

# Nether Edge Active Neighbourhood

## Analysis of feedback from online survey

July 2023

### Section 1

#### Purpose of this report

The purpose of this report is to provide an overview of and insight into the opinions of those who have shared feedback on the Nether Edge Active Neighbourhood via a survey which was available between 7 June 2023 and 28 June 2023.

The survey was created after the initial trial period for the Experimental Traffic Regulation Order (ETRO) had ended, and was designed to gain insight into people's views of the Active Neighbourhood now that they have had the opportunity to experience the scheme after a trial period of the measures has been completed.

The survey was hosted on the Connecting Sheffield website. This website brings together a number of projects focused on improving public transport, cycling and walking in Sheffield. The Nether Edge Active Neighbourhood page on this website has acted as an online hub resource for the project, with details of the scheme, information on how to get in touch, and regular updates provided on the scheme over a period of many months. Respondents could also access a freephone information line and a freepost mail to complete the survey if they were unable to do so online.

The analysis presented in this report aims to:

- provide a clear, accurate and meaningful representation of the feedback that has been submitted.
- generate insights into important themes arising from feedback.
- support and inform the decision-making process about the Nether Edge Active Neighbourhood.

The purpose of the perception survey is to build on the feedback received from both the initial concept survey and subsequent ETRO. Taken collectively, each opportunity for feedback provides a view on which aspects of the scheme have had a positive and negative impact on the community, to help inform next steps after the conclusion of the trial of the scheme.

#### Background

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

The **Connecting Sheffield: Nether Edge Active Neighbourhood** scheme was one of three ATF schemes to be brought forward under the Connecting Sheffield umbrella. An initial concept consultation was held in summer 2021, where 66% of respondents expressed positive or mostly positive support for an Active Neighbourhood in their area.

Following this concept consultation, an Experimental Traffic Regulation Order (ETRO) was put in place in May 2022 to create the Nether Edge Active Neighbourhood.

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



The Council asked local people to share their feedback on the scheme during this trial period so that it could understand how the Active Neighbourhood was working, and to inform any decision-making on the future of the scheme.

The six-month statutory consultation period for this ETRO ran from 25 April 2022 until 25 October 2022.

## Creating the Active Neighbourhood

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

The plans originally included:

- Three proposed road closures (two on Archer Lane, one on Union Road)
- A one way restriction along Nether Edge Road
- Two controlled pedestrian crossings (one on Osborne Road, one on Psalter Lane)

Responding to feedback from local businesses, who raised concerns that the proposed one-way restriction along Nether Edge Road and the closure of Union Road would restrict access for larger vehicles, neither of those measures were put in place. In addition, the closures on Archer Lane achieved a large enough reduction in traffic for the other closure to not go ahead. Both pedestrian crossings were added as planned.

The map included in Appendix 1 shows the scheme as it currently stands.

## Publicising the survey

On 7 June 2023, the survey was published on the Connecting Sheffield website on the **Nether Edge Active Neighbourhood: Latest Updates** page where the public were able to access a live link. Appendix 2 shows a screenshot of the webpage.

In May 2023, a leaflet was posted to 4,193 addresses in Nether Edge, providing an update on the scheme and next steps, including confirmation that a survey would go live on the website. Those who were unable to access the online survey were then able to request a posted copy of the survey by calling the freephone information line number, which was provided on the leaflet.

On 8 June 2023, Sheffield City Council officers contacted local ward councillors for Nether Edge and Sharrow ward via email to communicate that the survey was live and to ask them to share it via their social media platforms including political party Facebook pages. 42 key stakeholders were also contacted directly via email.

The survey link was also shared by local Councillors several times in local resident groups on social media platforms including Facebook.

## Section 2

### Responses to the Nether Edge Active Neighbourhood online survey June 2023

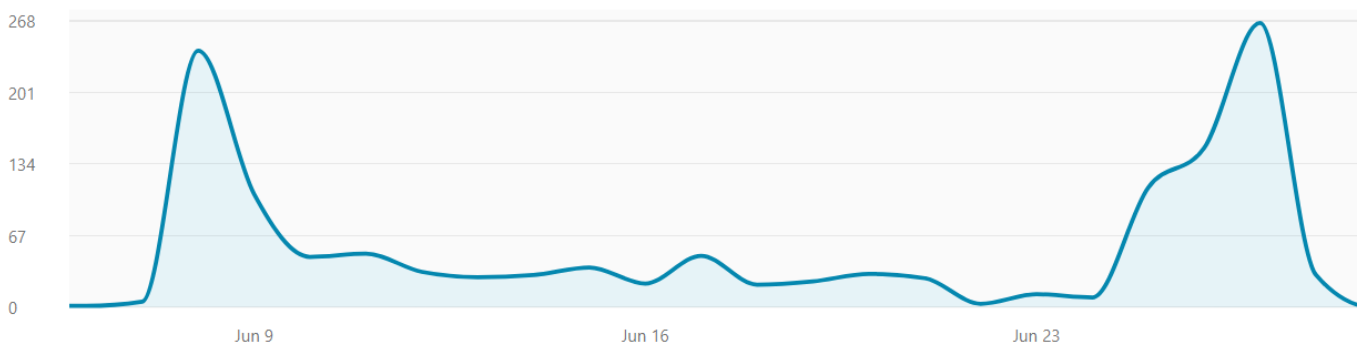
In total, 1,330 responses were received for the Nether Edge Active Neighbourhood survey online between 7 June 2023 and 28 June 2023. 1 resident filled out the survey over the phone.

The number of submissions received according to each category is broken down below.

Respondent category	Number
Resident	1,144
Business/organisation	30
Visitor	157

Typically, survey consultations feature a significant peak of responses at the beginning of the consultation, when people first hear about it through the launch. This initial peak normally levels out before being followed by a steady flow of responses thereafter, although this may be punctuated by additional peaks arising from social media activity or media/campaign coverage. In this instance there was the expected peak of interest as the consultation was launched, which shows that people were aware of its launch. In addition to this, there was also notably a large peak in the days immediately before the end of the consultation.

The graph below shows the response rate to the Nether Edge Active Neighbourhood online survey over the survey's full duration.



*Graph showing time distribution of survey responses*

This second peak occurred between midday on 26 June and the closure of the survey at 9am on 28 June, which accounted for almost one third of total responses received.

There appears to be a correlation between this second peak and the distribution of a leaflet issued by the Banner Cross Neighbourhood Group around these dates. The leaflet promoted the merits of removing the closure on Archer Lane and asked residents who agreed to respond to the survey. The leaflet was shared with the Connecting Sheffield team for information by some respondents and, considering the corresponding increase in responses, it is referenced in this report.

It is possible that the prominent second peak may have been driven by the Banner Cross Neighbourhood Group's leaflet being distributed beyond the area within and immediately surrounding the Active Neighbourhood. While the Nether Edge Active Neighbourhood page on the Connecting Sheffield website has been active as an update hub and a portal for feedback since 2021, a leaflet being distributed beyond the Active Neighbourhood boundary would therefore reach many people who hadn't previously been aware of the survey and, being outside the boundary area, may have travelled along Archer Lane prior to the Active Neighbourhood being launched.

## Resident feedback

### Residents - closed question responses

#### How long have you lived in the Nether Edge area?

Of the 1,144 respondents that identified themselves as residents living in Nether Edge, 966 (85%) selected that they had lived in Nether Edge for longer than 5 years, 114 (10%) selected that they had lived in Nether Edge for 2-5 years, 37 (3%) said that they had lived in Nether Edge for between 1 and 2 years, while only 27 (2%) said they had lived in Nether Edge for less than a year.

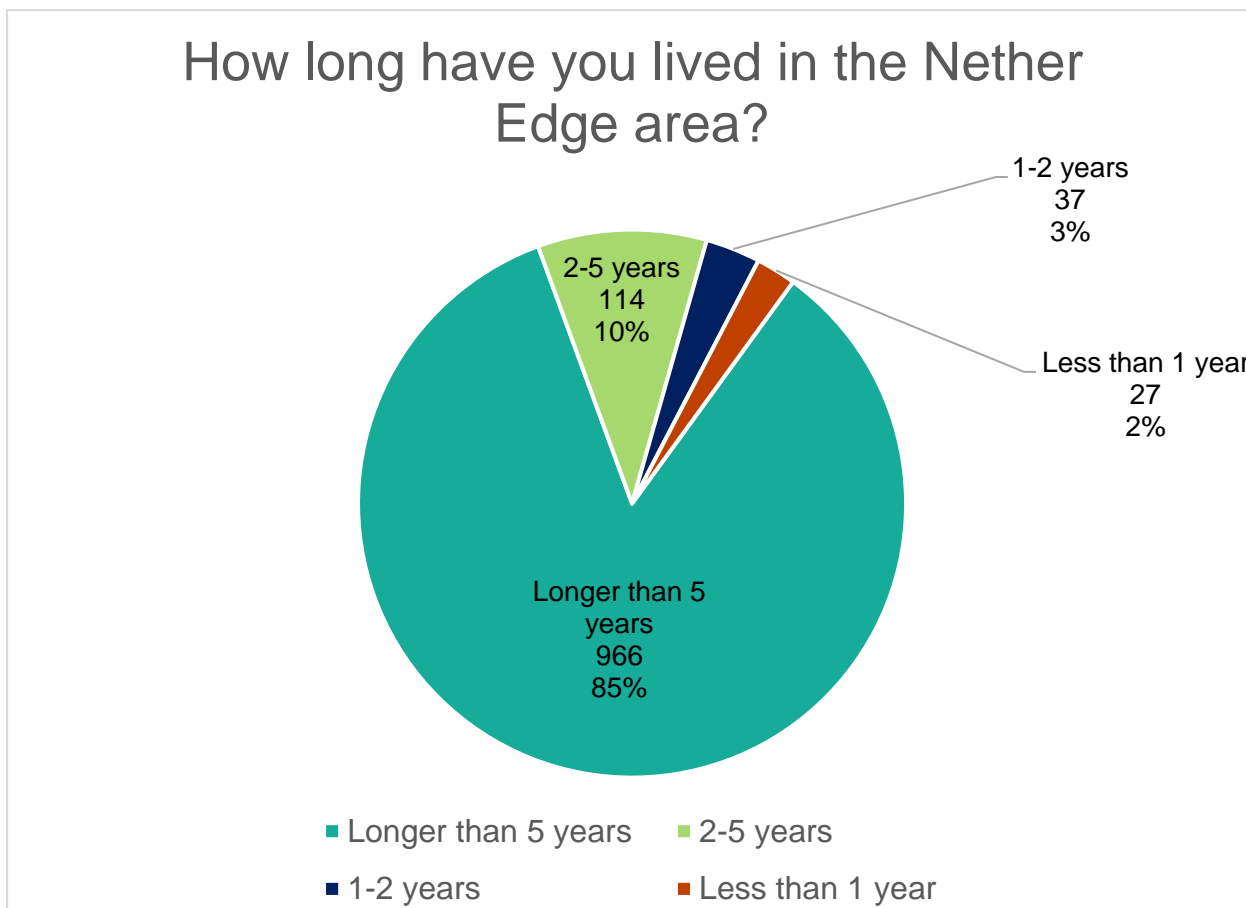


Figure 1: Pie chart showing response to the question: How long have you lived in the Nether Edge Area?

How long have you lived in the Nether Edge Area?		
Length of time	Number of responses	Percentage of total
Longer than 5 years	966	85%
2-5 years	114	10%
1-2 years	37	3%
Less than 1 year	27	2%
<b>Total</b>	<b>1,144</b>	

Figure 2: Table showing response to the question: How long have you lived in the Nether Edge Area?

## What change, if any, have you noticed in the following since the implementation of the Nether Edge Active Neighbourhood in May 2022?

This question asked respondents about the changes arising from the implementation of the Nether Edge Active Neighbourhood. Most said that they had not noticed any change to the number of people walking (743 no change answers) and cycling (672 no change answers) and the speed of vehicles (452 no change answers), but most respondents highlighted that they had noticed a great increase in the number of vehicles as a result of the Active Neighbourhood (437 greatly increased answers).

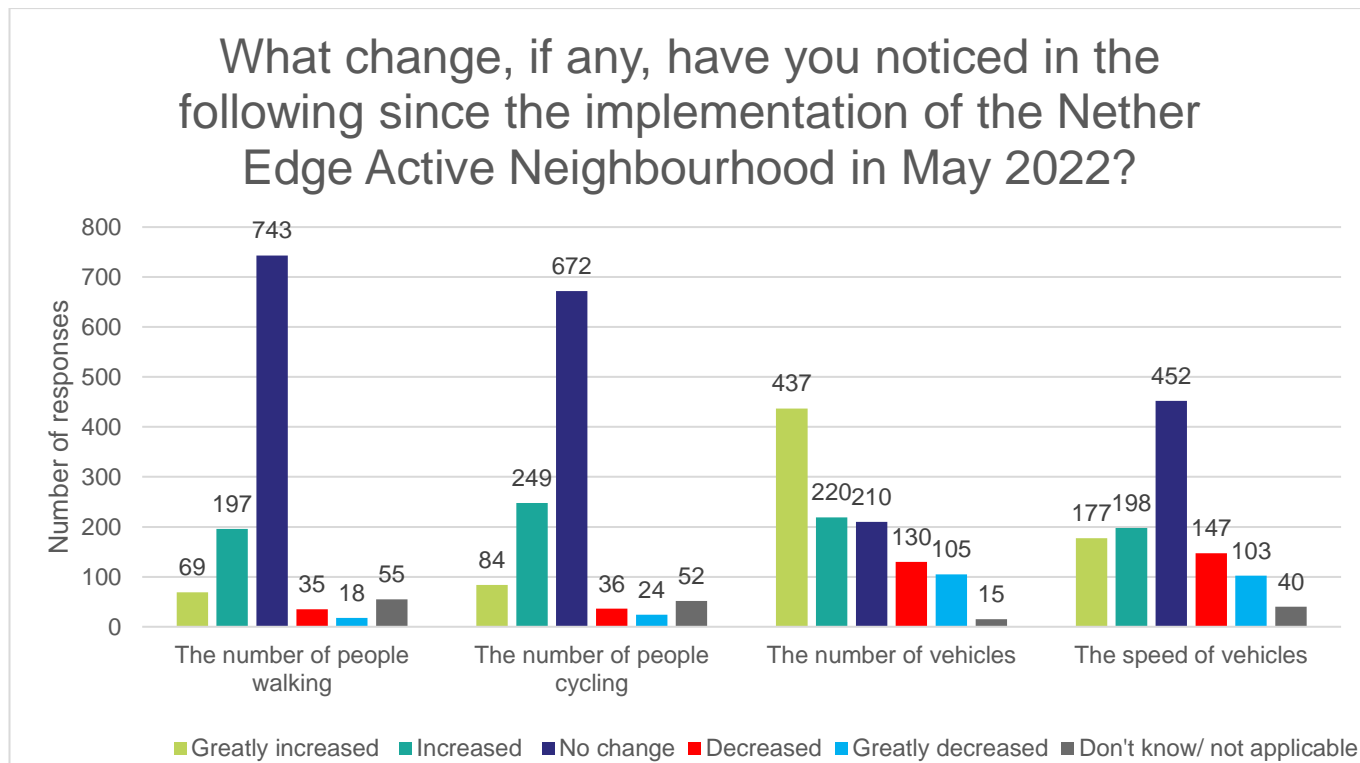


Figure 3: Bar chart showing response to the question: What change, if any, have you noticed in the following since the implementation of the Nether Edge Active Neighbourhood in May 2022?

Change noticed	Greatly increased		Increased		No change		Decreased		Greatly decreased		Don't know/ not applicable		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
The number of people walking	69	6	197	18	743	67	35	3	18	2	55	5	1,117
The number of people cycling	84	8	249	22	672	60	36	3	24	2	52	5	1,117
The number of vehicles	437	39	220	20	210	19	130	12	105	9	15	1	1,117
The speed of vehicles	177	16	198	18	452	40	147	13	103	9	40	4	1,117

Figure 4: Table showing response to the question: What change, if any, have you noticed in the following since the implementation of the Nether Edge Active Neighbourhood in May 2022?

## Before the Active Neighbourhood was put in place, how did you feel about the proposals?

This question asked respondents how they felt about the Active Neighbourhood proposals before they were put in place. Of the 1,117 responses received, 303 (27%) said they were neutral to the proposals before they were put in place, 242 (22%) said they felt very negatively about the proposals, 215 (19%) said they felt negatively, 178 (16%) said they felt positively and 107 (10%) said they were very positive prior to the measures being put in. 71 (6%) said they did not know.

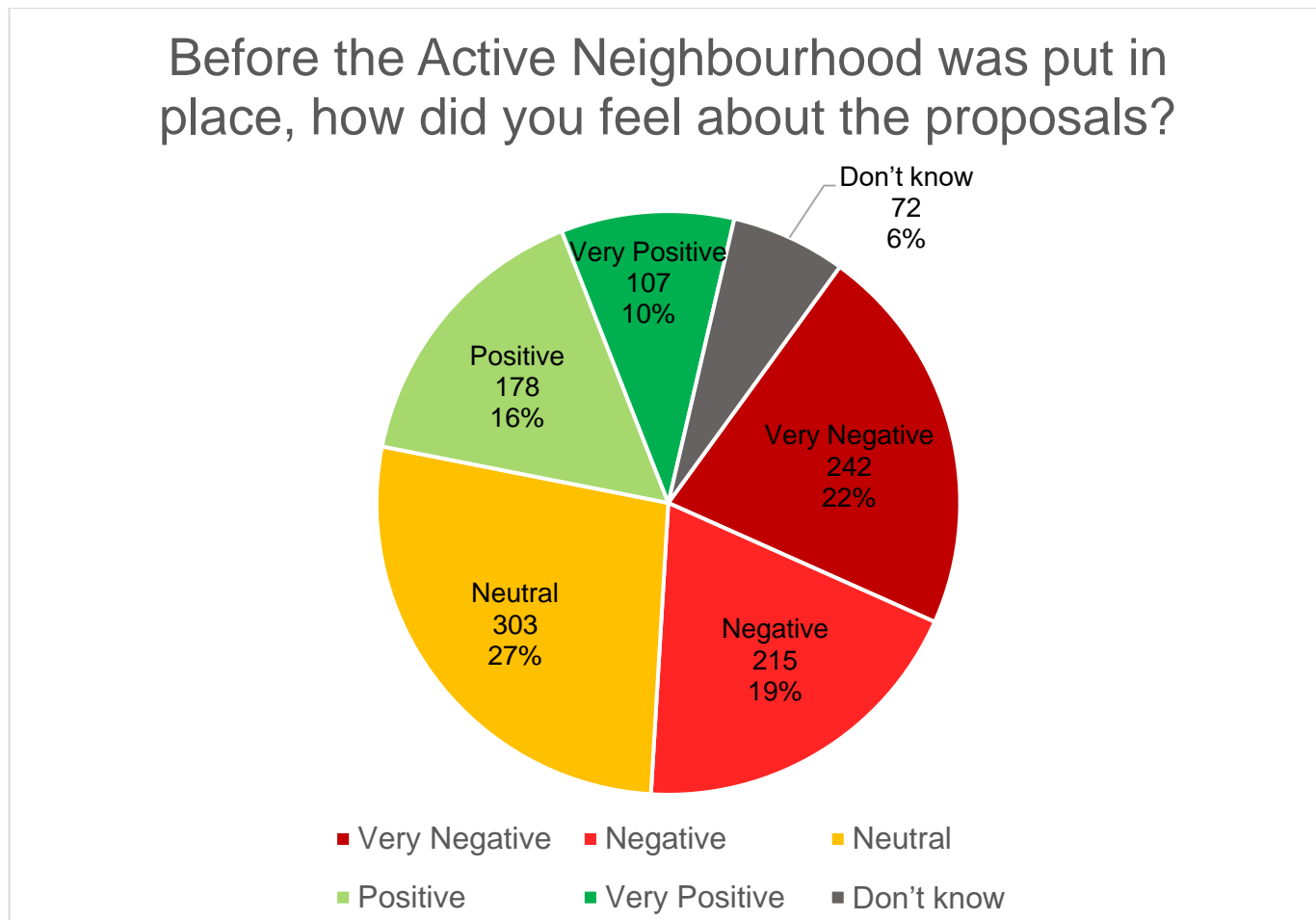


Figure 5: Pie chart showing response to the question: Before the Active Neighbourhood was put in place, how did you feel about proposals?

Before the Active Neighbourhood was put in, how did you feel about the proposals?		
Sentiment	Number of responses	Percentage of total
Very Negative	242	22%
Negative	215	19%
Neutral	303	27%
Positive	178	16%
Very Positive	107	10%
Don't know	72	6%
<b>Total</b>	<b>1,117</b>	

Figure 6: Table showing response to the question: Before the Active Neighbourhood was put in place, how did you feel about proposals?

**Overall, how do you feel about the Active Neighbourhood now that the measures are in place?**

In contrast to the previous question, this question asked residents what they felt about the measures now that they were in place. The most common response was very negative, with 598 of the 1,143 (52%) selecting this. 169 (15%) respondents felt very positive about the measures, 158 (14%) felt negative about the measures, 131 (11%) felt positive and 78 (7%) were neutral to the measures.

