparent as ways to encourage more walking and cycling – changes to infrastructure and legislative/behavioural changes. In terms of infrastructure, a third suggested designated space for cycling (33%). There are also calls for more bike stores or parking (10%), improved footpaths (10%) and crossings (8%).
- Levels of support for the scheme are very evenly split across all audiences. In all cases, approximately half are in favour of keeping the scheme in some capacity. The remaining half would not keep the scheme as it is.
- This being said, whilst the data suggests that up to 67% of business owners and managers would be in favour of the Active Travel Neighbourhood remaining in place if there were a few changes to its current layout/ measures, it should be noted that business are almost twice as likely as residents or visitors to say that the scheme should be rolled back (33% vs. 16% visitors vs. 19% residents).
- More than one in three of both residents and visitors would be open to keeping the scheme with some minor changes, particularly around the closure of Archer Lane. Of those who suggested

changes or improvement or additions to the scheme, 29% of residents would like to see the accessibility to Archer Lane made easier, while 24% of visitors are calling for the re-opening of Archer Lane completely.

- Those in Nether Edge were more positive, with over half (52%) saying they would support the scheme staying in some capacity, whether this be as it is or going even further, compared to 32% of Ecclesall residents who feel this way. Instead, 30% of those in Ecclesall would like the changes reversed entirely.
- Visitors who do not have access to motorised vehicles were more likely than those who do have access to a motorised vehicle to suggest that the scheme should remain as it is or go further (94% vs. 43%). None of those who do not have access to a motorised vehicle suggested that the scheme should be rolled back.

Research background and methodology

Scheme background

Sheffield City Council received funding from the Tranche 2 of the Active Travel Fund (ATF) which aims to create a safer, cleaner and more pleasant environment for residents and local businesses and a more attractive area for walking, cycling and spending time outdoors.

The Nether Edge Active Travel Neighbourhood comprised three main interventions. These were:

- Road closure on Archer Lane to motor vehicles, removing the cut through between Bannerdale Road and Brincliffe Edge Road.
- Psalter Lane crossing at the junction with Osbourne Road.
- Osbourne Road crossing at the Junction with Union Road.

For reference, a map of the area is provided below, highlighting the interventions.



Research objectives

Sheffield City Council were looking to understand perceptions of the Nether Edge Active Neighbourhood scheme from three audiences:

- Those who live in the area (Residents)
- Those who are visiting the area from outside of the specified area (Visitors)
- Businesses/business owners trading in the area (Businesses).

The key objectives were:

- To understand perceptions of the active travel scheme among people living in the area, people visiting the area and the perceptions of local businesses.
- To outline and understand the difference in perceptions between those living in Nether Edge and those living in Ecclesall.
- To understand if the current measures have had a positive impact on the levels of walking, cycling and use of public transport undertaken by residents, visitors and local employees.
- To identify areas of the scheme that people are happy with or unhappy with, as well as areas that could be improved.
- To gather ideas around measures that could be implemented at a later date that could have a significant impact on encouraging residents, visitors and employees to both increase their levels of walking, cycling and use of public transport, as well as visiting local businesses.
- Details of different modes of transport used by respondents on their current journey (E.g. drove to Nether Edge, walking to a different area) – for the visitor surveys.
- To understand how the current measures have impacted local business trade.

Methodology

The survey was designed jointly by M·E·L Research and Sheffield City Council (SCC) to ensure that the content aligned with the key objectives set out by SCC and that it was able to accurately capture the experiences of residents, visitors and those who work in the area since the new active travel scheme was introduced.

Three surveys were created in total; one for each of residents, visitors and businesses. A copy of all three questionnaires can be found in the appendix.

The three surveys were conducted separately using the most relevant approach:

- Residents were sampled via a random location sampling approach within the defined area and visited at their homes by in-person interviewers.
- Visitors were approached on-street by professional interviewers in and around the target area. Visitors were screened for their home location to ensure they were not residents.
- Businesses within the area were collated using a list provided in earlier research combined with manual searching online and feedback from on-street interviewers. This list was then agreed with SCC, before being called by the in-house telephone interviewing team at M·E·L Research. Business interviews were undertaken with those who own or work for the business in a managerial capacity.

A total of 507 responses were recorded comprised of:

- 366 residents - 266 within Nether Edge and 100 within Ecclesall (target, n=350).
- 102 visitors (target, n=100).
- 39 businesses (target, up to n=50).

A full sample profile by survey can be found in Appendix B to D.

Residents

Residents were sampled using random-location sampling within the defined area(s), with specific quotas set in terms of the two geographies defined as areas of interest by SCC, based on anecdotal feedback.



The whole area (pictured in the map above) was split into two sub-areas: Nether Edge ward (blue outline) and Ecclesall ward (yellow outline). A minimum sample of $n=100$ was set to ensure good coverage in the area to the south/southwest of Bannerdale Road, for analysis purposes. This area falls into the Ecclesall ward. SCC had anecdotal feedback that the interventions had ‘pushed’ traffic in to this area and wanted to test this hypothesis.

Sampling was undertaken using random location sampling. With the area we selected a number of 'sampling points'. These were at the level of Output Areas (collections of a small number of houses).

Within each Sampling Point we randomly selected addresses from each to ensure perceptions from a range of areas and not bias the results to one specific geography.

Responses to the resident survey were completed between the 9th and 26th May, 2023.

The questionnaire for this audience can be found on [page 88](#)

Visitors

Visitors were specified as being 'visitors' and not 'residents' if they satisfied the criteria of living outside of the parameters of the target area. This information was obtained by showing of a map and making sure that the respondent's residence didn't fall within the area.

Visitors were interviewed on-street in-person.

Responses to the visitor survey were completed between 17th and 26th May, 2023.

Businesses

For businesses, a list of businesses was derived through a review of local business listings and via an internet search, as well as through a review of those businesses who completed a prior consultation in advance of the scheme's introduction. We also had feedback from in-person interviewers in the area. The list was reviewed by SCC prior to being called and invited to take part in a telephone interview by M·E·L Research's in-house telephone unit.

In total 127 businesses were called up to five times in total on different days and at differing times to ensure maximum likelihood of response. Appointments were made with those who did answer but were unable at that time to answer the survey questions and they were called back at a convenient time.

Responses to the business survey were completed between 23rd May and 4th June, 2023.

Within each survey, some questions which were deemed to be more sensitive in nature had the option to select 'prefer not to say'.

Analysis and reporting

Due to these results being obtained from a small sample area with no specified quotas other than number of respondents from Nether Edge and Ecclesall, no weightings have been applied to the data.

Statistical tests

We have carried out sub-group analysis based on sub-groups of interest. Where there is a statistically significant difference between groups, this has been noted in the report as a “significant” difference.

Presentation of data

Throughout this report, those who took part in the survey are referred to as ‘respondents’.

Throughout, the ‘Nether Edge area’ refers to the area in which the Active Travel Neighbourhood was introduced, as defined by the map (blue outline).

Owing to the rounding of numbers, percentages displayed on graphs may not always add up to 100% and may differ slightly to the text. The figures provided in the text should always be used as the authoritative results. Where shifts are shown, these have been calculated on the figures rounded to the nearest whole number.

Interpretative note

The following question was asked of all respondents:

Taking everything into account, would you support keeping the changes introduced as part of the scheme in place?

- Yes, and the scheme should go further
- Yes, the scheme is good as it is
- No, but I would with some minor changes
- No, the scheme should be rolled back

This has been used as a measure of overall sentiment about the scheme and is included in some sections as a point of analysis.

Section 1: Residents

Key findings

- In total, 75% said that they are aware that the area has been part of the Active Travel Neighbourhood (ATN) scheme since May 2022.
- Of those aware of the ATN, the majority (96%) were able to identify the road closure on Archer Lane to motor vehicles, removing the cut through between Bannerdale Road and Brincliffe Edge Road, as an intervention.
- Over 50% were also able to identify both the Psalter Lane crossing at the junction with Osbourne Road and the Osbourne Road crossing at the Junction with Union Road (52% and 55% respectively).
- Negative perceptions of the scheme increased from 27% to 42% following its implementation, while positive perceptions increase from 27% to 35% among residents
- The closure of Archer Lane to motor vehicles has had the largest negative impact on people's perceptions of the scheme. Only 31% of all respondents felt positively towards the road closure, compared to 70% positivity for Psalter Lane and 71% for Osborne Road crossings.
- Since the introduction of the ATN scheme, 43% of residents have noticed a significant increase in the amount of traffic going through the area
- Feelings that Nether Edge is a nice place to live have increased by over a quarter (27%) since the implementation of the ATN scheme. Residents living in Nether Edge are significantly more likely than those living in Ecclesall (30% vs 17%) to consider the area a nicer place to live following the changes.
- Two in five residents (38%) suggest that the area now feels like a safer environment for walking (38%).
- Two thirds of respondents agree that congestion moving to other roads is the main negative impact following the implementation of the scheme (65%).
- A tenth suggested that they have experienced changes to their routes, with over 20% of these experiencing negative impacts on specific roads and 20% suggesting that all of their journeys are longer.

- The top four concerns about the area have remained the same since the ATN has been implemented: congestion, through traffic, high speed traffic and too many parked cars.
- However, concerns have increased across three of these indicators post-ATN, with large increases seen in concerns around the levels of congestion (increased from 33% to 63% post-ATN) and concerns around through traffic (from 33% to 51%).
- Positively, there have been some decreases in level of concerns, particularly around it being unsafe to cycle" (decreased from 26% to 22%), it being unsafe for children to play out (decreased from 28% to 22%) and concerns around it being difficult to cross roads (decreased from 20% to 14%).
- Overall, 16% suggest they are walking more and 11% cycling more, with almost one in ten (8%) saying that their levels of private vehicle usage have decreased since the ATN was implemented, a larger decrease than other methods of transport usage.
- Considering how frequently people walk and cycle, over half (55%) suggest that they now walk daily.
- When asked what could be done to encourage residents to walk or cycle in the area more, almost two in five said there was nothing that could be done (39%). 11% suggest that they are already walking as much as they can and 6% are interested in traffic controls, particularly around reduced speed limits and slower traffic.
- While one in three now see the area as a safer place, and one in five are in agreement that the ATN has had a positive effect on both their mental and physical health at 21% and 20 % respectively following the implementation of the scheme, almost half would disagree that the scheme has encouraged them to shop more local (47%).
- Taking into account all responses, 20% would be in favour of keeping the Active Travel Neighbourhood and extending it further. 27% would keep it as it is, whilst 34% would like to make some minor changes before keeping it and 19% would like it completely rolled back.
- When asked for final comments around how the scheme has impacted them, their family and/or the wider area, almost one in ten commented that traffic that has been pushed to other roads and streets. There were also calls for speed reductions on residential roads, more consideration from the council around the movement of more cars onto already very busy roads. Many also commented that the traffic and congestion is causing them to reconsider their use of local shops and facilities.

Period of Residence

More than three quarters of residents participating in this survey have lived in the Nether Edge area for over five years (76%). Of those remaining, 11% have resided there for 2-5 years, 7% for 1-2 years and the remaining 6% for less than a year.

Older audiences are more likely to have lived in the area for longer, with 92% of those aged 55+ having lived in the area for more than 5 years. Those aged 16-34 were also significantly more likely than those aged 35-54 to have lived in the area 1-2 years (26% vs 8%).

Awareness of the Active Travel Neighbourhood

Overall, 75% said that they are aware that the area has been part of the Active Travel Neighbourhood (ATN) scheme since May 2022. Those who have lived in the area for more than 5 years are significantly more likely to be aware of the scheme than those who have lived in the area 2-5 years (82% vs 68%).

Those aged 35-54 (77%) and 55+ (79%) are significantly more likely to be aware of the ATN than those aged 16-34 (53%), with this youngest age group being significantly more likely than the 35-54 and 55+ groups to have not been aware of the scheme (38% vs 20% and 18% respectively).

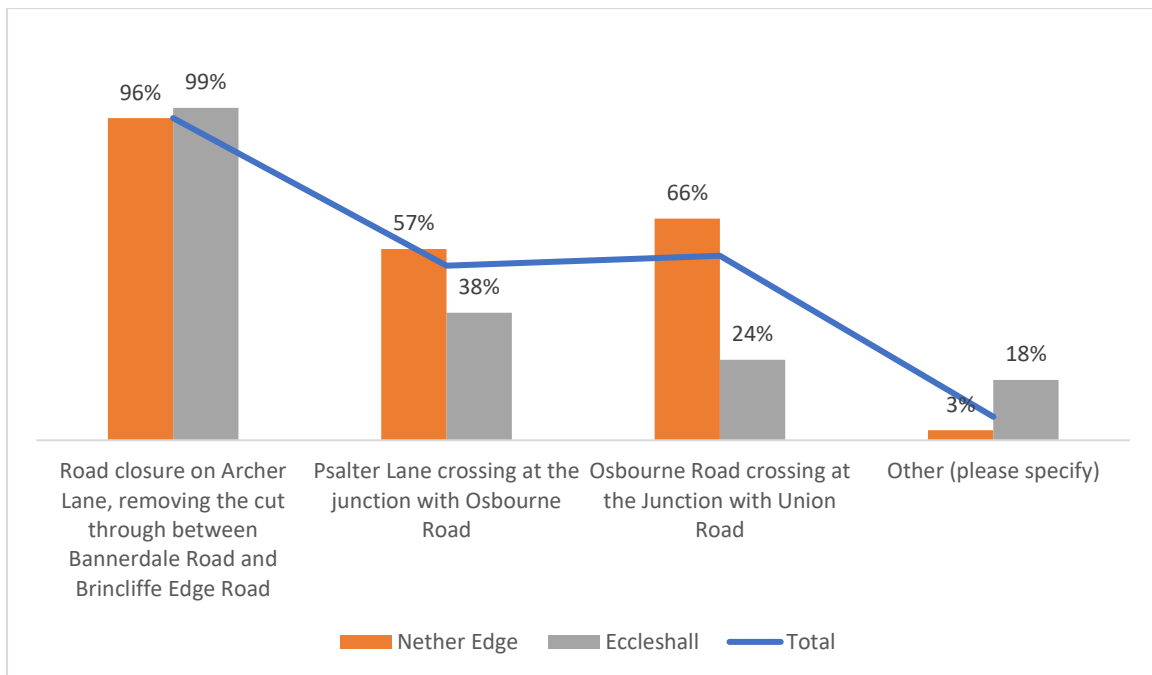
Those who identified as being from a White British background were also significantly more likely to be aware of the scheme than those who identified as being from an ethnic minority group (77% vs 62%).

Of those aware of the ATN, the majority (96%) were able to identify the road closure on Archer Lane to motor vehicles, removing the cut through between Bannerdale Road and Brincliffe Edge Road. Over 50% were also able to identify both the Psalter Lane crossing at the junction with Osbourne Road and the Osbourne Road crossing at the Junction with Union Road (52% and 55% respectively).

Those residing in Ecclesall are significantly less likely to be aware of the Psalter Lane road crossing (38% vs 57%) and the Osbourne Road crossing (24% vs 66%) than those who live in Nether Edge. They are equally as likely to be aware of the Archer Lane road closure, suggesting that this element of the scheme affects them the most.

Males were significantly more likely than females to be aware of the Osbourne Road crossing at the Junction with Union Road (62% vs 48%).

Figure 1: Specifically, can you tell me what changes have been made as part of the scheme?



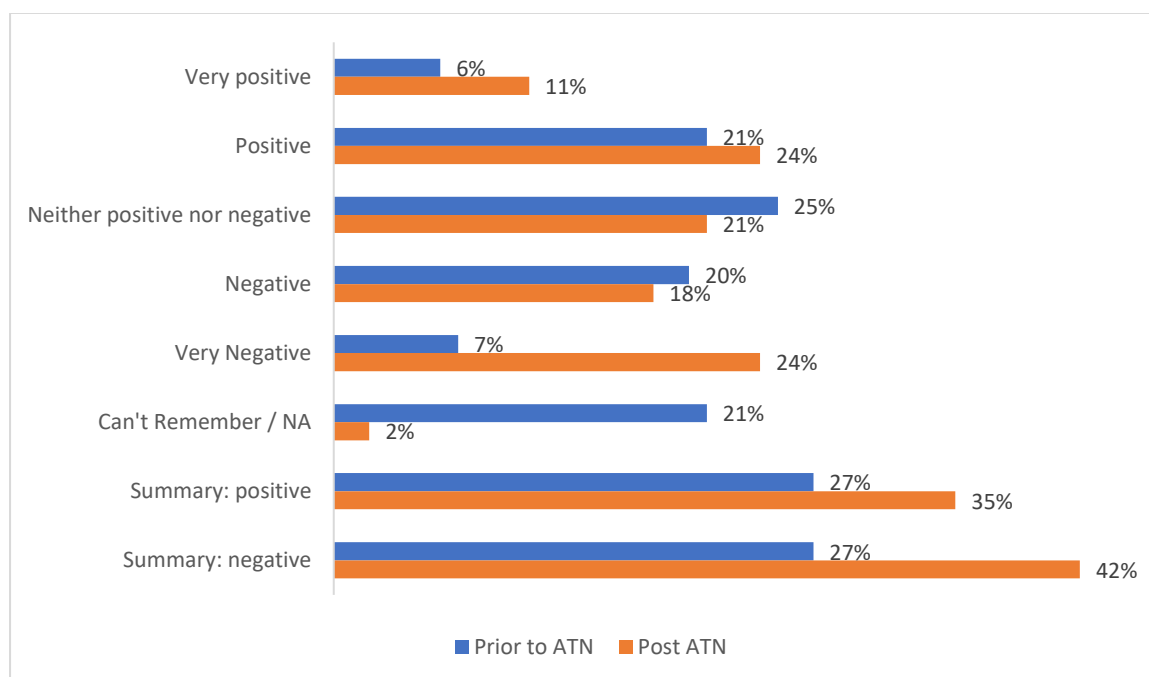
Base size: All those aware of the ATN: n=275

Changes in perception

Perceptions prior to the scheme

The same proportion of respondents felt positively (27%) and negatively (27%) about the scheme prior to its introduction.

Figure 2: Prior to the implementation of the Active Travel Neighbourhood, how did you feel about the proposals for the scheme? Overall, how do you feel about the Active Travel Neighbourhood scheme now it has been implemented?



Base size: prior to ATN: n=344

Base size: post ATN: n=366

Those aged 55+ were significantly more likely than those aged 35-54 (32% vs. 19%) to feel negatively about the scheme prior to implementation, a sentiment shared by those retired (36%) who are also significantly more likely than those employed (23%) to feel negatively towards the scheme.

Residents identifying as being from a white ethnic background are significantly more likely than those from an ethnic minority background to feel positively towards the scheme (29% vs 10%).

Those who were aware of the implementation were more likely to feel negatively towards the scheme prior to its roll out (30%).

Perceptions after the scheme is implemented

Following implementation, just over a third of respondents feel positive towards the scheme (35%) while just over two in five feel negative towards it (42%).

Those aged 35-54 were significantly more likely to feel positively towards it (44%) than those aged 55+ (28%). Those currently employed (39%) were significantly more likely than those retired (26%) to feel positively towards the scheme.

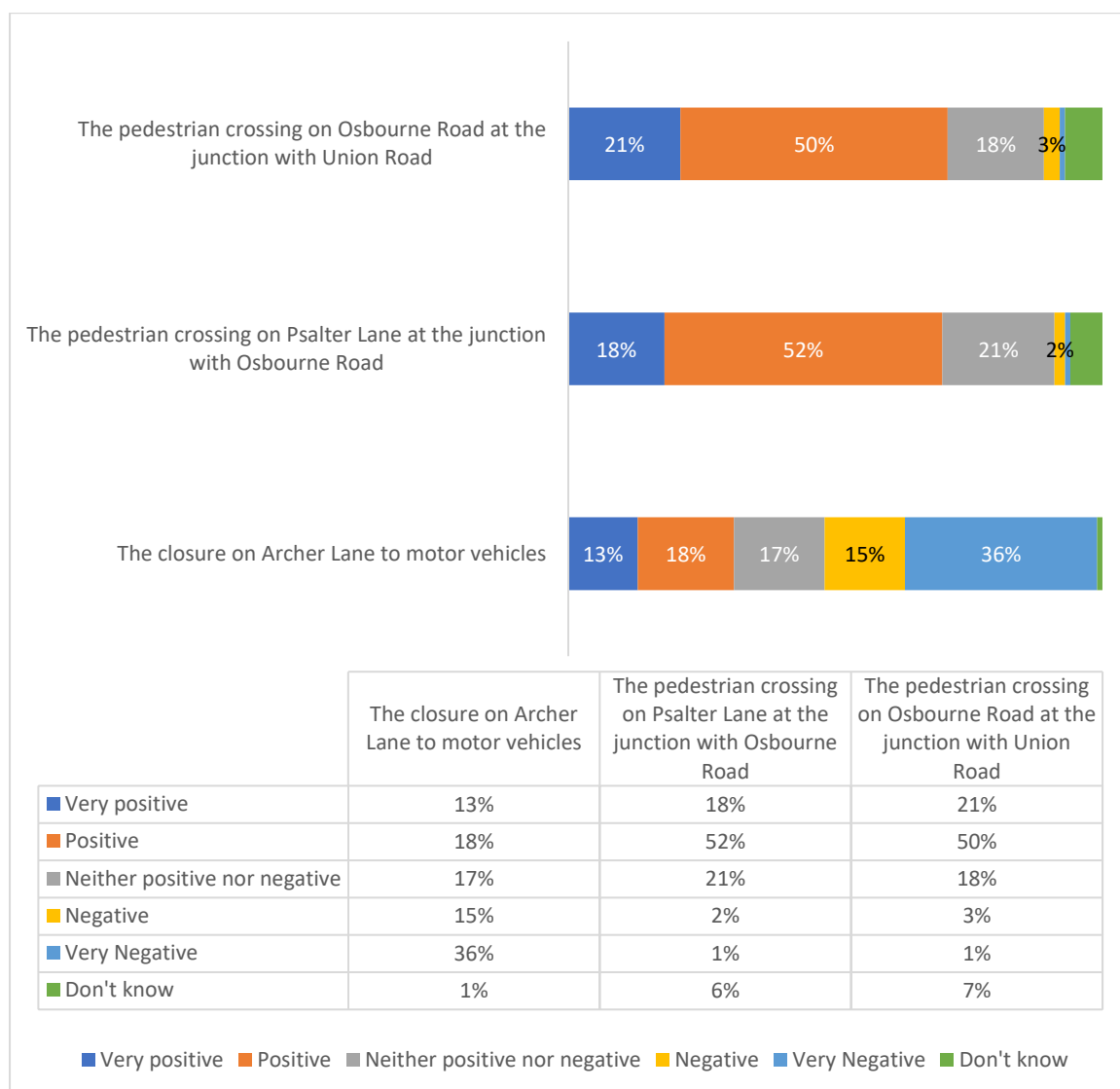
Residents identifying as being from a white ethnic background (38%) are significantly more likely than those who identify as being of an ethnic minority (13%) to feel positively towards the scheme post implementation. Residents identifying as being from an ethnic minority background are significantly more likely than those who identify as being of a white ethnic background (39%) to feel negatively towards the scheme at almost two thirds (64%).

When asked about their perceptions of the scheme now, those who live in Ecclesall (62%) are significantly more likely than those from Nether Edge (35%) to feel negatively towards the scheme. Comparatively, those from the Nether Edge area are almost twice as likely those who live in Ecclesall to feel positively towards the scheme (40% vs 22%) – suggesting there has been a limited positive impact in Ecclesall.

Perceptions of the implemented measures

The closure of Archer Lane to motor vehicles has had the largest negative impact on people's perceptions of the scheme. Compared to the two road crossings put in place, only 31% of all respondents felt positively towards the road closure, compared to 70% positivity for the Psalter Lane and 71% for Osborne Road crossings.

Figure 3: And how do you feel about each element of the scheme specifically...?



Base size: All respondents: n=366

This is particularly true of those aged 55+, who are significantly more likely than those aged 35-54 (58% vs 45%) to feel negatively towards the closure, driven up by those aged 65+ (61% vs. 52% avg.). Comparatively, those aged 35-54 are significantly more likely than those aged 55+ (39% vs 26%) to be in favour of this closure.

Significantly more of those living in Nether Edge ward feel positively towards the road closure compared to those living in Ecclesall (34% vs 22%) who are instead significantly more likely than those living in Nether Edge (45%) to feel negatively towards the closure (69%).

A similar trend also exists among ethnicity, with those identifying as being of an ethnic minority significantly more likely than those identifying as being from a white ethnic background (73% vs 49%) to feel negatively towards the closure of Archer Lane to motor vehicles.

Those aware of the ATN were also significantly more likely to feel negatively towards the scheme than those who were not aware (55% vs 39%).

Both the pedestrian crossing on Psalter Lane at the junction with Osbourne Road and the pedestrian crossing on Osbourne Road at the junction with Union Road have experienced very little variation in perception by demographic. Overall, more than two in three felt positively about the crossings at 70% and 71% respectively. The biggest difference came from ethnicity and area of residence.

Those who identify as being of a white ethnic background feel significantly more positive than those who identify as being from an ethnic minority background (74% vs 53%) towards the pedestrian crossing on Osbourne Road at the junction with Union Road. This is true also of residents within Nether Edge, who are significantly more likely than those living in Ecclesall to feel positively towards both the Osbourne Road crossing (77% vs 55%) and the Psalter Lane crossing (74% vs 61%).

Across all three elements of the scheme, those who said they supported the scheme and it should go further in its activations (“Yes, and the scheme should go further”) are significantly more positive than average about the Archer Lane closure to motor vehicles (84% vs 31%), the pedestrian crossing on Psalter Lane (85% vs 70%) and the pedestrian crossing on Osbourne Road (88% vs 71%), with those who suggest “Yes, the scheme is good as it is” also feeling significantly more positive than the average towards the Archer Lane closure (49% vs 31%) and Osbourne Road pedestrian crossing (80% vs 71%).

Interestingly, those who wouldn’t keep the scheme in its current form, but would with some minor changes, are also significantly more likely than those who would not keep the scheme to feel positively about both the crossing at Psalter Lane (74% vs 41%) and the crossing at Osbourne Lane (71% vs 40%) - but not the road closure.

Unsurprisingly, those who suggest the scheme should be rolled back are much less positive towards the three elements. Regarding the Archer Lane closure to motor vehicles, those who would like the scheme rolled back (91%) and those who suggest that they would make changes to the scheme (84%) are significantly more likely to feel negatively about road closure than both those who would like the scheme to go further (3%) and those who think the scheme is good as it is (18%).

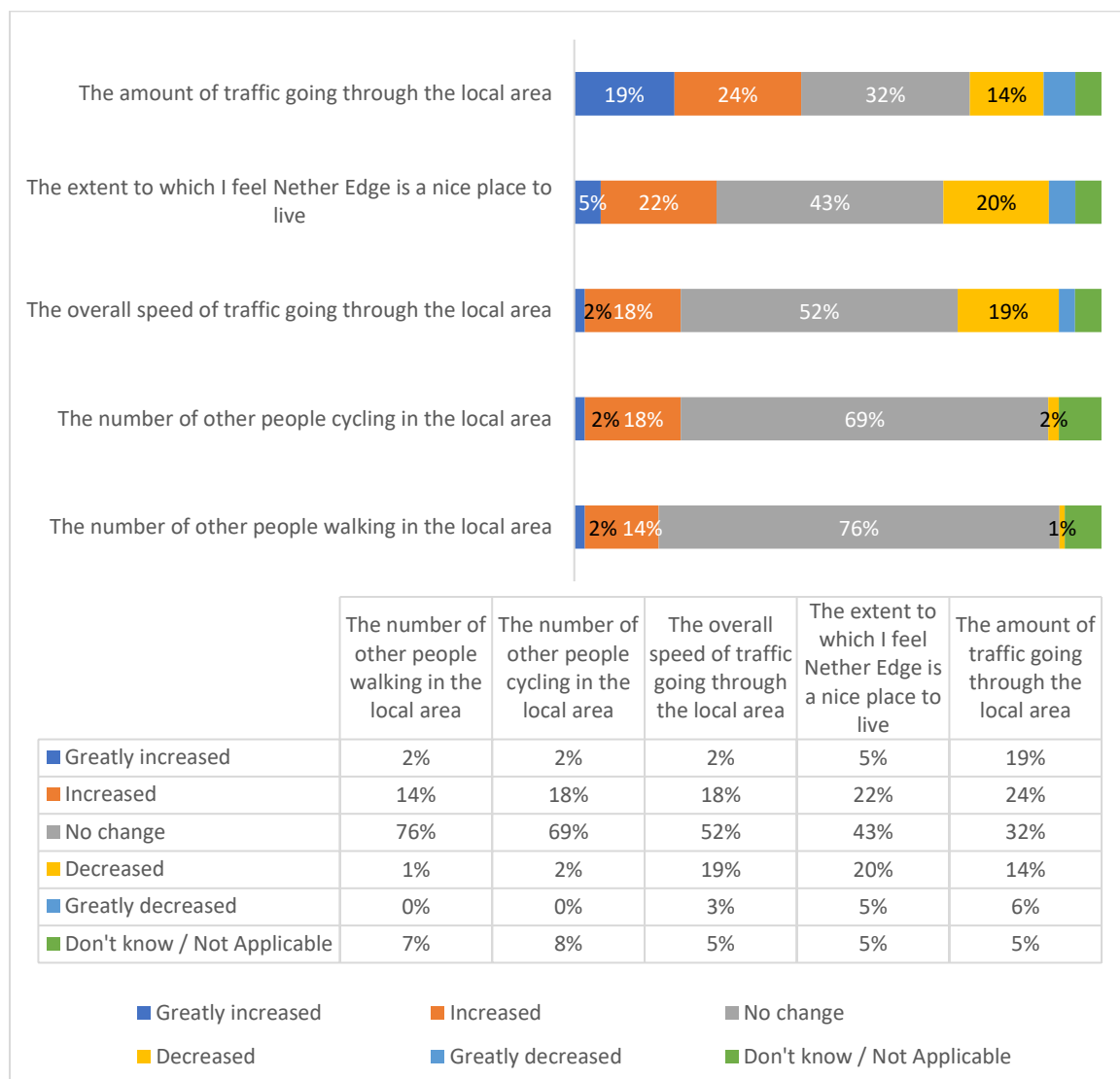
Perceived changes in the area

Since the introduction of the ATN scheme, residents have noticed the biggest change in the amount of traffic going through the area, with a total of 43% saying they have seen an increase. Only 20% said that the amount of traffic has decreased.