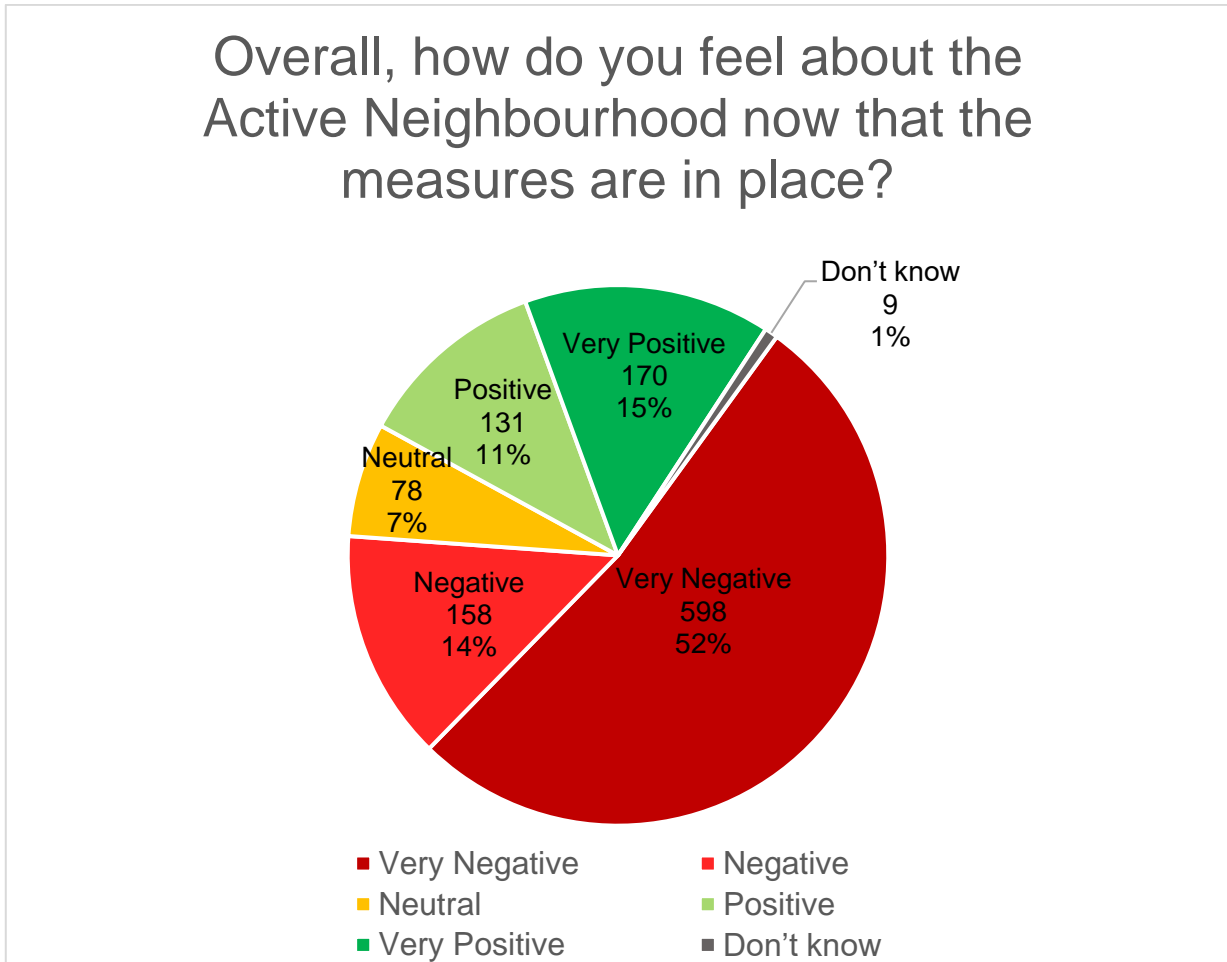


Figure 7: Pie chart showing response to the question: Overall, how do you feel about the Active Neighbourhood now that the measures are in place?

Overall, how do you feel about the Active Neighbourhood now that the measures are in place?		
Sentiment	Number of responses	Percentage of total
Very Negative	598	52%
Negative	158	14%
Neutral	78	7%
Positive	131	11%
Very Positive	170	15%
Don't know	9	1%
<b>Total</b>	<b>1,144</b>	

Figure 8: Table showing response to the question: Overall, how do you feel about the Active Neighbourhood now that the measures are in place?

## How do you feel about these elements of the scheme?

This question asked residents about their thoughts on specific elements of the Active Neighbourhood scheme. Responses to the Psalter Lane pedestrian crossing were generally favourable (292 very positive, 338 positive and 278 neutral; as opposed to 48 negative and 67 very negative responses, with 121 who selected 'don't know'). There was a similar response to the Osborne Road pedestrian crossing (283 very positive, 317 positive, 285 neutral as opposed to 66 negative, 73 very negative and 120 who didn't know). Archer Lane was much more polarising, with 659 responses selecting very negative and 234 selecting very positive, while 99 selected negative, 85 neutral and 66 positive, with only 1 respondent selecting that they did not know.

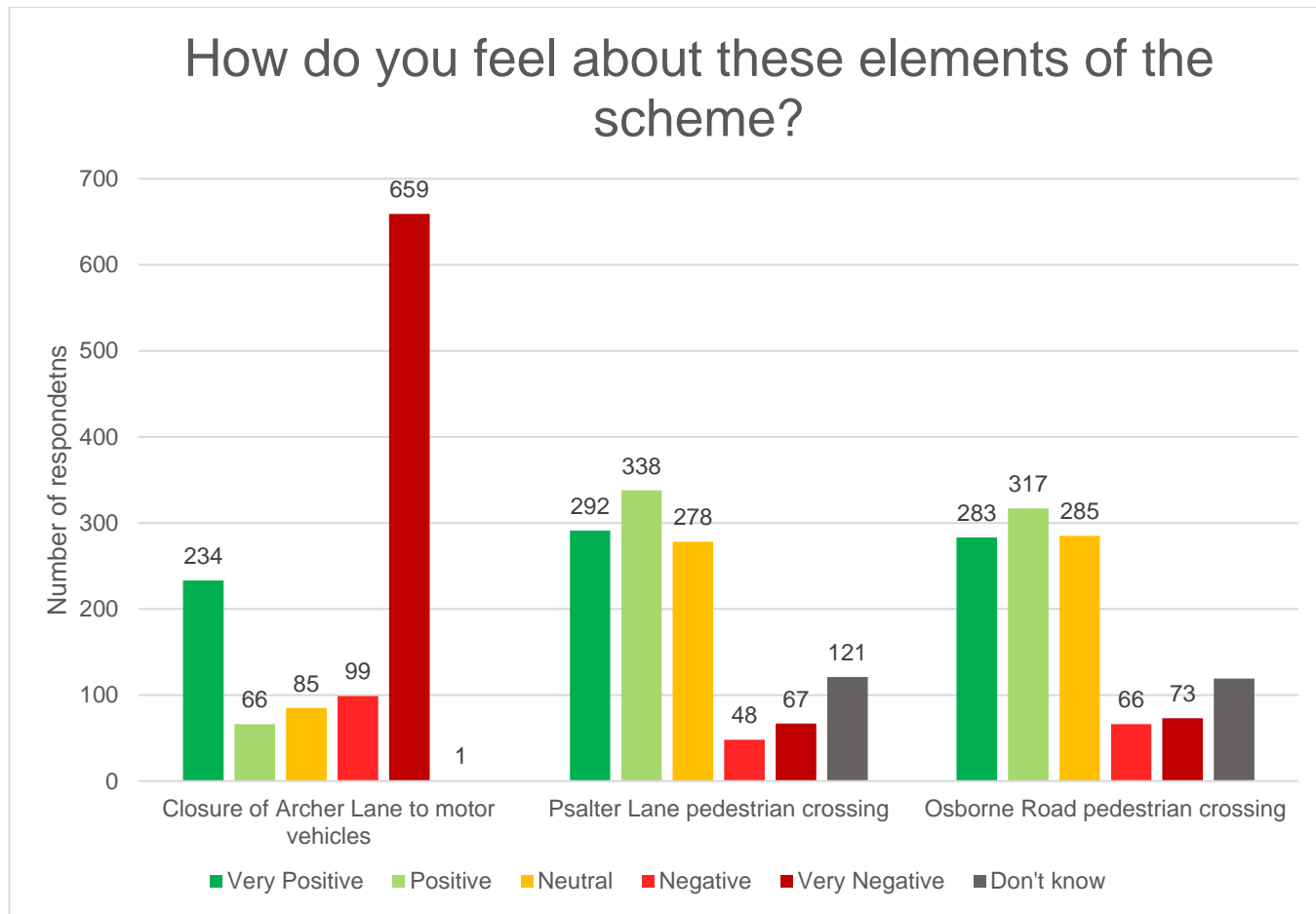


Figure 9: Bar chart showing response to the question: How do you feel about these elements of the scheme?

How do you feel about these elements of the scheme?													
Element	Very Positive		Positive		Neutral		Negative		Very Negative		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Closure of Archer Lane to motor vehicles	234	20	66	6	85	7	99	9	659	58	1	1	1,144
Psalter Lane pedestrian crossing	292	26	338	30	278	24	48	4	67	6	121	11	1,144
Osborn Road pedestrian crossing	293	26	317	28	285	25	66	6	73	6	120	10	1,144

Figure 10: Table showing response to the question: How do you feel about these elements of the scheme?



## How do you think the Active Neighbourhood has impacted the following?

Due to the amount of data included in this question, it has been split into several charts, grouped by theme, for ease of visual display. Each question was optional, so total response numbers will differ. The first bar chart looks at air quality, noise and general surroundings. Most respondents felt that each of these three measures had been very negatively impacted, with 334 (30%) saying that air quality had significantly worsened, 294 (26%) saying that noise had significantly worsened and 360 (35%) saying the general surroundings had significantly worsened as a result of the scheme.

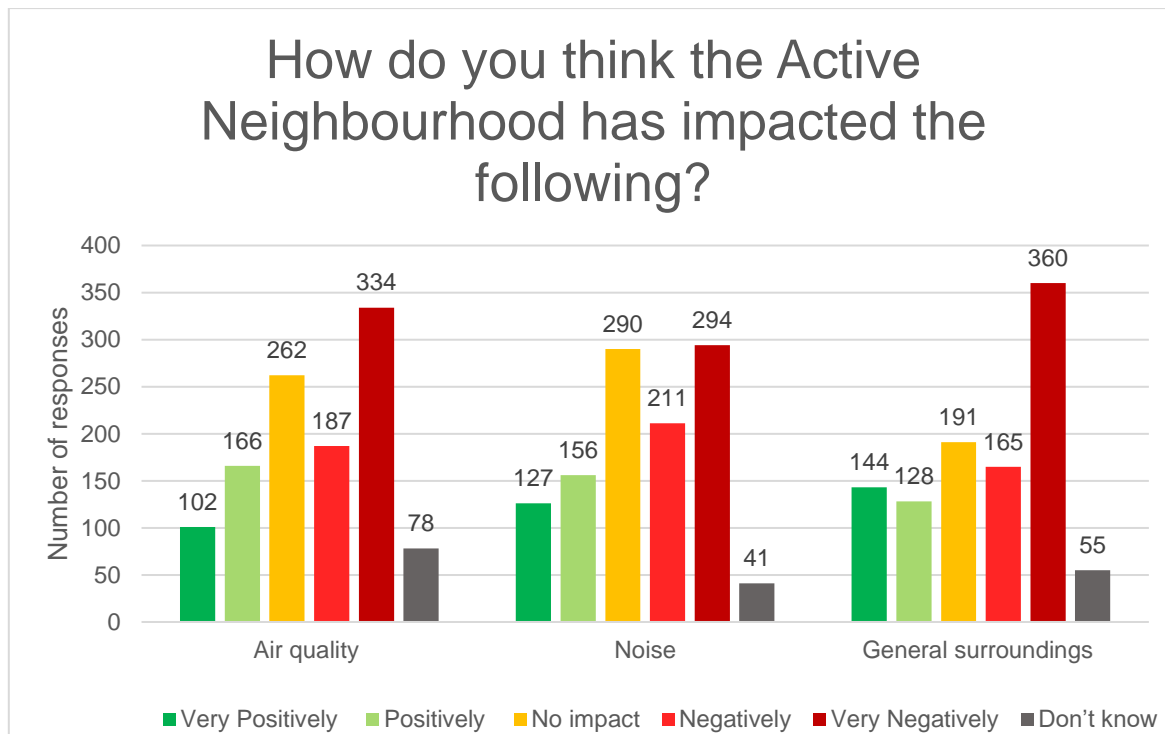


Figure 11: Bar chart showing response to the question: How do you think the Active Neighbourhood has impacted the following - air quality, noise and general surroundings?

How do you think the Active Neighbourhood has impacted the following?													
Metric	Very positively		Positively		No impact		Negatively		Very negatively		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Air quality	101	9	166	15	262	23	187	17	334	30	78	7	1,128
Noise	126	11	156	14	290	26	211	19	294	26	41	4	1,118
General surroundings	143	14	128	12	191	18	165	16	360	35	55	5	1,042

Figure 12: Table showing response to the question: How do you think the Active Neighbourhood has impacted the following - air quality, noise and general surroundings?

The second bar chart looks at responses to parking, congestion, through-traffic, traffic speed and journey times. The responses to all but parking were very negative, with 583 (53%) of 1090 responses saying that the schemes had very negatively impacted congestion, 520 (48%) of 1,082 responses saying the same for through-traffic and 577 (55%) of 1,044 responses saying journey times had been impacted very negatively by the scheme. 349 (33%) of 1055 responses selected very negative for the impacts on traffic speed, with 284 (27%) saying there had been no impact. Parking was more ambiguous, with 404 (37%) of 1,096 saying that the scheme had had no impact on parking in Nether Edge, and 325 (30%) saying it had been impacted very negatively.

## How do you think the Active Neighbourhood has impacted the following?

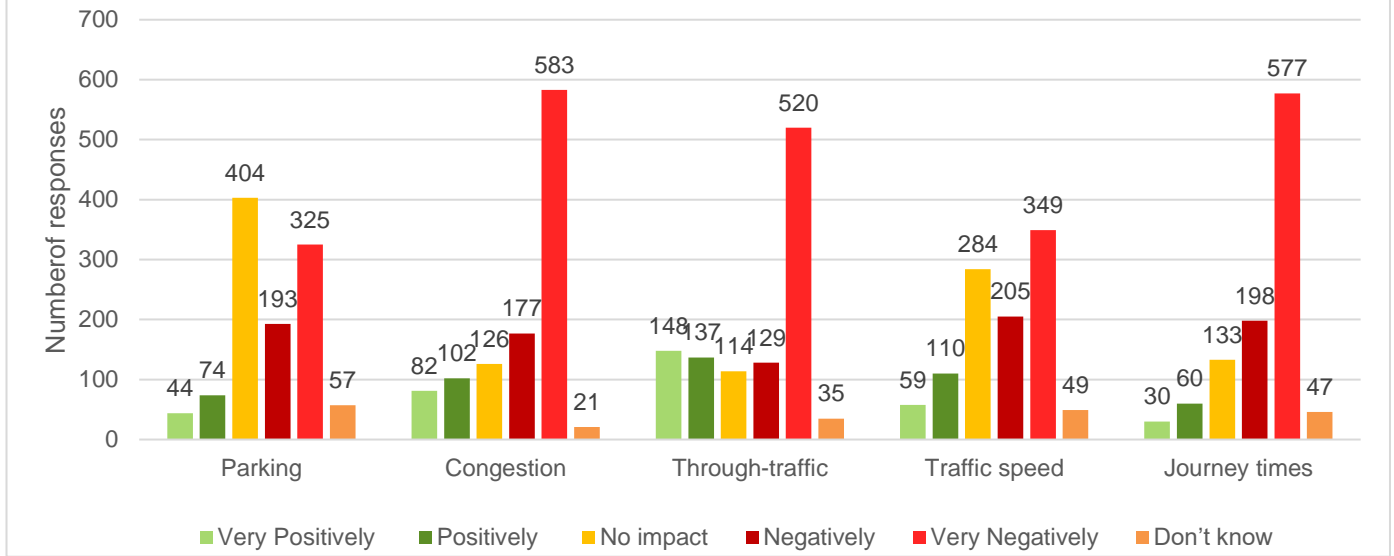


Figure 13: Bar chart showing response to the question: How do you think the Active Neighbourhood has impacted the following - parking, congestion, through-traffic, traffic speed and journey times?

How do you think the Active Neighbourhood has impacted the following?													
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Parking	44	4	74	7	403	37	193	18	325	30	57	5	1,096
Congestion	81	7	102	9	126	12	177	16	583	53	21	2	1,090
Through-traffic	148	14	137	13	114	11	128	12	520	48	35	3	1,082
Traffic speed	58	6	110	10	284	30	205	19	349	33	49	5	1,055
Journey times	30	3	60	6	133	13	198	19	577	55	46	4	1,044

Figure 14: Table showing response to the question: How do you think the Active Neighbourhood has impacted the following - parking, congestion, through-traffic, traffic speed and journey times?

The third bar chart looks at impacts of the scheme on accessibility, local businesses and visitors. Feedback was generally negative, with most respondents stating that each had either been very negatively impacted (270 for accessibility, 304 for local businesses and 298 for visitors) or had had no change as a result of the scheme (327 for accessibility, 236 for local businesses and 258 for visitors).

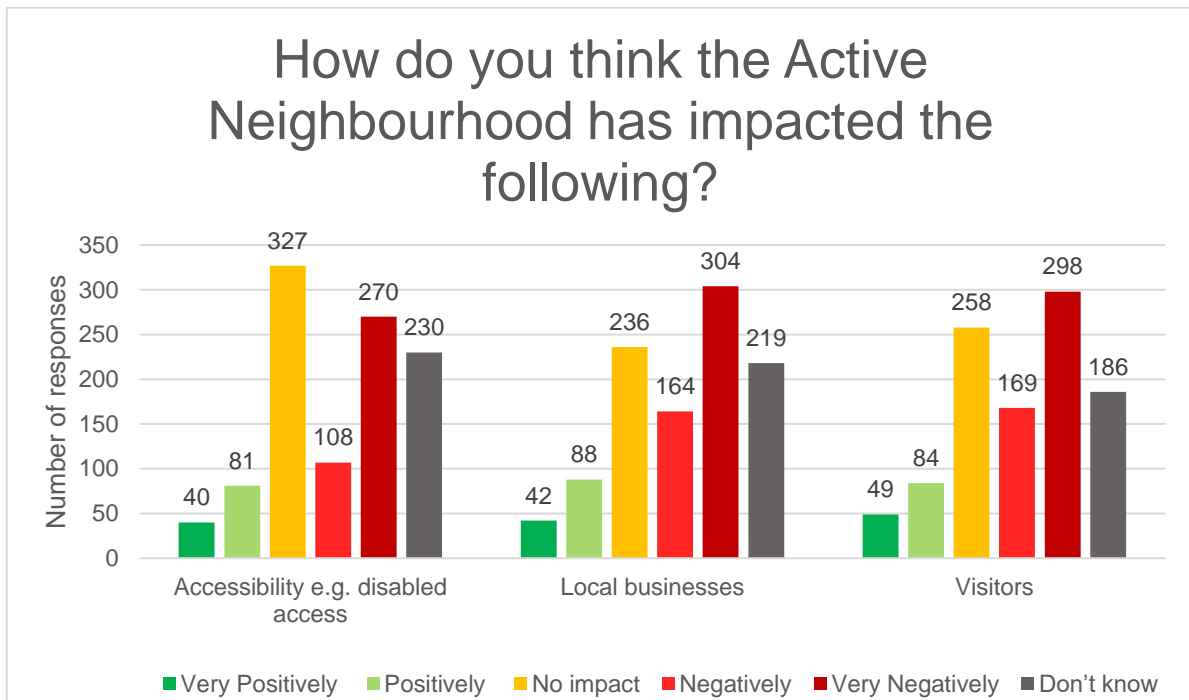


Figure 15: Bar chart showing response to the question: How do you think the Active Neighbourhood has impacted the following - accessibility, local businesses and visitors?

How do you think the Active Neighbourhood has impacted the following?													
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Accessibility e.g. disabled access	40	4	81	8	327	31	107	10	270	26	230	21	1,055
Local businesses	42	42	88	8	236	22	164	16	304	29	218	21	1,052
Visitors	49	5	84	8	258	25	168	16	298	29	186	18	1,043

Figure 16: Table showing response to the question: How do you think the Active Neighbourhood has impacted the following - accessibility, local businesses and visitors?

The final chart for this question looks at impacts of the scheme on the number of people walking and cycling, and their safety in doing so. Feedback for the number of people walking and cycling was mostly either no impact or positive change – 647 (57%) responses said that there had been no change to the amount of walkers, while 197 (17%) said that there had been a positive impact. 612 (55%) responses selected that the Active Neighbourhood had had no impact on the number of cyclists, while 214 (19%) said that there had been a positive impact.

The perceived impact on safety of walkers and cyclists was much more varied. Most responses said there had been no impact (274 (26%) on the safety of walkers, 264 (26%) on the safety of cyclists), with the next most-selected response category being that the scheme had very negatively impacted safety (248 (24%) of walker safety, 221 (22%) of cyclist safety).

## How do you think the Active Neighbourhood has impacted the following?

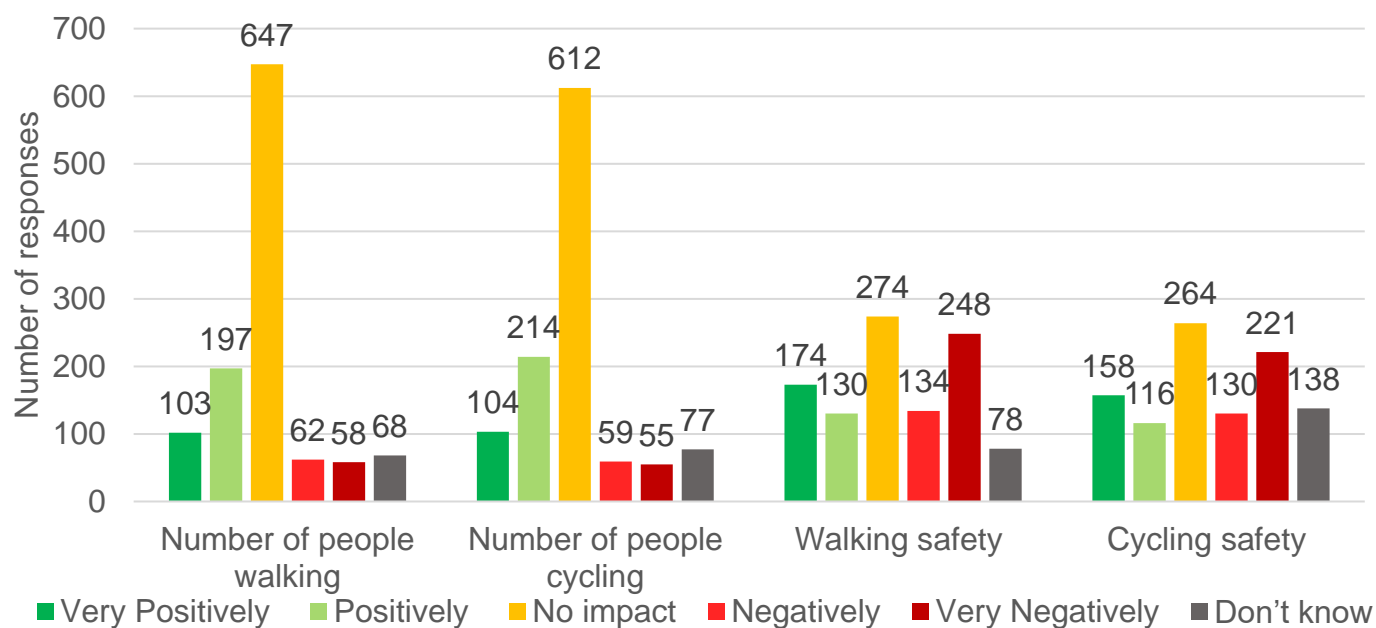


Figure 17: Bar chart showing response to the question: How do you think the Active Neighbourhood has impacted the following - number of people walking, number of people cycling, walking safety and cycling safety?

How do you think the Active Neighbourhood has impacted the following?													
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Number of people walking	102	9	197	17	647	57	62	5	58	5	68	6	1,134
Number of people cycling	103	9	214	19	612	55	59	5	55	5	77	7	1,120
Walking safety	173	17	130	13	274	26	134	13	248	24	78	8	1,037
Cycling safety	157	15	116	11	264	26	130	13	221	22	138	13	1,026

Figure 18: Table showing response to the question: How do you think the Active Neighbourhood has impacted the following - number of people walking, number of people cycling, walking safety and cycling safety?

**Do you feel that because of the Active Neighbourhood, traffic has increased on other roads in the local area?**

This question asked whether respondents believed traffic had increased on other roads in Nether Edge as a result of the Active Neighbourhood measures. 940 (82%) of the 1,143 responses said that it had, 100 (9%) said that it had not and 104 (9%) said that they were not sure.

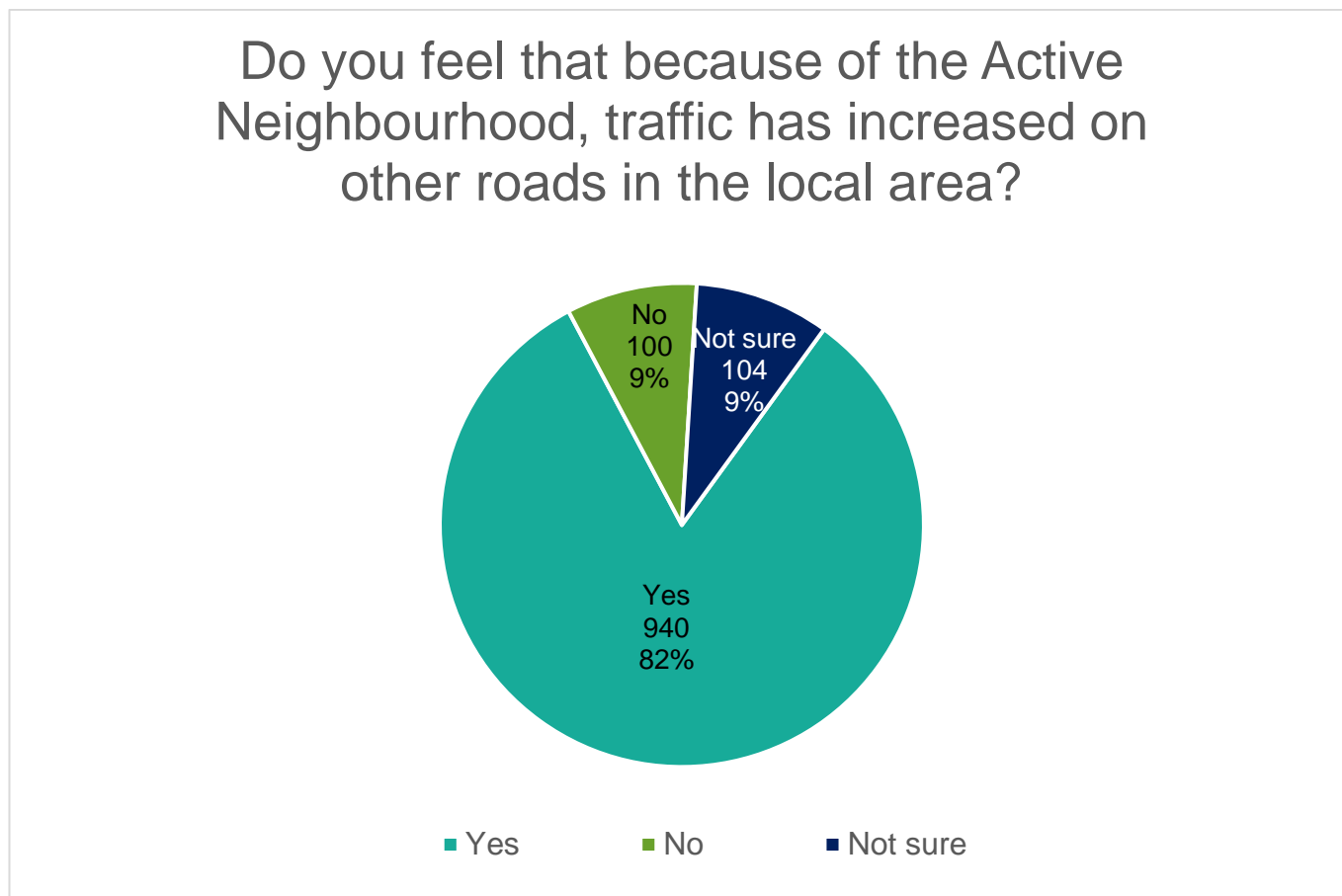


Figure 19: Pie chart showing response to the question: Do you feel that because of the Active Neighbourhood, traffic has increased on other roads in the local area?

Do you feel that because of the Active Neighbourhood, traffic has increased on other roads in the local area?		
Response answer	Number of responses	Percentage of total
Yes	940	82%
No	100	9%
Not sure	104	9%
<b>Total</b>	<b>1,144</b>	

Figure 20: Table showing response to the question: Do you feel that because of the Active Neighbourhood, traffic has increased on other roads in the local area?

**You said that traffic has increased on other roads in the local area. Which roads do you think are particularly affected and at what times?**

This question asked residents who had said that they had noticed an increase in traffic as a result of the schemes in the previous question which roads in the Nether Edge area they had noticed this increase. Due to the large amount of data, the question has been split into two charts, and data labels have been removed from the charts, for ease of visibility. The response numbers, and the corresponding percentage of the total, can be found in the data table beneath the charts.

Across all roads, the most selected time metric for the increase of traffic was all day. The second-most selected time metric was also the same for all roads – early morning, before 10 am.

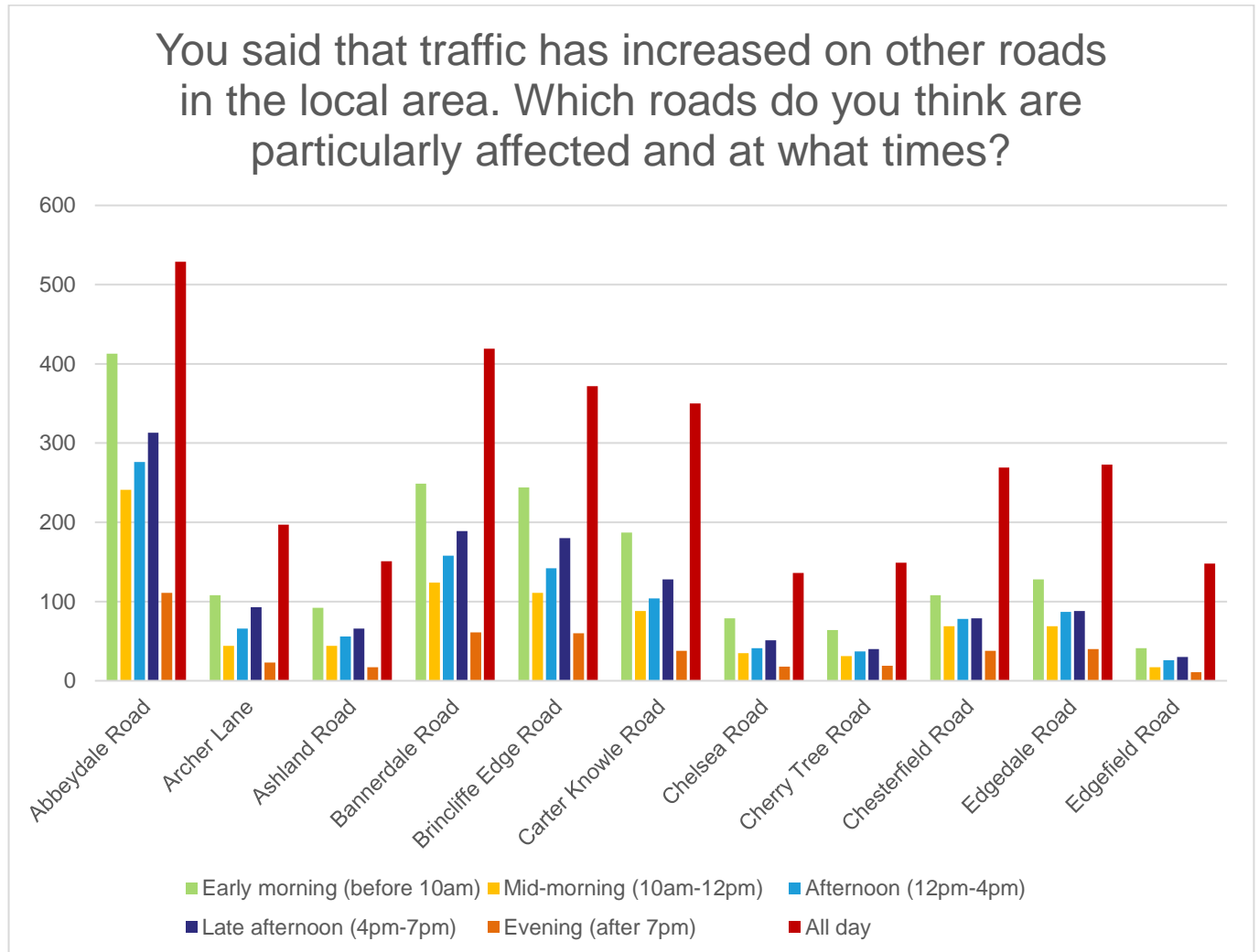


Figure 21: Bar chart showing response to the question: You said that traffic has increased on other roads in the local area. Which roads do you think are particularly affected and at what times?

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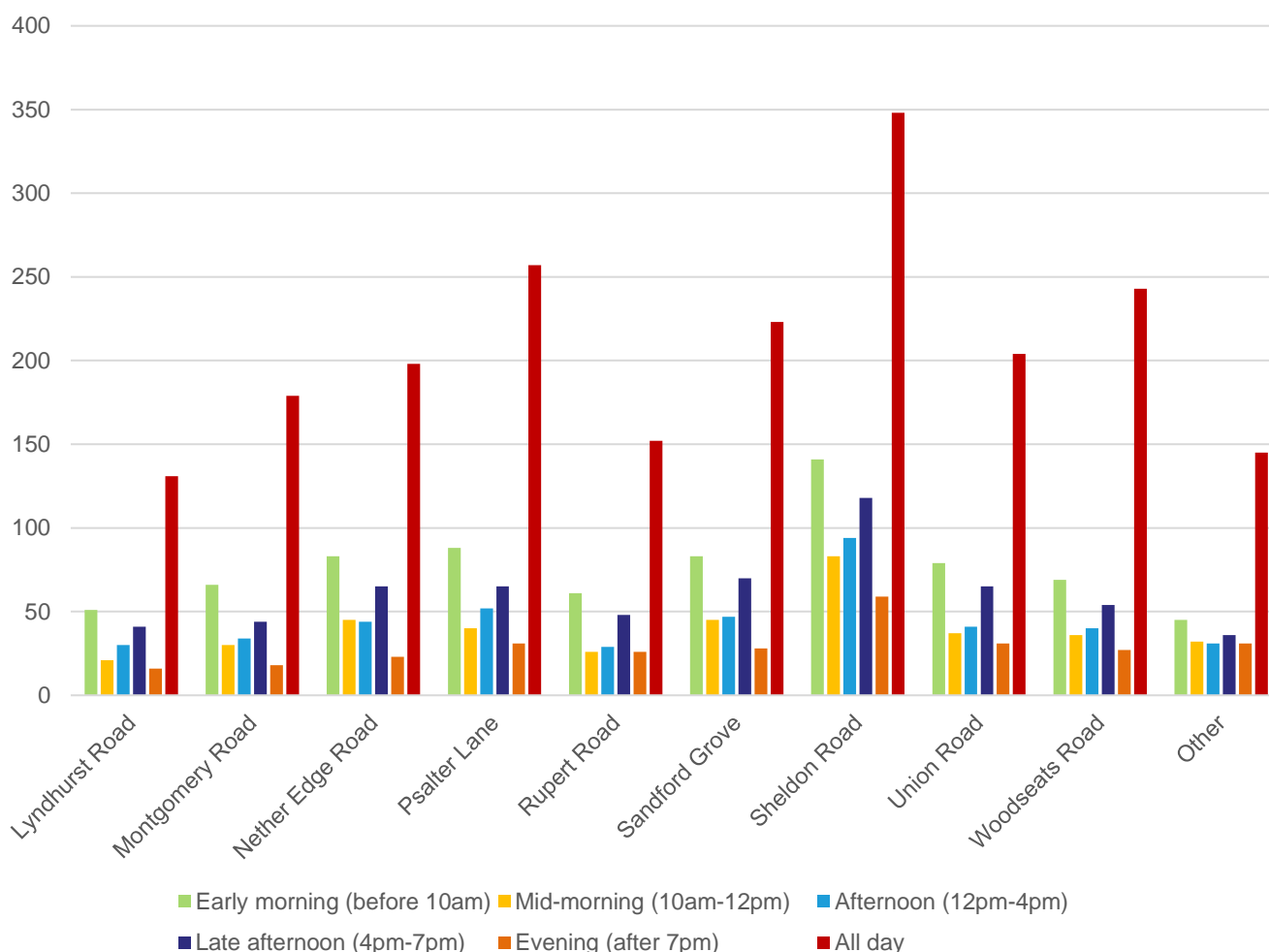


Figure 22: Bar chart showing response to the question: You said that traffic has increased on other roads in the local area. Which roads do you think are particularly affected and at what times?

### You said that traffic has increased on other roads in the local area. Which roads do you think are particularly affected and at what times?

Road	Early morning (before 10am)	Mid-morning (10am-12pm)	Afternoon (12pm-4pm)	Late afternoon (4pm-7pm)	Evening (after 7pm)	All day	Total
Abbeydale Road	413	241	276	313	111	529	1,883
	22%	13%	15%	17%	6%	28%	
Archer Lane	108	44	66	93	23	197	531

	<b>20%</b>	<b>8%</b>	<b>12%</b>	<b>18%</b>	<b>4%</b>	<b>37%</b>	
Ashland Road	92	44	56	66	17	151	<b>426</b>
	<b>22%</b>	<b>10%</b>	<b>13%</b>	<b>15%</b>	<b>4%</b>	<b>35%</b>	
Bannerdale Road	249	124	158	189	61	419	<b>1,200</b>
	<b>21%</b>	<b>10%</b>	<b>13%</b>	<b>16%</b>	<b>5%</b>	<b>35%</b>	
Brincliffe Edge Road	244	111	142	180	60	372	<b>1,109</b>
	<b>22%</b>	<b>10%</b>	<b>13%</b>	<b>16%</b>	<b>5%</b>	<b>34%</b>	
Carter Knowle Road	187	88	104	128	38	350	<b>895</b>
	<b>21%</b>	<b>10%</b>	<b>12%</b>	<b>14%</b>	<b>4%</b>	<b>39%</b>	
Chelsea Road	79	35	41	51	18	136	<b>360</b>
	<b>22%</b>	<b>10%</b>	<b>11%</b>	<b>14%</b>	<b>5%</b>	<b>38%</b>	
Cherry Tree Road	64	31	37	40	19	149	<b>340</b>
	<b>19%</b>	<b>9%</b>	<b>11%</b>	<b>12%</b>	<b>6%</b>	<b>44%</b>	
Chesterfield Road	108	69	78	79	38	269	<b>641</b>
	<b>17%</b>	<b>11%</b>	<b>12%</b>	<b>12%</b>	<b>6%</b>	<b>42%</b>	
Edgedale Road	128	69	87	88	40	273	<b>685</b>
	<b>19%</b>	<b>10%</b>	<b>13%</b>	<b>13%</b>	<b>6%</b>	<b>40%</b>	
Edgefield Road	41	17	26	30	11	148	<b>273</b>
	<b>15%</b>	<b>6%</b>	<b>10%</b>	<b>11%</b>	<b>4%</b>	<b>54%</b>	
Lyndhurst Road	51	21	30	41	16	131	<b>290</b>
	<b>18%</b>	<b>7%</b>	<b>10%</b>	<b>14%</b>	<b>6%</b>	<b>45%</b>	
Montgomery Road	66	30	34	44	18	179	<b>371</b>
	<b>18%</b>	<b>8%</b>	<b>9%</b>	<b>12%</b>	<b>5%</b>	<b>48%</b>	
Nether Edge Road	83	45	44	65	23	198	<b>458</b>
	<b>18%</b>	<b>10%</b>	<b>10%</b>	<b>14%</b>	<b>5%</b>	<b>43%</b>	
Psalter Lane	88	40	52	65	31	257	<b>533</b>
	<b>17%</b>	<b>8%</b>	<b>10%</b>	<b>12%</b>	<b>6%</b>	<b>48%</b>	



Rupert Road	61	26	29	48	26	152	<b>342</b>
	<b>18%</b>	<b>8%</b>	<b>8%</b>	<b>14%</b>	<b>8%</b>	<b>44%</b>	
Sandford Grove	83	45	47	70	28	223	<b>496</b>
	<b>17%</b>	<b>9%</b>	<b>9%</b>	<b>14%</b>	<b>6%</b>	<b>45%</b>	
Sheldon Road	141	83	94	118	59	348	<b>843</b>
	<b>17%</b>	<b>10%</b>	<b>11%</b>	<b>14%</b>	<b>7%</b>	<b>41%</b>	
Union Road	79	37	41	65	31	204	<b>457</b>
	<b>17%</b>	<b>8%</b>	<b>9%</b>	<b>14%</b>	<b>7%</b>	<b>45%</b>	
Woodseats Road	69	36	40	54	27	243	<b>469</b>
	<b>15%</b>	<b>8%</b>	<b>9%</b>	<b>12%</b>	<b>6%</b>	<b>52%</b>	
Other	45	32	31	36	31	145	<b>320</b>
	<b>14%</b>	<b>10%</b>	<b>10%</b>	<b>11%</b>	<b>10%</b>	<b>45%</b>	

Figure 23: Table showing response to the question: You said that traffic has increased on other roads in the local area. Which roads do you think are particularly affected and at what times?