Those aged 35-54 are significantly more likely to say that they have noticed an overall decrease in the amount of traffic (27%) compared to those aged 16-34 (11%) and 55+ (17%). Those aged 65+ are most likely to have seen an increase in traffic - with 50% suggesting they have seen an increase in traffic volumes.

Overall, 20% suggest that the speed of traffic has also increased. Once again residents aged 35-54 are significantly more likely to suggest they have seen a decrease in speed in the area (29% vs 22%).

Figure 4. To what extent, if at all, have you noticed a change in any of the following since the implementation of the Active Travel Neighbourhood scheme in May 2022?



Base size: All respondents: n=366

The sense that Nether Edge is a nice place to live has increased for over a quarter of residents (27%) since the implementation of the ATN scheme. Residents living in Nether Edge ward are significantly more likely than those living in Ecclesall (30% vs 17%) to consider the area a nicer place to live following the changes.

Level of awareness of the scheme also impacts this perception, with those aware (30%) significantly more likely than those unaware (18%) to have increased their positive perception of the area. This is also true of residents who identify as being from a white ethnic background who are significantly more likely to have an improved opinion of the area than those who identify as being from an ethnic minority background (29% vs 11%) .

When it comes to changes in the proportion of people walking and cycling in the area, those who live in the Ecclesall area are significantly more likely to report increases in both when compared to those living in Nether Edge. Of Ecclesall residents, 23% suggest an increase in the number of people walking in the area, compared to those living in Nether Edge (13%). Similarly, when it comes to cycling, almost a third of those living in Ecclesall say they have seen an increase in the area since the implementation of the scheme, which is significantly higher than those living in Nether Edge (31% vs 16%).

There are also clear age differences in perceptions around walking and cycling. Those aged 35-44 were significantly more likely than those aged 55+ to say they have seen an increase in the number of people walking in the area (24% vs 11%). When it comes to cycling, 16-34s are significantly more likely to say they have seen an increase compared to those aged 55+ (32% vs 15%).

Impacts on the area

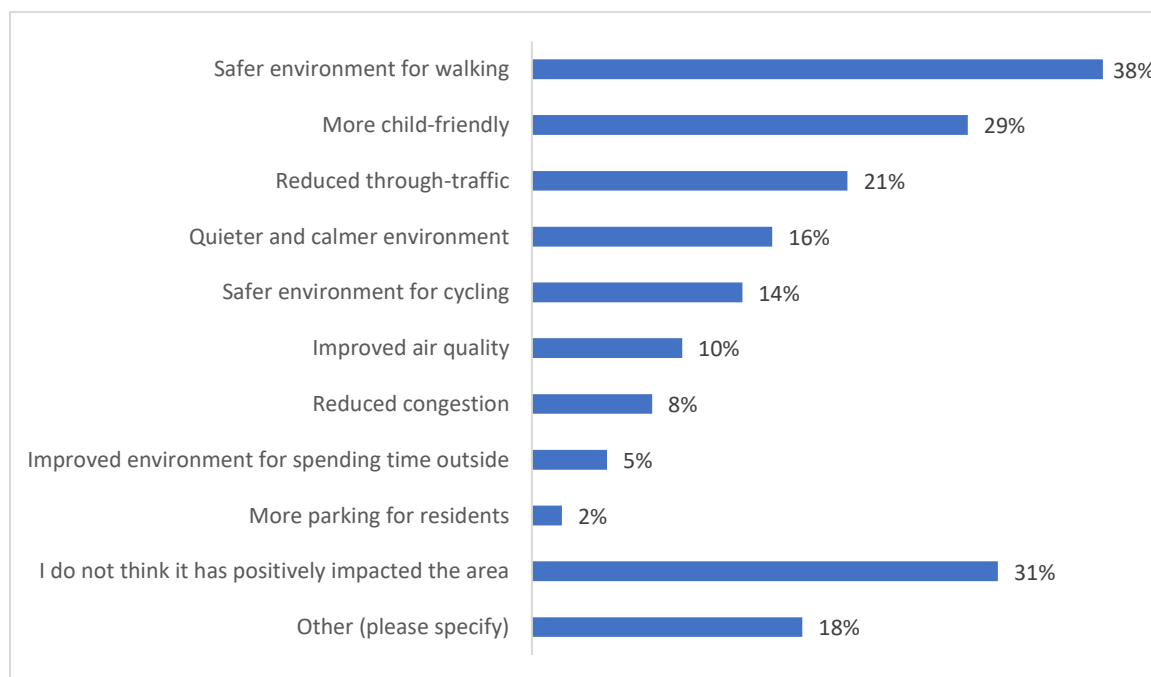
Considering how the scheme has impacted the area, almost two in five (38%) suggest that the area feels like a safer environment for walking. This is particularly true of several sub-groups, including 35-54s (46%), those in employment (45%), those who identify as being from a white ethnic background (41%) and those who have lived in the area for 2-5 years (56%).

However, when considering the goals of the ATN it must be made clear that, overall, fewer than a quarter of residents felt it had resulted in reduced through traffic, a quieter or safer environment for cycling, and a tenth or fewer felt it had improved air quality, or reduced congestion.

Overall, almost a third (31%) said that it has not positively impacted the area at all.

Positive impacts

Figure 5: How do you think the Active Travel Neighbourhood has positively impacted your area, if at all?



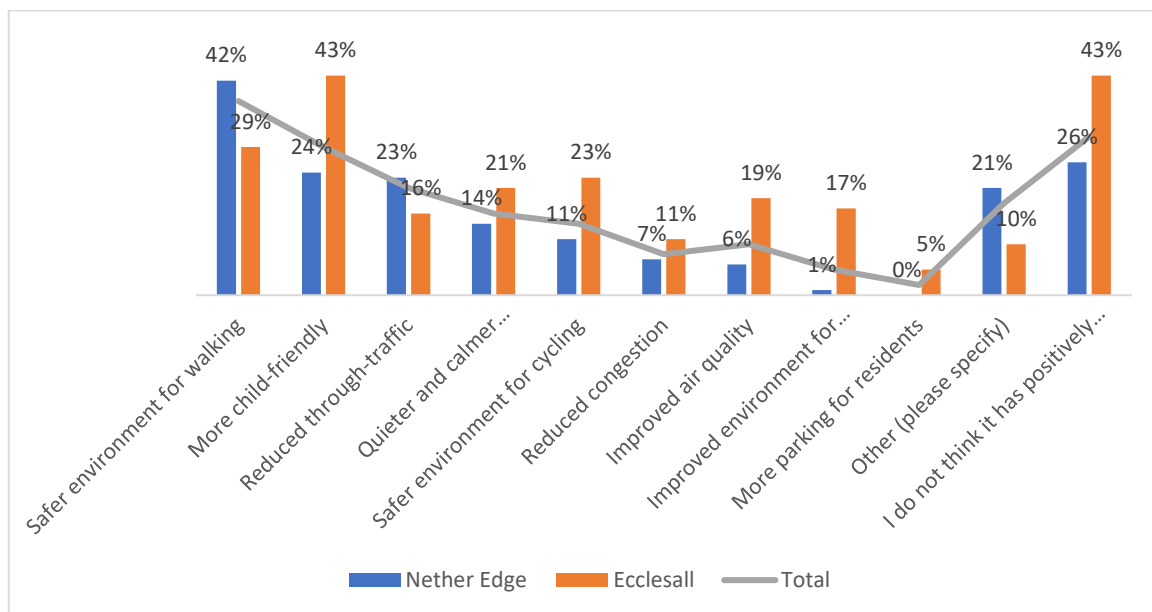
Base size: All respondents: n=366

The 35-54 age group are significantly more likely than those aged 55+ to consider the area: more child friendly (35% vs 23%) and as having reduced congestion (15% vs 4%), while residents aged 55+ are significantly more likely than those aged 35-54 to consider that the scheme has had no positive impact on the area (37% vs 24%).

Residents that identify as being from an ethnic minority background are also significantly more likely than those from a white background to consider the scheme to have no positive impact on the area, (53% vs 28%).

Interestingly, perceptions around the area being a ‘safer environment for walking’ are significantly higher for those living in Nether Edge compared to those living in Ecclesall (42% vs 29%), whilst most other impacts are perceived more positively by those living in Ecclesall rather than Nether Edge. This, however, must be balanced by the fact that more than two fifths of those in Ecclesall said it had had no positive impact.

Figure 6: How do you think the Active Travel Neighbourhood has positively impacted your area, if at all?



Base size: All respondents: n=366

When it comes to whether to keep the ATN, those who said ‘Yes, and the scheme should go further’ are significantly more likely than all other groups to agree with all positive impacts apart from “more parking for residents”. Those who feel that the scheme should be rolled back are of the opposite opinion, being significantly less likely than the average to agree that the measures implemented have positively impacted the area in a positive way.

Figure 7: How do you think the Active Travel Neighbourhood has positively impacted your area, if at all? Taking everything into account, would you support keeping the changes introduced as part of the scheme in place?

	Total	Yes, and the scheme should go further	Yes, the scheme is good as it is	No, but I would with some minor changes	No, the scheme should be rolled back
Sample Bases	366	73	97	126	70
Safer environment for walking	38%	71%	42%	35%	4%
Safer environment for cycling	14%	36%	20%	5%	3%
More child-friendly	29%	42%	36%	26%	10%
Improved air quality	10%	25%	12%	3%	1%
Quieter and calmer environment	16%	30%	22%	10%	3%
More parking for residents	2%	4%	3%	0%	0%
Reduced congestion	8%	18%	14%	2%	0%
Reduced through-traffic	21%	42%	35%	7%	3%
Improved environment for spending time outside	5%	11%	7%	4%	0%
Other (please specify)	18%	22%	16%	24%	7%
I do not think it has positively impacted the area	31%	4%	8%	40%	74%

Base size: All respondents: n=366

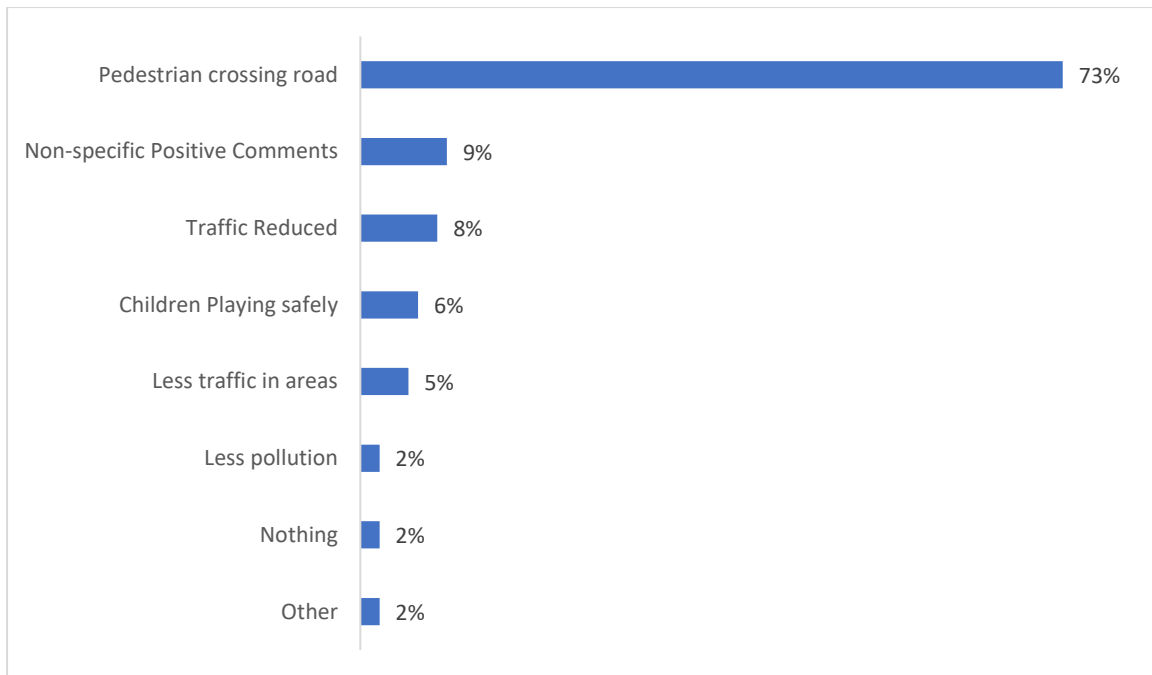
Key:

Significantly less than average

Significantly more than average

73% of those of whom commented 'other' ways the ATN has positively impacted the area are likely to suggest that it has helped with allowing pedestrians to cross roads safely.

Figure 8: How do you think the Active Travel Neighbourhood has positively impacted your area, if at all? 'Other'.



Base size: 'Other': n=66

Those providing other positive comments (2%) mention that the area is now more disabled-friendly, there has been a behaviour change in the community and that their opinions of the crossings implemented are very positive.

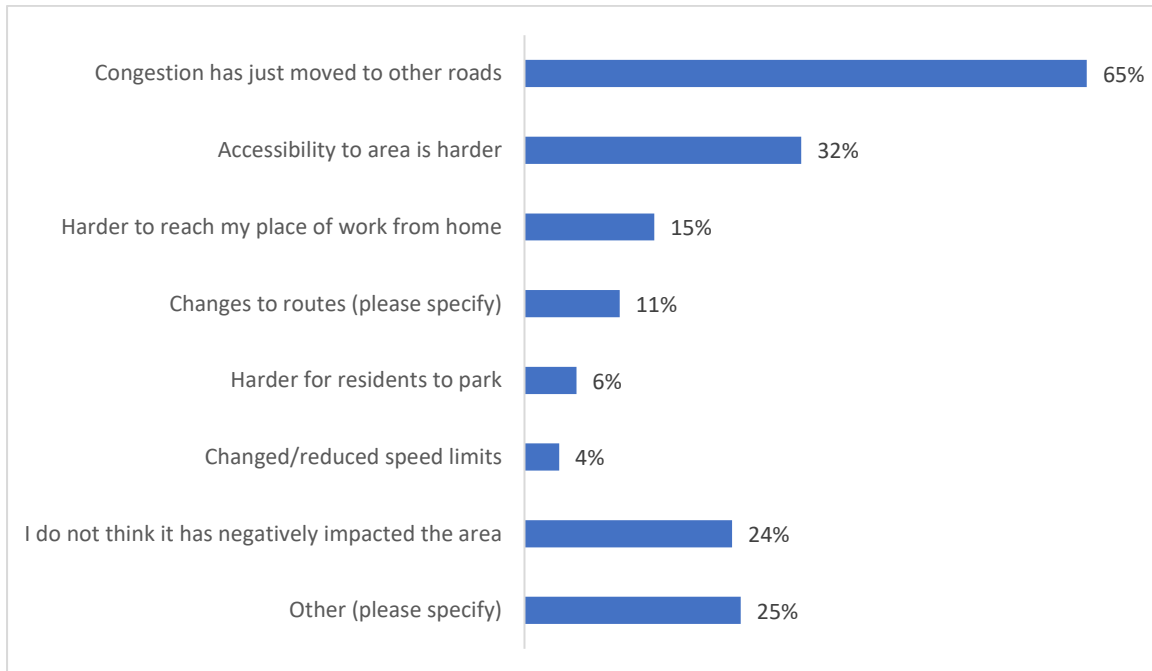
Negative impacts

Overall, 76% of residents felt that there had been at least one negative impact of the ATN – with only 24% saying there were no negative impacts. Two thirds (65%) felt that the ATN had simply moved congestion to other roads in the area, with a third (32%) saying the ATN had made accessing the area more difficult.

The 35-54 age group are significantly more likely than those aged 55+ to say “I do not think it has negatively impacted the area” (29% vs 19%). This is also true for those who have lived in the area 2-5 years, who are significantly more likely than those who have lived in the area for five or more years (37% vs 17%) to say this.

This being said, those aged 35-54 are significantly more likely to agree that it is now harder to reach their place of work since the scheme was brought in (21% vs. 15%), driven particularly by those aged 45-54 (27%).

Figure 9: How do you think the Active Travel Neighbourhood has negatively impacted your area, if at all?



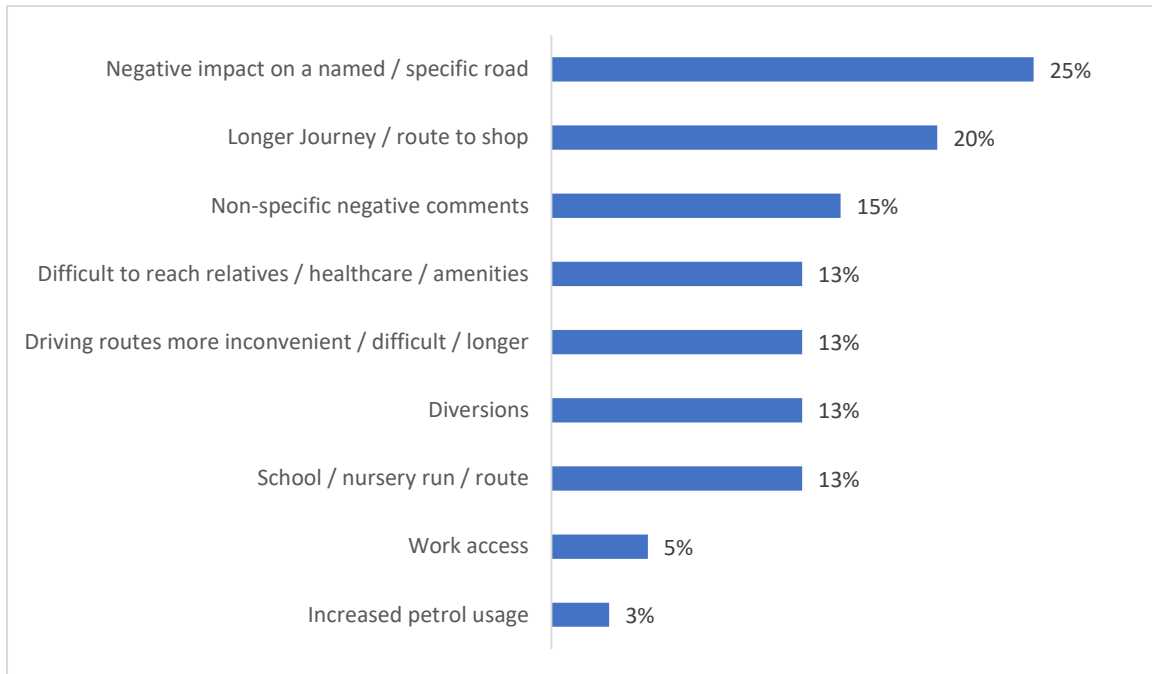
Base size: All respondents: n=366

Two thirds of respondents agree that congestion moving to other roads is a negative impact following the implementation of the scheme (65%). This is particularly true for males compared to females (70% vs. 60%) and those who have lived in the area for longer than 5 years, compared to those who have lived in the area for 2-5 years (72% vs 49%). Geographically, those living in Ecclesall are significantly more likely to have said this than those living in Nether Edge (80% vs 59%).

More than one in ten suggested that they have experienced changes to their routes, experiencing negative impacts on named or specific roads (25%), and with 20% suggesting that all of their journeys are longer. More than 10% suggested that it is actually the school and nursery routes (13%) and 5% of this group suggested that work access had become harder. Roads that were named specifically include:

- Bannerdale road
- Brincliffe Edge Road
- Sheldon road
- Carter Knowle road
- Nether Edge road
- Banner Cross road
- Abbeydale road

Figure 10: How do you think the Active Travel Neighbourhood has negatively impacted your area, if at all? 'change to routes'



Base size: 'changes to routes': n=40*

One in four (26%) commented on 'other' issues that have arisen due to the impacts of the scheme implementation. Of these, 26% comment that the routes they are now having to take are more difficult, inconvenient and longer, while just over a fifth report traffic issues (23%).

26% routes are more difficult, inconvenient and longer

"People who are less mobile struggle to get around"

"Harder to go shopping and other places"

"Increased journey times more costly"

Some are also commenting on the fact that it is now harder to access relatives they are caring for or general amenities:

8% difficult to access relatives, healthcare and amenities

"Archer Road closure made very difficult to reach my dad as his carer"

"We have to drive further to amenities"

"Walking and cycling not an option for me, my journey has doubled in length to the bowling club"

Other comments relate to the issue that the road closure doesn't look attractive, that it is just a dead space now, as well as complaints around parked cars on now busy roads:

1% other

"It's just blocked not pleasing on the eye. They should do something like put cycle lanes"

"Parked cars on archer lane"

"Parking issues"

Residents are also keen to point out how inconvenient the scheme is – it adds time to journeys, makes it harder for commuters and some residents feel that they were not consulted, deeming it a waste of money.

14% negative impacts – other comments

"No one uses Osborne Rd and Union Rd lights"

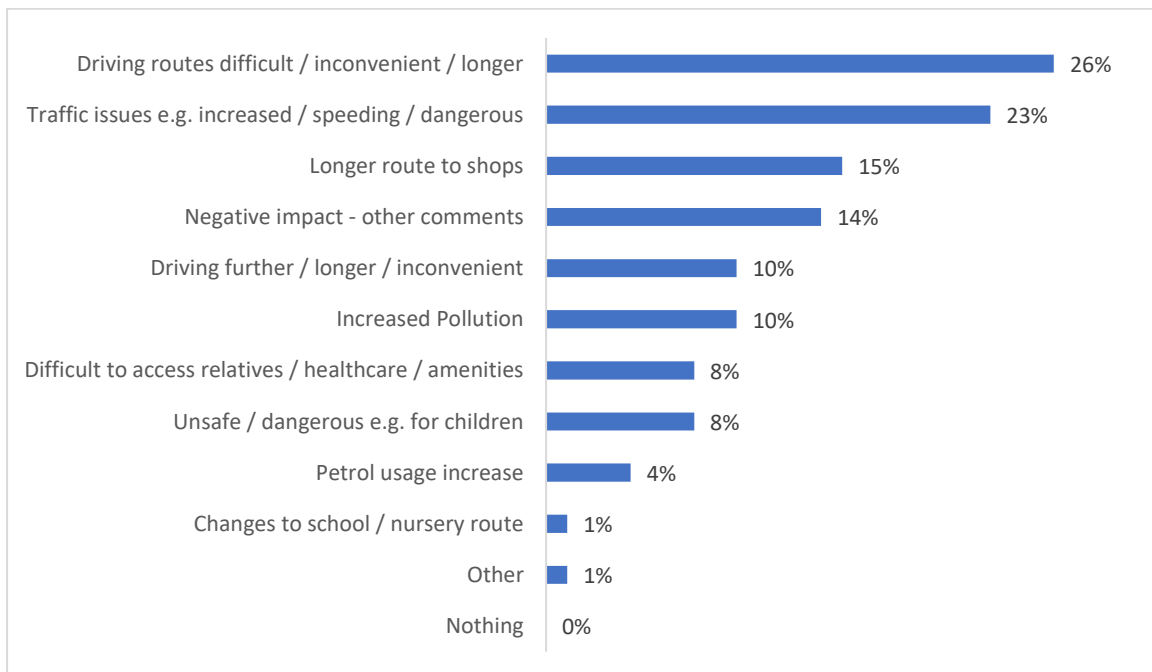
"Affects day to day travel"

"Badly implemented and without enough consultation"

"Inconvenient for local community"

"Waste of our money"

Figure 11: How do you think the Active Travel Neighbourhood has negatively impacted your area, if at all? 'Other'



Base size: 'Other': n=92

Those living in Ecclesall are significantly more likely than those living in Nether Edge to agree with seeing an increase in congestion since the ATN has been implemented (80% vs 59%), as well as other negative impacts such as 'changes to routes' (27% vs 6%), 'accessibility to the area is harder' (57% vs 23%) and 'harder to reach my place of work from home' (33% vs 9%).

Figure 12: How do you think the Active Travel Neighbourhood has negatively impacted your area, if at all?

	Total	Nether Edge	Ecclesall
Sample Bases	366	266	100
Changes to routes (please specify)	11%	6%	27%
Harder for residents to park	6%	3%	12%
Harder to reach my place of work from home	15%	9%	33%
Congestion has just moved to other roads	65%	59%	80%
Changed/reduced speed limits	4%	2%	10%
Accessibility to area is harder	32%	23%	57%
Other (please specify)	25%	29%	13%
I do not think it has negatively impacted the area	24%	29%	11%

Base size: All respondents: n=366

Those who agree that the scheme should be rolled back are significantly more likely to agree with all negative impacts than those who are more supportive of the scheme.

Figure 13: How do you think the Active Travel Neighbourhood has negatively impacted your area, if at all? Taking everything into account, would you support keeping the changes introduced as part of the scheme in place?

	Total	Yes, and the scheme should go further	Yes, the scheme is good as it is	No, but I would with some minor changes	No, the scheme should be rolled back
Sample Bases	366	73	97	126	70
Changes to routes (please specify)	11%	3%	7%	17%	16%

Harder for residents to park	6%	1%	2%	7%	13%
Harder to reach my place of work from home	15%	3%	2%	22%	34%
Congestion has just moved to other roads	65%	33%	38%	89%	93%
Changed/reduced speed limits	4%	0%	0%	5%	14%
Accessibility to area is harder	32%	11%	12%	48%	51%
Other (please specify)	25%	14%	10%	37%	34%
I do not think it has negatively impacted the area	24%	49%	47%	3%	3%

Base size: All respondents: n=366

Key:

Significantly less than the total

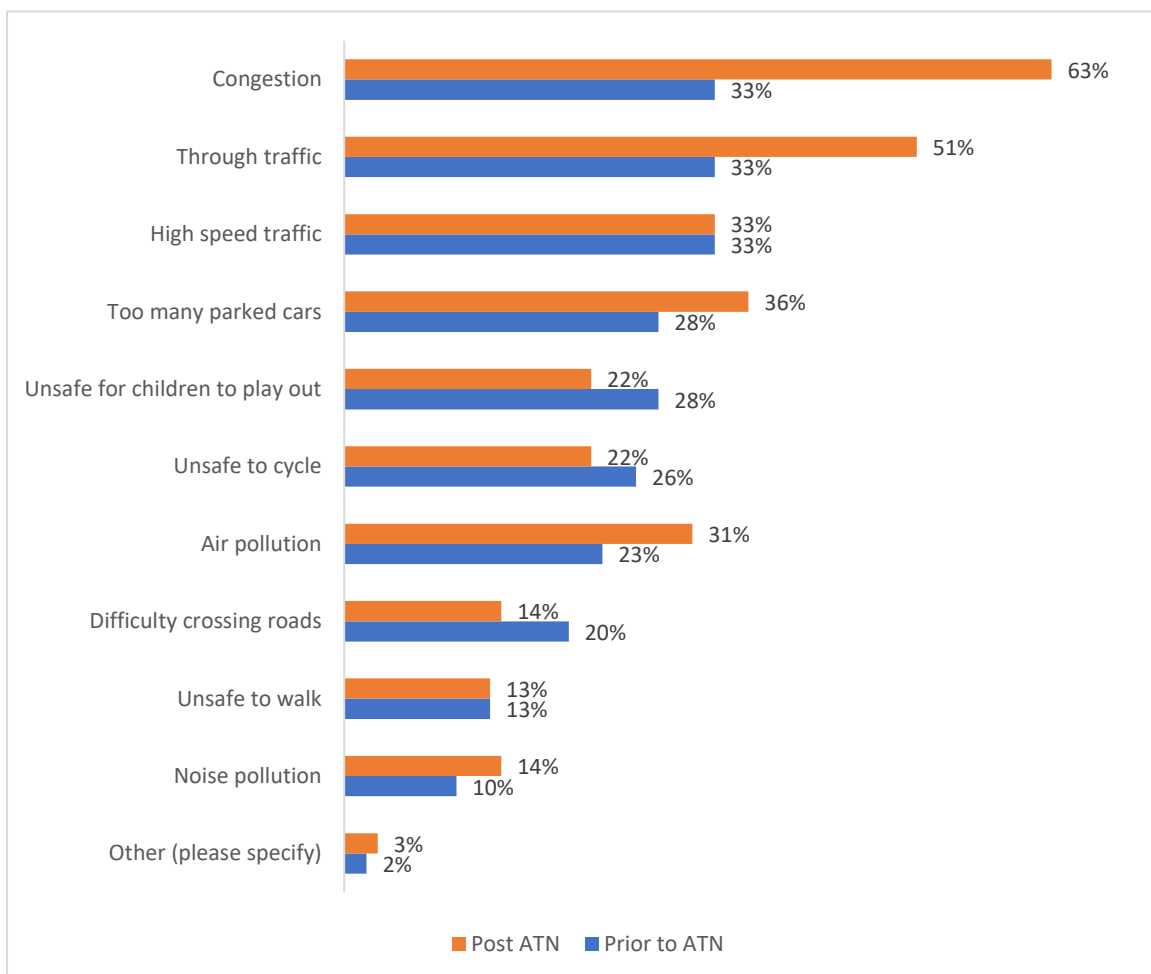
Significantly more than the total

Concerns about the local area

The top four concerns about the area have remained the same since the ATN has been implemented: congestion, through traffic, high speed traffic and too many parked cars. However, concerns have increased across three of these indicators post-ATN, with large increases seen in concerns around the levels of congestion (increased from 33% to 63% post-ATN) and through traffic (from 33% to 51%). The ATN has had no impact on the level of concern around high-speed traffic.

Positively, there have been some decreases in concern – though more modest – particularly around cycle safety (decreased from 26% to 22%), it being unsafe for children to play out (decreased from 28% to 22%) and concerns around it being difficult to cross roads (decreased from 20% to 14%).

Figure 14: As a resident in the area, to what extent, if at all, were you concerned about each of the following prior to the introduction of the scheme? And to what extent, if at all, are you concerned about each of these issues today?



Base size prior to ATN: n=344

Base size post ATN: n=366

For more detailed breakdown, please see appendix A

Congestion is significantly more likely to be concerning to those aged 45-54 (68%), 55-64 (68%) and 65+ (66%) than those aged 35-44 (49%). It is also more concerning to those who have lived in the area for five years (69%) than those who have lived there for 2-5 years (51%).

Fewer than 12 individual respondents mentioned 'other' concerns both pre and post ATN. However, concerns around dangerous drivers were highlighted both before and after the scheme was implemented, as was dangerous parking.

When we look at results by area, congestion was a more significant worry to those living in Nether Edge prior to the roll out of the ATN, compared to those living in Ecclesall (36% vs 25%). Following its implementation, the levels of concern around congestion have increased for residents living in both areas but are now more of a concern to those in Ecclesall (59% vs 75%). In addition, those in Ecclesall are now significantly more concerned about through traffic when compared to those in Nether Edge (68% vs 45%).

Figure 15: As a resident in the area, to what extent, if at all, were you concerned about each of the following prior to the introduction of the scheme? And to what extent, if at all, are you concerned about each of these issues today?

	Prior ATN			Post-ATN		
	Total	Nether Edge	Ecclesall	Total	Nether Edge	Ecclesall
Noise pollution	10%	10%	13%	14%	12%	18%
High speed traffic	33%	34%	31%	33%	33%	31%
Unsafe for children to play out	28%	28%	30%	22%	19%	28%
Unsafe to cycle	26%	25%	27%	22%	22%	23%
Unsafe to walk	13%	13%	14%	13%	12%	15%
Air pollution	23%	21%	30%	31%	28%	38%
Congestion	33%	36%	25%	63%	59%	75%
Through traffic	33%	36%	25%	51%	45%	68%
Too many parked cars	28%	27%	32%	36%	33%	44%
Difficulty crossing roads	20%	23%	15%	14%	13%	18%
Other (please specify)	2%	0%	7%	3%	1%	9%

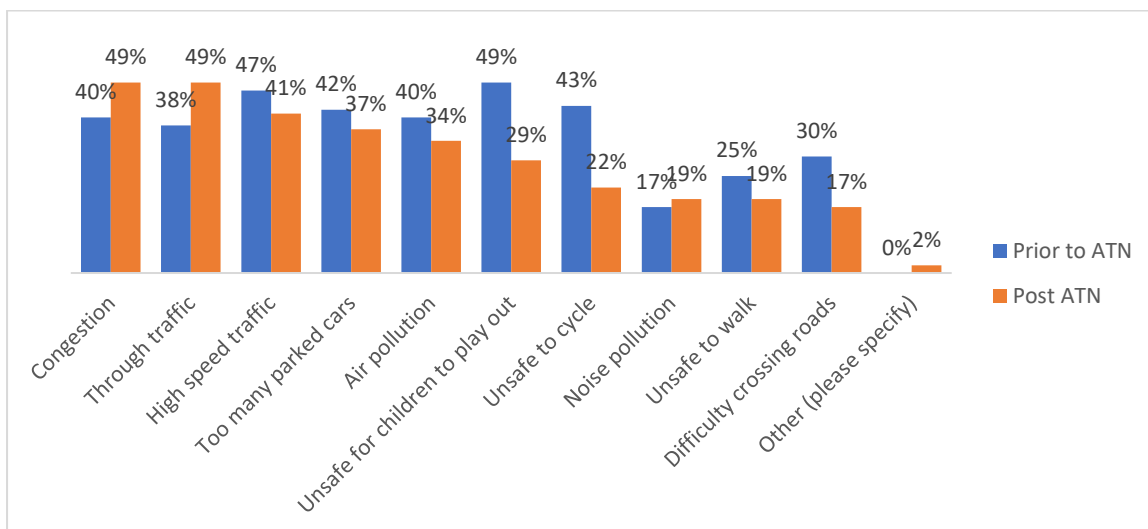
Base size: prior to ATN: n=344,

Base size: post ATN: n=366

Deep dive: Ages 35-44

Prior to scheme implementation it was noticeable that those aged 35-44 were more likely to be concerned or very concerned about all the issues mentioned (See figure 13), particularly relating to issues around children. Almost half said that their biggest concern is that the area was 'unsafe for children to play out' (49%), a concern that was significantly more prominent than in other age groups. This is followed by concerns around 'high speed traffic', with just under half of this group (47%).

Figure 16: As a resident in the area, to what extent, if at all, were you concerned about each of the following prior to the introduction of the scheme? Aged 35-44, And to what extent, if at all, are you concerned about each of these issues today? Aged 35-44



Base size: 35-44 age group: n=59

After the scheme was implemented, there has been a significant drop in the concern felt by this age group around the safety of their children playing out by 20 percentage points (pp) about three in ten (29%), compared to one in two prior to the scheme being implemented.

Instead, concerns have now increased around congestion (49 vs 40) and traffic travelling through the area (49% vs 38%).

Traveling around the area

Changes in key methods of travel

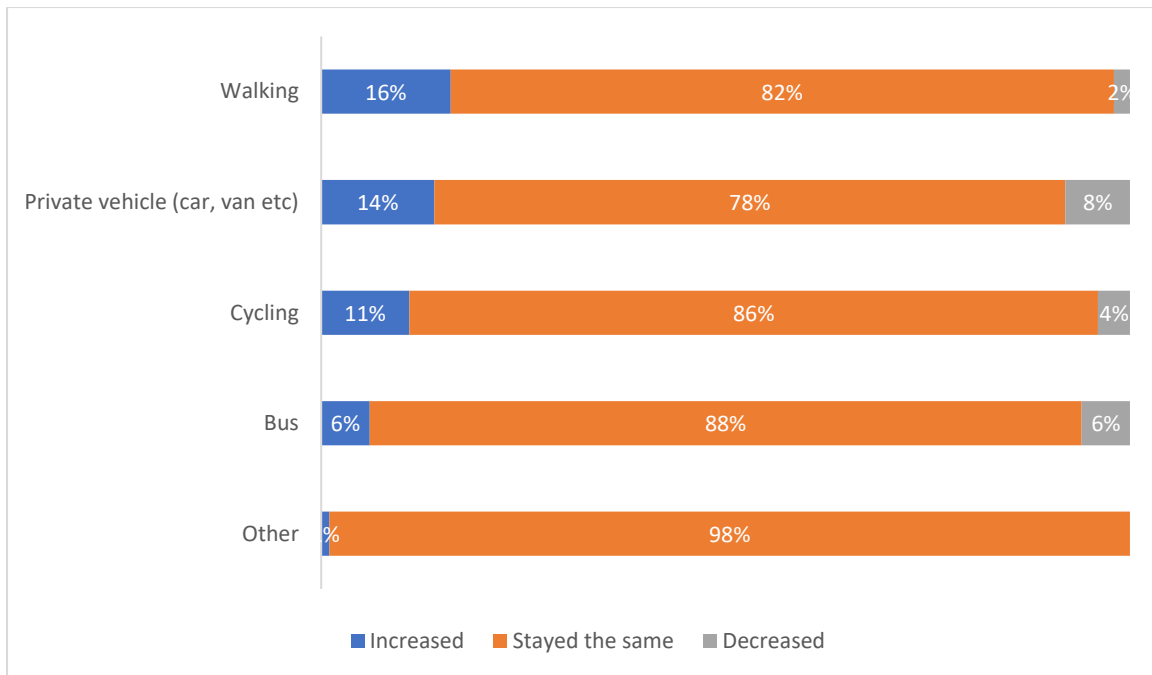
Residents were asked whether their main way of travel for particular activities has change since the ATN was introduced. Overall, just under a quarter (23%) said their travel for leisure/social/shopping activities has changed, whilst only 14% said their travel mode for commuting has changed.

When split by area, it is those living in Ecclesall that are feeling the most impact on their travel methods after the ATN was introduced, with residents from the area significantly more likely than those in Nether Edge to have had both their commute affected (35% vs 6%) and their travel to leisure activities, social and shopping affected (45% vs 15%) suggesting that the closure Archer Lane has caused greater disruption for this area than for Nether Edge.

Changes in travel method

More than three quarters of residents said that their usage of a range of different travel methods had been unchanged since the introduction of the ATN. Fewer than a fifth of residents had increased the amount they walked (16%), cycled (11%) or used the bus (6%) and fewer than a tenth has reduced their use of private vehicles (8%). Indeed, 14% said that they had actually increased their use of private vehicles since the introduction of the scheme.

Figure 17: In terms of how you get around the local area, has your usage of the following methods of transport increased, decreased or remained the same since the introduction of the scheme?



Base size: All respondents n=366

Both Nether Edge and Ecclesall have seen an increase in those cycling at (11% respectively) with those in Ecclesall also significantly more likely than those in Nether Edge to be walking more (24% vs 13%). Conversely, 30% of residents in Ecclesall have reported an increase in their usage of private vehicles since the implementation of the scheme, which is significantly more than those in Nether Edge (8%).

Those who think the scheme should be kept in place and go further are significantly more likely to walk (41%), cycle (33%) and take the bus (14%) than other groups. As well as this, a higher proportion of those in this group have decreased their private vehicle usage (23%).

Walking and cycling

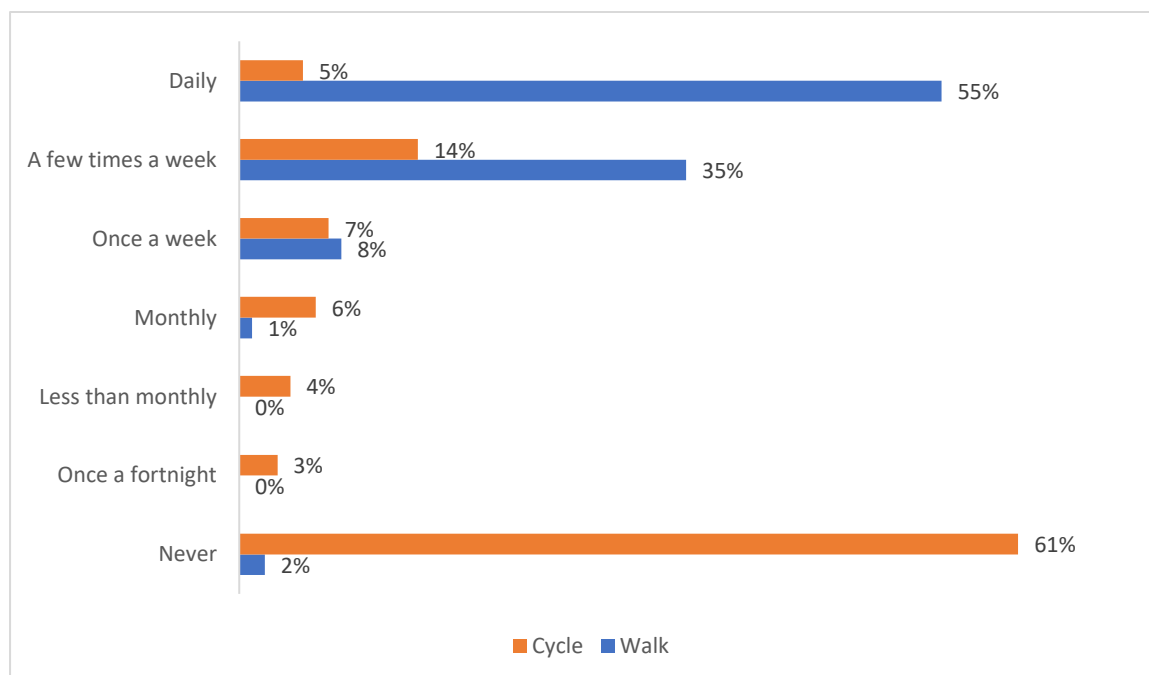
When looking at how frequently people walk and cycle, over half (55%) suggest that they walk daily since the scheme has been introduced. This is significantly higher among the 35-44s (73%) compared to other age groups, including the 55-64s (50%), and those 65+ (46%). This is also the case for those in employment (60%).

There are small increases in the proportions who say they cycle more, with a higher proportion of the 35-44s cycling daily compared to the 55+ (10% vs 3%). However, it should be noted that three fifths (61%) said that they never cycle.

Looking at the two geographic areas, significantly more people are walking than cycling daily in both Nether Edge (61% vs 5%) and Ecclesall (41% vs 6%). Of the two areas, people in Nether Edge are significantly more likely to walk daily (61% vs 41%) while those living in Ecclesall are significantly more likely to walk once a week (18% vs 4%). Cycling is more likely in Nether Edge, with residents significantly more likely to cycle several times a week compared to those of Ecclesall (17% vs 8%).

As well as this, significantly more women than men are likely to walk around the local area daily (62% vs 48%). This correlates with a decrease in private vehicle usage reported by female residents. While the same trend is not significantly true of cycling, women are slightly more likely than men to be cycling regularly; with 6% cycling daily compared to 4% of men; 17% s cycling a few times a week compared to 11% of men; and 9% once a week, compared to 5% of men.

Figure 18: And thinking about now, how often, if at all, do you walk or cycle around the local area?



Base size: All respondents: n=366

Those who agree that they would like to keep the scheme and think it should go further are significantly more likely than the average to participate in walking and/or cycling in some capacity.

There is a similar trend for cycling, with almost one in five of this group suggesting that they are now more likely to cycle daily (18%) or cycle a few times a week (26%). In all, it is clear that those who are in favour of the scheme see the scheme as beneficial in enabling them to both walk and cycle more regularly than before the scheme was implemented.

Encouraging non-walkers and non-cyclers

Those who walked or cycled fortnightly or less were asked what could be done to encourage them to walk or cycle in the area more. Almost two in five said there was nothing that could be done (39%). 11% suggest that they are already walking as much as they can and 6% are interested in traffic controls, particularly around reduced speed limits and slower traffic:

6% Traffic controls

"If traffic slowed down. If there were more routes for traffic. If they opened up Archer Lane that would alleviate traffic and it would feel much safer."

"Reversal of changes so that traffic is not overwhelming and off-putting when walking or cycling on all roads in the area. Seems we now have a few very empty roads but 90% are much busier and more chaotic than before."

5% would also like to see proper infrastructure put in place for cycling such as cycle lanes and designated cycle ways as well as improved footpaths and safer crossings. One cyclist even suggests that although keen, they would not cycle here and instead drive to alternative places to cycle:

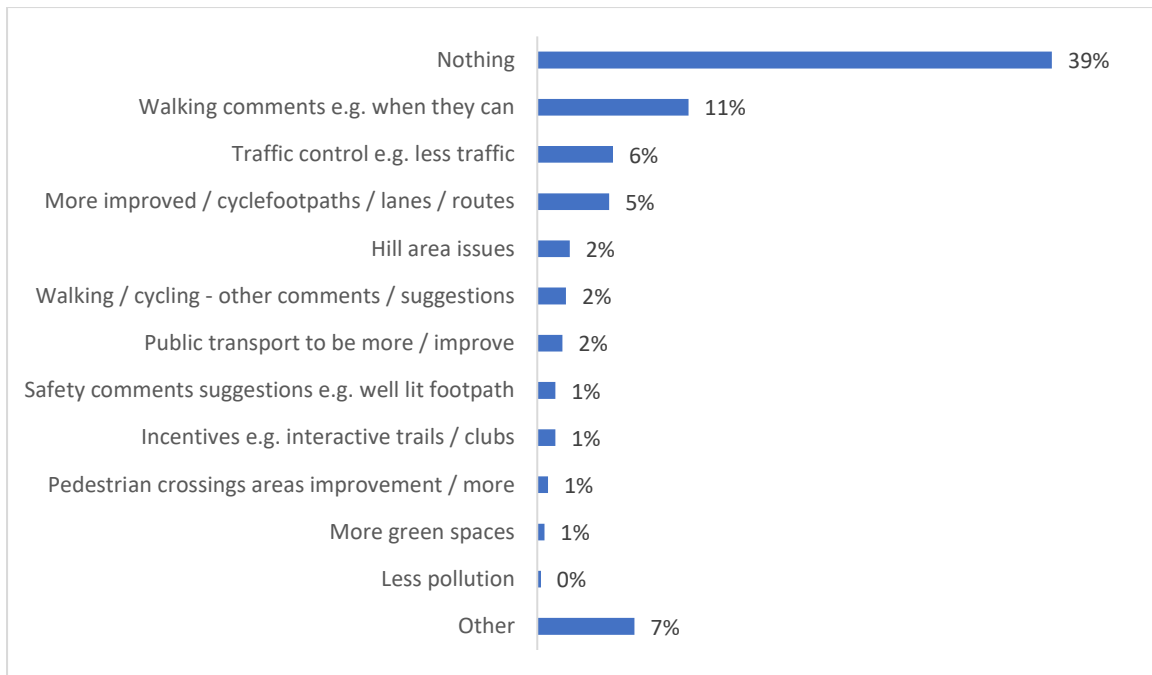
5% Better cycling infrastructure

"More cycle paths, reduce speed limits"

"I am a cyclist but do not cycle here. We drive out. Less traffic"

"Segregation of cycle routes"

Figure 19: What would encourage you to walk or cycle more in the local area?



Base size: What could encourage you to walk or cycle more: n=293

Measures to encourage others to walk, cycle or use public transport

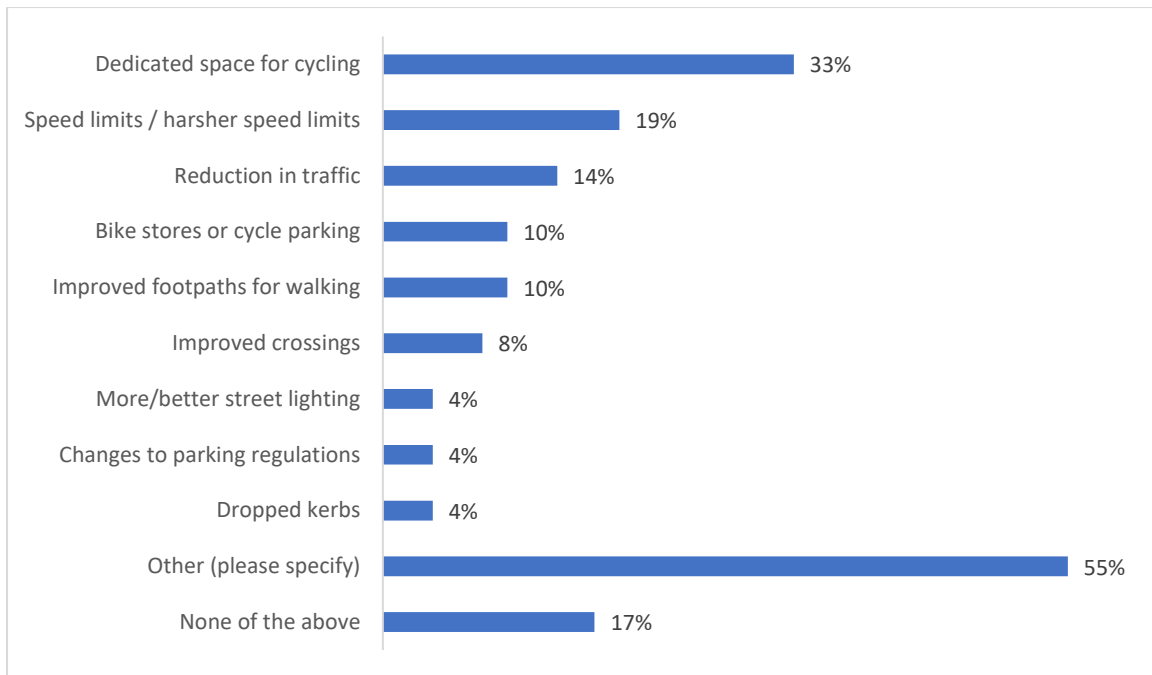
All residents were subsequently asked whether there are any measures which would improve or further improve the local area, in terms of encouraging local residents to walk, cycle or use public transport. A fifth (17%) said nothing could be done.

Among the suggestions, there were two key themes – changes to infrastructure and legislative/behavioural changes. In terms of infrastructure, a third suggested designated space for cycling (33%). There are also calls for more bike stores or parking (10%), improved footpaths (10%) and crossings (8%).

In terms of behaviour change, a fifth (19%) want to see harsher speed limits and 14% a reduction in traffic.

Reduced traffic is also significantly more likely to be favoured by those who would like the scheme to go further (29%). This group is also strongly in favour of changes to speed limits or harsher limits (34%), increased dedicated spaces for cycling (56%) and improved crossings (16%).

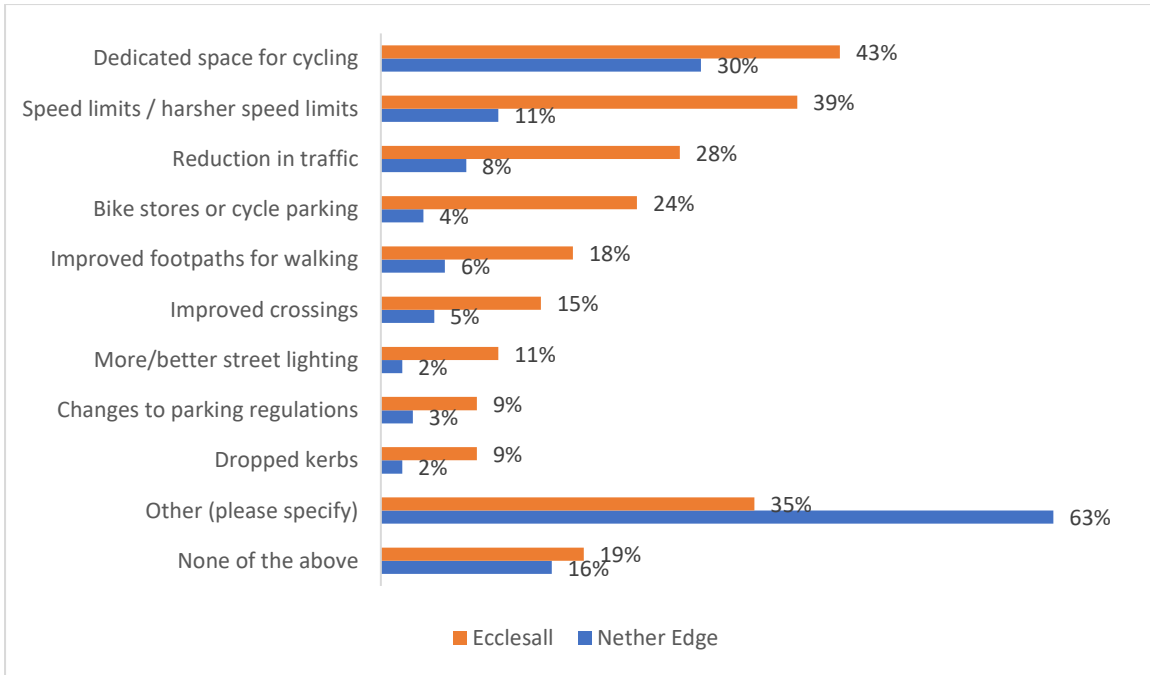
Figure 20: Do you think there are any measures which would improve or further improve the local area in terms of encouraging local residents to walk, cycle or use public transport?



Base size: All respondents: n=366

Residents in Ecclesall are significantly more likely than those living in Nether Edge to think that all suggested measures would be beneficial. They are over three times more likely than those in Nether Edge to support more/harsher speed limits (39% vs 11%). They are also significantly more likely to consider a designated space for cycling as the most important measure, compared to those living in Nether Edge (43% vs 30%). This group are also significantly more likely to think bike stores or cycle parking would be a beneficial measure than those in Nether Edge (24% vs 4%).

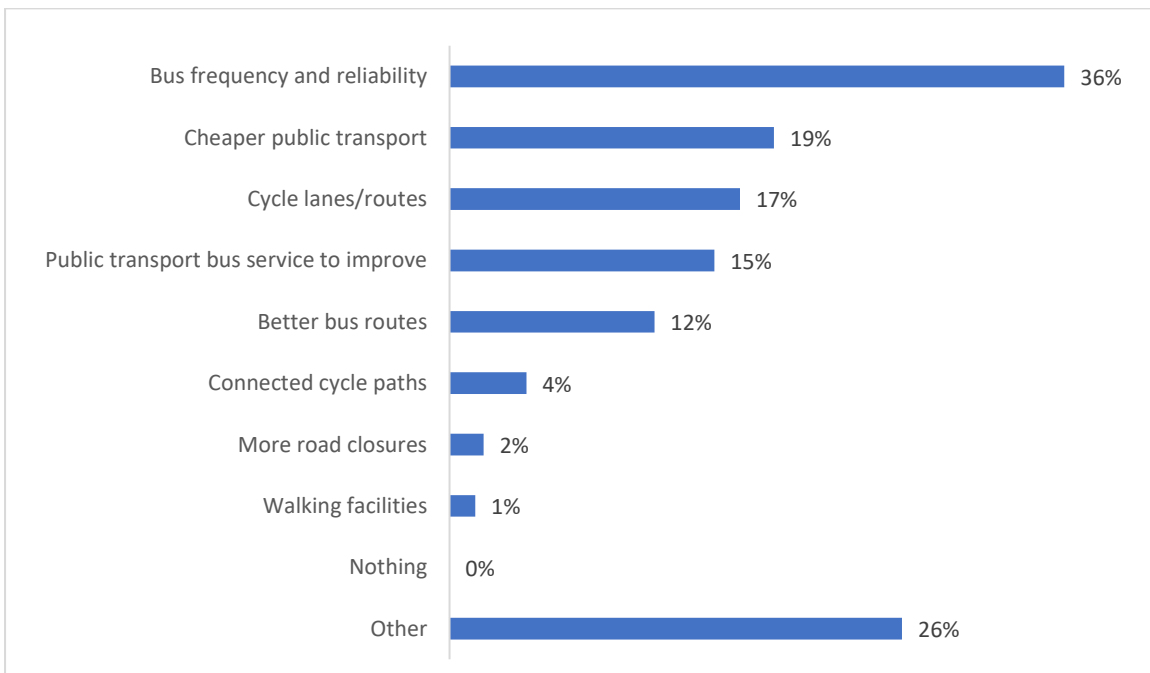
Figure 21: Do you think there are any measures which would improve or further improve the local area in terms of encouraging local residents to walk, cycle or use public transport? Area



Base size: All respondents: n=366

Over half of residents (55%) provided 'other' suggestions for measures that could be implemented in order to encourage others to walk, cycle or use public transport.

Figure 22: Do you think there are any measures which would improve or further improve the local area in terms of encouraging local residents to walk, cycle or use public transport? 'other'



Base size: measure to improve others to use public transport, walk or cycle: n=201

Bus frequency and reliability have been suggested by just over a third (36%) of those looking to suggest other measures. On top of this, 19% would like to see cheaper public transport in general and 12% would like to see better bus routes available. Some are also calling for more consideration for car share schemes:

12% Better bus routes

"Reliable bus services, cheaper, and go to places where people need to go"

"Keep the bus fair low and more frequent buses. Better information about car sharing scheme"

"Cheaper and affordable bus service. Car sharing service would be a good idea"

Just under 17% asked for more or better cycle paths. Specifically, people are asking for paths that are wider, better connected and are well maintained. Cyclists feel that drivers do not care about or for cyclists on the roads which is putting people off.

17% better, connected cycle paths

"Connected cycle paths, cars do not care"

"Better public transport reliable and cheaper and cycle lanes linked continuously"

Among the 26% under "other" comments were a wide range of ideas relating to one-way streets, parking permits for residents to prevent the huge volumes of cars parked along roads and the option of *"rented bikes"* in order to cycle around the area if you were not to own one.