### Thinking about how you get around, has this changed since the Active Neighbourhood was put in place?

Residents were then asked how the Active Neighbourhood had changed how they got around. Respondents overwhelmingly said that there had been little change to their travel habits since the Nether Edge Active Neighbourhood had been put in place. Of the 1,144 responses, 779 (68%) said that the amount they walked had stayed the same, 727 (64%) said the amount they cycled had stayed the same, 784 (69%) said the amount they took the bus had stayed the same, while 620 (54%) said that the amount they took private vehicles had remained unchanged.

## Thinking about how you get around, has this changed since the Active Neighbourhood was put in place?

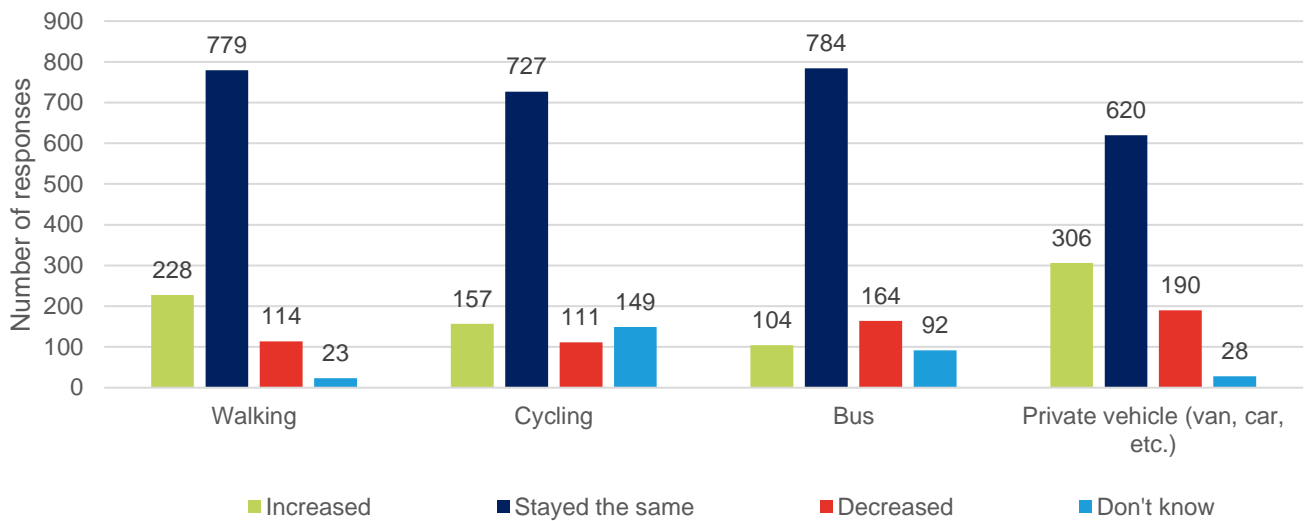


Figure 24: Bar chart showing response to the question: Thinking about how you get around, has this changed since the Active Neighbourhood was put in place?

Thinking about how you get around, has this changed since the Active Neighbourhood was put in place?									
Method of transport	Increased		Stayed the same		Decreased		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	
Walking	228	20	779	68	114	10	23	2	1,144
Cycling	157	14	727	64	111	10	149	13	1,144
Bus	104	9	784	69	164	14	92	8	1,144
Private vehicle (van, car, etc.)	306	27	620	54	190	17	28	2	1,144

Figure 25: Table showing response to the question: Thinking about how you get around, has this changed since the Active Neighbourhood was put in place?

### How often, if at all, do you walk or cycle around the local area?

This question asked residents how often they walked or cycled around the local area. The chart shows a distinct difference in the preferred method of active travel for residents in Nether Edge. 597 (53%) respondents said they walked daily, with another 349 (31%) saying that they walked a few times a week. Comparatively, the highest response category for how often residents cycled was overwhelmingly never, with 556 (52.6%) respondents.

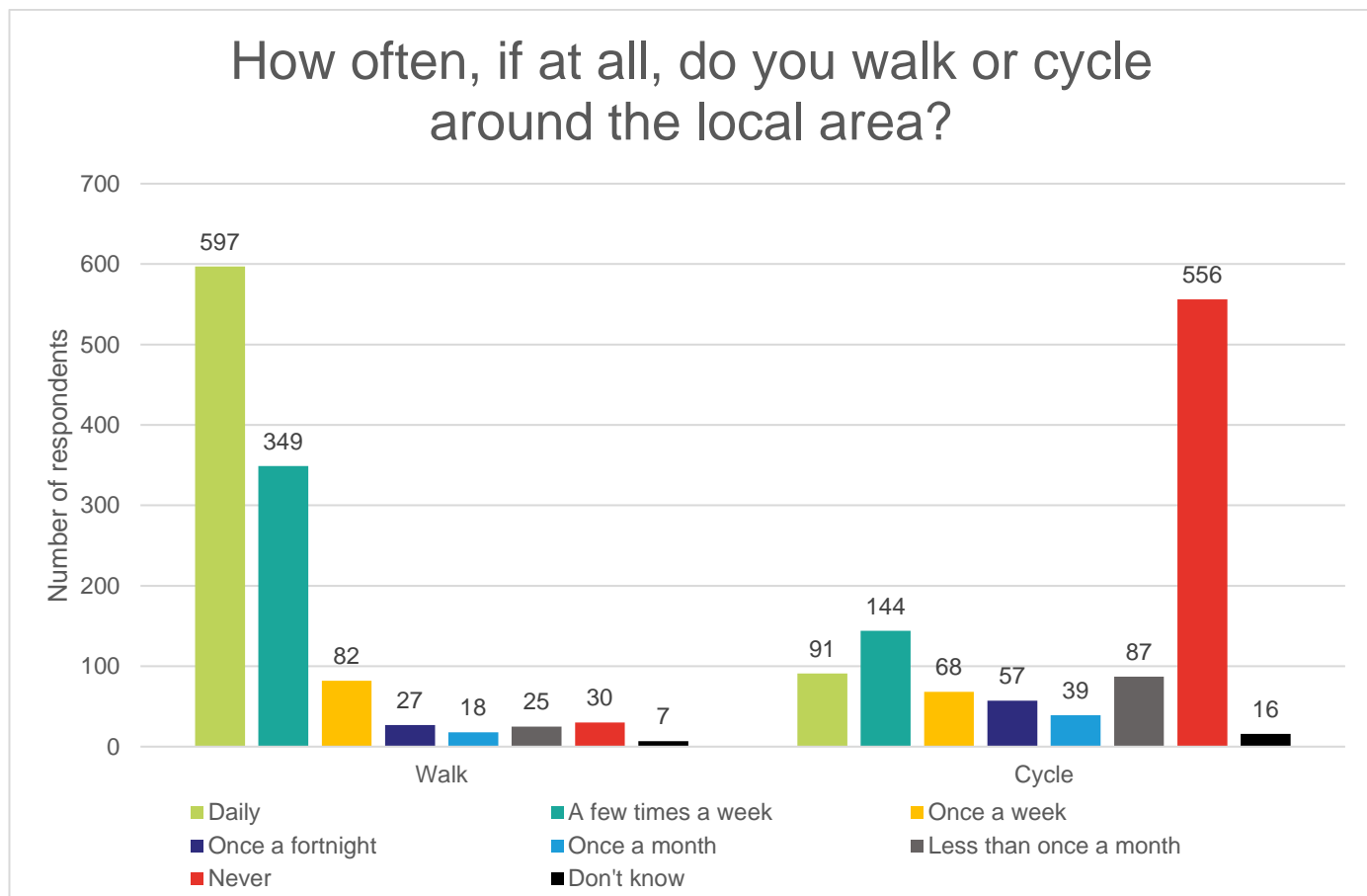


Figure 26: Bar chart showing response to the question: How often, if at all, do you walk or cycle around the local area?

How often, if at all, do you walk or cycle around the local area?																	
Method of transport	Daily		A few times a week		Once a week		Once a fortnight		Once a month		Less than once a month		Never		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Walk	597	53	349	31	82	7	27	2	18	2	25	2	30	3	7	1	1,135
Cycle	91	9	144	14	68	6	57	5	39	4	87	8	556	53	16	2	1,058

Figure 27: Table showing response to the question: How often, if at all, do you walk or cycle around the local area?

**Do you think any of the following measures would encourage local residents to walk, cycle or use public transport?**

This question asked residents to consider which of the following measures would most incentivise local residents to walk, cycle or use public transport, selecting as many or as few as they liked. The four most popular answers were dedicated space for cycling (461 selections), improved crossings (450 selections), a reduction in traffic (441 selections) and improved footpaths (419 selections).

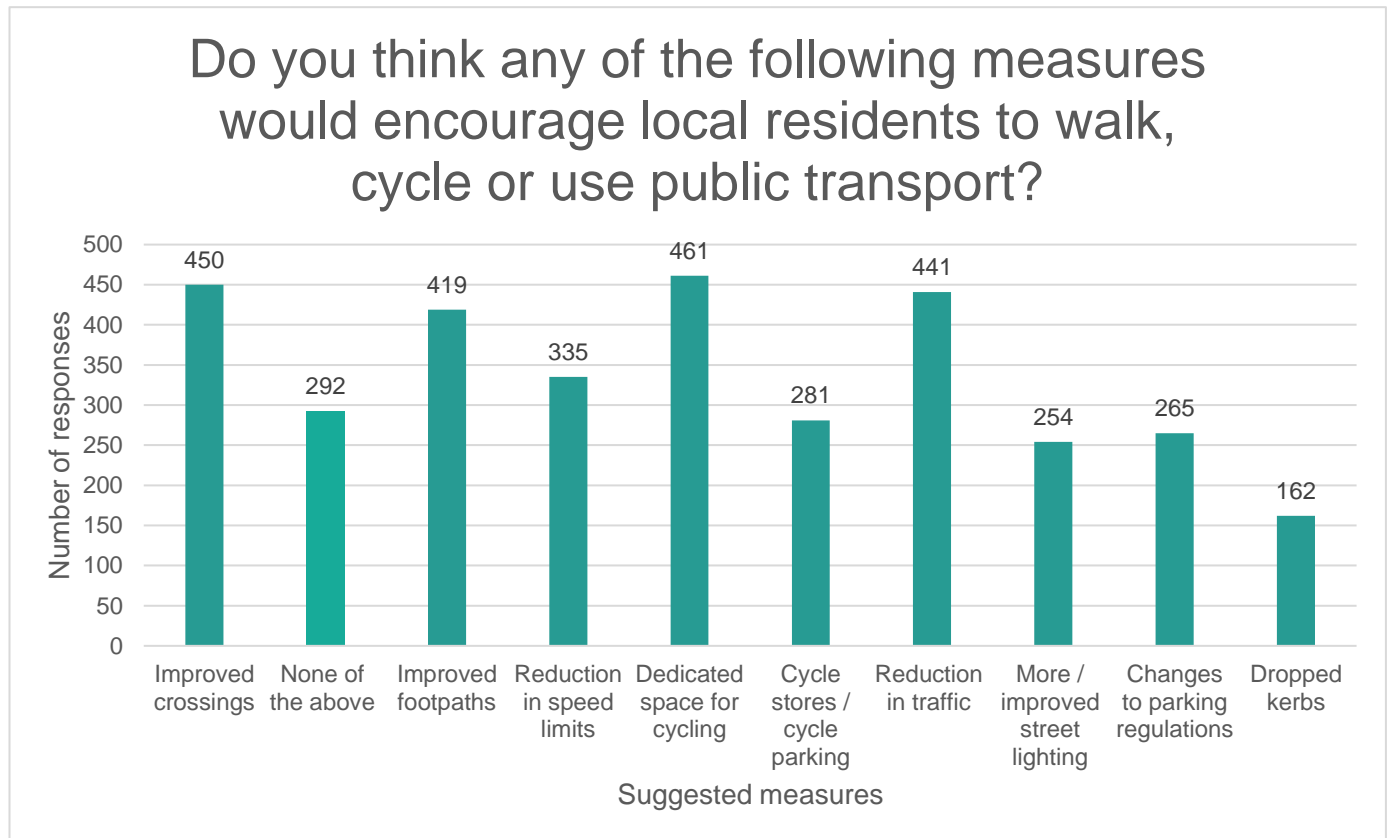


Figure 28: Bar chart showing response to the question: Do you think any of the following measures would encourage local residents to walk, cycle or use public transport?

Do you think any of the following measures would encourage local residents to walk, cycle or use public transport?		
Suggested Measure	Number of responses	Percentage of total
Improved crossings	450	13%
None of the above	292	9%
Improved footpaths	419	12%
Reduction in speed limits	335	10%
Dedicated space for cycling	461	14%
Cycle stores / cycle parking	281	8%
Reduction in traffic	441	13%
More / improved street lighting	254	8%
Changes to parking regulations	265	8%
Dropped kerbs	162	5%

Figure 29: Table showing response to the question: Do you think any of the following measures would encourage local residents to walk, cycle or use public transport?

### Would you support keeping the Active Neighbourhood scheme in place?

This question asked respondents if they would support keeping the measures in place. The most common sentiment was very negative, with 525 of the 1143 (46%) total responses selecting that all measures should be removed. 287 (25%) responses said that they currently did not support the schemes, but would with minor changes. 263 (23%) responses said that they were happy with the scheme and called on it to go further, while 69 (6%) said they were happy with the scheme as it was.

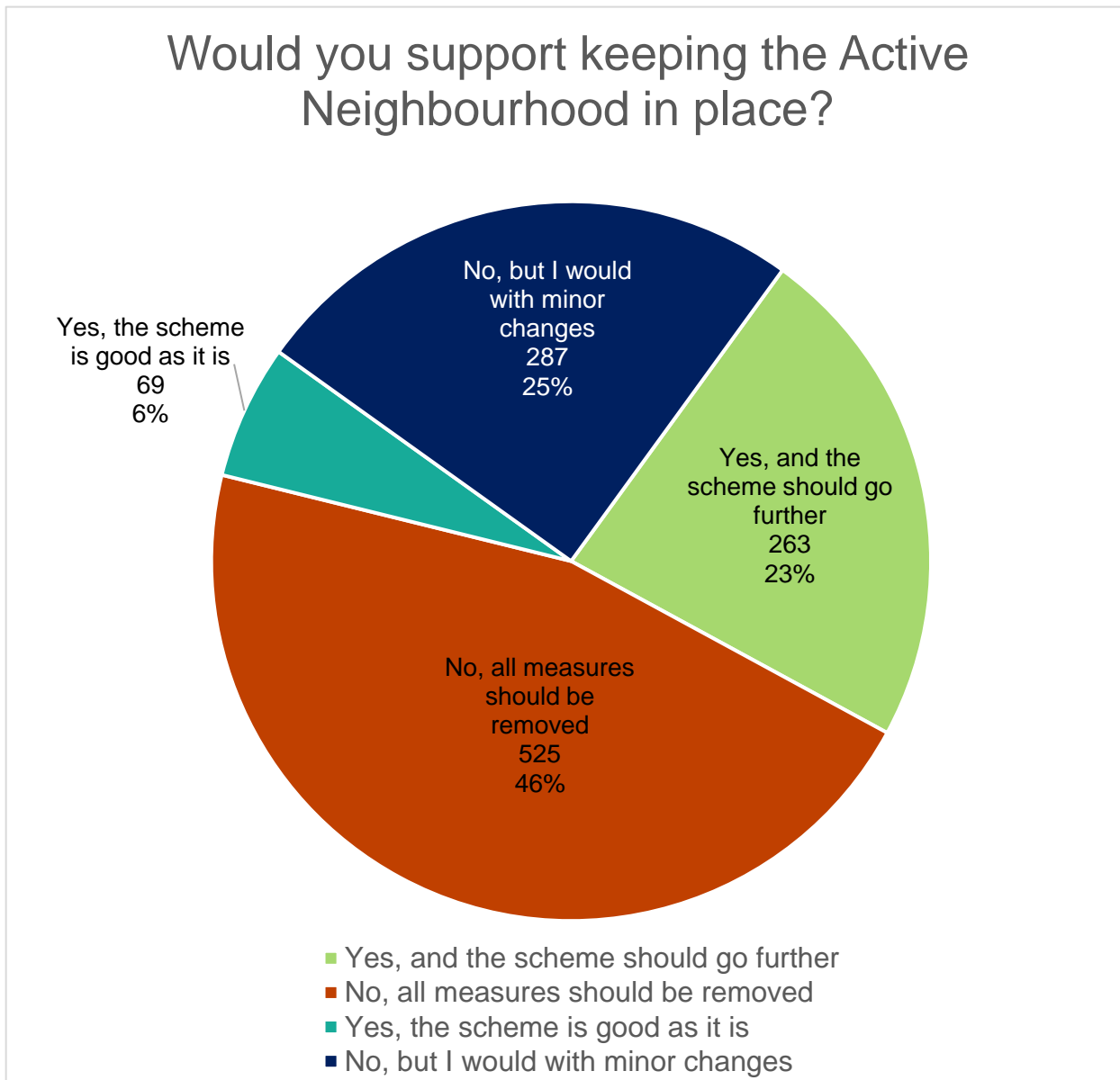


Figure 30: Pie chart showing response to the question: Would you support keeping the Active Neighbourhood in place?

<b>Would you support keeping the Active Neighbourhood in place?</b>		
<b>Sentiment</b>	<b>Number of responses</b>	<b>Percentage of total</b>
Yes, and the scheme should go further	263	23%
No, all measures should be removed	525	46%
Yes, the scheme is good as it is	69	6%
No, but I would with minor changes	287	25%
<b>Total</b>	<b>1,144</b>	

Figure 31: Table showing response to the question: Would you support keeping the Active Neighbourhood in place?

In total, 1,144 of the 1,331 respondents (86%) identified as residents within the area. Analysis of the partial postcodes provided by respondents was used to differentiate between respondents living within the defined Nether Edge Active Neighbourhood area and those living outside that boundary. Some residents only shared the first half of their postcode, which prevented us from being able to accurately analyse their response in relation to specific location; for example, postcodes beginning with S11 could be located in the Active Neighbourhood boundary or as far away as Hathersage Road in the Peak District; while the S7 postcode covers addresses in the Active Neighbourhood boundary but as far away as Abbeydale.

Of the 1,144 respondents who identified themselves as residents in the Nether Edge area, 1,050 (92%) provided postcodes that could place them within the boundary of the Nether Edge Active Neighbourhood scheme, ranging from exact, full postcodes to more general, partial postcodes such as S11 or S7. For the open response question analysis, resident responses were split into 1,050 'core residents', whose postcodes could place them within the scheme's boundary, and 'adjacent residents', whose provided postcodes placed them in adjacent/nearby neighbourhoods.

## Core Residents - open question feedback responses

### Can you tell us what changes you would suggest?

#### Congestion

*Total responses: 172*

103 respondents commented that the measures had only shifted traffic elsewhere.  
Of these 103 responses, 27 mentioned Abbeydale Road in particular seeing traffic displacement.  
40 respondents called for one-way systems to be added to the area.  
29 respondents said that air quality had decreased as a result of the scheme.

#### Archer Lane

*Total responses: 164*

144 respondents called for Archer Lane specifically to be reopened (*Note: 54 of these 144 responses (38%) were from core residents in postcodes beginning with S11 (in the areas surrounding Banner Cross). 49 of the 144 total responses (34%) were received between midday on 26 June and the closure of the survey at 9 am on 28 June.*)  
12 respondents suggested opening Archer Lane on a part-time basis, keeping it closed during rush hours.  
8 respondents suggested turning Archer Lane into a one-way road.

#### Parking

*Total responses: 108*

71 respondents complained about the amount of cars parked on the pavements, with 5 saying that it made walking unsafe.  
18 respondents said more stringent regulation could help combat pavement parking.  
8 respondents called for additional dedicated parking spaces to be created.  
8 respondents suggested resident-only permits to be issued.  
3 called for kerbs to be dropped.

#### Cycling

*Total responses: 92*

59 respondents called for better cycling infrastructure across the board.  
18 respondents called for better segregation of cycling lanes from main roads.  
7 respondents suggested that cycling uptake would improve if there were more cycling lockers.  
8 respondents want the Nether Edge to City Centre cycle route to be extended into the centre of Nether Edge.

#### Traffic speeds

*Total responses: 79*

40 respondents said that more speed controls were needed in the area.  
31 respondents specifically called for 20 mph limits to be imposed within the area.  
8 respondents asked for speed cameras to be installed in the area.

#### General feedback

*Total responses: 53*

45 respondents called for better bus services to the area.  
8 respondents expressed dissatisfaction at the level of consultation and engagement.

## Adjacent residents - open question feedback responses

### Can you tell us what changes you would suggest?

#### Congestion

*Total responses: 9*

6 respondents complained that the measures had shifted traffic elsewhere.  
3 respondents said that air quality had decreased as a result of the scheme.  
1 respondent called for one-way systems to be added to the area.

#### Parking

*Total responses: 8*

4 respondents complained about the amount of cars parked on the pavements.  
2 respondents said more stringent regulation could help combat pavement parking.  
1 respondent called for additional dedicated parking spaces to be created.  
1 respondent suggested resident-only permits be issued.

#### Archer Lane

*Total responses: 8*

8 respondents called for Archer Lane specifically to be reopened.

#### Cycling

*Total responses: 8*

4 respondents called for better cycling infrastructure across the board.  
1 respondent called for better segregation of cycling lanes from main roads.  
1 respondent suggested that cycling uptake would improve if there were more cycling lockers.  
1 respondent wants the Nether Edge to City Centre cycle route to be extended into the centre of Nether Edge.

#### Traffic speeds

*Total responses: 3*

1 respondent said that more speed controls were needed in the area.  
2 respondents specifically called for 20 mph limits to be imposed within the area.

#### General feedback

*Total responses: 2*

2 respondents called for better bus services to the area.



## Resident respondent postcode data analysis

It is important to acknowledge that our analysis of responses linked to postcode data has a margin of error. Many respondents only provided the first section of their postcode (S7 or S11 for example), making it impossible to accurately confirm their location in relation to the Active Neighbourhood.

For the 1,143 respondents who categorised themselves as a resident, overall sentiment towards the scheme is set out below according to postcode.

Distinction between postcode subsets (S7 compared to S7 1, S11 compared to S11 9, for example) was made where possible using data shared by the respondent. This has allowed us to categorise respondents as either 'core residents' or 'adjacent residents', distinguished by their location within the consultation postage map in Appendix 3.

Negative sentiment with no additional feedback, by postcode
S2 4: 1
S7: 167
S7 1: 107
S7 2: 87
S7 3: 2
S7 4: 1
S7 8: 1
S8: 12
S8 0: 10
S11: 66
S11 7: 1
S11 8: 4
S11 9: 66
<b>Total (core residents): 479</b>
<b>Total (adjacent residents): 46</b>

Negative sentiment with additional feedback, by postcode
S2 3: 1
S2 4: 1
S7: 86
S7 1: 58
S7 2: 54
S8: 2
S8 0: 2
S11: 26
S11 8: 3
S11 9: 53
<b>Total (core residents): 268</b>
<b>Total (adjacent residents): 18</b>

Positive sentiment with no additional feedback, by postcode
S7: 19
S7 1: 28
S7 2: 11
S8: 1
S11: 3
S11 9: 8
<b>Total (core residents): 66</b>
<b>Total (adjacent residents): 4</b>

### Positive sentiment with further suggestions, by postcode

S7: 62  
S7 1: 87  
S7 2: 42  
S7 8: 1  
S8: 3  
S8 0: 4  
S8 9: 1  
S10: 1  
S11: 21  
S11 7: 1  
S11 8: 6  
S11 9: 33

**Total (core residents): 237**

**Total (adjacent residents): 25**

During the course of the survey, 202 (69%) of the 292 responses received from respondents who provided a S11 postcode called for either all measures to be removed (137 responses, 68%), or specifically for Archer Lane to be reopened (65 responses, 32%). *Note: an S11 postcode includes data where only S11 was provided in addition to data where a partial or full S11 postcode was provided. This means that S11 could include properties both within and beyond the Active Neighbourhood boundary, but the majority of residences will be beyond the Active Neighbourhood boundary.*

For comparison, of the 280 responses from respondents who provided an S7 1 postcode, 133 (47.5%) expressed dissatisfaction with either Archer Lane or the measures as a whole. 107 (80%) called for all measures to be removed and 26 (20%) called for the closure on Archer Lane to be removed. *Note: an S7 1 postcode is linked to an area which is largely comprised of properties within the boundary of the Active Neighbourhood.*

This analysis suggests that opposition to the Archer Lane closure and the subsequent rerouting of much through-traffic along Abbeydale Road, and to the Active Neighbourhood measures as a whole, is more prominent among residents who provided postcodes that allow us to identify that they live near to the Active Neighbourhood but outside its boundary, rather than within the Active Neighbourhood.

Besides the closure on Archer Lane, the most significant concern highlighted by residents was the issue of on-street pavement parking. This was the only concern that was raised by at least one member of every respondent group, and which generated a significant number of responses from residents with postcodes which place them within the Active Neighbourhood boundary. 71 (7%) of the 1050 core resident responses stated that cars parking on pavements narrowed the roads, blocked access on pavements, forced pedestrians into the road, and made the area more dangerous for motor and active travel methods alike.

### Analysis of responses submitted between 26 and 28 June 2023

Of the 400 responses submitted between midday on 26 June and 9am on 28 June 2023, which coincides with the distribution of the leaflet by the Banner Cross Neighbourhood Group, 186 (47%) called for the entire Active Neighbourhood scheme to be cancelled, while 108 (27%) said they were currently unhappy with the measures, but shared suggestions of how the scheme could be improved. 67 (62%) of these 108 responses with feedback suggested reopening Archer Lane.

Meanwhile, 106 (27%) of the 400 responses commented positively on the scheme, with 64 (16%) providing suggestions for improvement, and 42 (11%) stating they were happy with the scheme as it stands.

### Analysis of responses submitted prior to 26 June 2023

Prior to midday on 26 June, 931 responses to the survey were received. Of these, 434 (47%) called for all measures to be removed, 201 (22%) said they currently did not approve of the measures, but would with some changes, 257 (28%) approved of the scheme and made suggestions as to how it could go further, and 39 (4%) said they were happy with the scheme as it was. 91 of the 931 responses (9.8%) specifically asked for Archer Lane to be reopened.

The results of this analysis indicate that there is no significant difference in sentiment towards the scheme before or after 26 June when we saw a peak in responses. The most notable difference was the number of responses highlighting the Archer Lane closure as a key issue, with 9.8% of respondents raising this as an issue prior to midday on June 26, and 16.75% after that point.

### Local business/organisation feedback

#### What is your role in the business/organisation?

This question asked respondents what their role was in their respective organisations. 23 of the 30 (77%) responses said that they owned the business, 6 (20%) said that they were managers, while 1 (3%) selected the 'Other' option.

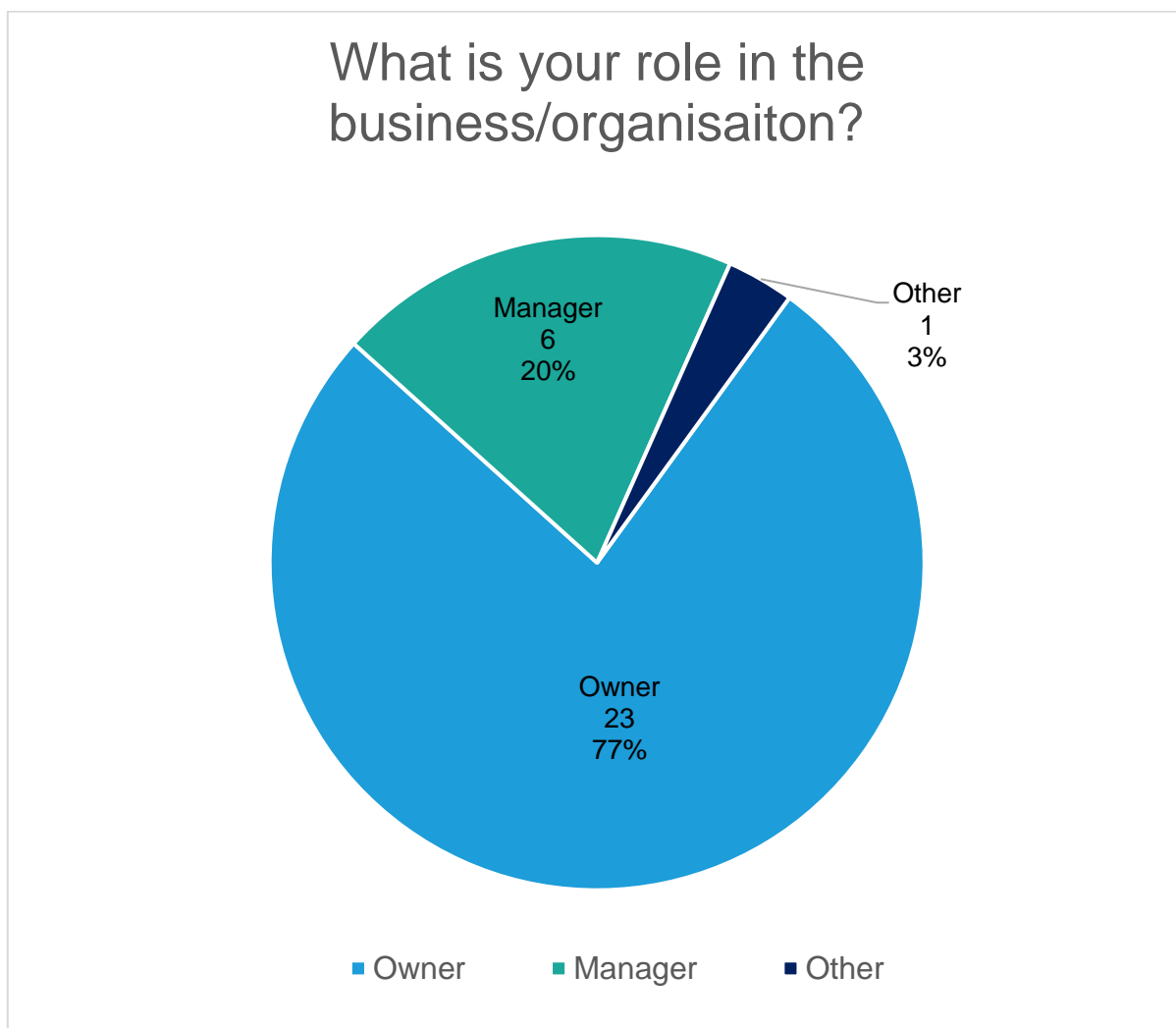


Figure 32: Pie chart showing response to the question: What is your role in the business/organisation?

What is your role in the business/organisation?		
Role in business/organisation	Number of responses	Percentage of total
Owner	23	77%
Manager	6	20%
Other	1	3%
<b>Total</b>	<b>30</b>	

Figure 33: Table showing response to the question: What is your role in the business/organisation?

### How long have you worked in a business in Nether Edge?

This question asked local business responses how long they had worked in their business in Nether Edge. 23 (79%) respondents said that they had worked in their business for more than 5 years, while 6 (21%) said that they had worked for 2-5 years in their business.

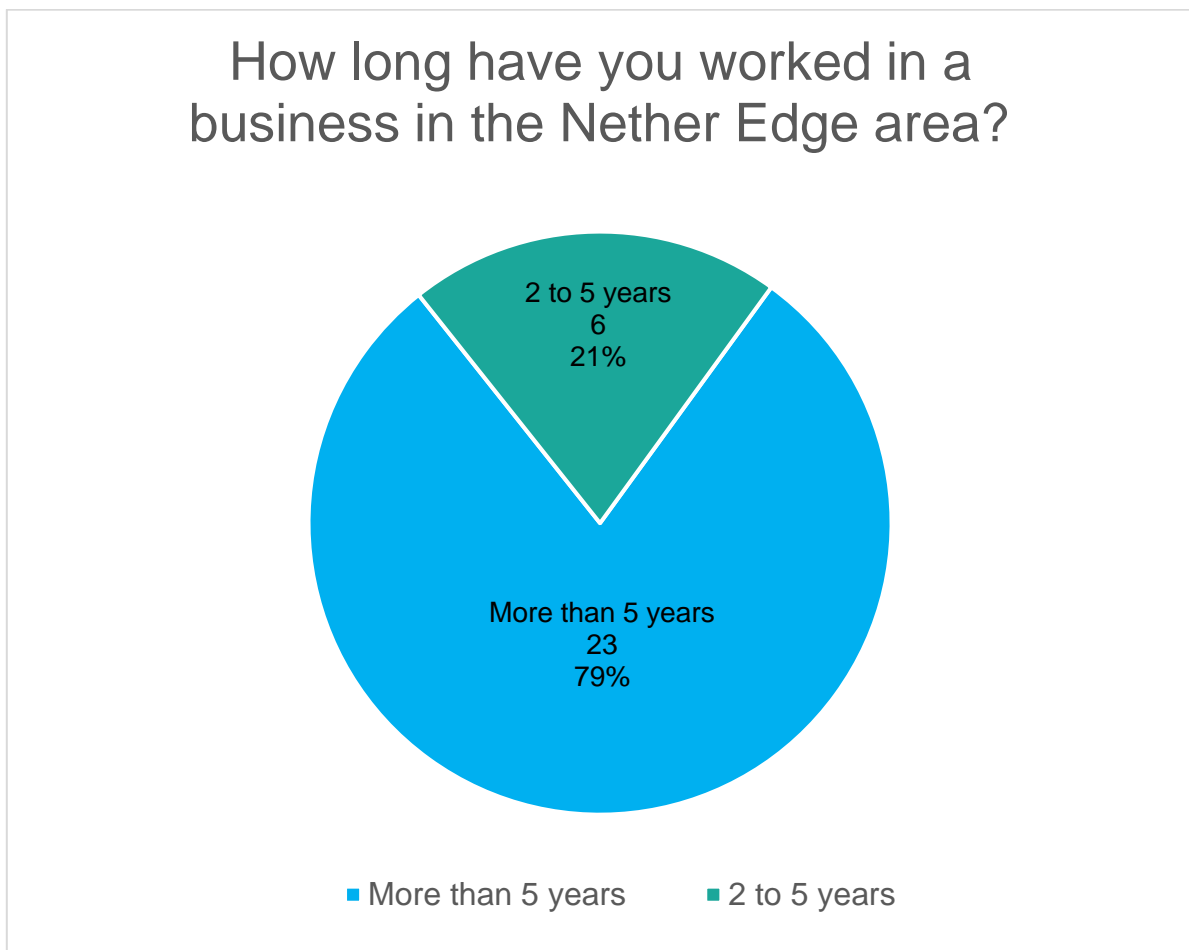


Figure 34: Pie chart showing response to the question: How long have you worked in a business in the Nether Edge area?

How long have you worked in a business in the Nether Edge area?		
Length of time	Number of responses	Percentage of total
More than 5 years	23	79%
2 to 5 years	6	21%
<b>Total</b>	<b>29</b>	

Figure 35: Table showing response to the question: How long have you worked in a business in the Nether Edge area?

**During the last year of trading, what impact do you think the Active Neighbourhood has had on footfall to your business?**

This question asked respondents how they felt that the Active Neighbourhood had impacted footfall to their business. 12 (40%) responses said that footfall had significantly decreased as a result, 7 (23%) said that it had decreased, while 1 (3%) said that it had increased, 7 (23%) said that it had not affected footfall and 3 (10%) said that they didn't know.

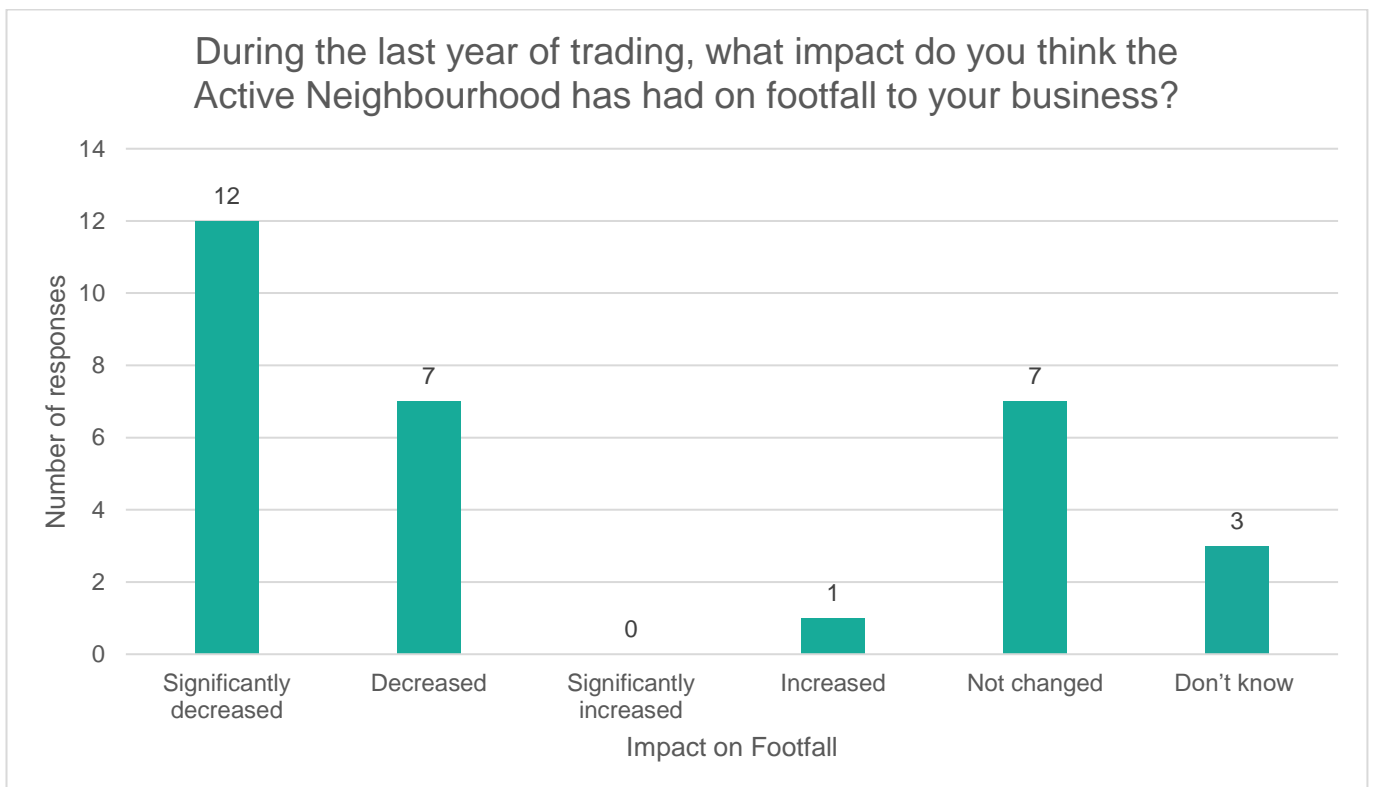


Figure 36: Bar chart showing response to the question: During the last year of trading, what impact do you think the Active Neighbourhood has had on footfall to your business?

During the last year of trading, what impact do you think the Active Neighbourhood has had on footfall to your business?		
Response answer	Number of responses	Percentage of total
Significantly decreased	12	40%
Decreased	7	23%
Significantly increased	0	0%
Increased	1	3%
Not changed	7	23%
Don't know	3	3%
<b>Total</b>	<b>30</b>	

Figure 37: Table showing response to the question: During the last year of trading, what impact do you think the Active Neighbourhood has had on footfall to your business?

**Now that the Active Neighbourhood is in place, have you noticed a change in any of the following?**

This question looked at the changes that business respondents had noticed in traffic numbers, traffic speeds, people walking and people cycling. Most business respondents said that they had not noticed any change to people walking (21 respondents, 70%), people cycling (22 respondents, 73%) and traffic speeds (15 respondents, 50%). For the amount of traffic, however, 20 (67%) respondents said that the amount of traffic had greatly increased.