26% Other

"One way streets and resident parking permits"

"Stop bringing kids to school in car. No parking around schools, shut off the roads"

"Stop parking on pavements"

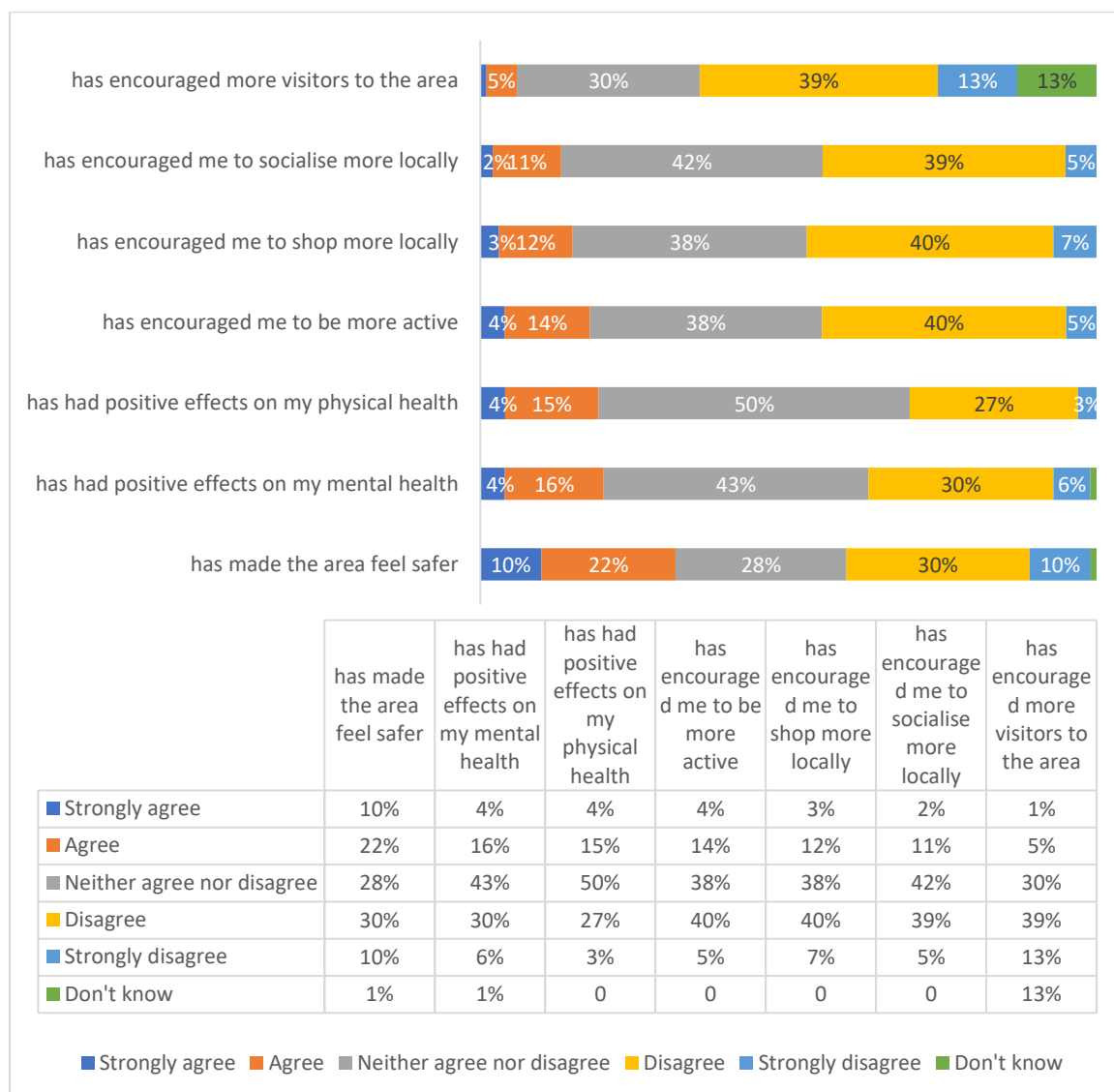
Personal impacts of the Active Travel Neighbourhood

Agreement around the positive impacts of the ATN is far from emphatic. Only one statement, that the area now feels safer, has strong agreement from 10% of residents – with the rest having strong agreement from fewer than 5%.

There is also clear negative sentiment about the impact of the ATN on visitors to the area – with 13% strongly disagreeing (52% disagreeing at all) that it has encouraged more visitors to the area. This is compared to only 1% who strongly agree, and a total of 6% who agree with this statement at all.

For all measures, there is more disagreement overall than agreement. Given that all statements are framed positively this suggests a net negative impact of the ATN.

Figure 23: To what extent, if at all, do you agree or disagree with the following statements? The implementation of the Active Travel Neighbourhood...



Base size: All respondents: n=366

Overall, the highest levels disagreement for all statements are found among those aged 55+, those retired and those who have lived in the area for five years or more, although these are not mutually exclusive groups.

In contrast, those aged 35-44 are most likely to agree that the implementation of the ATN has been beneficial to them in all aspects of health, socialising and shopping locally, with half (49%) also saying it has made them feel safer. 25- 34s agree that they have been encouraged to socialise more locally since the implementation of the scheme (25%).

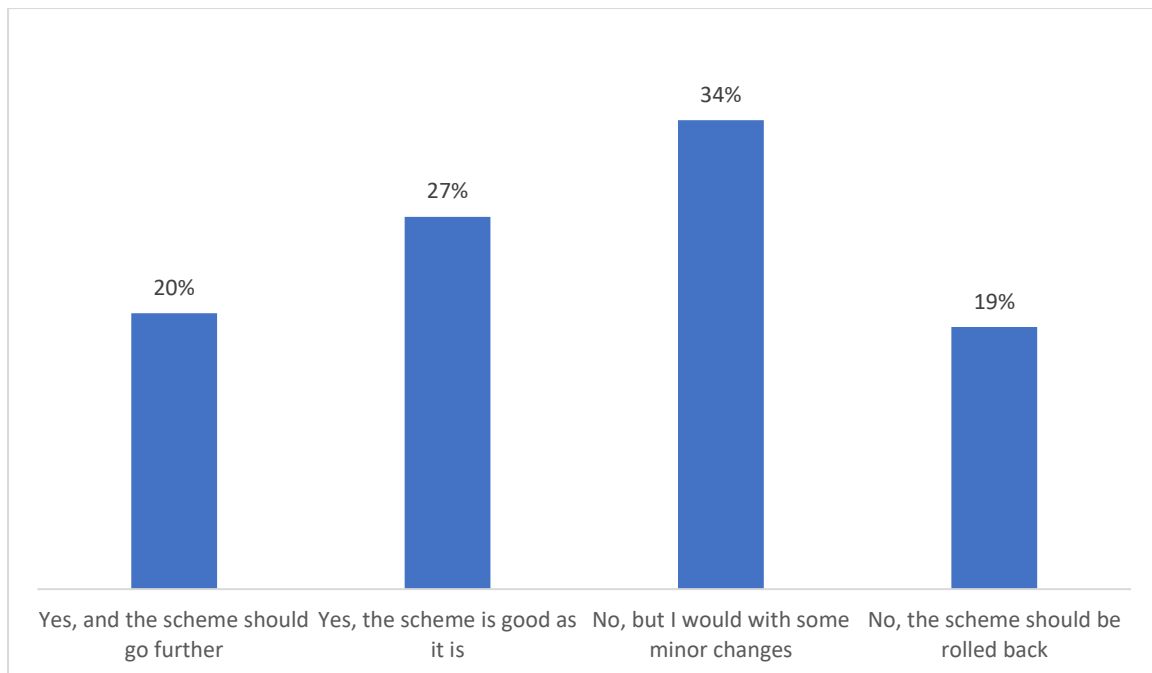
Those who identify as being of an ethnic minority background are significantly more likely to disagree that the scheme has had a positive effect on their mental health compared to those who identify as being of a white ethnic background (53% vs. 33%), a sentiment shared by those who were aware of the scheme (40%) compared to those unaware (19%).

Residents in employment are also significantly more likely to agree with the statements, as are those who are in favour of keeping and making the scheme go further. Those who are in favour of keeping the scheme and making it go further are the most positive about the ATN, with seven in ten suggesting that it has made the area feel safer (70%). Over half of this group also suggest that it has had a significant impact on mental health (56%). Half are also significantly more likely to note an increase and positive effect of the scheme on their physical health (51%) through being more active (48%).

Support for the Active Travel Neighbourhood

Overall, 20% would be in favour of keeping the Active Travel Neighbourhood and taking it further. 27% would keep it as it is, whilst 34% would like to make some minor changes before keeping it and 19% would like it completely rolled back.

Figure 24: Taking everything into account, would you support keeping the changes introduced as part of the scheme in place?



Base size: All respondents: n=366

When looking specifically at the 'minor changes' which residents would require in order to support keeping the scheme in place, Archer Road and the closure to motor vehicles is a key sticking point.

A third of residents (34%) said that they would support the scheme with minor changes. This equates to 126 individuals from the sample of 366.

When asked what the precise minor changes would need to be, a total of 76 (60% of those looking for minor changes) specifically mentioned re-opening Archer Lane to motor vehicles.

60% re-opening Archer Lane to motor vehicles (of those looking for minor changes)

"Open archer rd and keep the crossings"

"Open Archer Lane and close other roads that would have less time of an effect on residents"

"Open archer lane permanently, keep the crossings, don't have a one way system on nether edge rd and don't close union rd"

A further 16 individuals (bringing the total to 92 residents, or 73% of the group looking for minor changes) mentioned 'removing the road closure' but did not specifically mention Archer Lane.

13% removing the road closure (of those looking for minor changes)

"Don't close roads off"

"Roll back road closure"

"Remove road closure. It is dangerous. Traffic calming on this stretch of brincliffe edge road"

Finally, a further 15 individuals (12% of the group looking for minor changes) said they would be happy if Archer Lane was not fully closed – for instance if it were open during rush hour, only closed during rush hour, only open to residents or turned in to a one-way street.

12% if Archer Lane was not fully closed (of those looking for minor changes)

"They have a serious look at the road blockages, even if it means opening at certain times in the day. That is a good option."

"Open archer lane with camera restrictions during peak times"

"Have a one way system on archer lane rather than closing it"

Respondents aged 35-44 (37%) and those who are employed (24%) are significantly more likely to want the scheme to remain and go further, while those aged 55+, retired and have lived in the area for more than five years are significantly less likely to share in this sentiment at 15%, 10% and 18% respectively.

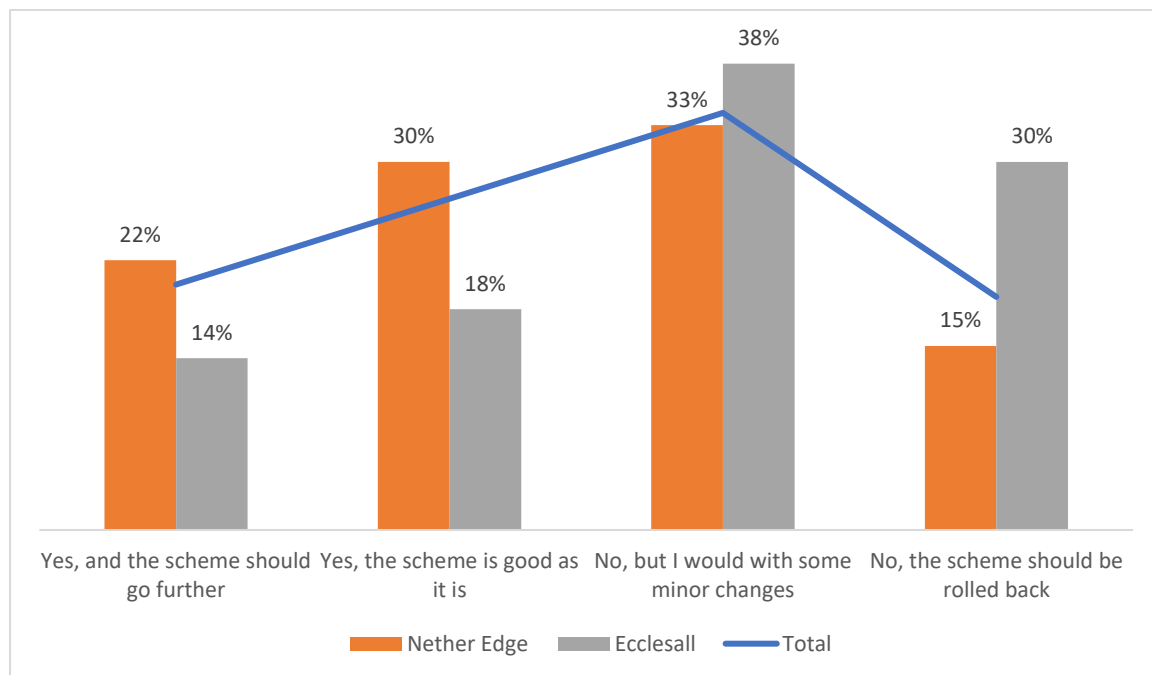
Instead, these demographics are significantly more likely to be of the opinion that they wouldn't keep it as it is but would with some minor changes at 40%, 42% and 37% respectively.

Those who identify as being of an ethnic minority background are also more likely to want the scheme reversed, significantly more so than those who identify as being of a white ethnic background (51% vs. 15%), who are instead significantly more likely to be of the opinion that the scheme should remain as it is (29% vs 11%).

Those in Nether Edge were more positive, with over half (52%) saying they would support the scheme staying, compared to 32% of Ecclesall residents.

However, 38% of residents in Ecclesall, although not in favour of the scheme as it stands, would be with some minor changes. Those in Ecclesall are twice as likely to want the scheme rolled back (30% vs. 15%).

Figure 25: Taking everything into account, would you support keeping the changes introduced as part of the scheme in place? Area



Base size:
Nether Edge: n=266
Ecclesall: n=100

When asked for final comments around how the scheme has impacted them, their family and/or the wider area, almost one in ten comment around the traffic that has been pushed to other roads and streets. There were also calls for speed reductions on residential roads, more consideration from the Council around the movement of more cars onto already very busy roads and many also commented that the traffic and congestion is causing them to reconsider their use of local shops and facilities.

8% Traffic issues

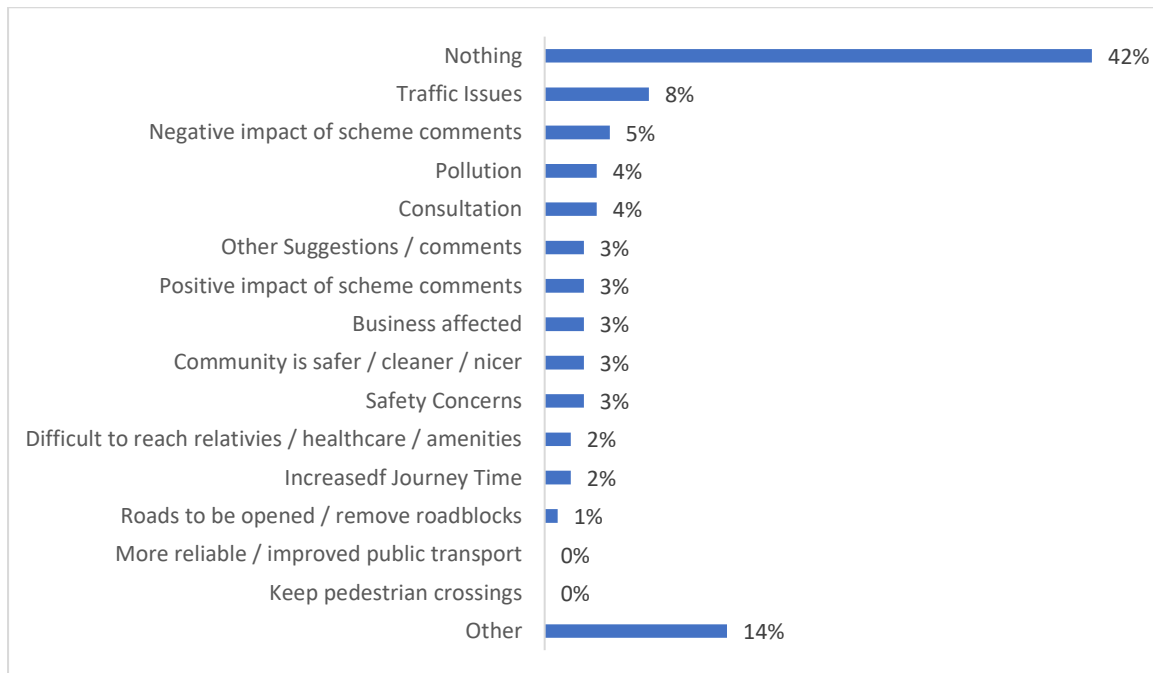
"I just think it is very short sighted, it just happened. It channels traffic into already polluted roads increasing pollution."

"Speed reduction on our road vital for us"

"Little London Road is another issue that frustrates people, it has forced traffic to other roads. I am less inclined to visit local shops in Nether Edge. It has affected me seeing friends in Nether

Edge, extended journey means I am causing more pollution”

Figure 26: Do you have any other comments about the impact of this scheme on you, your family or the wider area?



Base size: All respondents: n=366

Just under 5% are more concerned that their longer journeys are further contributing to the levels of air pollution in the area, with one resident commenting *“the more working class community have got deteriorating air quality which was already bad before the scheme”*.

4% Pollution

“It has made our life more difficult, longer journeys. We have increased air pollution due to longer journeys. I volunteer at Sharrow and baby basics and now I have to extend the journey, do a dangerous crossing.”

“...it takes more time to get to places, I have to set off earlier, increase in concentrated air pollution.”

There are a smaller number of people, however, who expressed positive experiences, commenting on the fact that the community now feels safe, the area is cleaner and nicer to be in, with

recognition that it is safer to cross some roads now than it was prior to the scheme, with residents commenting:

3% Positive comments on scheme

"It has made a massive difference for us, it is much quieter, more pleasant, safer better mental health"

"It has made for a happier, safer and cleaner community"

"I feel a lot safer taking my children around, crossings is a lot easier"

"They should make those changes permanent"

Some are suggesting measures and elements of the scheme that should be considered by the Council going forward, suggesting areas around the school should be made car-free, instead implementing a walk to school scheme. 20mph zones would be welcomed by some in order to reduce the speed of cars around the area, further increasing safety, as many parents are currently really struggling to get their children into their institutions on time.

3% Suggestions

"It is very hard for me as a mother at school times to drop kids off at different places at different times"

"It is so difficult for us mums in the area in the morning to take our kids to different schools at different times, it has become a gridlock"

"Anything that encourages people to use cars less is welcome. I suggest implementing car free zones around schools, walk to school schemes. There are too many residents driving kids less than a mile to school, they should be penalised"

"I will be happy for them to implement the 20mph zones"

There is also a lot of commentary from people who are concerned about their lack of ability now to visit family, friends and loved ones.

2% Harder to reach family, healthcare and amenities

"It is very difficult for me to visit my elderly parents on Brincliffe Edge. Where I could pick them up before I can no longer park outside. It is very difficult for me and my family"

"This has severely impacted my family as my parents cannot easily visit me, or me them, due to the road closures. They are elderly and cannot walk up the large nether edge road hills, and the flatter but slower routes are so busy and they feel unsafe walking in those routes. The huge

increase in driving time due to the change (5 min journey is now over 20 mins) also makes it more difficult to drive to them.”

Section 2: Visitors

Key findings

- Generally, people are visiting the area recreationally or for employment.
- 48% of respondents suggest that they visit the area several times a week with a further 25% suggesting that they visit daily.
- Around a quarter suggest that they have increased the amount they visit the area since May 2022 (27%), with 16% saying that they have reduced their frequency of visits.
- Compared to residents, visitors are less likely to be aware that the area has been part of an Active Travel Neighbourhood scheme since May 2022 (39% vs 75%).
- Of those surveyed, over half (55%) had used a private vehicle as their main mode of travel on that particular day, with the majority parking on main roads or backstreets. Of the remaining visitors, 21% walked, 12% took the bus, 7% cycled and 6% selected 'other' methods of travel.
- As was seen with residents, almost all visitors were aware of the road closure to motor vehicles on Archer Lane, removing the cut through between Bannerdale Road and Brincliffe Edge Road (97%).
- Similar numbers of visitors were aware of both the Psalter Lane crossing at the junction with Osbourne Road and Osbourne Road crossing at the Junction with Union Road (48% and 45% respectively).
- Although suggesting they have seen more cyclists and people walking while in the area, as well as reporting that speeds have seen an overall reduction, just under half of visitors say that there has been a significant increase in the amount of through traffic in the area (48%).
- Almost 50% of visitors believe that the scheme has provided a more child friendly environment, while two in five suggest that the scheme has made it a safer environment for walking (42%).
- However, two in five visitors feel congestion has moved to alternative roads (39%).
- Visitors are relatively evenly split between those who would keep the scheme (49%) and those who would not (51%).

Reason for visit

Within the visitors survey, there is an even split between those who are visiting the area for employment reasons and those visiting for leisure and entertainment (37% and 36% respectively). The majority of those who are visiting for work are aged 35-54 (56%). Comparatively, a much higher proportion of those who are visiting for leisure are aged 55+ (65%).

Figure 27: What is your main reason for visiting the area today?



Base Size: All respondent: n=102

Those who were in the area for 'other' reasons were most likely to be picking up or dropping off children at the schools or nurseries in Nether Edge. Just over a quarter report being here in order to visit family and friends (26%) whilst 9% were attending local events.

Figure 28: What is your main reason for visiting the area today? 'other'

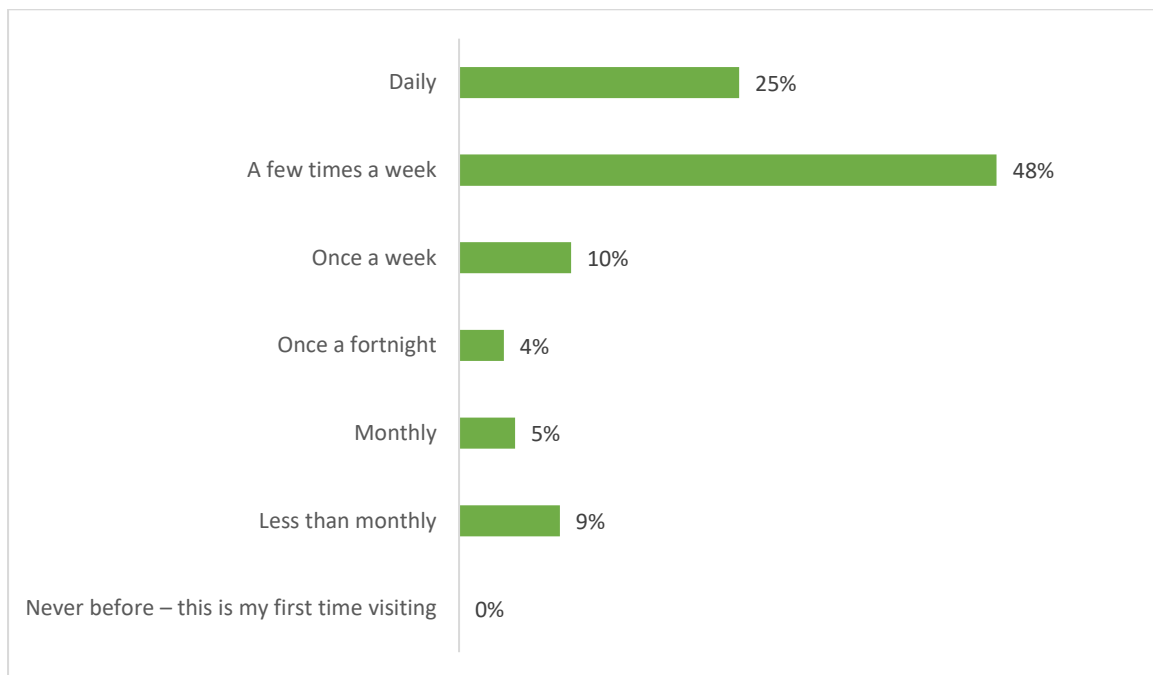
	Count	%
School nursery pick-up	7	30%
Visiting family / friends	6	26%
Local events	2	9%
Going to the park	1	4%
Walking the dog	1	4%
Walking	1	4%
Other	5	22%

Regularity of visiting

Almost 50% of respondents suggest that they visit the area several times a week (48%), with a further 25% suggesting that they visit daily. Regularity of visits is higher among the 35-54 age groups, with 29% visiting the area daily – though this correlates with their likelihood to be visiting for work.

Respondents who were aware of the scheme before completing the survey, are more likely to be daily visitors (40%), or to visit the area a few times a week (53%)

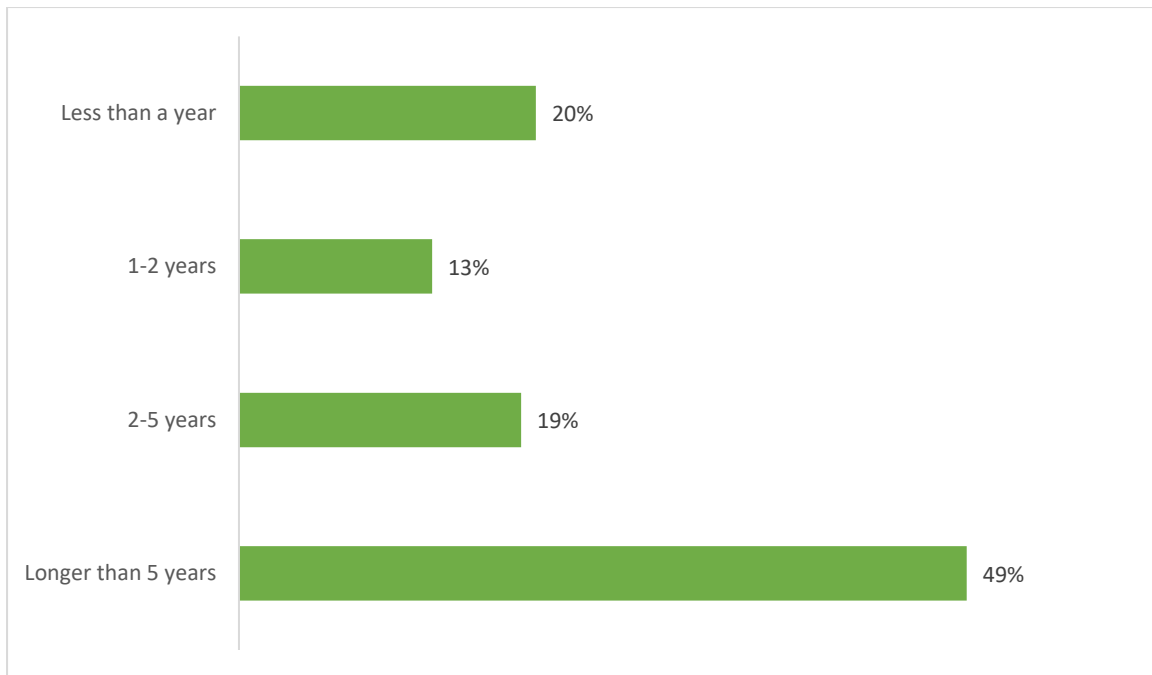
Figure 29: How regularly do you travel to/ through the Nether Edge area?



Base Size: All respondent: n=102

While almost 50% of those visiting the area have been doing so for more than five years, significantly more of these are aged 55+ (67%).

Figure 30: How long have you been travelling to/through the Nether Edge area?



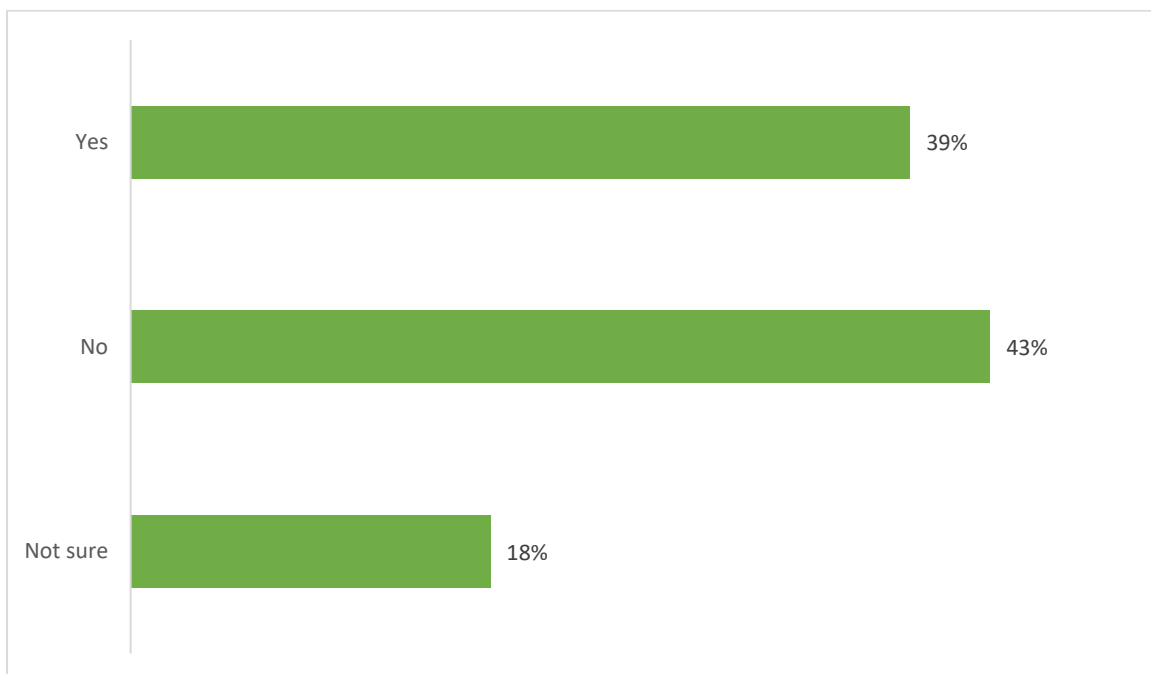
Base Size: All respondent: n=102

Awareness of the Active Travel Neighbourhood

Compared to residents, visitors are less likely to be aware that the area has been part of an Active Travel Neighbourhood scheme since May 2022 (39% vs 75%). Instead, 43% are not aware of the scheme, with a further 18% unsure. Interestingly, males are significantly more likely than females (51% vs 29%) to say they are aware of the scheme.