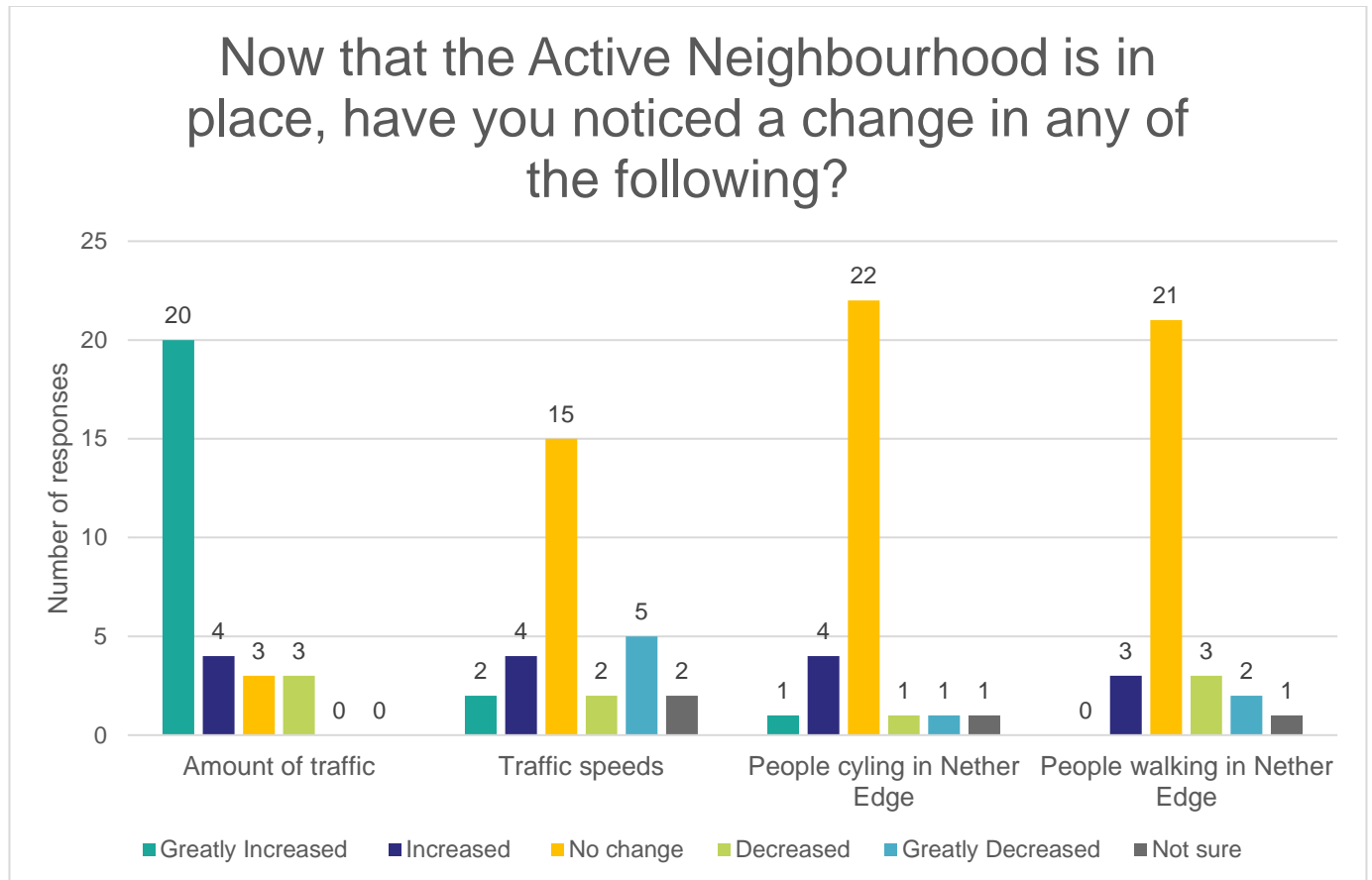


Figure 38: Bar chart showing response to the question: Now that the Active Neighbourhood is in place, have you noticed any change in the following?

Now that the Active Neighbourhood is in place, have you noticed any change in the following?													
Metric	Greatly Increased		Increased		No change		Decreased		Greatly Decreased		Not sure		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Amount of traffic	20	67	4	13	3	10	3	10	0	0	0	0	30
Traffic speeds	2	7	4	13	15	50	2	7	5	17	2	7	30
People cycling in Nether Edge	1	3	4	13	22	73	1	3	1	3	1	3	30
People walking in Nether Edge	0	0	3	10	21	70	3	10	2	7	1	3	30

Figure 39: Table showing response to the question: Now that the Active Neighbourhood is in place, have you noticed any change in the following?

### How do you think the Active Neighbourhood has impacted:

This question asks business respondents how they think the Nether Edge Active Neighbourhood has impacted the local area, businesses in the area and their business specifically. Responses were generally negative: 10 (33%) respondents each said that the local area had been affected negatively and very negatively, while 13 (43%) said that local businesses had been very negatively impacted, with another 9 (30%) saying that they had been negatively impacted. 11 (37%) said that their business had been very negatively impacted by the Active Neighbourhood scheme, while another 10 (33%) said that their business had been negatively impacted.

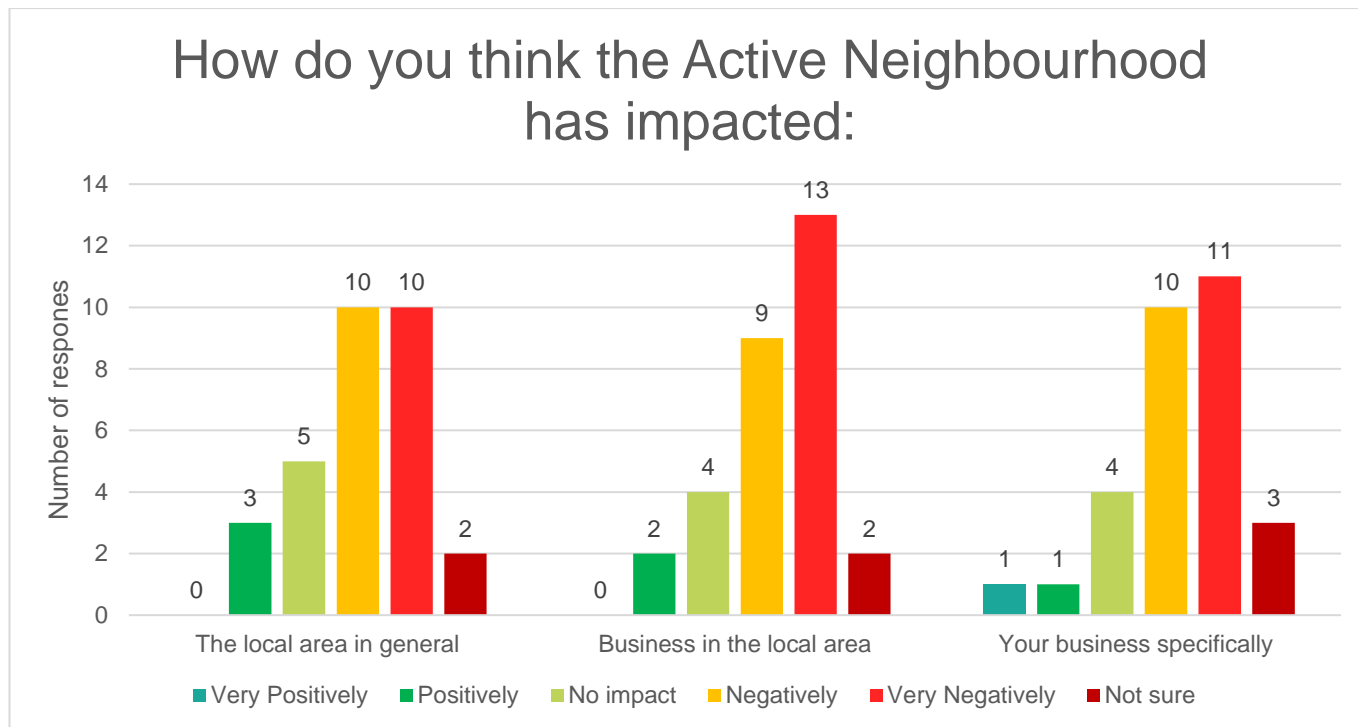


Figure 40: Bar chart showing response to the question: How do you think the Active Neighbourhood has impacted the local area in general, business in the local area and your business specifically?

How do you think the Active Neighbourhood has impacted:													
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Not sure		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
The local area in general	0	0	3	10	5	17	10	33	10	33	2	7	30
Business in the local area	0	0	2	7	4	13	9	30	13	43	2	7	30
Your business specifically	1	3	1	3	4	13	10	33	11	37	3	10	30

Figure 41: Table showing response to the question: How do you think the Active Neighbourhood has impacted the local area in general, business in the local area and your business specifically?



**Now the Active Neighbourhood is in place, how do you think it has impacted the following?**

Due to the amount of data included in this question, it has been split into several charts, grouped by theme, for ease of visual display. These questions were optional, so the total responses may vary. The first bar chart shows how business respondents believe the Active Neighbourhood scheme has impacted on air quality, noise and the general surroundings. Responses were generally negative, with 14 (48%) of 29 respondents saying that air quality had been very negatively impacted, 11 (55%) of 20 respondents saying that noise had been very negatively impacted, and 14 (50%) of 28 respondents saying that the general surroundings had been very negatively impacted.

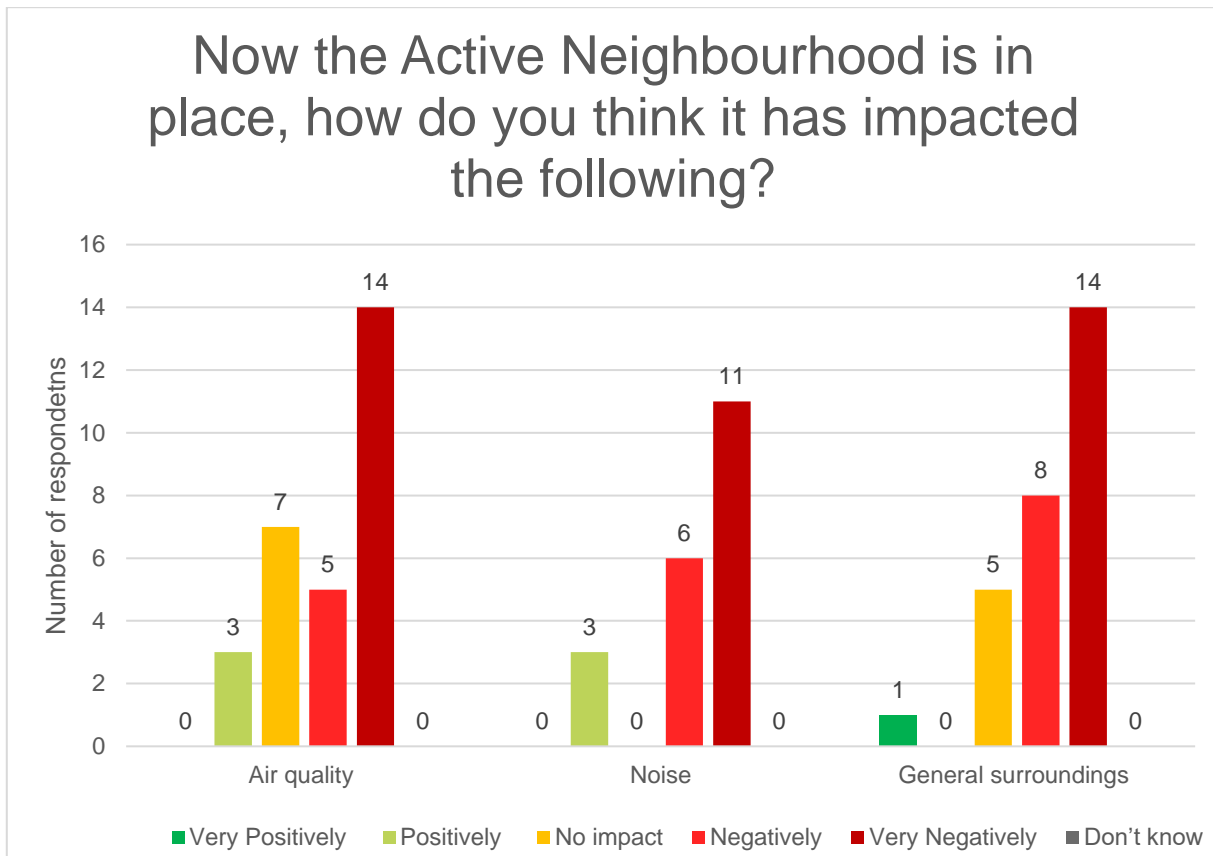


Figure 42: Bar chart showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following – air quality, noise and the general surroundings?

Now the Active Neighbourhood is in place, how do you think it has impacted the following?													
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Air quality	0	0	3	10	7	24	5	17	14	48	0	0	29
Noise	0	0	3	15	0	0	6	30	11	55	0	0	20
General surroundings	1	4	0	0	5	18	8	29	14	50	0	0	28

Figure 43: Table showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following – air quality, noise and the general surroundings?

The second bar chart shows how business respondents believe the Active Neighbourhood scheme has impacted on parking, congestion, through-traffic, traffic speed and journey times. Responses varied, although were generally negative. Of the 16 responses to the parking question, 8 (50%) said there had been a negative impact as a result of the scheme. 16 (59%) of the 27 responses to the congestion question said that congestion had been very negatively impacted, while 14 (50%) of the 28 respondents on through-traffic said it had been very negatively impacted. Responses to traffic speeds were more indecisive, with 11 (38%) saying they had not seen any impact. Finally, responses to journey times were negative, with 14 (52%) saying times had been very negatively impacted by the measures, and 8 (30%) saying they had been negatively impacted.

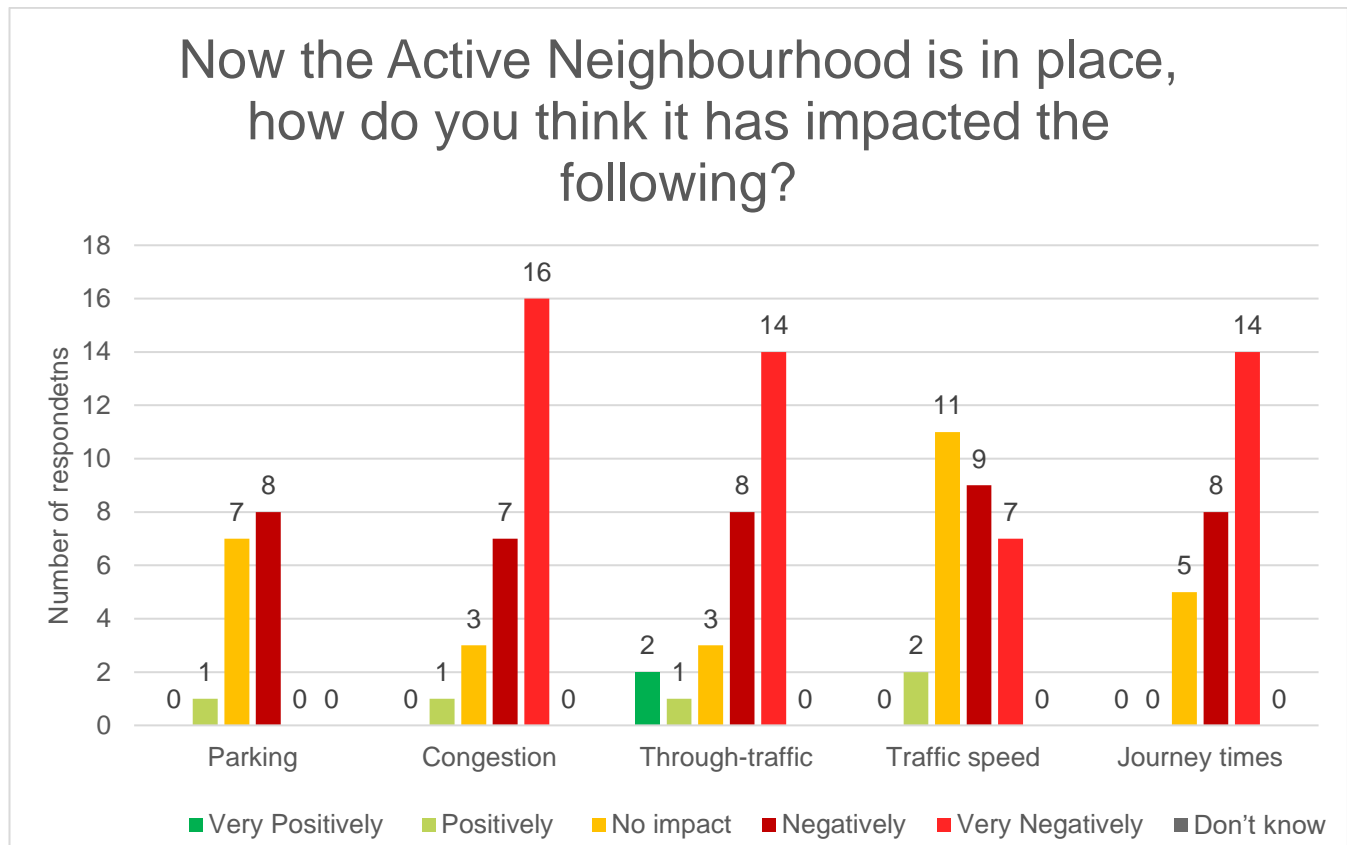


Figure 44: Bar chart showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following – parking, congestion, through-traffic, traffic speed and journey times?

Now the Active Neighbourhood is in place, how do you think it has impacted the following?													
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Parking	0	0	1	6	7	44	8	50	0	0	0	0	16
Congestion	0	0	1	4	3	11	7	26	16	59	0	0	27
Through-traffic	2	7	1	4	3	11	8	29	14	50	0	0	28
Traffic speed	0	0	2	7	11	38	9	31	7	24	0	0	29
Journey times	0	0	0	0	5	19	8	30	14	52	0	0	27

Figure 45: Table showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following – parking, congestion, through-traffic, traffic speed and journey times?

The following bar chart shows business respondents' feedback on the impacts of the Active Neighbourhood scheme on accessibility, local businesses and visitors. Responses were either negative or no impact. 12 (57%) responses said that there had been no impact on accessibility. Respondents thought that local businesses had been quite negatively affected, with 12 (43%) saying that the impacts of the Active Neighbourhood had been negative, and 10 (36%) saying that they had been very negative. This sentiment was echoed in responses to the impacts of visitors, with 10 (34%) saying that visitors had been negatively impacted, and 13 (45%) saying they had been very negatively impacted.

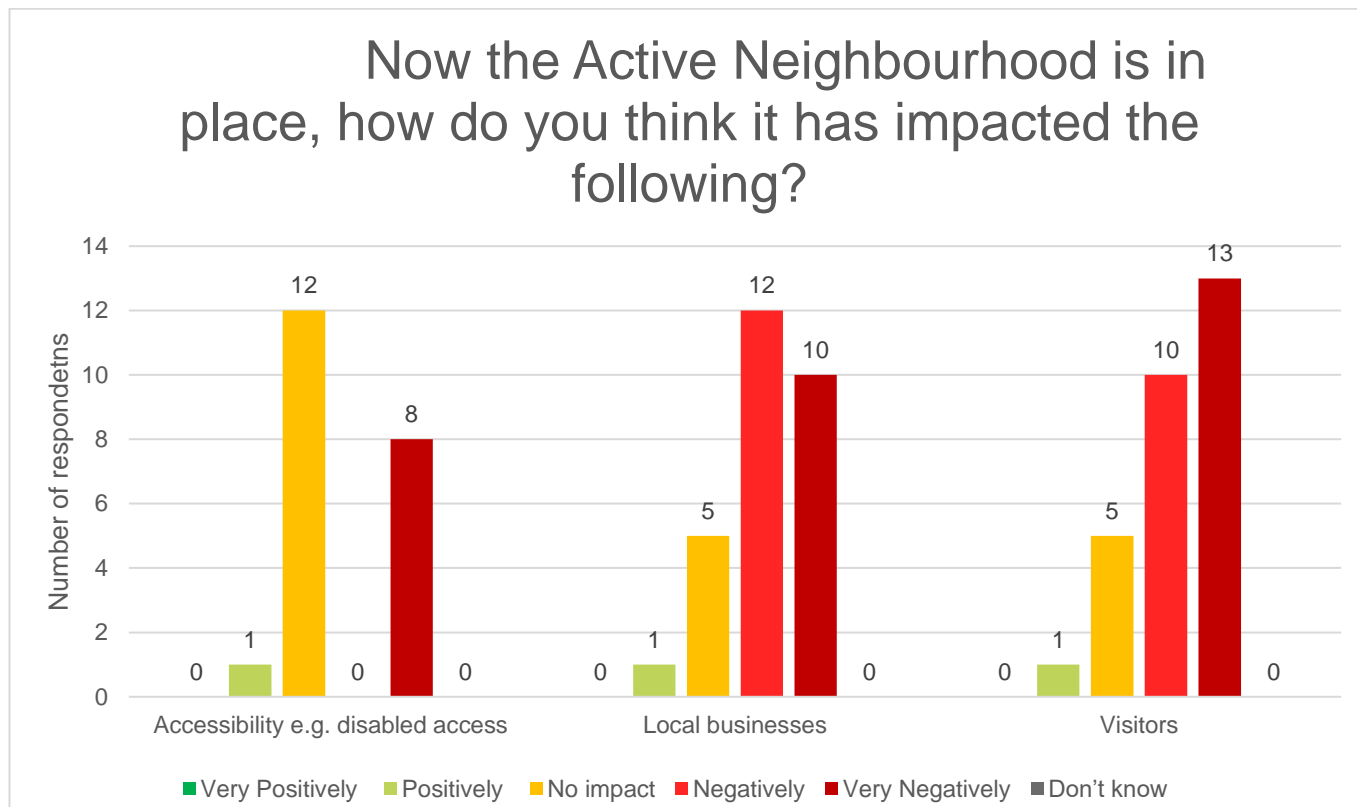


Figure 46: Bar chart showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following – accessibility e.g. disabled access, local businesses and visitors?

Now the Active Neighbourhood is in place, how do you think it has impacted the following?													
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Accessibility e.g. disabled access	0	0	1	5	12	57	0	0	8	38	0	0	21
Local businesses	0	0	1	4	5	18	12	43	10	36	0	0	28
Visitors	0	0	1	3	5	17	10	34	13	45	0	0	29

Figure 47: Table showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following – accessibility e.g. disabled access, local businesses and visitors?

The final bar chart shows business respondents' feedback on the impacts of the Active Neighbourhood scheme on the number of people walking, the number of people cycling, and their safety. Feedback was generally one of little impact. 19 (68%) of the 28 respondents said that there had been no impact on the amount of walkers, while 17 (59%) of the 27 who provided a response on the number of cyclists also said there had been no impact. The responses to the safety of walkers was split, with 9 (47%) saying there had been no impact, and 9 (47%) saying the impact had been very negative. Finally, 19 (70%) respondents said there had been no impact by the Active Neighbourhood on the safety of cyclists.

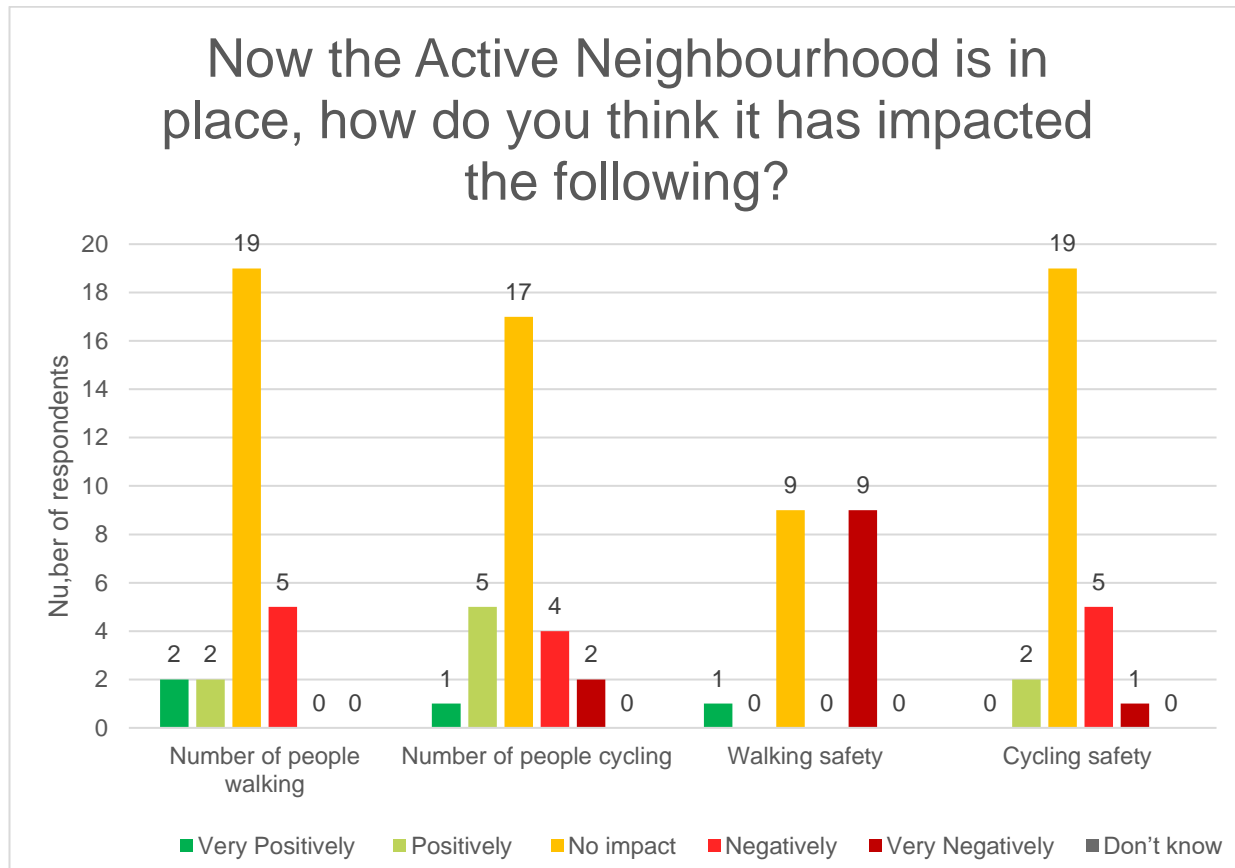


Figure 48: Bar chart showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following - the number of people walking, the number of people cycling, walking safety and cycling safety?

Now the Active Neighbourhood is in place, how do you think it has impacted the following?													
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Don't know		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Number of people walking	2	7	2	7	19	69	5	18	0	0	0	0	28
Number of people cycling	1	3	5	17	17	59	4	14	2	7	0	0	29
Walking safety	1	5	0	0	9	47	0	0	9	47	0	0	19
Cycling safety	0	0	2	7	19	70	5	19	1	4	0	0	27

Figure 49: Table showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following - the number of people walking, the number of people cycling, walking safety and cycling safety?

**Do you feel that because of the Active Neighbourhood, traffic has increased on the roads around the area?**

This question asked respondents if they believed that traffic had increased on the roads around Nether Edge as a result of the Active Neighbourhood. 27 of the 30 (90%) responses answered that it had increased traffic, 2 (7%) said that they were not sure and 1 (3%) said that it had not increased traffic.

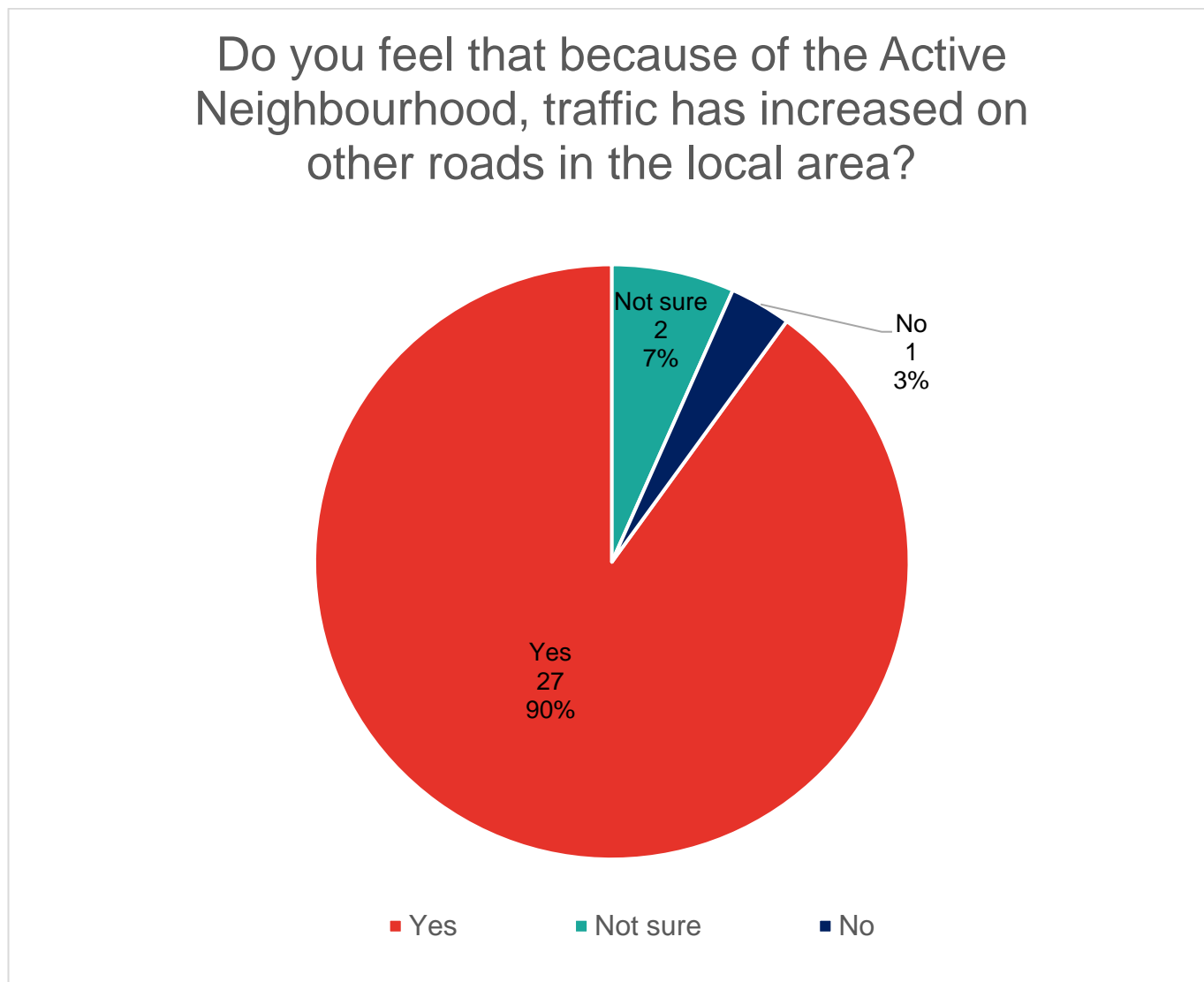


Figure 50: Pie chart showing response to the question: Do you feel that because of the Active Neighbourhood, traffic has increased on other roads in the local area?

<b>Do you feel that because of the Active Neighbourhood, traffic has increased on other roads in the local area?</b>		
<b>Response answer</b>	<b>Number of responses</b>	<b>Percentage of total</b>
Yes	27	90%
Not sure	2	7%
No	1	3%
<b>Total</b>	<b>30</b>	

Figure 51: Table showing response to the question: Do you feel that because of the Active Neighbourhood, traffic has increased on other roads in the local area?

**You said that traffic has increased on other roads in the local area. Which roads do you think are particularly affected and at what times?**

This question asked business respondents who had said that they had noticed an increase in traffic as a result of the schemes in the previous question which roads in the Nether Edge area they had noticed this increase. Due to the large amount of data, the question has been split into two charts, and data labels have been removed from the charts, for ease of visibility. The response numbers, and the corresponding percentage of the total, can be found in the data table beneath the charts.

In general, business respondents said that traffic had increased on the roads the most in the early morning (before 10am), while late afternoon (4pm-7pm) also received a significant number of responses.

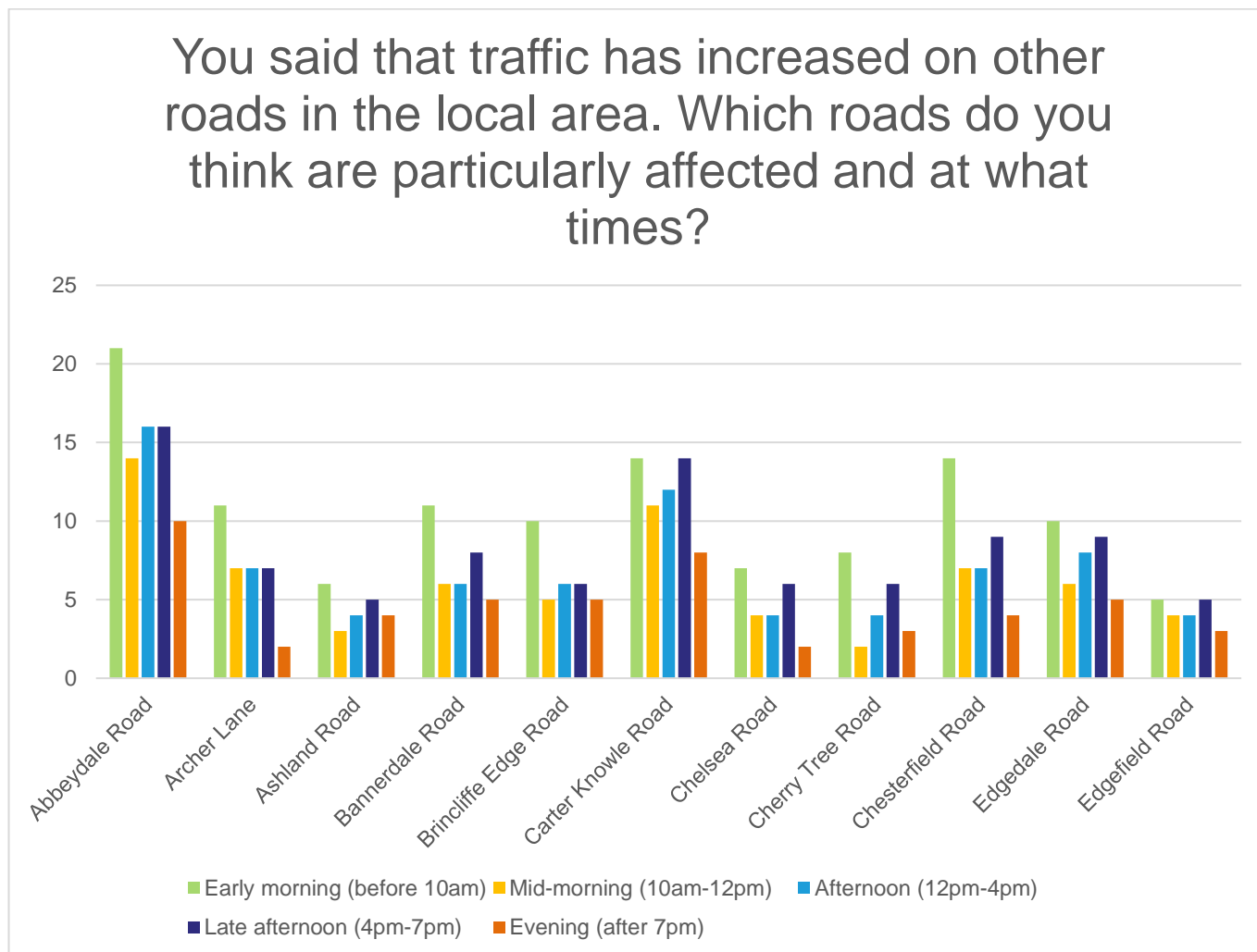


Figure 52: Bar chart showing response to the question: You said that traffic has increased on other roads in the local area. Which roads do you think are particularly affected and at what times?

## You said that traffic has increased on other roads in the local area. Which roads do you think are particularly affected and at what times?

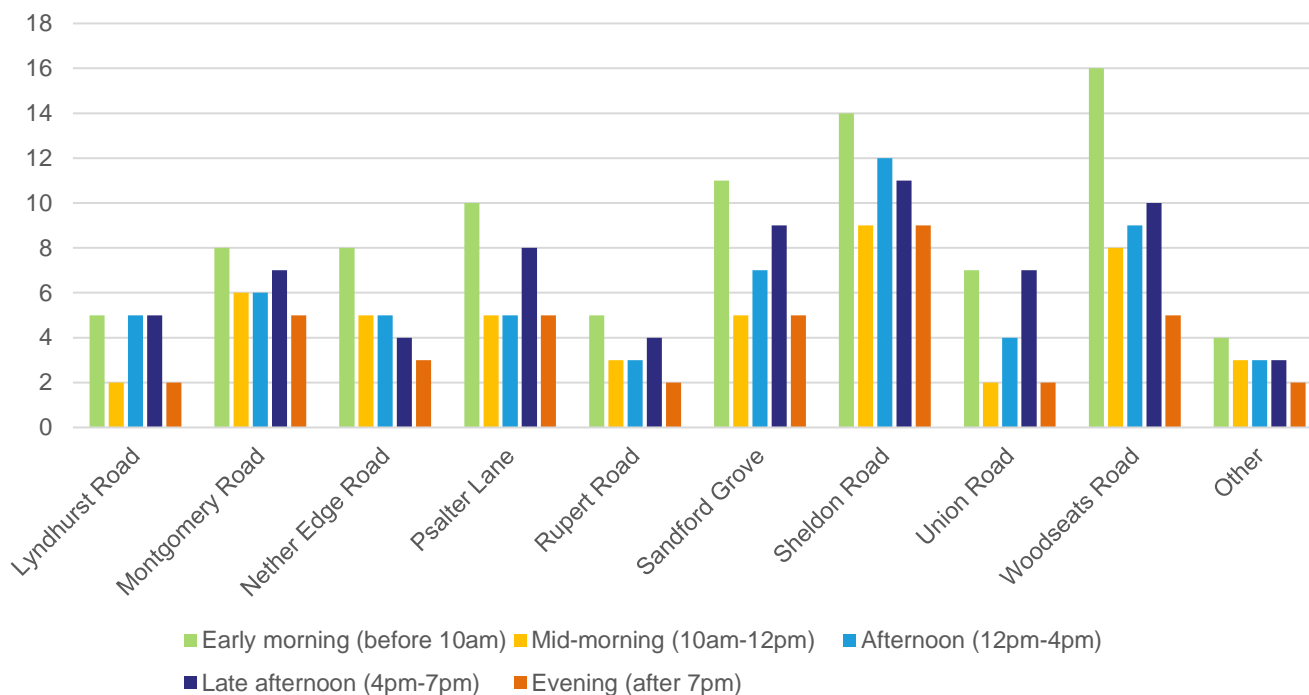


Figure 53: Bar chart showing response to the question: You said that traffic has increased on other roads in the local area. Which roads do you think are particularly affected and at what times?

You said that traffic had increased on other roads in the local area. Which roads do you think are particularly affected and at what times?						
Road	Early morning (before 10am)	Mid-morning (10am-12pm)	Afternoon (12pm-4pm)	Late afternoon (4pm-7pm)	Evening (after 7pm)	Total
Abbeyle Road	21	14	16	16	10	77
	27%	18%	21%	21%	13%	
Archer Lane	11	7	7	7	2	34
	32%	21%	21%	21%	6%	
Ashland Road	6	3	4	5	4	22
	27%	14%	18%	23%	18%	



Bannerdale Road	11	6	6	8	5	36
	31%	17%	17%	22%	14%	
Brincliffe Edge Road	10	5	6	6	5	32
	31%	16%	19%	19%	16%	
Carter Knowle Road	14	11	12	14	8	59
	24%	19%	20%	24%	14%	
Chelsea Road	7	4	4	6	2	23
	30%	17%	17%	26%	9%	
Cherry Tree Road	8	2	4	6	3	23
	35%	9%	17%	26%	13%	
Chesterfield Road	14	7	7	9	4	41
	34%	17%	17%	22%	10%	
Edgedale Road	10	6	8	9	5	38
	26%	16%	21%	24%	13%	
Edgefield Road	5	4	4	5	3	21
	24%	19%	19%	24%	14%	
Lyndhurst Road	5	2	5	5	2	19
	26%	11%	26%	26%	11%	
Montgomery Road	8	6	6	7	5	32
	25%	19%	19%	22%	16%	
Nether Edge Road	8	5	5	4	3	25
	32%	20%	20%	16%	12%	
Psalter Lane	10	5	5	8	5	33
	30%	15%	15%	24%	15%	
Rupert Road	5	3	3	4	2	17
	29%	18%	18%	24%	12%	
Sandford Grove	11	5	7	9	5	37
	30%	14%	19%	24%	14%	
Sheldon Road	14	9	12	11	9	55
	25%	16%	22%	20%	16%	

Union Road	7	2	4	7	2	22
	32%	9%	18%	32%	9%	
Woodseats Road	16	8	9	10	5	48
	33%	17%	19%	21%	10%	
Other	4	3	3	3	2	15
	27%	20%	20%	20%	13%	

Figure 54: Table showing response to the question: You said that traffic has increased on other roads in the local area. Which roads do you think are particularly affected and at what times?

### Have there been any changes in the way your employees commute to work since the scheme has been in place?

This question asked the 30 business respondents to consider if there had been any change to how their employees commuted to their workplace. In general, the respondents said that there had been no change or that the question was not applicable. 17 (57%) respondents said that there had been no change to their employees walking, 17 (57%) said that there was no change to their employees cycling, 19 (63%) said there was no change to employees taking the bus, and 18 (60%) said that there was no change to employees taking private vehicles.

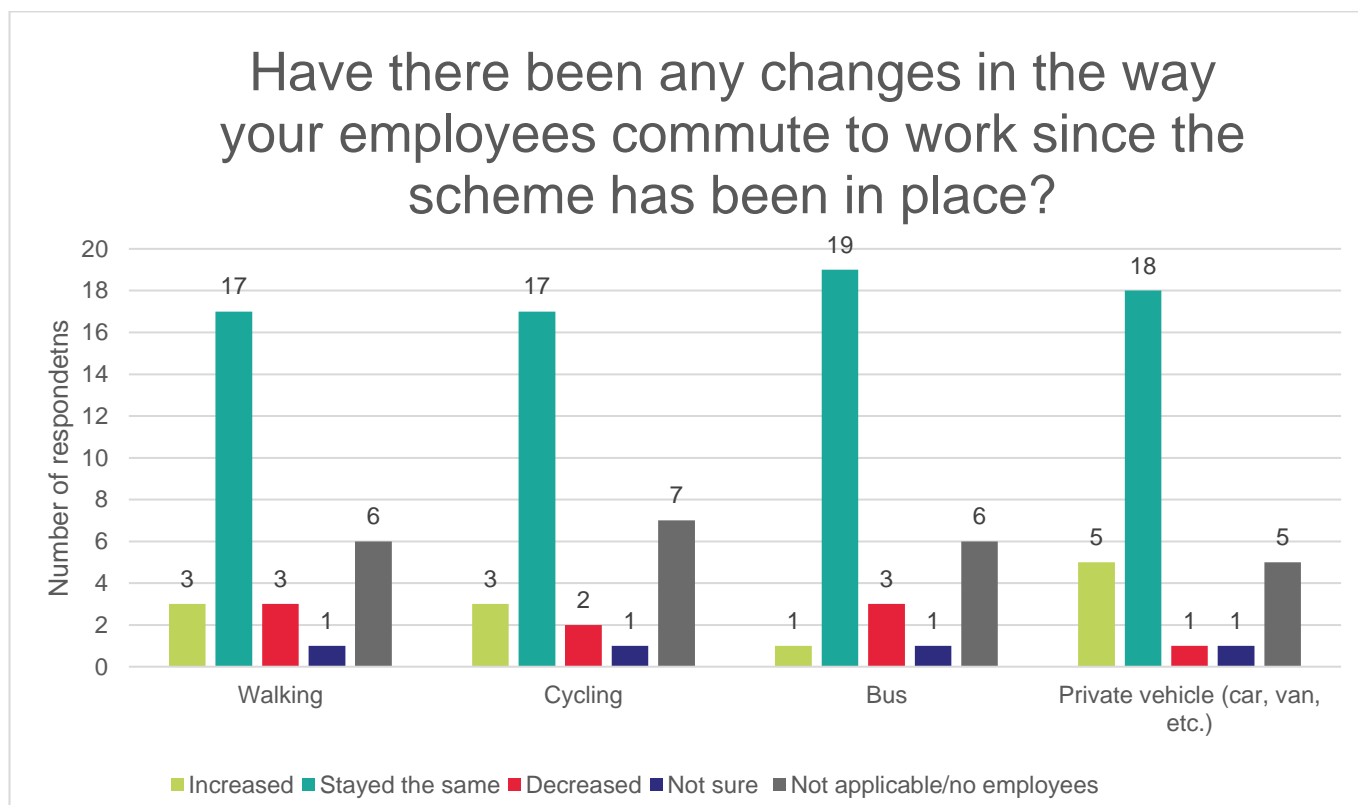


Figure 55: Bar chart showing response to the question: Have there been any changes in the way your employees commute to work since the scheme has been in place?