Awareness of the scheme varies slightly by age, with 50% of those aged 55+ aware - more likely than those aged 35-54 (47%) and 16-34 (15%) to know about the scheme.

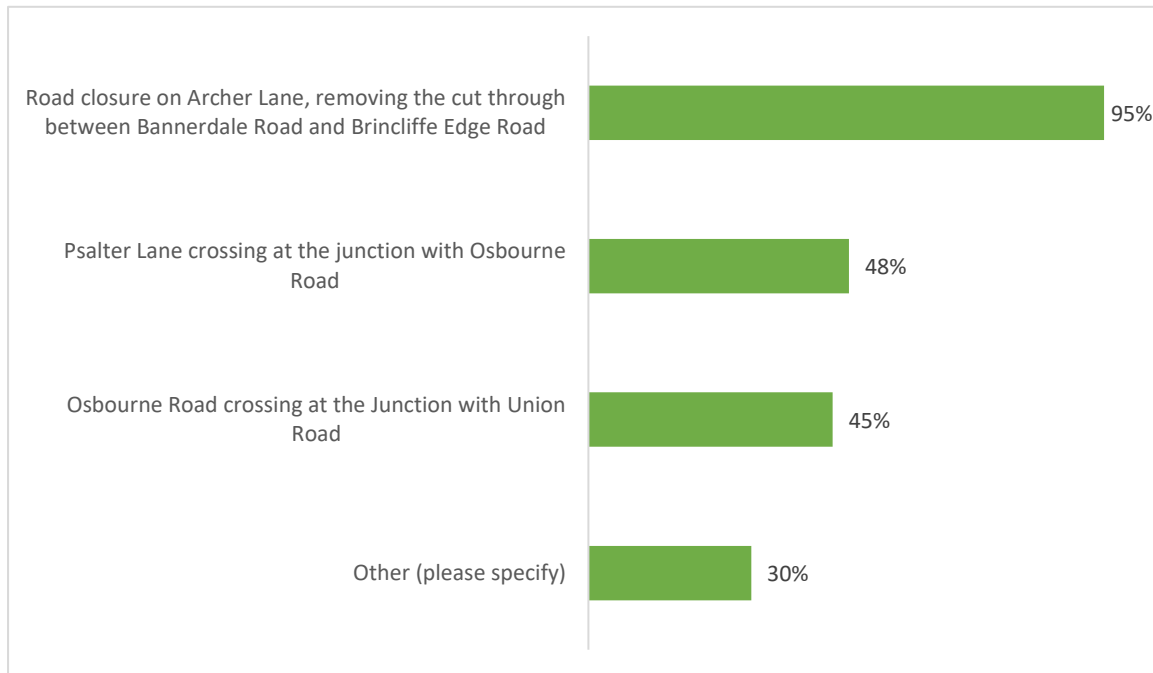
Figure 31: Are you aware that this area has been part of an Active Neighbourhood scheme since May 2022?



Base Size: All respondent: n=102

As was seen with residents, almost all respondents were aware of the road closure on Archer Lane to motor vehicles, removing the cut through for motor vehicles between Bannerdale Road and Brincliffe Edge Road (97%). Similar numbers of visitors were aware of both the Psalter Lane crossing at the junction with Osbourne Road and Osbourne Road crossing at the Junction with Union Road (48% and 45% respectively). Interestingly, 12 out of the 40 aware of the scheme, considered 'other' areas of Nether Edge to be part of the scheme.

Figure 32: Specifically, can you tell me what changes have been made as part of the scheme?



Base Size: those aware of the scheme: 40*

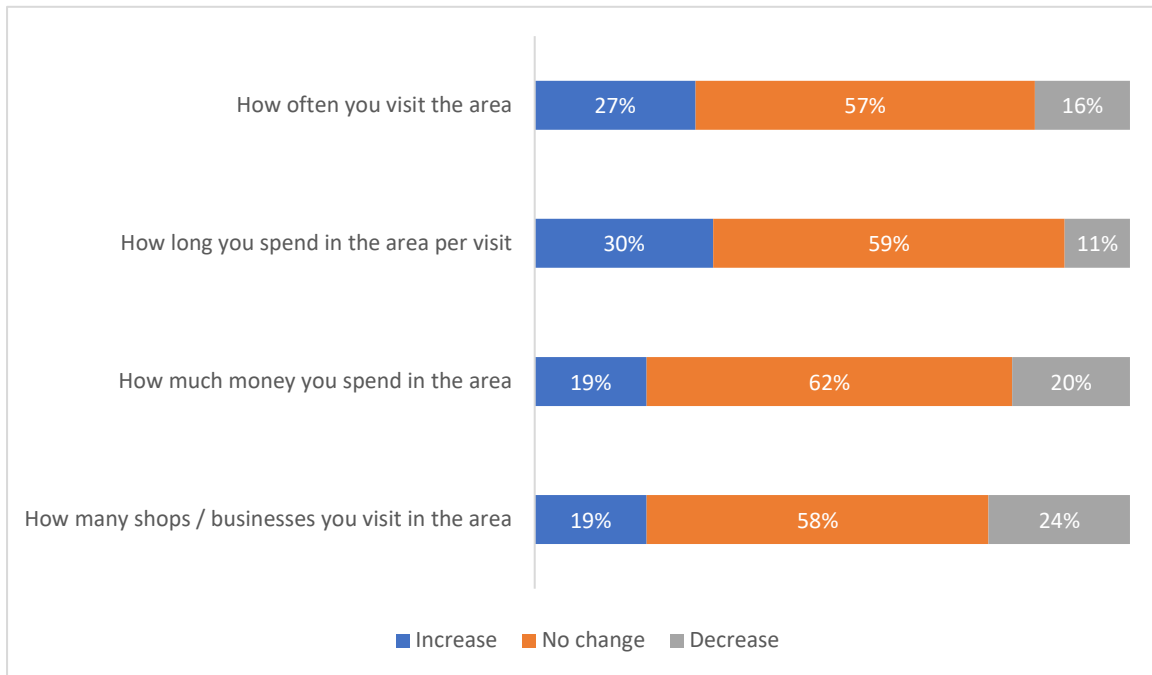
(*Suggests low base size and therefore need to be treated with caution)

Almost one third suggest that they have increased the amount they visit the area since May 2022 (27%), with only 16% saying that they have reduced their frequency of visits. This increase (although not significant) is greater for female visitors than it is for male visitors (31% vs 24%).

Those who said they were aware of the scheme prior to completing the survey are significantly more likely than those not aware to have actively reduced their levels of visiting the area (25% vs 5%). This trend extends to many of these statements, with those not aware significantly more likely to say they are spending more time in the area since May 2022 than those aware of the scheme (45% vs 10%).

Interestingly, whilst more people say the time they spent in the area has increased since May 2022 (30% increased vs 11% decreased), the reverse is true in terms of number of shops visited whilst in the area (19% increased, 24% decreased). This may be a function of some people returning to in-office work since May 2022, meaning they are travelling to the area and staying longer than they were in May 2022, but due to working for the majority of that they are not visiting businesses – however, our survey cannot confirm this.

Figure 33: To what extent have the following changed for you since May 2022?

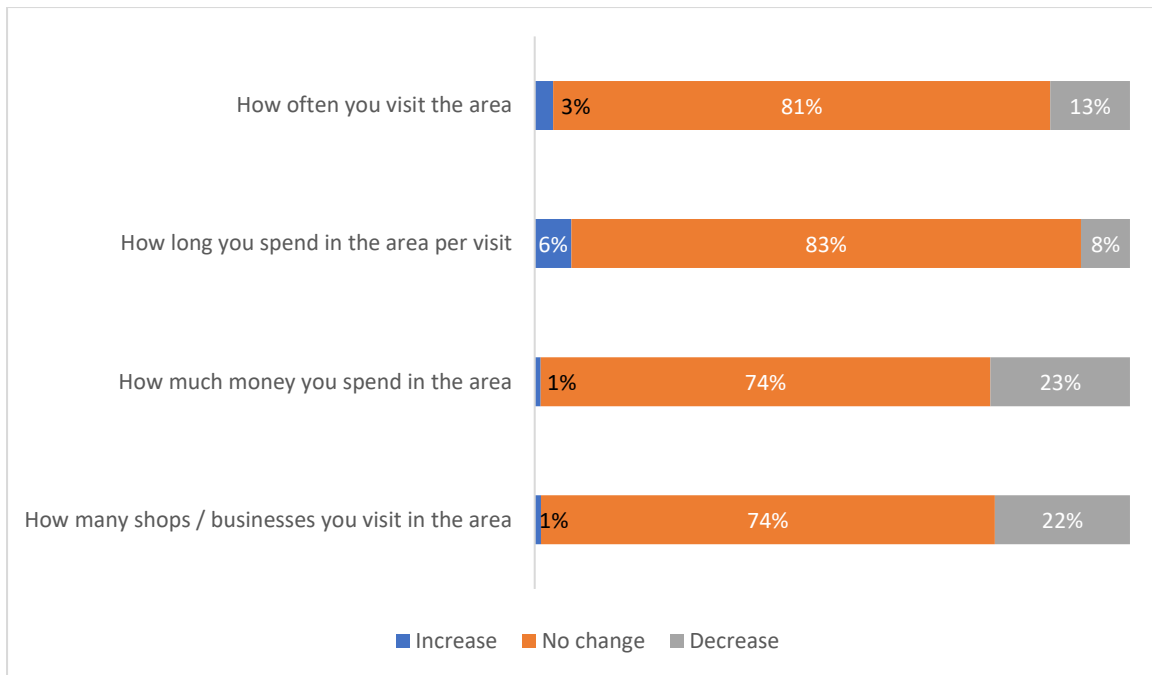


Base Size: All respondent: n=102

When asked about the impact of the ATN on these changes specifically, it is most notable that the direct impact of the ATN on visitors has been significantly more to decrease frequency, spend and number of shops visited than it has to increase these.

Overall, it appears that the increases seen in those measures since May 2022 by visitors in the chart above, are being put down to other factors than the ATN scheme.

Figure 34: And to what extent have the following changed for you, if at all, as a result of the Active Travel Neighbourhood



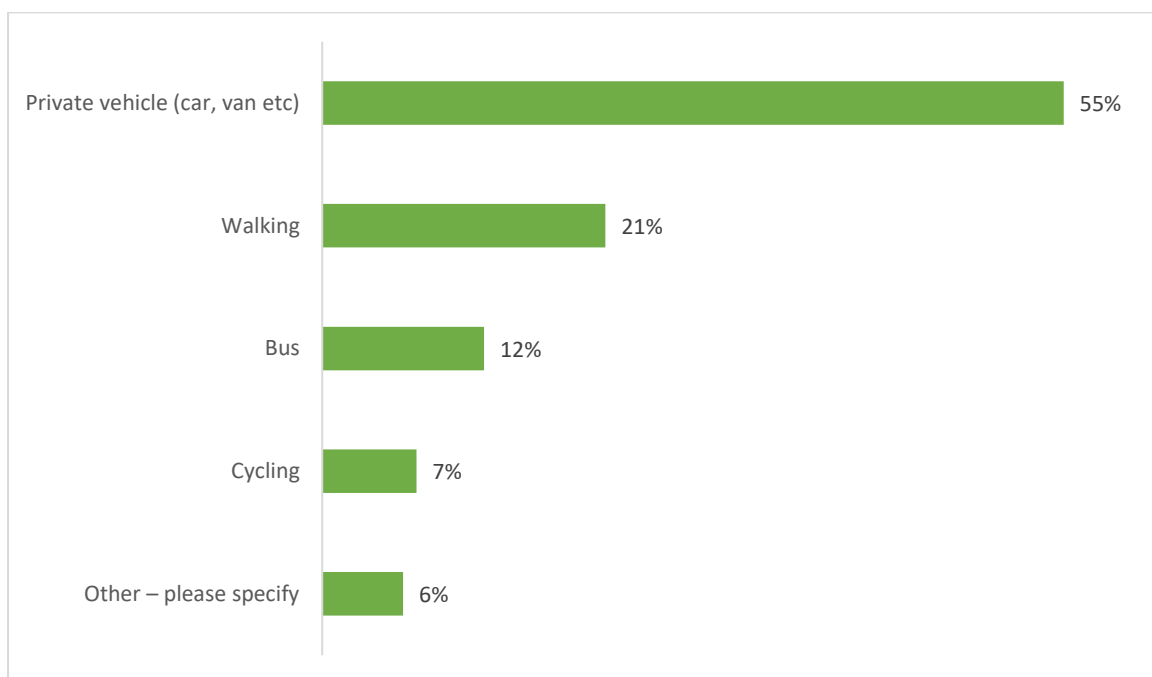
Base Size: All respondent: n=102

Travelling around the area

Of those surveyed, over half (55%) had used a private vehicle as their main mode of travel on that particular day. This is particularly true of those aware of the scheme who are significantly more likely than those not aware (70% vs 41%). Only a tenth used the bus and a fifth walked. 7% said they had cycled.

Interestingly, a higher proportion of visitors aged 55+ walked (27%), which is also similar for male visitors (24%) who are more likely than females (17%) to have walked into the area. Meanwhile female visitors are more than twice as likely as male visitors to have cycled into the area (10% vs 4%) – though these numbers are still low in relative terms.

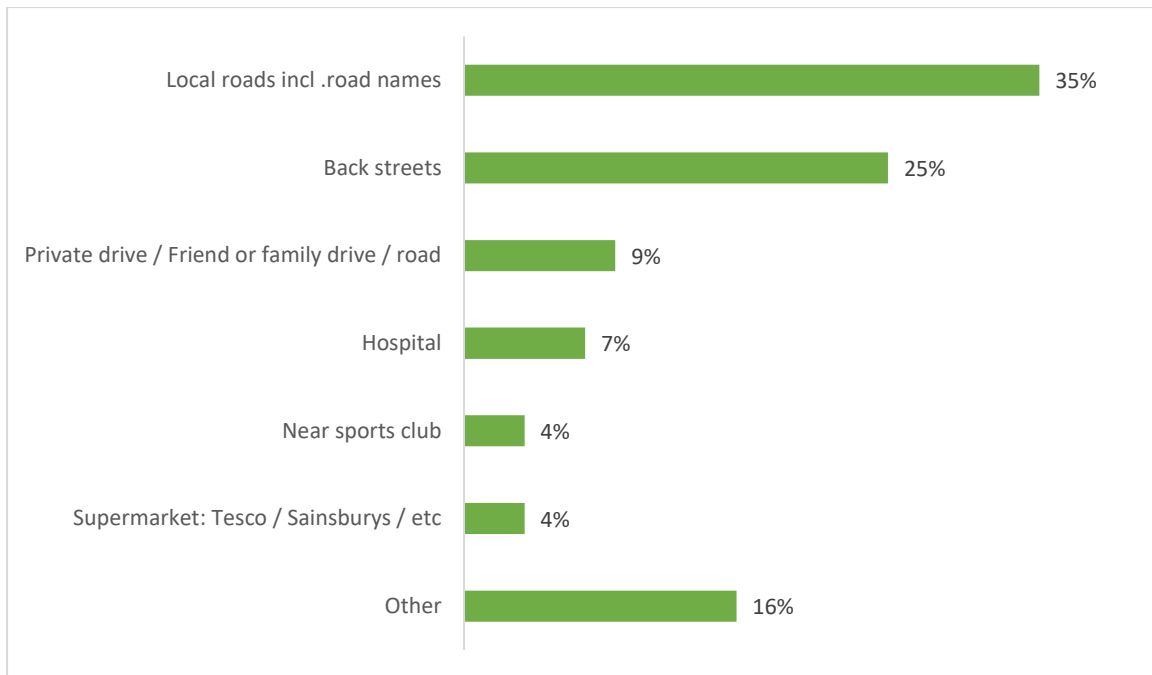
Figure 35: What was the main method you used to travel here today?



Base Size: All respondent: n=102

Of the 55% who arrived in the area via private vehicle, just over a third suggest that they parked on local roads (35%) while one in four suggest they parked in a backstreet (25%). Almost one in ten (9%) were able to park locally on a private drive, or used a space designated for a friend or family member.

Figure 36: You mentioned that you used a private vehicle to get here today, could you tell us where you parked?



Base Size: travelled to area in private vehicle: n=55

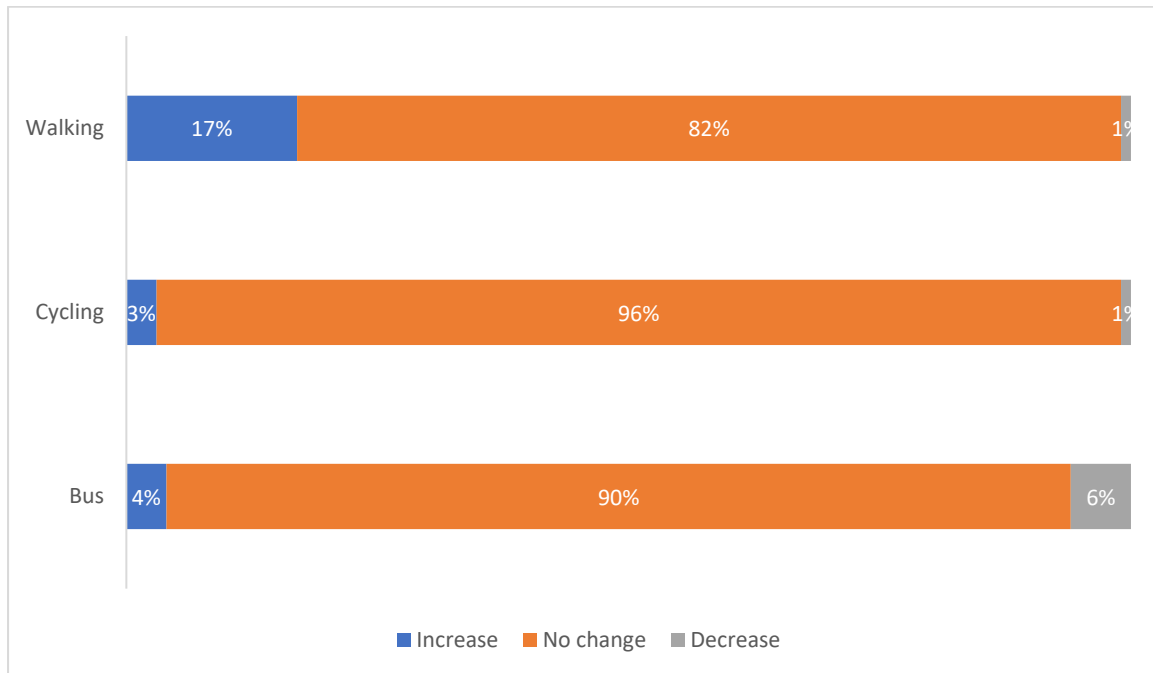
Named roads used for parking include: Moncliffe Road, Chelsea Road, Union Road, Lyndhurst Road, Williamson Road, Kentwood Road and Cherry Tree Road.

Considering changes in methods of travel when visiting the area since the scheme has been introduced, walking was significantly more likely to have seen an increase compared to all other modes of transport. This is particularly true of male visitors compared to female visitors (24% vs 10%). Use of buses has decreased for more people than it has increased for.

Bus travel is significantly more likely to have increased among female visitors than males (8% vs 0%).

However, the overarching data suggests that for the vast majority (at least four fifths – and more than nine in ten for cycling and bus use) the impact of the ATN on travel mode has been minimal, with most visitors reporting no change.

Figure 37: In terms of how you travel here when visiting the area, has your usage of the following methods of transport increased, decreased or remained the same as a result of the scheme?



Base Size: All respondent: n=102

Perceptions of the area

Over half of visitors said that they have seen an increase in the number of people cycling in the local area (51%), while just over two in five have seen an increase in the number of people walking (43%).

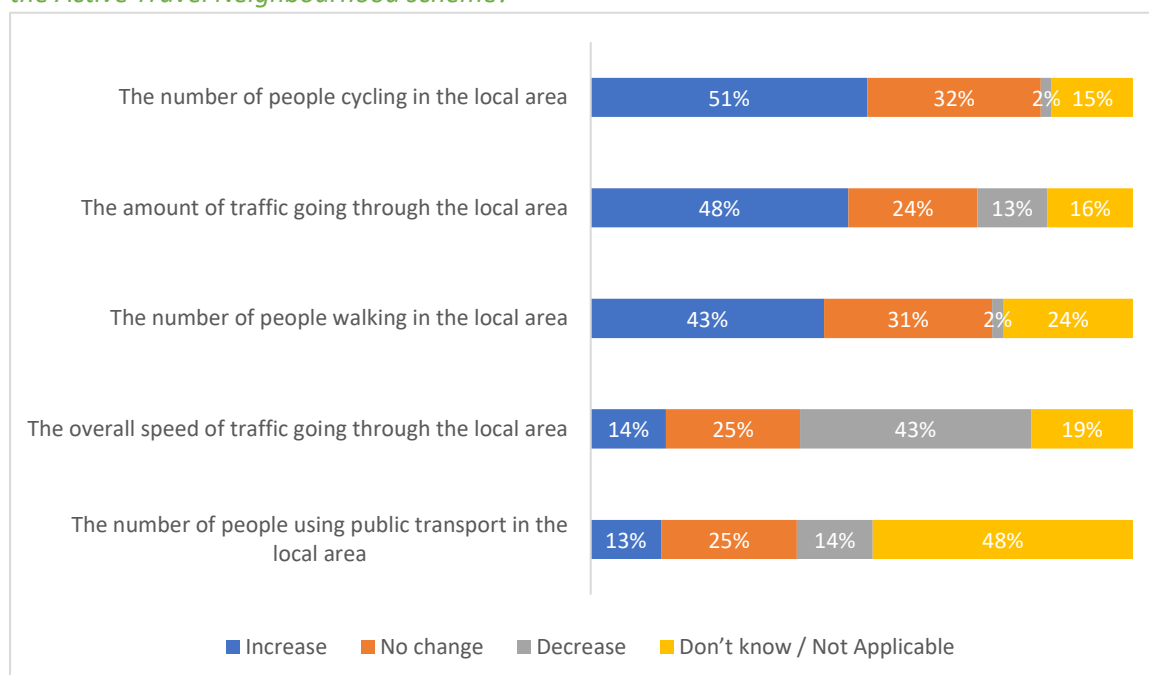
Visitors aged 35-54 are more likely than other ages to say that they have seen an increase in people cycling around the area (58%). Male visitors are also more likely to agree, (55%). Meanwhile, those aged 55+ are significantly more likely than the 35-54 group to have seen no change in the number of people cycling in the area (47% vs 24%).

Encouragingly, visitors report an overall reduction in speeds seen around the area, with over two in five agreeing (43%). This is particularly true of those aged 35-54, with 56% stating this. Also, those aware of the scheme are more likely to say that there has been a decrease in speeds, compared to those not aware of the scheme (55% vs 18%).

Although it is reported that speeds have seen an overall reduction, just under half of visitors say that there has been a significant increase in the amount of through traffic in the area (48%). This is particularly true of those aware of the scheme, compared to those not aware (65% vs 32%).

Overall, just over one in ten say that they have seen an increase in the number of people using public transport (13%).

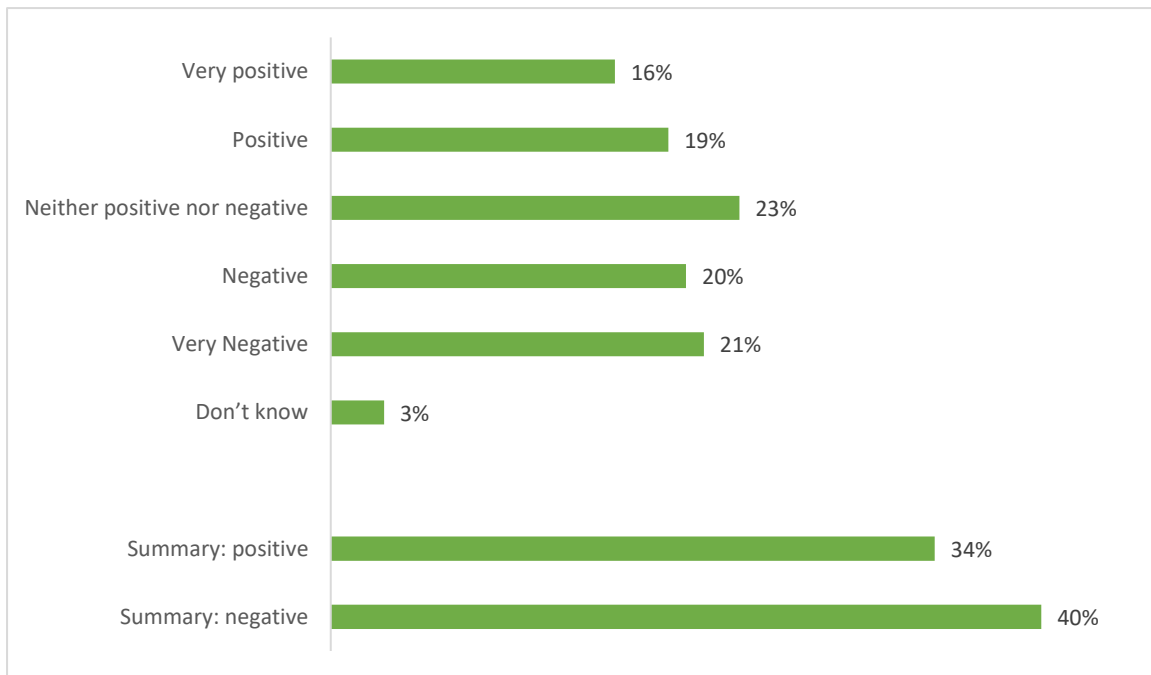
Figure 38: To what extent, if at all, have you noticed a change in any of the following as a result of the Active Travel Neighbourhood scheme?



Base Size: All respondent: n=102

One third of visitors consider that overall, the Active Travel Neighbourhood has had a positive impact on the Nether Edge area (34%). However, 40% feel the scheme has had a negative impact and a further 23% suggest that the scheme has not had a positive or negative impact either way. Those aware of the scheme are significantly more likely to say it has had a negative impact compared to those not aware of the scheme (75% vs 14%).

Figure 39: Overall, how do you feel about the Active Travel Neighbourhood scheme in this area?



Base Size: All respondent: n=102

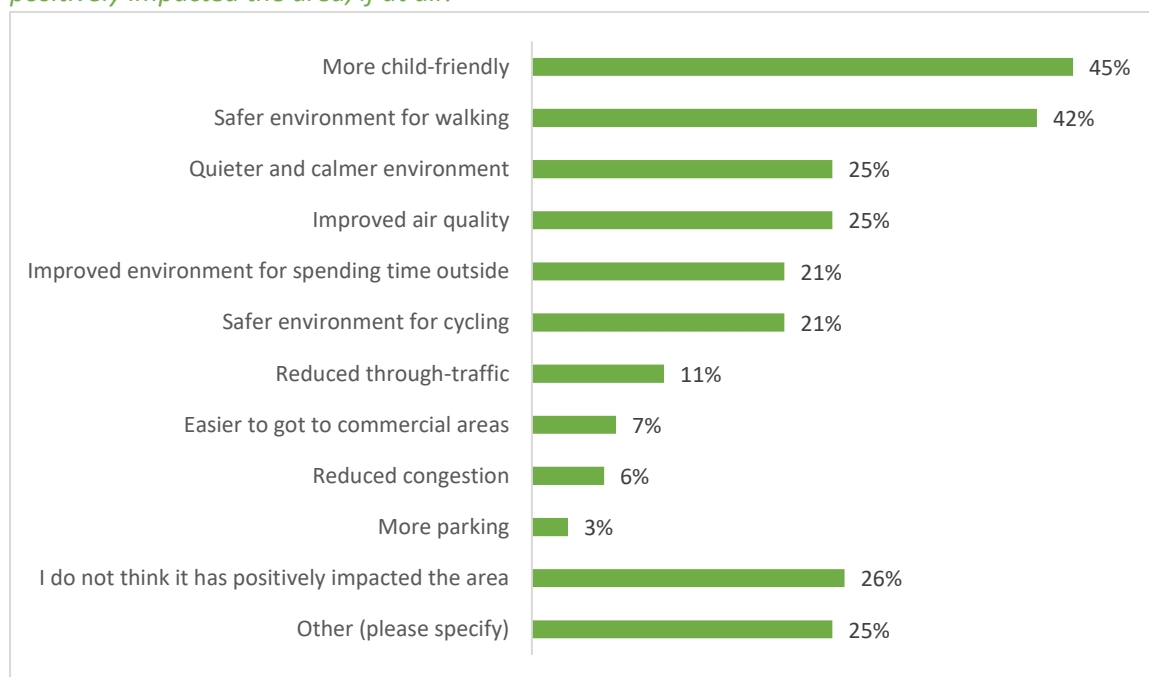
Impacts on the area

45% of visitors believe that the scheme has provided a more child friendly environment, while two in five suggest that the scheme has made it a safer environment for walking (42%). A quarter feel it is calmer and that air quality has improved.

Female visitors feel more strongly that the area is more children friendly (48%), and that that there is an improved environment for spending time outside (25%).

However, just over a quarter (26%) said they did not see any positive impacts of the ATN on the area and only relatively small numbers felt that it has reduced through traffic (11%) or reduced congestion (6%).

Figure 40: Thinking about when you visit, how do you think the Active Travel Neighbourhood has positively impacted the area, if at all?



Base Size: All respondent: n=102

A quarter of visitors also listed other positive impacts. One in three of those commented on the improved ease of crossing roads (31%), with 8% suggesting they have noticed a change in the temperament of the people in the area. Some also mentioned that they were a new visitor to the area and are more unsure of how the scheme has benefitted the local area.

There is however a call for there to be more advertisement around public transport.

(taken from within 25% 'other')

“More child friendly in the residential area but not on main roads”

“Safer on school pick up”

“Market more on public transport”

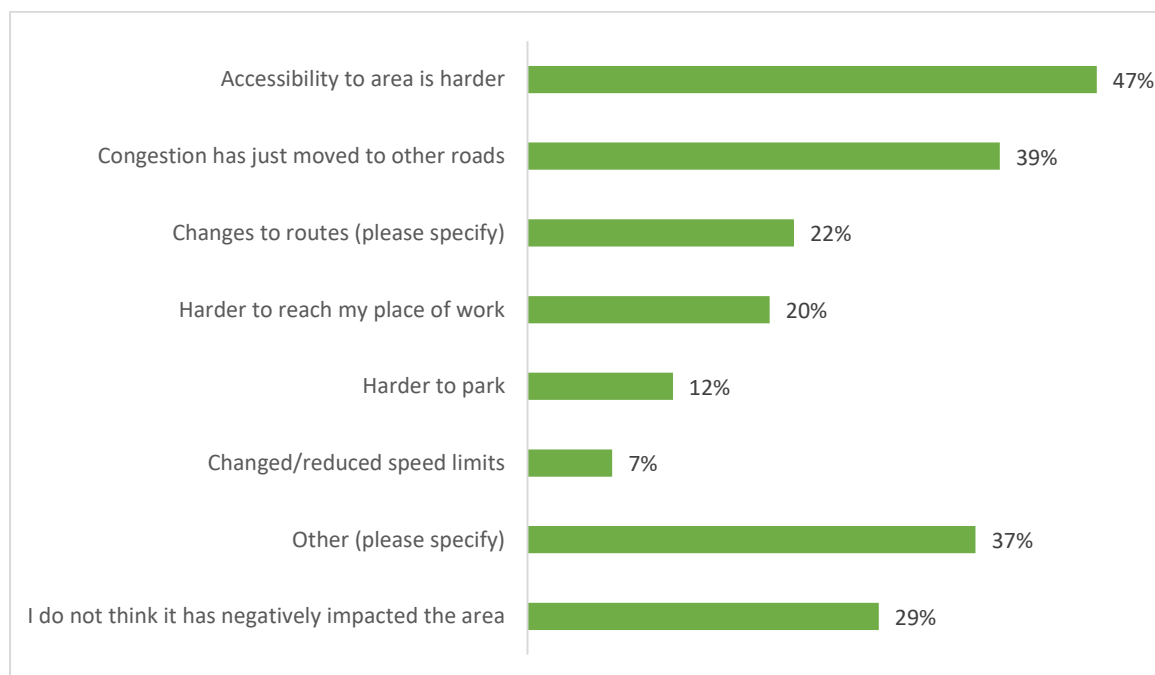
Looking at the more negative impacts, almost half feel that accessibility has become harder (47%) and this has impacted on getting to work – with 20% saying it is harder to reach their work place (20%).

Two in five visitors feel congestion has now moved to alternative roads (39%). This again is particularly true for those aware of the scheme, who are significantly more likely than those not aware to feel this to be true (68% vs 11%). They are also significantly more likely than those not aware to consider accessibility to be harder (83% vs 16%). Male visitors (51%) as well as those aged 35-54 (8%) are also more likely to feel this way.

The 35-54 age group are significantly more likely than those aged 55+ to consider that the scheme now makes it harder for them to get to work from their homes (36% vs 78%). This is also the case for those who are aware of the scheme (40%).

However, overall, almost a third (29%) of visitors said they did not feel there were any negative impacts on the area.

Figure 41: How do you think the Active Travel Neighbourhood has negatively impacted your area, if at all?



Base Size: All respondent: n=102

Commenting around the roads that have seen increases in congestion, 14 out of the 39 (36%) suggest that Abbeydale Road, with 9 (23%) suggesting both Sheldon Road and Ecclesall Road respectively.

Figure 42: How do you think the Active Travel Neighbourhood has negatively impacted the area, if at all? Congestion has moved to other roads

	Count	%
Abbeydale Road	14	36%
Sheldon Road	9	23%
Ecclesall Road	9	23%
Main roads	5	13%
Mirtle Road	1	3%
Nether Edge Road	1	3%
Osbourne Road	1	3%
Other	9	23%

*Base Size: negative impacts 'other': n=39***

*(** Suggests very low base size and therefore need to be treated with caution)*

Elaborating on their changed routes, 8 of the 22 (36%) suggest that their method of route planning now involves road avoidance, particularly Abbeydale Road.

Figure 43: How do you think the Active Travel Neighbourhood has negatively impacted the area, if at all? 'changes to routes'

	Count	%
Avoiding roads e.g. Abbeydale Road	8	36%
Using alternative roads	3	14%
Doing more miles	2	9%
Stopped going to usual places / using local businesses	2	9%
Going all the way round to get to destination	3	14%
Other	4	18%

*Base Size: negative impacts 'other': n=22***

*(** Suggests very low base size and therefore need to be treated with caution)*

'Other' comments around perceived negative impacts of the scheme come in the form of it being bad for business, increased pollution and a small number of comments around road rage as well as certain roads becoming more dangerous.

30% Other

"Can't nip to the shops, our cafes deli has closed"

"I am using Nether Edge businesses a lot less now, the deli has closed because of this"

"Affecting businesses, people do not use Nether Edge shops now because they can't get here"

"More pollution on road next to school, effecting children"

"I work in the community and the time it takes me to get to places in Nether Edge has tripled, it has caused more pollution"

"Taxis drive fast and dangerously down Nether Edge road"

"Drivers are more aggressive"

Figure 44: How do you think the Active Travel Neighbourhood has negatively impacted the area, if at all? 'Other'

	Count	%
Bad for business	8	22%
Pollution	7	19%
Traffic	5	14%
Road rage	3	8%
Certain roads more dangerous	3	8%
Finding alternative modes of transport	1	3%
Harder to get to the local shops	1	3%
Difficult for health service incl. ambulances	1	3%
Upsetting older generations	<1%	0%
Other	11	30%

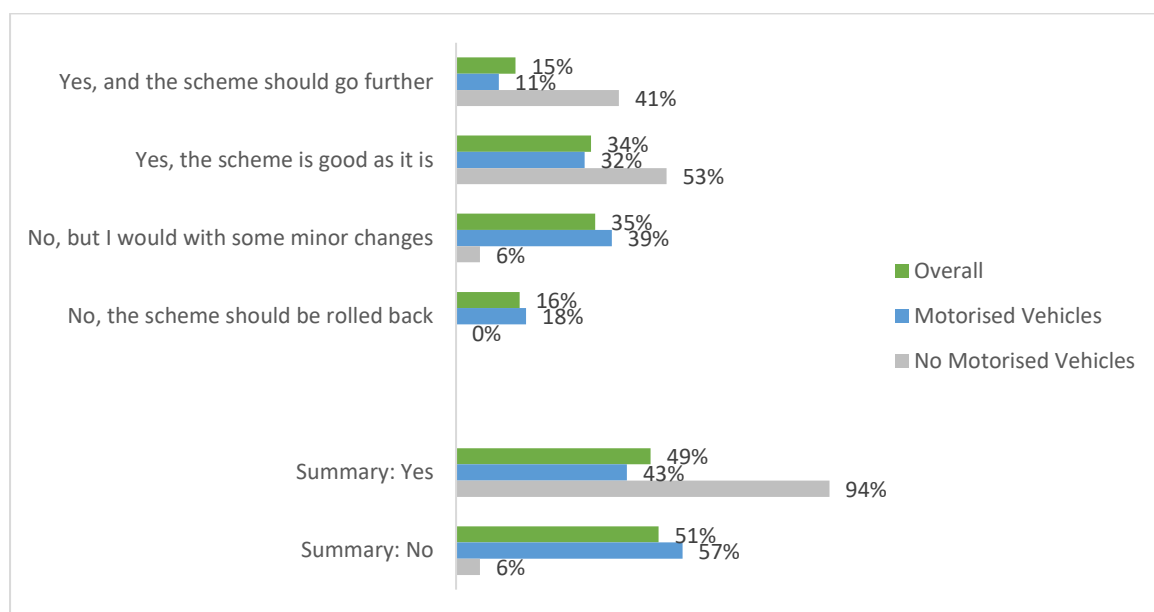
*Base Size: negative impacts 'other': n=37***

*(** Suggests very low base size and therefore need to be treated with caution)*

Support for the Active Travel Neighbourhood

There is a relatively even split between those who would keep the scheme (49%) and those who would not (51%). It should be noted that incorporated into the summary of ‘no’, are those who suggest that although they wouldn’t keep it as it is, they would if some minor changes were made, which makes up 35% of the total. Thus, overall, only 16% of visitors feel that the scheme should definitely not be continued in some form.

Figure 45: Taking everything into account, would you support keeping the changes introduced as part of the scheme in place?



Base Size: All respondent: n=102

17% of visitors on this day indicated that they do not have access to a motorised vehicle. These individuals were more likely than those who do have access to a motorised vehicle to suggest that the scheme should remain as it is or go further (94% vs. 43%). None of those who do not have access to a motorised vehicle suggested that the scheme should be rolled back.

Changes and suggestions for further improvements by those who selected either “Yes and the scheme should go further” and “no, but I would with some minor changes” include comments around the reopening of Archer Lane, adding in further crossings in order to help pedestrians cross the busy roads and possible implementation of one-way systems.

24% reopen Archer Lane

“Remove road closures, it is frustrating for everybody, nobody in my community can understand why it has been changed.”

“Re open Archer Lane, removing traffic lights”

“Re open Archer Lane partially at certain times”

“Re open Archer Lane, it wasn't that busy before, now it is causing traffic and concentrated pollution on the main roads”

10% One-way system

“Make Brincliffe Edge one way, it is common sense. The scheme in Crookes doesn't seem to be logical and horrified at price of planters.”

“Make Brincliffe Edge one way but reopen the Archer Lane blockade”

“Make Little London road one way”

“I am in favour of making roads safer. One-way systems are very useful, maybe not traffic lights but a zebra/ pelican crossing”

“I think road closures overall are a bad idea, fines are just a money grab. The Council should look at making one-way systems if they want to divert traffic safely”

There are also further comments around putting in place a better public transport infrastructure as the current system is causing residents and visitors alike to get very frustrated:

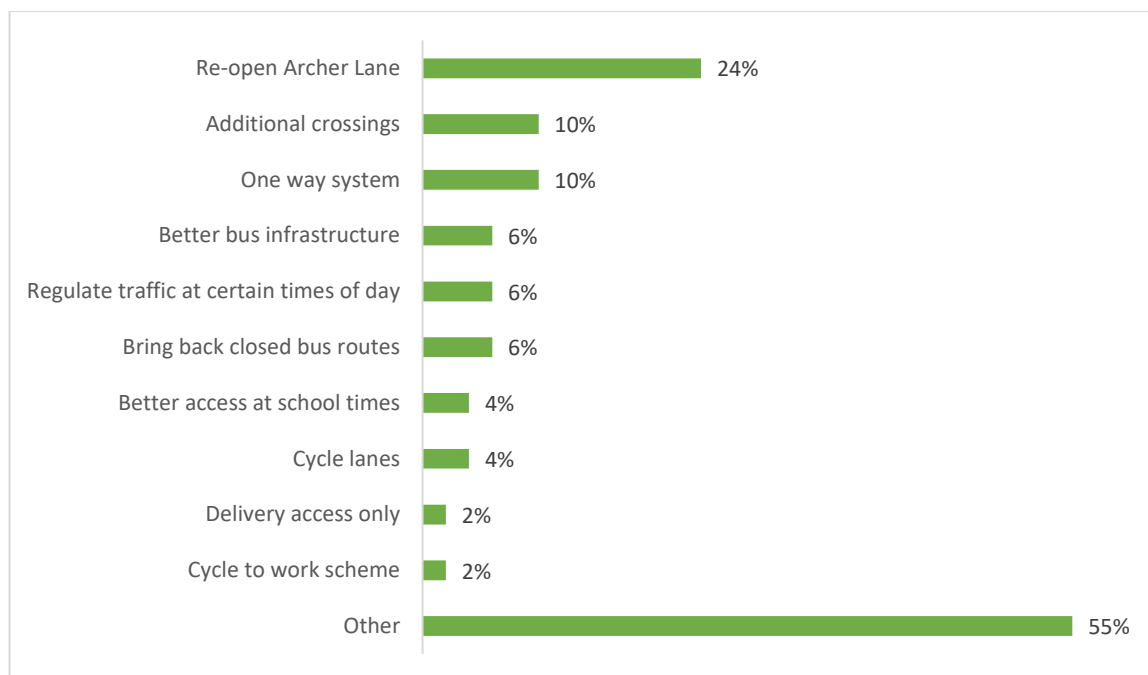
6% Better bus infrastructure

“Roll back road closure. Do not put red lines down, it will kill businesses. Introduce better transport system, I waited 50 minutes for a bus on Ecclesall”

“Re-introduction of bus service number ten to Nether Edge, we would use that in the past to visit the area. We visit less now”

“Re-introduce number 10 and number 56 bus, it is making Nether Edge isolated.”

Figure 46: Can you tell me what changes you would suggest?



Base Size: All respondent who answered question: n=51

Within the ‘other’ group here, there are also several comments on the need for pedestrianisation of the area, with many in favour of closing Ecclesall road to cars, allowing only walking, cycling and delivery vehicles:

Pedestrianisation (part of the ‘other’ category 55%)

“Pedestrianized Nether Edge road, make it so we can sit out on the road. Open up for deliveries only”

“I think roads around schools should be closed off morning and 3oclock encourage walk to school schemes, students in a catchment area should be walking. Penalize cars on school run, introduce tax on them, like cars”

“I’d like to see changes on the parking regs, check parking and install double yellows on this road. Pedestrianized scheme on Nether Edge road as it would slow traffic. Taxi drivers now bombing through here, make area more pleasant”

There are also calls for improved cycling routes and facilities:

Improved cycling facilities (part of the ‘other’ category 55%)

“Encourage more cycling and walking in the Nether Edge area, please. Despite these changes adding to my journey, it has made us think about our TRAVEL DECISIONS. Whilst making it more inconvenient for me, I think it is a great idea.”

“Introduce proper cycle lanes that connect through the city, cycle to work schemes, incentives for people. Electric bike points, scooter points. Divert traffic to main roads and build real environmental infrastructure”

“Re open archer lane. Increase cycling by adding cycle route through the city. If I felt safer on my bike I would do it. I feel too vulnerable on Abbeydale road. Support crossings. Archer lane does not have a positive impact, it increases traffic, frustration, pollution levels, it is not a residential area so I do not understand the logic.”

Section 3: Businesses

Key findings

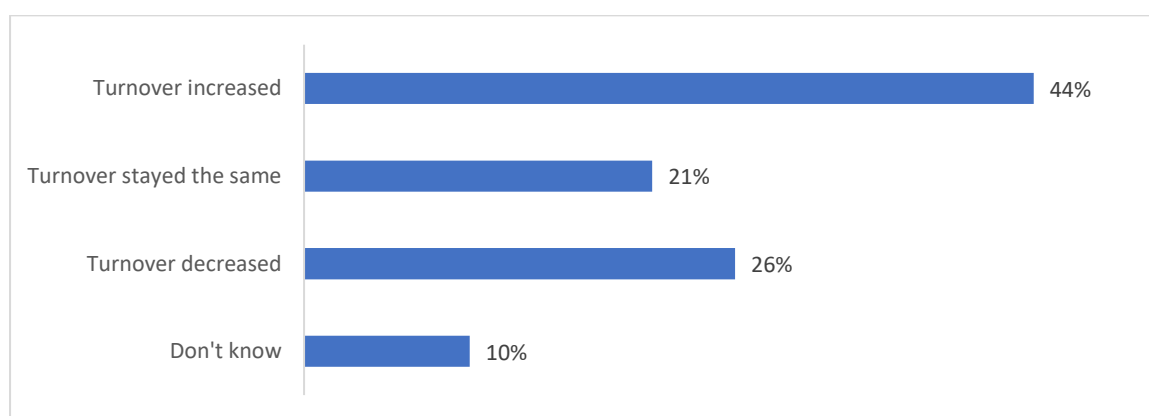
- Over two in five have seen an increase in turnover in the last year at 44%, with a further 21% seeing turnover remain stable over the last year of trading.
- Cost of living is suggested by 6 of the 35 respondents as being a reason for the change they have seen (17%), while 5 (14%) suggest that the increase is due to their business becoming more popular.
- Over half of business owners or managers in the area are aware that Nether Edge has been part of an Active Travel Neighbourhood scheme since May 2022 (54%)
- Almost two in five state that the scheme has provided a safer environment for walking (38%), and almost a third also agreed that it is a safer environment for cycling (31%).
- However, 54% of managers/owners feel that it's harder for people to get to shops and local businesses now, it is now perceived as harder for people to park in the area by two fifths of businesses (41%), and 44% state that accessibility to the area is harder.
- Only around a tenth report an increase in employees cycling to work (10%) or have seen an increase in employees or colleagues getting the bus (13%). Overall, there has been little perceived change in employee modes of transport when commuting to work.
- None suggest that the scheme has positively impacted the businesses of the local area, with only 3% (1 respondent) suggesting it has positively benefited their business specifically. Instead, this group are more likely to suggest that they would disagree with these statements, with 44% disagreeing that the scheme has positively impacted local businesses, and 41% suggesting that it has not positively impacted their business specifically. A fifth (21%) strongly disagree that the scheme has impacted their business positively.
- When asked specifically, 44% of businesses could not identify any positive impacts of the scheme.
- Business owners and managers are equally as to suggest that the scheme should remain (49%) as they are not to not support it in its current form (51%)

About your business

In total, almost three quarters of managers and business owners have worked in the Nether Edge area for more the 5 years. 10% had worked in the area for less than two years.

More than two in five had seen an increase in turnover in the last year at 44%, with a further 21% seeing turnover remain stable over the last year of trading. Turnover had fallen for a quarter (26%).

Figure 47: Thinking about the last year of trading, how has your business' turnover performed?



Base Size: All respondents: 39

We spoke to business from a range of different sectors but only had enough responses from two sectors to make comparisons worthwhile – Non-Food Retail and Food Retail. These bases are low (n=10 per sector) and findings should be seen as indicative.

Of these two, non-food retail has experienced the greater proportional increase, with five out of the 10 surveyed suggesting an increase in turnover. Comparatively, only two of the 10 food retailers surveyed suggested seeing an increase.

Businesses were asked why they feel their turnover has performed the way it has.

Cost of living is suggested by 6 of the 35 respondents as being a reason for the change they have seen (17%), while 5 (14%) suggest that the increase is due to their business becoming more popular.

Figure 48: Why do you think turnover... (pulled from Figure 48)

	Count	%
Cost of living	6	17%
Business is more popular	5	14%
Economy	4	11%
More people around / increased footfall	4	11%

Increased prices	4	11%
Marketing	2	6%
Road markings e.g. yellow lines	1	3%
Other	11	31%

Base Size: All respondents: 35

Awareness of the Active Travel Neighbourhood

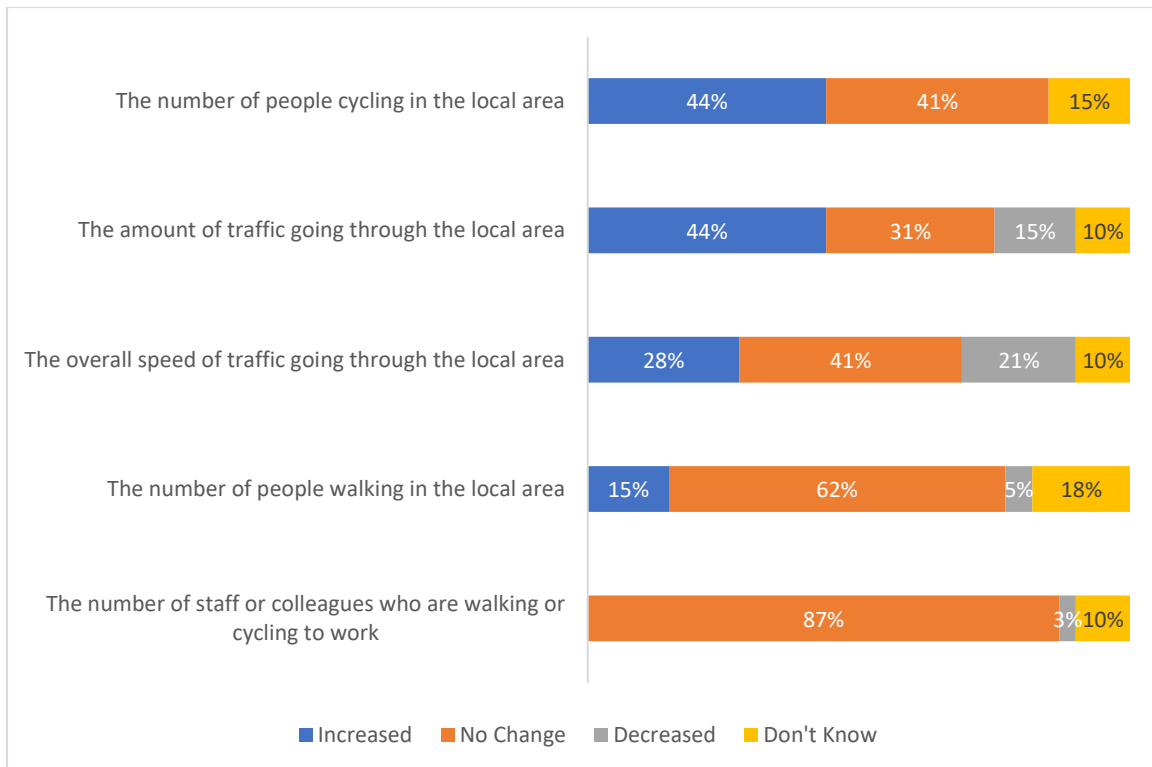
Encouragingly, over half of business owners or managers in the area are aware that Nether Edge has been part of an Active Travel Neighbourhood scheme as of May 2022 (54%).

Owners and managers were most likely to suggest that they have noticed an increase in the number of people cycling around the area (44%) with none suggesting they have noticed a decrease. A smaller number (15%) said that walking through the area had increased but is also reported to have decreased by 5% of businesses.

Interestingly, this increase in people walking and cycling around the area noticeably does not extend to staff, as owners and managers report that they have not noticed an increase in the number of staff or colleagues walking or cycling to work, instead reporting that this has mostly remained the same as before the scheme was implemented (87%).

Businesses were more likely to say that the volume of traffic going through the area had increased than decreased (44% vs 15%) and that the overall speed of traffic going through the area had increased rather than decreased (28% vs 21%).

Figure 49: To what extent, if at all, have you noticed a change in any of the following since the implementation of the Active Travel Neighbourhood scheme in May 2022?

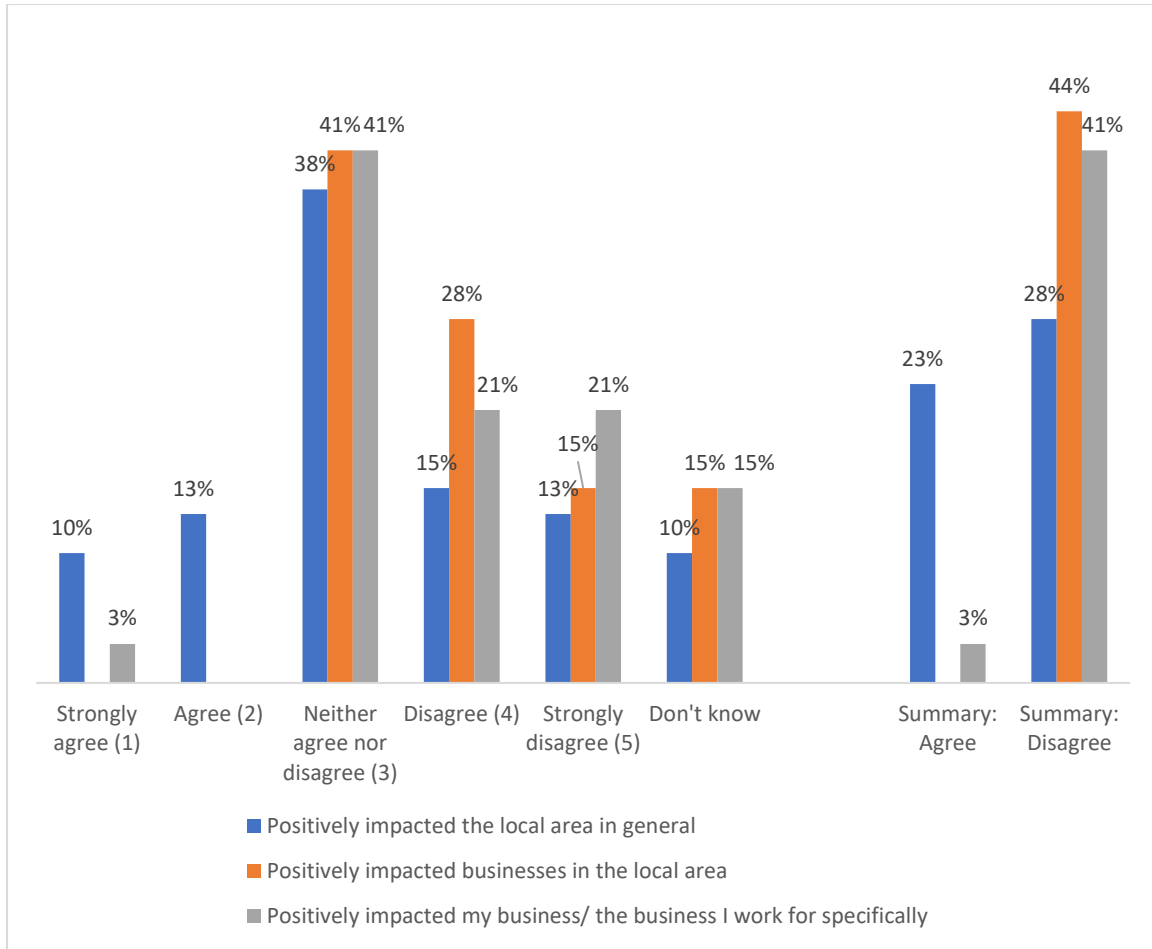


Base Size: All respondents: 39

Although almost a quarter would agree that the scheme has positively impacted the local area in general (23%), they have seen little to no positive impacts on their or other local businesses specifically.

None suggest that the scheme has positively impacted the businesses of the local area, with only 3% (1 respondent) suggesting it has positively benefited their business specifically. Instead, this group are more likely to suggest that they would disagree with these statements, with 44% disagreeing that the scheme has positively impacted local businesses, and 41% suggesting that it has not positively impacted their business specifically. A fifth (21%) strongly disagree that the scheme has impacted their business positively.

Figure 50: To what extent, if at all, do you agree or disagree with the following statements? The Active Travel Neighbourhood has



Base Size: All respondents: 39

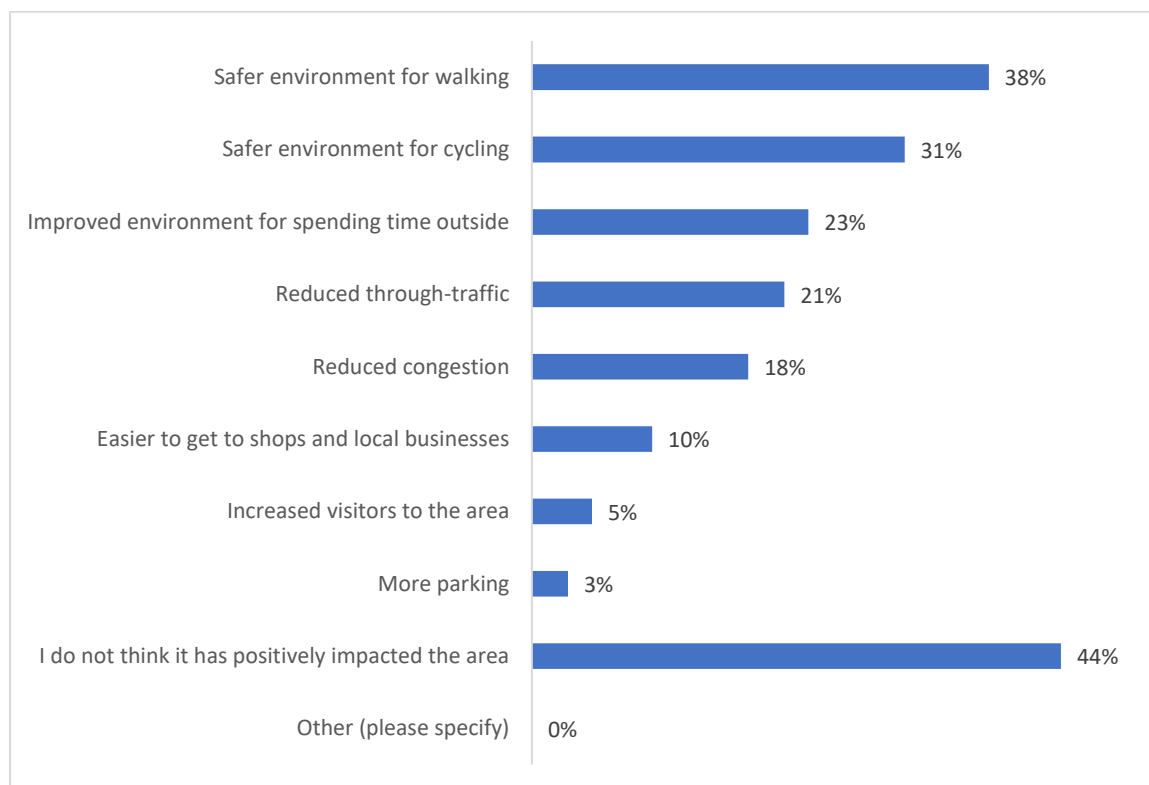
Impacts on the area

Overall, almost half (44%) of businesses did not feel that the scheme had positively impacted the area.

Business owners and managers who can identify positives focus on how the scheme has benefitted the local environment, with almost two in five stating that the scheme has provided a safer environment for walking (38%), and almost a third also agreeing that also it is a safer environment for cycling (31%).

Business owners and managers are less positive around how the scheme is benefitting their trade. Only one in ten suggests that the scheme has made it easier to get to the shops and local businesses (10%), with even fewer reporting increased level of visitors to the area (5%). Parking is also considered an issue, with only 3% suggesting that the scheme has opened up the area for more parking.

Figure 51: How do you think the Active Travel Neighbourhood has positively impacted your area, if at all?



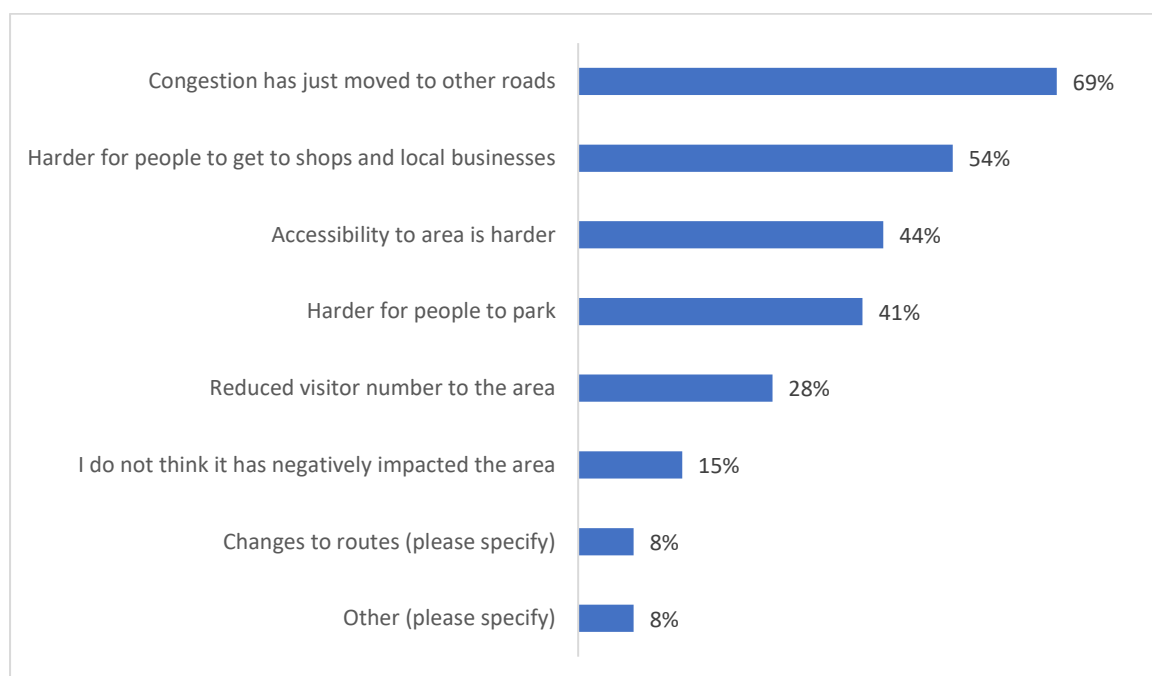
Base Size: All respondents: 39

When asked to consider the negative impacts on the local area, two fifths (41%) of business managers and owners state that it is now harder for people to park in the area and 44% state that accessibility to the area is harder in general. This likely contributes to the 54% who feel it is harder for people to get to shops and local businesses now. Around seven in ten (69%) also state that congestion has simply moved to other roads.

Whilst in the previous question 5% said that they have seen an increase in visitors to the area, over a quarter (28%) said that they have seen a reduction in the number of visitors.

Only 15% said that they did not feel there were any negative impacts on the local area.

Figure 52: How do you think the Active Travel Neighbourhood has negatively impacted your area, if at all?



Base Size: All respondents: 39

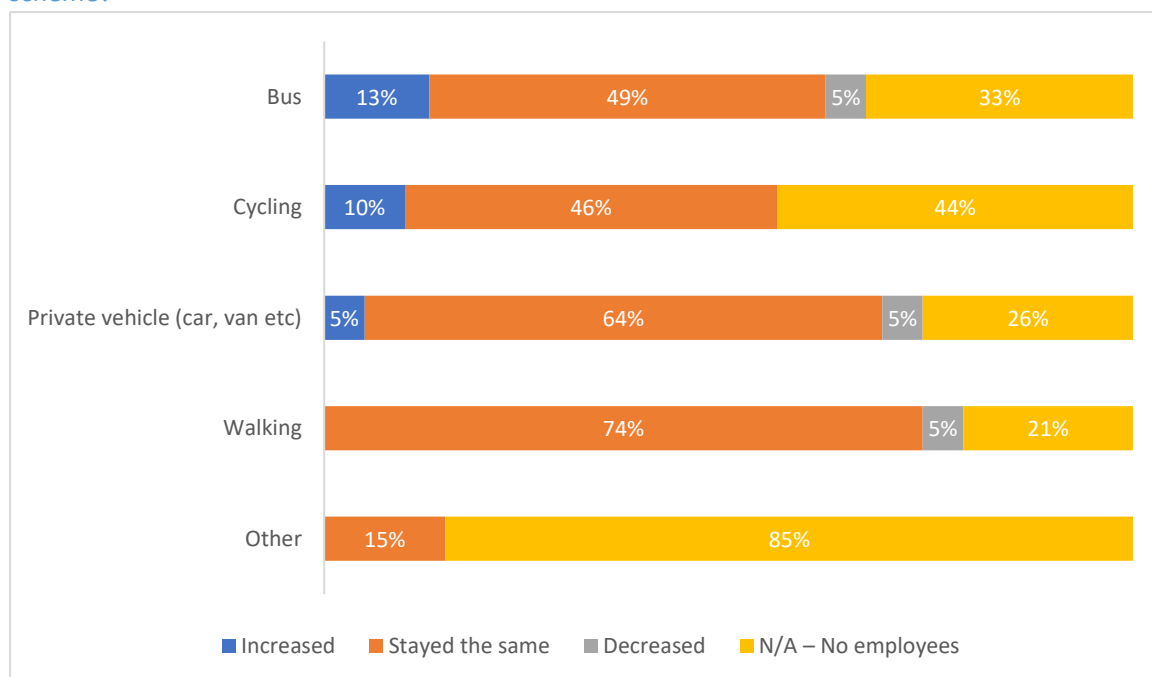
Those who comment “changes to routes” (n=3) mentioned changes in routes around Archer Lane, Abbeyle Road, the road closure on Little London Road and Broadfield Road. Those who are commenting around additional negative impacts (2) mention that there is still an issue around parking in the area, as well as a comment around the perception that the closure of Archer Lane has caused more people to bypass the area completely.

Travelling around the area

No business owners or managers have reported an increase in employees walking to work, whilst 10% report an increase in cycling to work, and 13% have seen an increase in employees or colleagues getting the bus.

Overall, there has been little perceived change in employee modes of transport when commuting to work, with the majority suggesting that use of their chosen transport mode has remained the same.

Figure 53: In terms of how your employees commute to work, has their usage of the following methods of transport increased, decreased or remained the same since the introduction of the scheme?



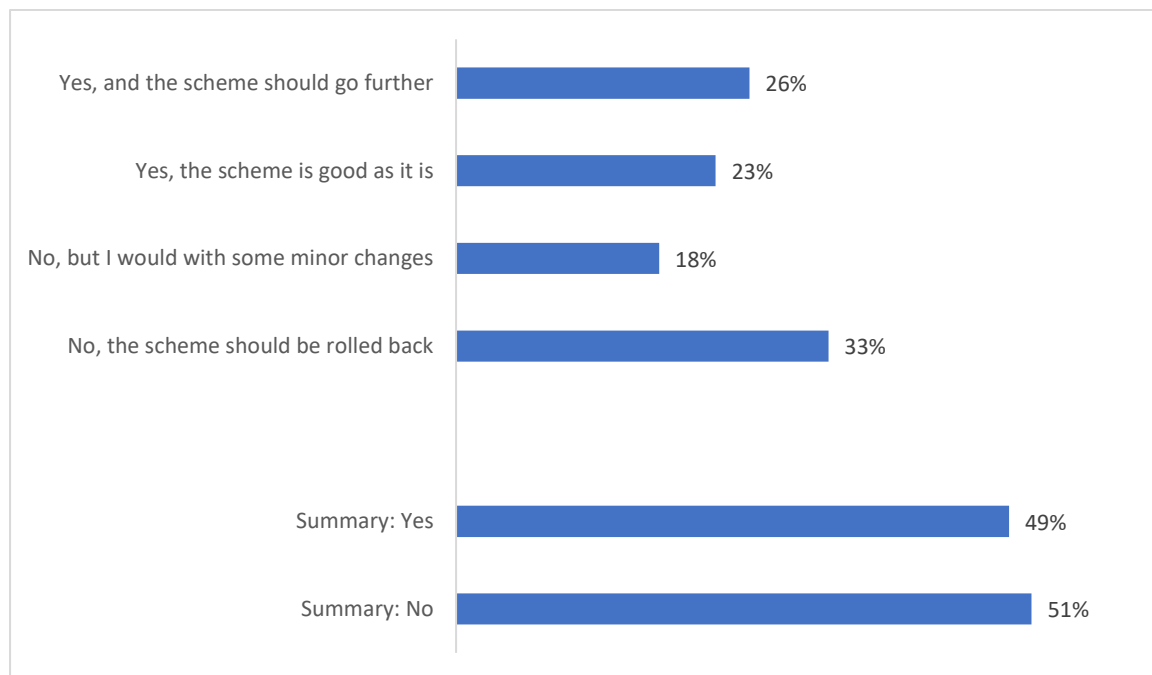
Base Size: All respondents: 39

Support for the Active Travel Neighbourhood

Business owners and managers are equally as likely as visitors to suggest that the scheme should remain (49%) as they are to not support it (51%). Whilst the data suggests that up to 67% of business owners and managers would be in favour of the Active Travel Neighbourhood remaining in place if there were a few changes to its current layout/ measures, it should be noted that business are almost twice as likely as residents or visitors to say that the scheme should be rolled back (33% vs. 16% visitors vs. 19% residents).

Given earlier feedback, there is an argument that the ATN has not supported businesses in a commercial way and has arguably negatively impacted commercial activity.

Figure 54: Taking everything into account, would you support keeping the changes introduced as part of the scheme in place?



Base Size: All respondents: 39

Just under 50% of business owners or managers provided feedback around changes they would suggest if they selected either 'yes, and the scheme should go further' or 'no, I but would with minor changes. These have been grouped into themes below:

Figure 55: Can you tell me what changes you would suggest?

Pedestrianisation

"More cycle paths"

"A few more cycle lanes"

"Make Nether edge car free, in the central area"

"Semi pedestrian are of Nether Edge Road, sounds like it would nice and pleasant"

More pedestrian roads where there are shopping area i.e.: in the farmers markets. Closed off roads to schools has been positive. Parents are happier and feel safer. walking to school has increased"

Traffic management

"Some mini roundabouts would certainly help."

"Having speed bumps due to speeding (especially on Shavale Road)" [sp. Sharrow Vale Road]

"Instead of closing the lane entirely, to use a single lane or some form of traffic light"

"Probably spread it out to other roads, it would be great if something could happen on Abbeydale Road - Enforcing parking better and pedestrian traffic lights."

"Just what roads are closed, changes in which roads are closed"

"The provision on alternative routes to be made safer."

"Less traffic lights. Going through Nether Edge, it pushes traffic to the main roads"

Additional throughs

"Businesses are really not thought of. The length of time you can park, and the places you can park should be thought about."

"Make more awareness"

Better public transport

"Better bus routes"

"Better public transport should have been implemented, instead of cutting down existing bus services, as this would have helped people incline to use public transport more that get into their vehicles"

Appendix A: Concerns pre and post ATN - resident

Appendix B: Respondent type profile

Appendix C: Visitor type profile

Appendix D: Business type profile

Appendix E: Resident survey

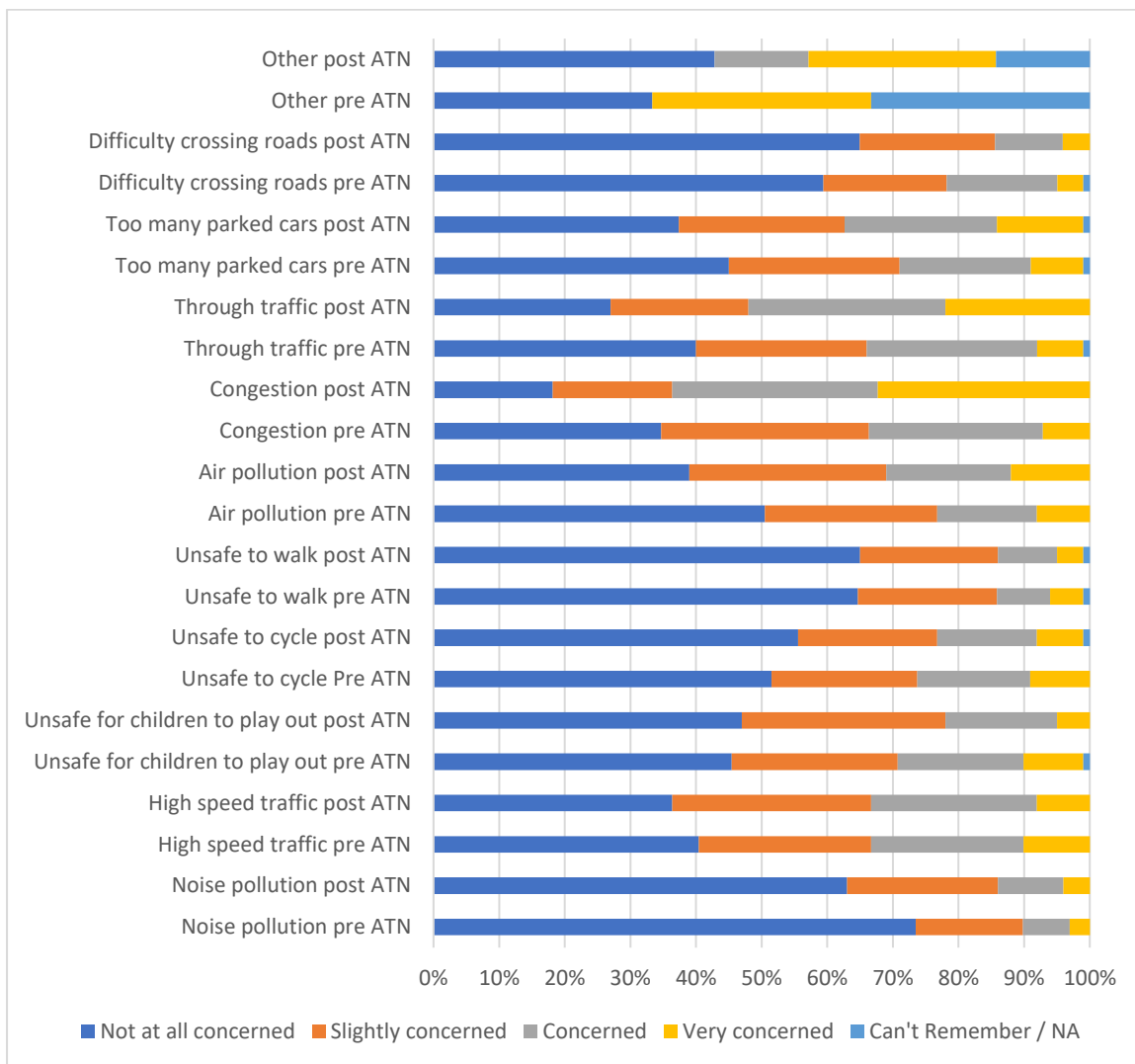
Appendix F: Visitor survey

Appendix G: Business survey

Appendix H: Detailed comments

Appendix A: Concerns pre and post ATN - resident

Figure 11: As a resident in the area, to what extent, if at all, were you concerned about each of the following prior to the introduction of the scheme? And to what extent, if at all, are you concerned about each of these issues today?



Base size prior to ATN: n=344,

Base size post ATN: n=366

Appendix B: Respondent profile - resident

Resident

Age	Count	Percent
16-24	7	2%
25-34	40	11%
35-44	59	16%
45-54	74	20%
55-64	72	20%
65+	114	31%

Gender	Count	Percent
Woman/Girl	182	50%
Man / Boy	183	50%
I describe my gender identity in another way	0	0%
Prefer not to say	1	*%

Employment status	Count	Percent
Employee: full time (31 or more hours per week)	123	36%
Employee: part time (30 or fewer hours per week)	59	16%
Self-employed, full or part-time	44	12%
Unemployed and available for work	4	1%
Full-time student	4	1%
Retired	113	31%
Long-term sick or disabled	4	1%
Looking after the family/home	7	2%
Other (please specify)	-	*%
Prefer not to say	-	*%
Summary: Employed	234	64%
Summary: unemployed	15	4%

Ethnicity	Count	Percent
Asian / British Asian (Includes any Asian background, for example, Bangladeshi, Chinese, Indian, Pakistani)	32	9%
Black, African, Black British or Caribbean (Includes any Black background)	3	1%
Mixed or multiple ethnic groups (Includes any Mixed background)	7	2%
White / White British (Includes any White background)	321	88%
Another ethnic group (Includes any other ethnic group, for example, Arab)	3	1%
Prefer not to say	45	0%

Income	Count	Percent
Less than £15,000	-	*%
£15,001 to £20,000	11	3%
£20,001 to £30,000	22	6%
£30,001 to £50,000	44	12%
£50,001 to £75,000	66	18%
£75,001 to £100,000	29	8%
More than £100,000	29	8%
Prefer not to say	161	44%

Length of residency	Count	Percent
Less than a year	22	6%
1-2 years	25	7%
2-5 years	41	11%
Longer than 5 years	278	76%

Household makeup	Count	Percent
I live alone	51	14%
I live with other adults only	194	53%
I live with dependent children only (either all or some of the time)	26	7%
I live with other adults and dependent children	92	25%
Prefer not to say	4	1%

Household makeup	Count	Percent
Yes – aged over 65	84	23%
Yes – mobility issues	33	9%
Yes – both	15	4%
No	231	63%
Prefer not to say	4	1%

Area makeup	Count	Percent
Ecclesall	100	27%
Nether Edge	266	73%

Appendix C: respondent profile - visitor

Visitor

Age	Count	Percent
16-34	27	26%
35-54	45	44%
55+	30	29%

Gender	Count	Percent
Woman/Girl	49	48%
Man / Boy	52	51%
I describe my gender identity in another way	0	0%
Prefer not to say	1	1%

Employment	Count	Percent
Employed	72	71%
Unemployed	6	6%
Student	6	6%
Retired	14	14%

Gender	Count	Percent
Asian	12	12%
Black	7	7%
Mixed	2	2%
White	79	77%
Other	0	0%
Minority	21	21%

Party makeup	Count	Percent
Yes – aged over 65	11	11%
Yes – mobility issues	8	8%
Yes – both	4	4%
No	77	75%
Prefer not to say	2	2%

Reason for visit	Count	Percent
I work in the area	38	37%
I'm going shopping at a local business	4	4%
I'm here for leisure	37	36%
I'm traveling through the area	0	0%

Length of time visiting	Count	Percent
Less than a year	20	20%
1-2 years	13	13%
2-5 years	19	19%
Longer than 5 years	50	49%

Frequency of visit	Count	Percent
Daily	25	25%
A few times a week	49	48%
Once a week	10	10%
Once a fortnight	4	4%
Monthly	5	5%
Less than monthly	9	9%

Access to private vehicle	Count	Percent
Motorbike	5	5%
Car	79	77%
Van	18	18%
None of the above	17	17%

Appendix D: Respondent profile - business

Business

No. employees	Count	Percent
Manager	17	44%
Owner	15	38%
Other (please specify)	7	18%

Worked in the area	Count	Percent
Less than a year	2	5%
1-2 years	2	5%
2-5 years	7	18%
Longer than 5 years	28	72%

No. employees	Count	Percent
1-4	18	46%
5-9	5	13%
10-49	11	28%
50-249	0	0%
250 or more	5	13%

Sector	Count	Percent
Food retail	10	26%
Non-food retail	11	28%
Health and Social Care	1	3%
Professional & technical	4	10%
Admin and Support	0	0%
Education	1	3%
Manufacturing	0	0%
Accommodation	0	0%
Construction	0	0%
Transport	0	0%
Public sector	0	0%
IT & communications	0	0%
Financial services	0	0%
Arts, entertainment & recreation	1	3%
Other services (please specify)	5	13%
Real estate activities	0	0%
Utilities	0	0%
Agriculture	0	0%
Other (please specify)	6	15%

Trade with	Count	Percent
Mostly sell to local residents	26	67%
Mostly selling to visitors to the area	5	13%
Mostly sell to other businesses	0	0%
Sells to both the public and other businesses equally	8	21%
Prefer not to say	0	0%

No. employees	Count	Percent
Less than £2m	26	67%
£2m to £10m	4	10%
£10m to £50m	2	5%
More than £50m	0	0%
Prefer not to say	7	18%

Appendix E: resident questionnaire

Active Travel Neighbourhood Nether Edge

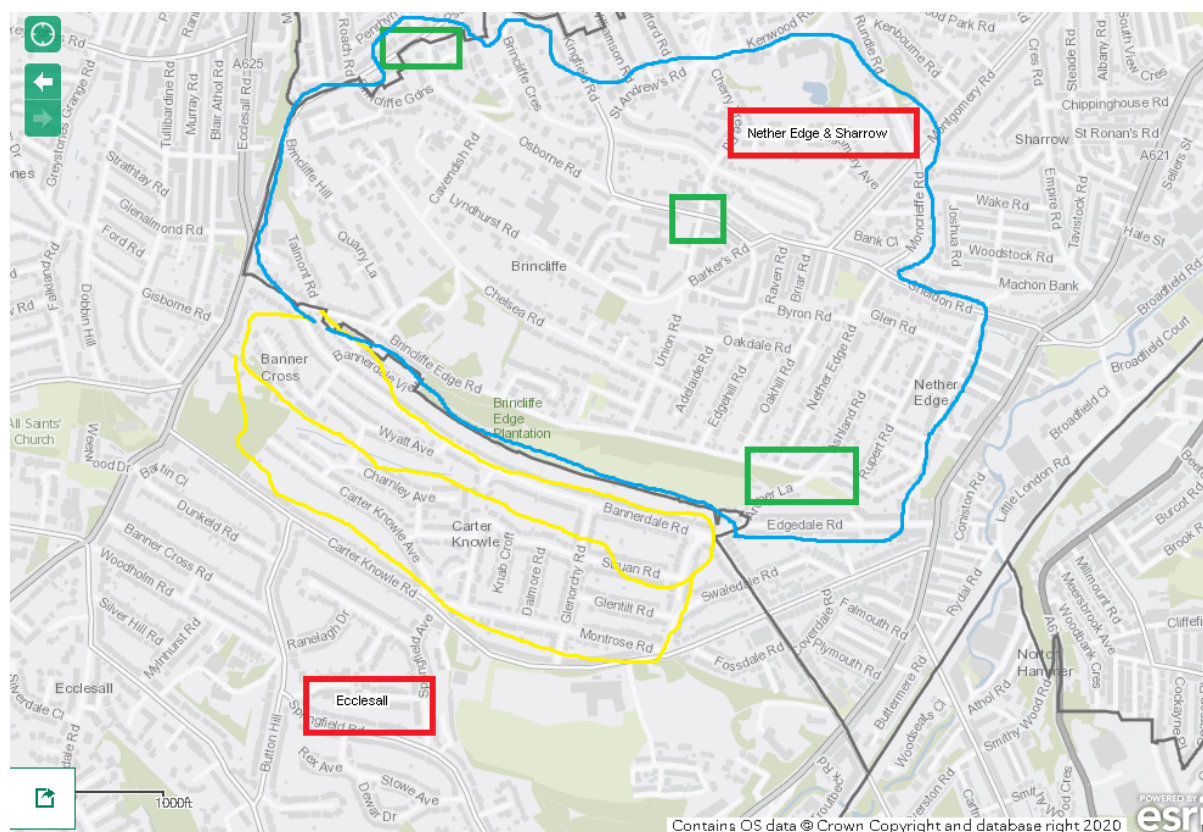
DATA NOTE: Sample needs to be pulled in for all addresses and outcomes recorded.

Quotas n=100 Ecclesall Ward, n=250 Nether Edge & Sharrow Ward – MAP BELOW FOR REFERENCE ONLY

Blue = Nether Edge

Yellow = Ecclesall

Green = interventions



i1. M.E.L Research are undertaking research on behalf of Sheffield City Council to understand the experience of residents living in the Nether Edge area of the city and their views and experiences in relation to their local area, travel and transport. The survey will take around 10 minutes depending on your answers.

Data will be used to inform Council policy and ensure the experiences of local residents, businesses and visitors are used to inform decisions.

M.E.L Research Ltd are an independent research company and Company Partner of the Market Research Society. Information you provide will only be used for research purposes and you will not be personally identifiable in any analysis or reports.

MEL Research Ltd will hold all information securely and strictly in line with the Data Protection Act 2018 and the UK General Data Protection Regulation (UK GDPR).

You can read our privacy policy here: <https://melresearch.co.uk/page/privacypolicy>

Are you happy to take part in this survey? [\[\[info\]\]](#)

/*SCREENER*/

S1. To make sure we can interview you, I need to ask how old you are... [\[\[single, required\]\]](#)

Interviewer: Do not read out list, ask for single year and code to banding. [\[\[instruction\]\]](#)

- Under 16 – **CLOSE / ASK TO SPEAK TO PARENTS IF AVAILABLE**
- 16 to 19
- 20 to 24
- 25 to 29
- 30 to 34
- 35 to 39
- 40 to 44
- 45 to 49
- 50 to 54
- 55 to 59
- 60 to 64
- 65 to 69
- 70 to 74
- 75 to 79
- 80 to 84
- Over 85
- Prefer not to say **CLOSE**

/*MAIN SURVEY – AWARENESS & TOPLINE PERCEPTIONS*/

1. How long have you lived in the Nether Edge area? **[[single, required]]**
 - Less than a year
 - 1-2 years
 - 2-5 years
 - Longer than 5 years

2. Are you aware that this area has been part of an Active Neighbourhood scheme since May 2022? **[[single, required]]**
 - Yes
 - No
 - Not sure

IF YES AT Q2:

3. Specifically, can you tell me what changes have been made as part of the scheme? **[[multi, required]]**

Interviewer: Please ask as an open and code to the below. [[instruction]]

- Road closure on Archer Lane, removing the cut through between Bannerdale Road and Brincliffe Edge Road
- Psalter Lane crossing at the junction with Osbourne Road
- Osbourne Road crossing at the Junction with Union Road
- Other (please specify) **[[other]]**
- Respondent did not know specifics **[[exclusive]]**

IF NO / NOT SURE AT Q2:

i2. To confirm, the scheme introduced three changes to the local areas in terms of traffic and traffic management. These were made up of:

- two controlled pedestrian crossings (one on Osborne Road near the Junction with Union Road, one on Psalter Lane at the junction with Osbourne Road)
- a restriction of the through route on Archer Lane removing the cut through between Bannerdale Road and Brincliffe Edge Road. **[[info]]**

Interviewer: Please show respondent the map via the tablet. [[instruction]]



4. To what extent, if at all, have you noticed a change in any of the following since the implementation of the Active Travel Neighbourhood scheme in May 2022? **[[grid]]**

- The extent to which I feel Nether Edge is a nice place to live
- The number of other people walking in the local area
- The number of other people cycling in the local area
- The overall speed of traffic going through the local area
- The amount of traffic going through the local area

- Greatly increased
- Increased
- No change
- Decreased
- Greatly decreased
- Don't know / Not Applicable

5. Prior to the implementation of the Active Travel Neighbourhood, how did you feel about the proposals for the scheme? **[[single, required]]**

- Very positive

- Positive
- Neither positive nor negative
- Negative
- Very Negative
- Can't Remember / NA (AUTOCODE IF SAID LESS THAN A YEAR AT Q1)

6. Overall, how do you feel about the Active Travel Neighbourhood scheme now it has been implemented? **[[single, required]]**

- Very positive
- Positive
- Neither positive nor negative
- Negative
- Very Negative
- Don't know

7. And how do you feel about each element of the scheme specifically? **[[grid]]**

- The closure on Archer Lane
- The pedestrian crossing on Psalter Lane at the junction with Osbourne Road
- The pedestrian crossing on Osbourne Road at the junction with Union Road
- Very positive
- Positive
- Neither positive nor negative
- Negative
- Very Negative
- Don't know

/*MAIN SURVEY – IMPACTS */

8. How do you think the Active Travel Neighbourhood has positively impacted your area, if at all? Please select all that apply. **[[multi, randomize]]**

- Safer environment for walking
- Safer environment for cycling
- More child-friendly
- Improved air quality
- Quieter and calmer environment
- More parking for residents
- Reduced congestion
- Reduced through-traffic

- Improved environment for spending time outside
- Other (please specify) **[[other]]**
- I do not think it has positively impacted the area **[[exclusive]]**

9. How do you think the Active Travel Neighbourhood has negatively impacted your area, if at all?

Please select all that apply. **[[multi, randomize]]**

- Changes to routes (please specify) **[[other]]**
- Harder for residents to park
- Harder to reach my place of work from home
- Congestion has just moved to other roads
- Changed/reduced speed limits
- Accessibility to area is harder
- Other (please specify) **[[other]]**
- I do not think it has negatively impacted the area **[[exclusive]]**

IF 'CONGESTION HAS JUST MOVED TO OTHER ROADS' at Q9:

10. You said congestion has just moved to other roads. Which roads do you think are particularly affected and at what times? **[[text, not required]]**

11. As a resident in the area, to what extent, if at all, were you concerned about each of the following prior to the introduction of the scheme? **[[grid]]**

- Noise pollution
- High speed traffic
- Unsafe for children to play out
- Unsafe to cycle
- Unsafe to walk
- Air pollution
- Congestion
- Through traffic
- Too many parked cars
- Difficulty crossing roads
- Other (please specify) **[[other]]**
- None of the above

- Not at all concerned
- Slightly concerned
- Concerned
- Very concerned
- **Can't Remember / NA (AUTOCODE IF SAID LESS THAN A YEAR AT Q1)**

12. And to what extent, if at all, are you concerned about each of these issues today? **[[grid]]**

- Noise pollution

- High speed traffic
 - Unsafe for children to play out
 - Unsafe to cycle
 - Unsafe to walk
 - Air pollution
 - Congestion
 - Through traffic
 - Too many parked cars
 - Difficulty crossing roads
 - Other (please specify)
 - None of the above
-
- Not at all concerned
 - Slightly concerned
 - Concerned
 - Very concerned

/*MAIN SURVEY – BARRIERS AND FURTHER IMPROVEMENTS */

13. In terms of how you get around the local area, has your usage of the following methods of transport increased, decreased or remained the same since the introduction of the scheme?

[[grid]]

- Walking
 - Cycling
 - Bus
 - Private vehicle (car, van etc)
 - Other – please specify
-
- Increased
 - Stayed the same
 - Decreased

13a. And thinking about now, how often, if at all, do you walk or cycle around the local area? [[grid]]

- Walk
 - Cycle
-
- Daily
 - A few times a week
 - Once a week
 - Once a fortnight
 - Monthly
 - Less than monthly

- Never

IF SAID FORTNIGHTLY OR LESS REGULAR FOR EITHER AT 13a

13b. What would encourage you to walk or cycle more in the local area? **[[text, not required]]**

14. For which of the following would you say your main way of travelling has changed since the active travel neighbourhood was introduced? Please select all that apply. **[[multi]]**

- Commuting
- Leisure / social /shopping
- None of the above **[[exclusive]]**

15. Do you think there are any measures which would improve or further improve the local area in terms of encouraging local residents to walk, cycle or use public transport? Please select all that apply. **[[multi]]**

- Improved crossings
- Dropped kerbs
- Changes to parking regulations
- Improved footpaths for walking
- Dedicated space for cycling
- Reduction in traffic
- Speed limits / harsher speed limits
- More/better street lighting
- Bike stores or cycle parking
- Other (please specify) **[[other]]**
- None of the above **[[exclusive]]**

/*MAIN SURVEY – WIDER IMPACTS */

16. To what extent, if at all, do you agree or disagree with the following statements? The implementation of the Active Travel Neighbourhood... **[[grid]]**

- has had positive effects on my mental health
 - has had positive effects on my physical health
 - has encouraged me to be more active
 - has encouraged me to shop more locally
 - has encouraged me to socialise more locally (e.g. cafes, pubs, bars etc)
 - has made the area feel safer
 - has encouraged more visitors to the area
-
- Strongly agree
 - Agree
 - Neither agree nor disagree

- Disagree
- Strongly disagree
- Don't know

16a. Taking everything into account, would you support keeping the changes introduced as part of the scheme in place? **[[single, required]]**

- Yes, and the scheme should go further
- Yes, the scheme is good as it is
- No, but I would with some minor changes
- No, the scheme should be rolled back

IF YES AND GO FURTHER OR NO BUT WOULD MINOR CHANGES (CODES 1 or 3) AT 16a:

16b. Can you tell me what changes you would suggest? **[[text]]**

17. Do you have any other comments about the impact of this scheme on you, your family or the wider area? **[[text]]**

/*MAIN SURVEY – DEMOGRAPHICS */

i3. Many thanks for your time so far. So that we can ensure we have spoken to a broad cross-section of residents I just have a few final questions about you. Some of these questions are included for the purpose of equalities monitoring – if you do not wish to answer please say ‘I prefer not to say’.

[[info]]

18. Which gender do you most closely identify with? **[[single, required]]**

- Woman/Girl
- Man / Boy
- I describe my gender identity in another way **[[other]]**
- Prefer not to say

19. Which of these best describes your working status? **[[single, required]]**

- Employee: full time (31 or more hours per week)
- Employee: part time (30 or fewer hours per week)
- Self-employed, full or part-time
- Unemployed and available for work
- Full-time student
- Retired
- Long-term sick or disabled
- Looking after the family/home
- Other (please specify) **[[other]]**
- Prefer not to say

20. With which ethnic group do you most identify? **[[single, required]]**

- Asian / British Asian(Includes any Asian background, for example, Bangladeshi, Chinese, Indian, Pakistani)
- Black, African, Black British or Caribbean (Includes any Black background)
- Mixed or multiple ethnic groups (Includes any Mixed background)
- White / White British (Includes any White background)
- Another ethnic group (Includes any other ethnic group, for example, Arab)
- Prefer not to say

21. Which of the following best describes your household makeup? **[[single, required]]**

- I live alone
- I live with other adults only
- I live with dependent children only (either all or some of the time)
- I live with other adults and dependent children
- Prefer not to say

22. Including yourself, are any of the adults in your household aged 65 or over or do any of them have mobility issues? **[[single, required]]**

- Yes – aged over 65

- Yes – mobility issues
- Yes – both
- No
- Prefer not to say

23. Which of the following is your annual household income before tax? Please include any income from pensions, investments or benefits as well as any paid employment. [\[\[single, required\]\]](#)

- Less than £15,000
- £15,001 to £20,000
- £20,001 to £30,000
- £30,001 to £50,000
- £50,001 to £75,000
- £75,001 to £100,000
- More than £100,000
- Prefer not to say

14. Many thanks for your time today. We really appreciate it. [\[\[info\]\]](#)

Appendix F: Visitor questionnaire

Active Travel Neighbourhood Nether Edge

i1. M.E.L Research are undertaking research on behalf of Sheffield City Council to understand the experience of visitors to the Nether Edge area of the city and their views and experiences in relation to the local area, travel and transport. The survey will take around 5 minutes depending on your answers.

Data will be used to inform Council policy and ensure the experiences of local residents, businesses and visitors are used to inform decisions.

M.E.L Research Ltd are an independent research company and Company Partner of the Market Research Society. Information you provide will only be used for research purposes and you will not be personally identifiable in any analysis or reports.

MEL Research Ltd will hold all information securely and strictly in line with the Data Protection Act 2018 and the UK General Data Protection Regulation (UK GDPR).

You can read our privacy policy here: <https://melresearch.co.uk/page/privacypolicy>

Are you happy to take part in this survey? [\[\[info\]\]](#)

/*SCREENER */

S1. To make sure we can interview you, I need to ask how old you are... [[single, required]]

Interviewer: Do not read out list, ask for single year and code to banding. [[instruction]]

- Under 16 – CLOSE / ASK TO SPEAK TO PARENTS IF AVAILABLE
- 16 to 19
- 20 to 24
- 25 to 29
- 30 to 34
- 35 to 39
- 40 to 44
- 45 to 49
- 50 to 54
- 55 to 59
- 60 to 64
- 65 to 69
- 70 to 74
- 75 to 79
- 80 to 84
- Over 85
- Prefer not to say CLOSE

S2. What is your main reason for visiting the area today? [[single, required]]

- I live in the area – THANK AND CLOSE
- I work in the area
- I'm going shopping at a local business
- I'm here for leisure (e.g. food, drink, entertainment, gym)
- I'm traveling through the area
- Other [[other]]



/* MAIN SURVEY – AWARENESS & TOPLINE PERCEPTIONS*/

24. How regularly do you travel to/ through the Nether Edge area? [[single, required]]

- Daily
- A few times a week
- Once a week
- Once a fortnight
- Monthly
- Less than monthly
- Never before – this is my first time visiting THANK AND CLOSE

25. How long have you been traveling to/through the Nether Edge area? [[single, required]]

- Less than a year
- 1-2 years
- 2-5 years
- Longer than 5 years

26. Are you aware that this area has been part of an Active Neighbourhood scheme since May 2022? [[single, required]]

- Yes

- No
- Not sure

IF YES AT Q3:

27. Specifically, can you tell me what changes have been made as part of the scheme? **[[multi, required]]**

Interviewer: Please ask as an open and code to the below. [[instruction]]

- Road closure on Archer Lane, removing the cut through between Bannerdale Road and Brincliffe Edge Road
- Psalter Lane crossing at the junction with Osbourne Road
- Osbourne Road crossing at the Junction with Union Road
- Other (please specify) **[[other]]**
- Respondent did not know specifics **[[exclusive]]**

IF NO / NOT SURE AT Q2:

i2. To confirm, the scheme introduced three changes to the local areas in terms of traffic and traffic management. These were made up of:

- two controlled pedestrian crossings (one on Osborne Road near the Junction with Union Road, one on Psalter Lane at the junction with Osbourne Road)
- a restriction of the through route on Archer Lane removing the cut through between Bannerdale Road and Brincliffe Edge Road. **[[info]]**

Interviewer: Please show respondent the map via the tablet. [[instruction]]

28. To what extent have the following changed for you since May 2022 **[[grid]]**

- How often you visit the area
- How long you spend in the area per visit
- How much money you spend in the area
- How many shops / businesses you visit in the area

- Greatly increased
- Increased
- No change
- Decreased
- Greatly decreased
- Don't know / Not Applicable

29. And to what extent have the following changed for you, if at all, as a result of the Active Travel Neighbourhood: **[[grid]]**

- How often you visit the area
- How long you spend in the area per visit

- How much money you spend in the area
- How many shops / businesses you visit in the area

- Greatly increased
- Increased
- No change
- Decreased
- Greatly decreased
- Don't know / Not Applicable

30. What was the main method you used to travel here today? **[[single, required]]**

- Walking **[[go to 8]]**
- Cycling **[[go to 8]]**
- Bus **[[go to 8]]**
- Private vehicle (car, van etc) **[[go to 7b]]**
- Other – please specify **[[go to 8]]**

7b. You mentioned that you used a private vehicle to get here today, could you tell us where you parked? **[[text]]**

31. In terms of how you travel here when visiting the area, has your usage of the following methods of transport increased, decreased or remained the same as a result of the scheme? **[[grid]]**

- Walking
 - Cycling
 - Bus
-
- Increased
 - Stayed the same
 - Decreased

32. To what extent, if at all, have you noticed a change in any of the following as a result of the Active Travel Neighbourhood scheme? **[[grid]]**

- The number of people using public transport in the local area
 - The number of people walking in the local area
 - The number of people cycling in the local area
 - The overall speed of traffic going through the local area
 - The amount of traffic going through the local area
-
- Greatly increased
 - Increased

- No change
- Decreased
- Greatly decreased
- Don't know / Not Applicable

33. Overall, how do you feel about the Active Travel Neighbourhood scheme in this area? **[[single, required]]**

- Very positive
- Positive
- Neither positive nor negative
- Negative
- Very Negative
- Don't know

/*MAIN SURVEY – IMPACTS */

34. Thinking about when you visit, how do you think the Active Travel Neighbourhood has positively impacted the area, if at all? Please select all that apply. **[[multi, randomize]]**

- Safer environment for walking
- Safer environment for cycling
- More child-friendly
- Easier to get to commercial areas
- Improved air quality
- Quieter and calmer environment
- More parking
- Reduced congestion
- Reduced through-traffic
- Improved environment for spending time outside
- Other (please specify) **[[other]]**
- I do not think it has positively impacted the area **[[exclusive]]**

35. How do you think the Active Travel Neighbourhood has negatively impacted the area, if at all? Please select all that apply. **[[multi, randomize]]**

- Changes to routes (please specify) **[[other]]**
- Harder to park
- Harder to reach my place of work
- Congestion has just moved to other roads (please specify) **[[other]]**
- Changed/reduced speed limits
- Accessibility to area is harder
- Other (please specify) **[[other]]**

I do not think it has negatively impacted the area **[[exclusive]]**

/*MAIN SURVEY – WIDER IMPACTS */

12a. Taking everything into account, would you support keeping the changes introduced as part of the scheme in place? **[[single, required]]**

- Yes, and the scheme should go further
- Yes, the scheme is good as it is
- No, but I would with some minor changes
- No, the scheme should be rolled back

IF YES AND GO FURTHER OR NO BUT WOULD MINOR CHANGES (CODES 1 or 3) AT 10a:

12b. Can you tell me what changes you would suggest? **[[text]]**

/*MAIN SURVEY – DEMOGRAPHICS */

i3. Many thanks for your time so far. So that we can ensure we have spoken to a broad cross-section of residents I just have a few final questions about you. Some of these questions are included for the purpose of equalities monitoring – if you do not wish to answer please say ‘I prefer not to say’.

[\[\[info\]\]](#)

18. Which gender do you most closely identify with? [\[\[single, required\]\]](#)

- Woman/Girl
- Man / Boy
- I describe my gender identity in another way [\[\[other\]\]](#)
- Prefer not to say

19. Which of these best describes your working status? [\[\[single, required\]\]](#)

- Employee: full time (31 or more hours per week)
- Employee: part time (30 or fewer hours per week)
- Self-employed, full or part-time
- Unemployed and available for work
- Full-time student
- Retired
- Long-term sick or disabled
- Looking after the family/home
- Other (please specify) [\[\[other\]\]](#)
- Prefer not to say

20. With which ethnic group do you most identify? [\[\[single, required\]\]](#)

- Asian / British Asian(Includes any Asian background, for example, Bangladeshi, Chinese, Indian, Pakistani)
- Black, African, Black British or Caribbean (Includes any Black background)
- Mixed or multiple ethnic groups (Includes any Mixed background)
- White / White British (Includes any White background)
- Another ethnic group (Includes any other ethnic group, for example, Arab)
- Prefer not to say

21. Which of the following best describes the makeup of the group you are visiting the area with today? [\[\[single, required\]\]](#)

- I’m visiting alone
- I’m visiting with other adults only
- I’m visiting with children
- I’m visiting with other adults and children
- Prefer not to say

22. Including yourself, are any of the adults in your party aged 65 or over or do any of them have mobility issues? [\[\[single, required\]\]](#)

- Yes – aged over 65
- Yes – mobility issues
- Yes – both
- No
- Prefer not to say

23. Which of the following modes of transport do you have personal access to? **[[Multi, required]]**

- Motorbike
- Car
- Van
- None of the above **[[exclusive]]**
- Prefer not to say **[[exclusive]]**

24. In order to understand how far you have travelled to get to Nether Edge today, please would you provide your postcode for the property you have travelled here from. **[[text]]**

I4. Many thanks for your time today. We really appreciate it. **[[info]]**

Appendix G: Business questionnaire

Active Travel Neighbourhood Nether Edge

i1. M.E.L Research are undertaking research on behalf of Sheffield City Council to understand the experience of businesses operating in the Nether Edge area of the city and their views and experiences in relation to their local area. The survey will take around 5-10 minutes depending on your answers.

Data will be used to inform Council policy and ensure the experiences of local residents, businesses and visitors are used to inform decisions.

M.E.L Research Ltd are an independent research company and Company Partner of the Market Research Society. Information you provide will only be used for research purposes and you will not be personally identifiable in any analysis or reports.

MEL Research Ltd will hold all information securely and strictly in line with the Data Protection Act 2018 and the UK General Data Protection Regulation (UK GDPR).

You can read our privacy policy here: <https://melresearch.co.uk/page/privacypolicy>

Are you happy to take part in this survey? [\[\[info\]\]](#)

/*SCREENER */

S1. What is your position in the business?

Interviewer: Need to speak to an owner or someone who has responsibility for the day to day running of the business. **[[instruction]]**

- Manager
- Owner
- Other (please specify) **[[other]]**

/*MAIN SURVEY – CONDITIONS AND UNPROMPTED MENTION OF ATN*/

36. How long have you worked /had a business in the Nether Edge area? **[[single, required]]**

- Less than a year
- 1-2 years
- 2-5 years
- Longer than 5 years

NEWQ2. Thinking about the last year of trading, how has your business' turnover performed ?

[[single, required]]

- Turnover increased
- Turnover stayed the same
- Turnover decreased
- Don't know

NEWQ2a. Why do you think turnover [PULL IN FROM PREVIOUS Q]? **[[text]]**

/*MAIN SURVEY – AWARENESS & TOPLINE PERCEPTIONS*/

i2. This area has been part of an Active Neighbourhood scheme since May 2022. The scheme introduced three changes to the local areas in terms of traffic and traffic management. These were made up of:

- two controlled pedestrian crossings (one on Osborne Road near the Junction with Union Road, one on Psalter Lane at the junction with Osbourne Road)
- a restriction of the through route on Archer Lane removing the cut through between Bannerdale Road and Brincliffe Edge Road. **[[info]]**

2. Prior to today's call, were you aware that this area has been part of an Active Neighbourhood scheme since May 2022? **[[single, required]]**

- Yes
- No
- Not sure

4. To what extent, if at all, have you noticed a change in any of the below, following the implementation of the Active Travel Neighbourhood scheme in May 2022? **[[grid]]**

- The number of staff or colleagues who are walking or cycling to work
- The number of people walking in the local area
- The number of people cycling in the local area
- The overall speed of traffic going through the local area
- The amount of traffic going through the local area

- Greatly increased
- Increased
- No change
- Decreased
- Greatly decreased
- Don't know / Not Applicable

5. To what extent, if at all, do you agree or disagree with the following statements?

The Active Travel Neighbourhood has:

- Positively impacted the local area in general
 - Positively impacted businesses in the local area
 - Positively impacted my business/ the business I work for specifically
-
- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree
 - Don't know

NewQ6. Please expand on why you feel the active travel neighbourhood has impacted the area and business in this way: **[[open]]**

/*MAIN SURVEY – IMPACTS */

8. How do you think the Active Travel Neighbourhood has positively impacted the area, if at all? Please select all that apply. **[[multi, randomize]]**

- Safer environment for walking
- Safer environment for cycling
- Easier to get to shops and local businesses
- More parking
- Reduced congestion
- Reduced through-traffic
- Increased visitors to the area
- Improved environment for spending time outside
- Other (please specify) **[[other]]**
- I do not think it has positively impacted the area **[[exclusive]]**

9. How do you think the Active Travel Neighbourhood has negatively impacted the area, if at all? Please select all that apply. **[[multi, randomize]]**

- Changes to routes (please specify) **[[other]]**

- Harder for people to park
- Harder for people to get to shops and local businesses
- Congestion has just moved to other roads
- Accessibility to area is harder
- Reduced visitor number to the area
- Other (please specify) **[[other]]**
- I do not think it has negatively impacted the area **[[exclusive]]**

/*MAIN SURVEY – BARRIERS AND FURTHER IMPROVEMENTS */

10. In terms of how your employees commute to work, has their usage of the following methods of transport increased, decreased or remained the same since the introduction of the scheme? **[[grid]]**

- Walking
 - Cycling
 - Bus
 - Private vehicle (car, van etc)
 - Other – please specify
-
- Increased
 - Stayed the same
 - Decreased
 - N/A – No employees

/*MAIN SURVEY – WIDER IMPACTS */

16a. Taking everything into account, would you support keeping the changes introduced as part of the scheme in place? **[[single, required]]**

- Yes, and the scheme should go further
- Yes, the scheme is good as it is
- No, but I would with some minor changes
- No, the scheme should be rolled back

IF YES AND GO FURTHER OR NO BUT WOULD MINOR CHANGES (CODES 1 or 3) AT 16a:

16b. Can you tell me what changes you would suggest? **[[text]]**

17. Do you have any other comments about the impact of this scheme on your business/ the wider business area? **[[text]]**

/*MAIN SURVEY – DEMOGRAPHICS */

i3. Many thanks for your time so far. So that we can ensure we have spoken to a broad cross-section of businesses I just have a few final questions about you. Some of these questions are included for the purpose of equalities monitoring – if you do not wish to answer please say ‘I prefer not to say’.

[[info]]

NEWQ11. To which of the following sectors does your business belong? [[single, required]]

- Food retail
- Non-food retail
- Health and Social Care
- Professional & technical
- Admin and Support
- Education
- Manufacturing
- Accommodation
- Construction
- Transport
- Public sector
- IT & communications
- Financial services
- Arts, entertainment & recreation
- Other services (please specify [[open]])
- Real estate activities
- Utilities
- Agriculture
- Other (please specify) [[open]]

10. NEW12. Does your business: [[single, required]]

- Mostly sell to local residents
- Mostly selling to visitors to the area
- Mostly sell to other businesses
- Sells to both the public and other businesses equally
- Prefer not to say

11. How many employees does your business have, including yourself? Please think about your entire business across all sites nationally and internationally. [[single, required]]

- 1-4
- 5-9
- 10-49
- 50-249
- 250 or more
- Prefer not to say

12. And what is your business' approximate turnover? Please think about your entire business across all sites nationally and internationally. [\[\[single, required\]\]](#)

- Less than £2m
- £2m to £10m
- £10m to £50m
- More than £50m
- Prefer not to say

I4. Many thanks for your time today. We really appreciate it. [\[\[info\]\]](#)

Appendix H: Detailed comments

Residents

Resident A: *“Mum has mobility issues. We have health visitor appointments and I use lots of services in Nether Edge/ Flockton house, I had playgroups at the church that would have been a two-minute journey. It has really impacted me in a negative way. Then we are walking there is a lot of stationary traffic and it is dangerous. I am shopping less in Nether Edge. We used to walk over for lunch with my family at Zeds or the cafe. But not anymore because of the congestion. It is not safe to walk with a pram. I can't use those facilities there anymore. So now I am forced to use Tesco instead of local shops, which are further away. Oxfam, the bakery, Zeds, home cooked, they will all suffer because when we are doing the school run we would travel that way around so we would stop at those shops. Now we are stuck in traffic and lots of roads to cross. It is hard with pram and young children. The Archer Road and Little London closure has happened at the same time, Abbeydale road is always congestion. I feel like we have been disempowered by this scheme. We should be educated on making decisions, this seems quite punitive. As a working mother, time for me in a morning is precious and with the way in which childcare is, I have to get to breakfast club. School, work. It is a lot to juggle. It is not possible to make journeys on foot. It is having significant impact on my life.”*

Resident B: *“I think it is just more pleasant, if it cuts traffic and pollution, it is positive!”*

Resident C: *“The cycle the path on Archer Lane is senseless because it is too steep for regular cyclist. So they cannot say they have done that to help cyclists. Make a cycle lane from somewhere to somewhere. Currently they weave in and out of traffic. I am a cyclist and I think it is more dangerous now than before. It is increasing traffic on the roads, Little London Road cycle path is leading into traffic. We've had no consultation, the councillor for Nether Edge did not making our area aware. Nobody in Ecclesall was consulted or advised at all.”*

Resident D: *“No I am happy to cycle. You can't make an omelette without breaking eggs. People need to get out of their cars.”*

Resident E: *“I am fully supportive of environmental changes but without infrastructure to support this the whole thing is a catastrophe! These needs sorting out as a priority.”*

Resident F: *“The leafy suburb of Nether Edge, has benefitted by this, the more working-class community have got deteriorating air quality which was already bad before the scheme. I feel this*

has been created by somebody who doesn't understand how traffic flow works. There are 4 schools here where the children are being affected by this in terms of air quality. This is where concentration of traffic is."

Resident G: *"If they are going to close roads. Make it look nicer, not just concrete blocks."*

Visitors

Visitor A: *"We have recently moved here from Canada and find the city to be very busy compared to where we're used to. We would welcome more schemes to reduce traffic and make the area more child friendly for our grandchildren. Anything that takes cars off the road is positive."*

Visitor B: *"All the traffic has been pushed onto main roads - re open archer lane. Crossing on Osbourne is dangerous, people are breaking and screeching at last minute because it is on a corner. Bring back the bus to the area, public transport has decreased when they are making it difficult to get about. Do not close union road or any road."*

Visitor C: *"Crossings are fine. I just did not understand why the traffic has increased; it is at a standstill now at school rush hours times. Now I understand the council are closing roads, I do not see the sense. They have pushed all the pollution over here. There is far too much traffic now."*

Visitor D: *"I would like to see Nether Edge Road cut off to cars through the day. Offer a free little electric bus around the Nether Edge area, that would reduce a lot of local traffic. Enforce parking fines. Stop people parking on double yellows, everybody does it because they get away with it."*

Visitor E: *"Re open archer lane. Remove crossing on psalter lane, it is pointless. This scheme is pushing all the traffic onto the main roads, and it is stressing everybody out, there will be more accidents because people are more aggressive. It has meant taxi fares have gone up, so I am losing money, time, business. I am not from this area, but I have family here and everybody is complaining - the residents are not happy. It has not made it better for cyclists, it is more dangerous now than before, it is causing more pollution too. The council have not thought this through. It is a senseless idea."*

Visitor F: *"Remove yellow lines and revert to single white line. Have smiley face crossing, where it flashes over 30mph. Re open roads. This has affected the business in visits by fifty percent. The amount of money they spend on replacing the batteries in the lights is wasteful. They are trying to be green, but they are making more pollution, it takes double of the amount of time to go places. A trip that used*

to take twenty minutes now takes an hour. I could previously park outside Lotties, now I can't so I don't go. Killing business."

Visitor G: *"Educate people on changes would be nice."*

Businesses

Business A: *"It's making it harder for businesses than it already is. Whoever the 'woke' people in the council are, should listen to both sides. We are a charity that upcycle toys to be used again and people are not being able to drop in when passing, it has become impossible due to the increase of traffic and being stuck."*

Business B: *"Because of the Scheme, influx of congestion has negatively impacted our delivery service. From Fri- to Monday congestion starts building up at as early as 11:30am employees are constantly stuck in traffic. Businesses like charity, food, have been greatly affected as customers find it a struggle to get to."*

Business C: *"All the roads where they are stopping these through routes, it's moving it away from businesses, people don't walk the shops. For my people they are coming from all around, and they don't use public transport."*

Business D: *"I can think that Abbeydale Road is busier as a result of this, but if the traffic is busy there, it would be crazy to filter the traffic through a residential area."*

Business E: *"I still have concerns about the one way road on Nether Edge Road."*

Business F: *"We always wanted, especially on Sunday a pedestrians only day. would be great if that could be implemented."*

Business G: *"Get rid of the double yellow lines. Lights for crossings to show, with faces on to do under the speed limit, awareness like a zebra crossing. noise pollution has gone up, lights flashing throughout the night, the beeping through the night."*

Business H: *"Its just busier, but just busier on the roads rather than people coming into the area."*