Have there been any changes in the way your employees commute to work since the scheme has been in place?											
Method of commute	Increased		Stayed the same		Decreased		Not sure		Not applicable/no employees		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	
Walking	3	10	17	57	3	10	1	3	6	20	30
Cycling	3	10	17	57	2	7	1	3	7	23	30
Bus	1	3	19	63	3	10	1	3	6	20	30
Private vehicle (car, van, etc.)	5	17	18	60	1	3	1	3	5	17	30

Figure 56: Table showing response to the question: Have there been any changes in the way your employees commute to work since the scheme has been in place?

### Would you support keeping the Active Neighbourhood in place?

This question asked business responses whether they would support keeping the Active Neighbourhood in place. 22 of the 30 responses selected no (73%), 4 said they would not but would with some minor changes (13%), 2 said that the scheme was good as it is (7%) and another 2 said that they supported the scheme and that it should go further (7%).

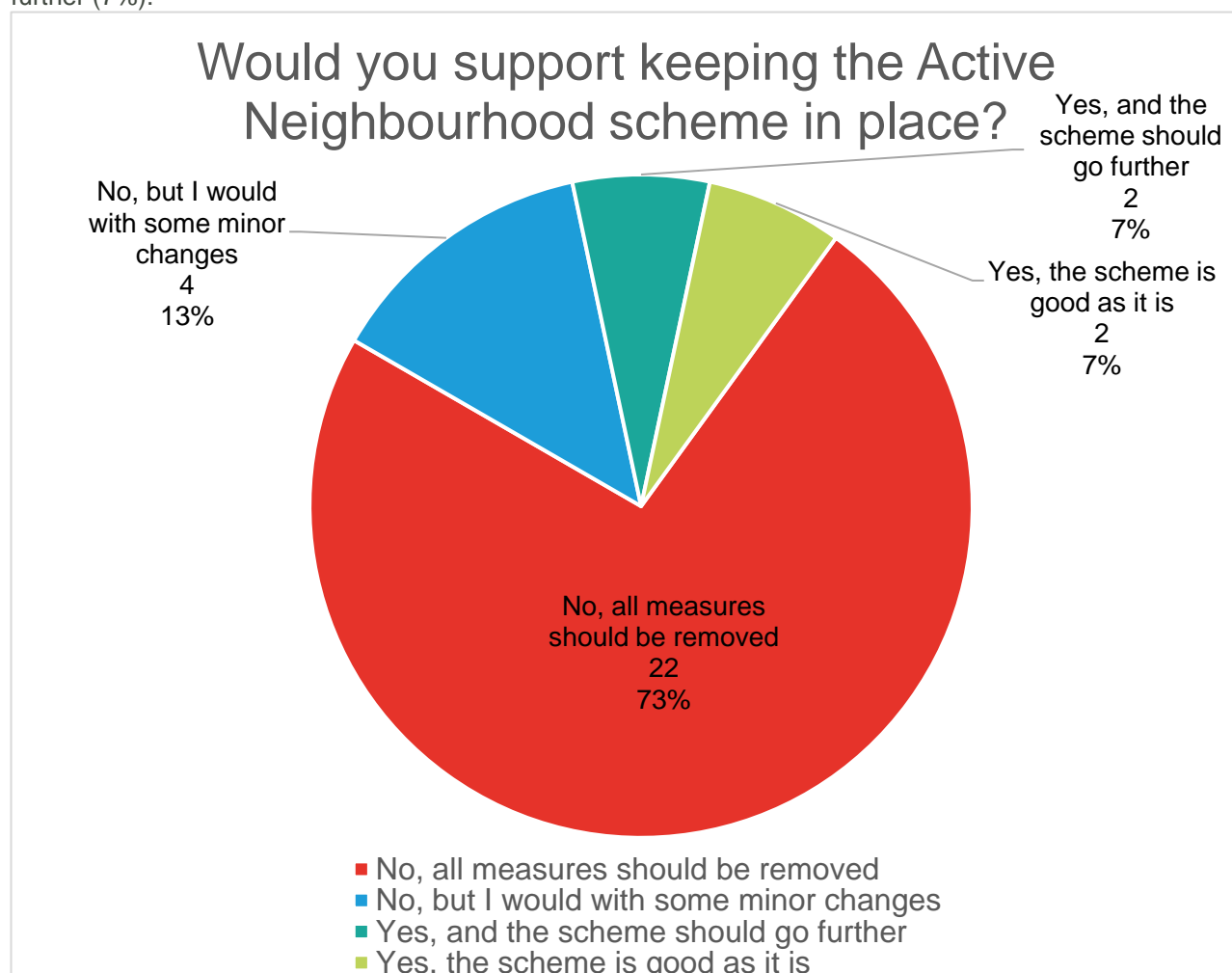


Figure 57: Pie chart showing response to the question: Would you support keeping the Active Neighbourhood in place?

Would you support keeping the Active Neighbourhood in place?		
Response answer	Number of responses	Percentage of total
No, all measures should be removed	22	73%
No, but I would with some minor changes	4	13%
Yes, and the scheme should go further	2	7%
Yes, the scheme is good as it is	2	7%
<b>Total</b>	<b>30</b>	

Figure 58: Table showing response to the question: Would you support keeping the Active Neighbourhood in place?

### Open question feedback response (businesses/organisations)

#### Can you tell us what changes you would suggest?

Parking
<i>Total responses: 1</i>
1 respondent said that 2 hour parking restrictions would free up space, currently occupied by commuters parking their cars all day.

Congestion
<i>Total responses: 4</i>
3 respondents complained the traffic had been shifted elsewhere by the closures on the roads. 1 respondent said the air quality had decreased as a result of the scheme.

## Visitor feedback

### What is your main reason for visiting Nether Edge?

This question asked visitors what was their main reason for visiting Nether Edge. 75 of the 157 (48%) visitors said they mainly travelled to Nether Edge for leisure - visiting family/friends, food, drink, entertainment. 33 (21%) of visitors travel through Nether Edge, while 24 (15%) travel in to shop at local businesses. 12 (8%) work in the area, while 13 (8%) selected the Other option.

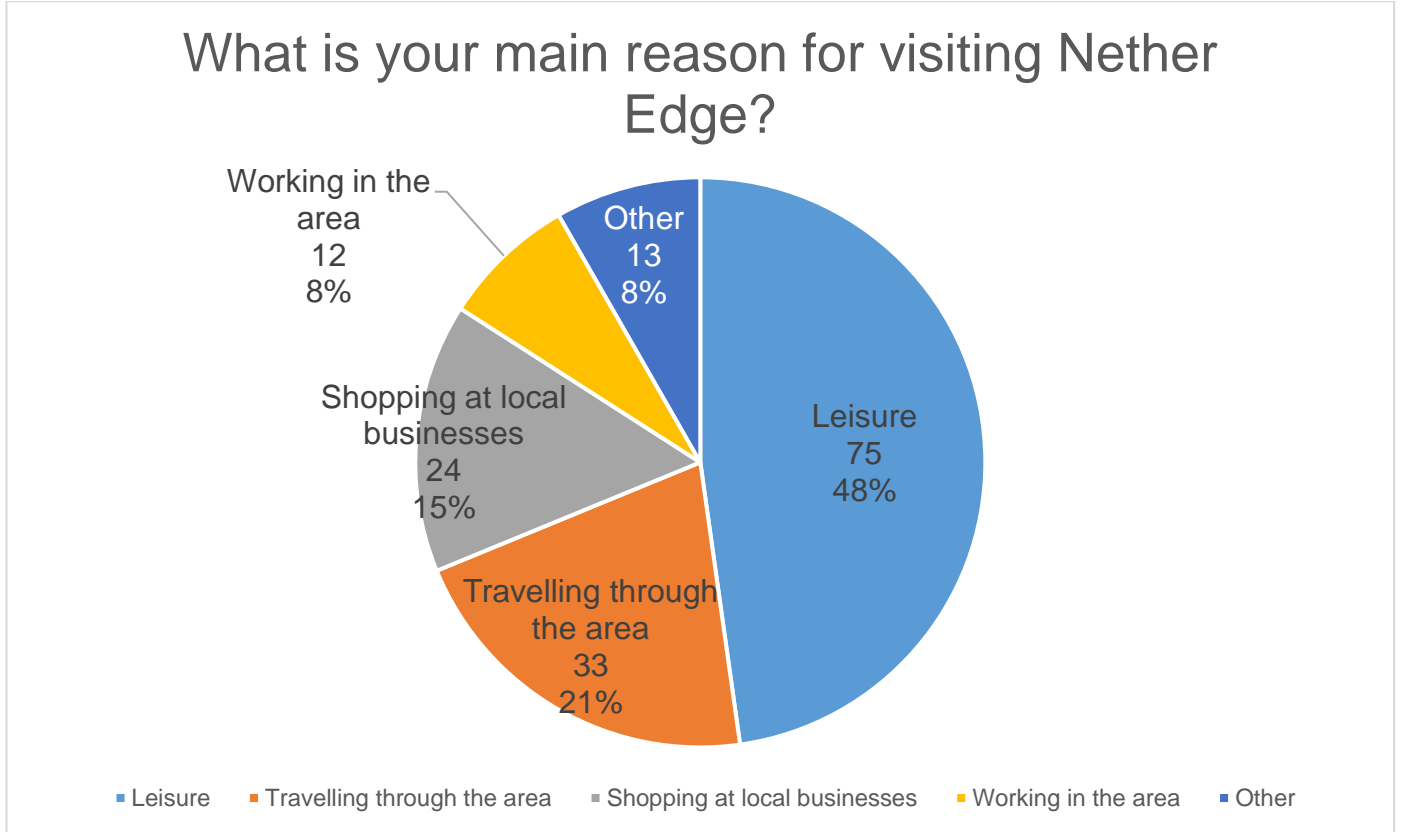


Figure 59: Pie chart showing response to the question: What is your main reason for visiting Nether Edge?

What is your main reason for visiting Nether Edge?		
Reason	Number of visitors	Percentage of total
Leisure (e.g. visiting family/friends, food, drink, entertainment)	75	48%
Travelling through the area	33	21%
Shopping at local businesses	24	15%
Working in the area	12	8%
Other	13	8%
<b>Total</b>	<b>157</b>	

Figure 60: Table showing response to the question: What is your main reason for visiting Nether Edge?

### How regularly do you travel to the Nether Edge area?

This question asked visitors how frequently they travelled to Nether Edge. Visitors who responded to the survey tended to travel to Nether Edge more often than not. 82 (52%) of respondents travelled to Nether Edge a few times a week, while 35 (22%) travel to Nether Edge on a daily basis.

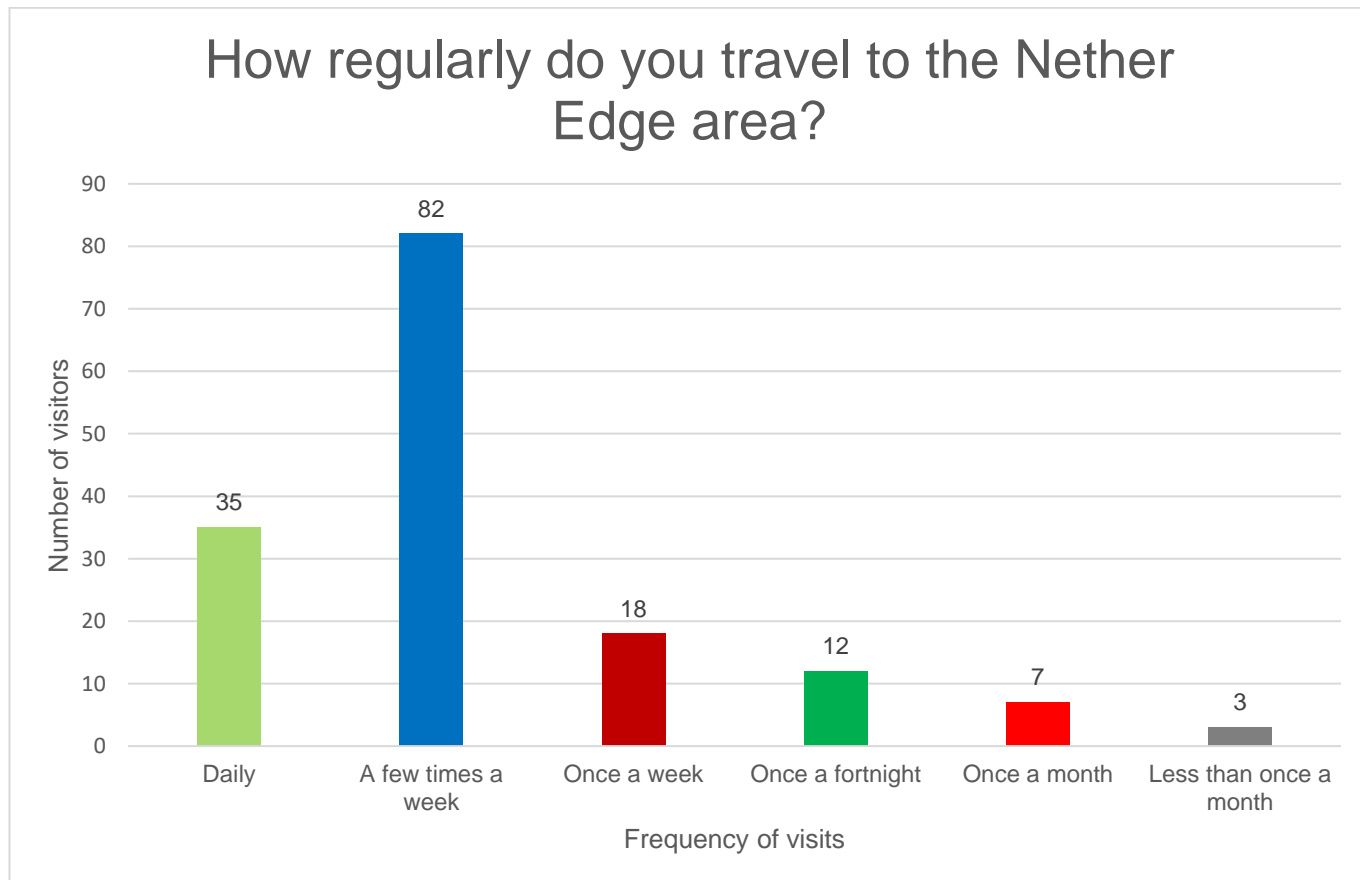


Figure 61: Bar chart showing response to the question: How regularly do you travel to the Nether Edge area?

Frequency	Number of responses	Percentage of total
Daily	35	22%
A few times a week	82	52%
Once a week	18	11%
Once a fortnight	12	8%
Once a month	7	4%
Less than once a month	3	2%
<b>Total</b>	<b>157</b>	

Figure 62: Table showing response to the question: How regularly do you travel to Nether Edge?

**For how long have you been visiting the Nether Edge area?**

This question asked visitors how long they had been travelling into the Nether Edge area for. The majority of 129 (82%) responses said they had been travelling into Nether Edge for longer than 5 years, with 18 (12%) said they had been travelling in to Nether Edge for 2-5 years.

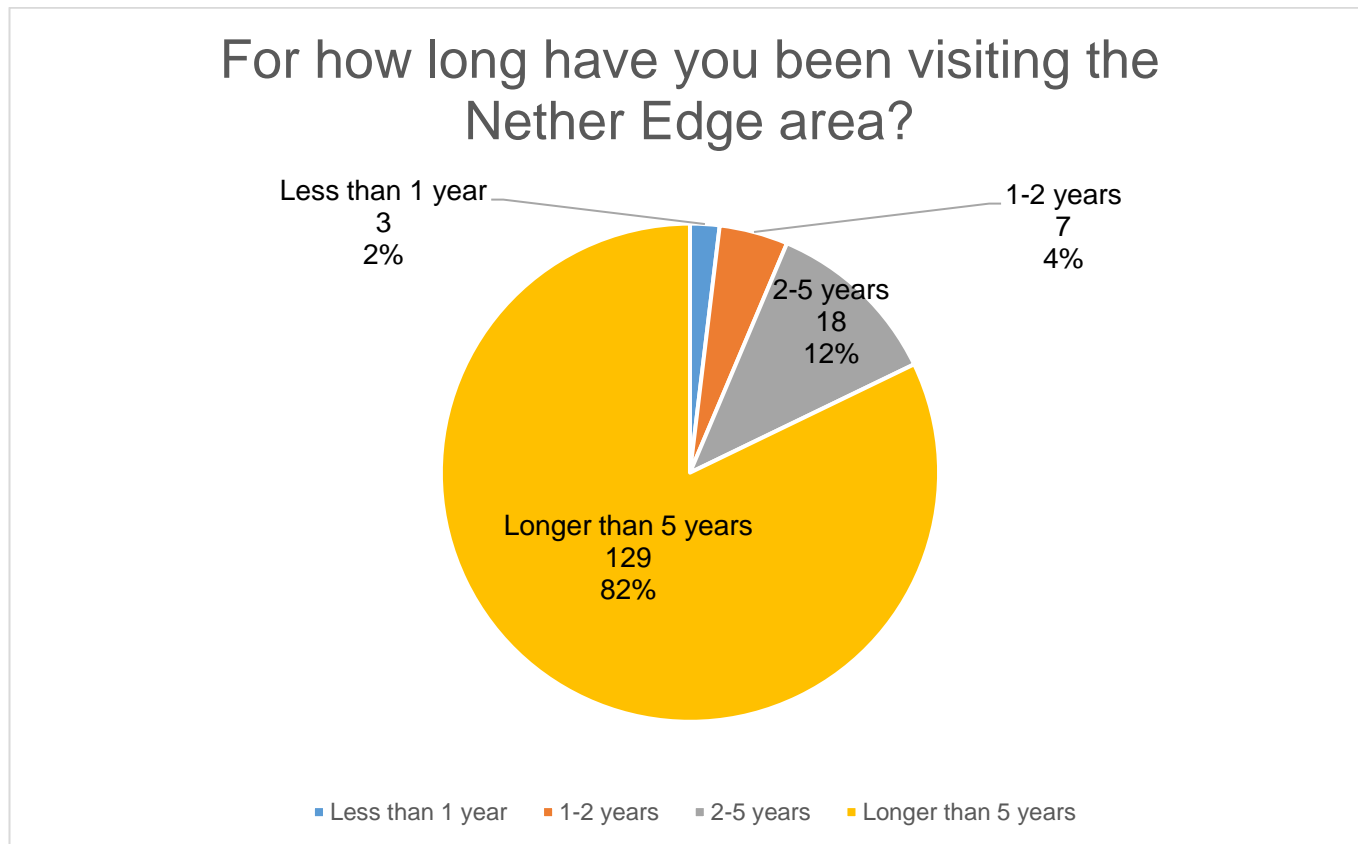


Figure 63: Pie chart showing response to the question: For how long have you been visiting the Nether Edge area?

For how long have you been visiting the Nether Edge area?		
Length of time	Number of responses	Percentage of total
Less than 1 year	3	2%
1-2 years	7	4%
2-5 years	18	11%
Longer than 5 years	129	82%
<b>Total</b>	<b>157</b>	

Figure 64: Table showing response to the question: For how long have you been visiting the Nether Edge area?

## Have the following changed for you, now that the Active Neighbourhood is in place?

This question asked visitors to consider the impact of the Nether Edge Active Neighbourhood on their visiting habits in the Nether Edge area. Across the board, the most common response for each question was that there had been no change to their visiting habits. 60 (38%) said that the scheme had not changed how often they visited, while 58 (37%) said there had been no change to the amount of time they spent in the Nether Edge area per visit. 54 (34%) said that the amount of money they spent in Nether Edge had not changed as a result of the scheme, while 50 (32%) said that the amount of shops/businesses they visited had not changed either.

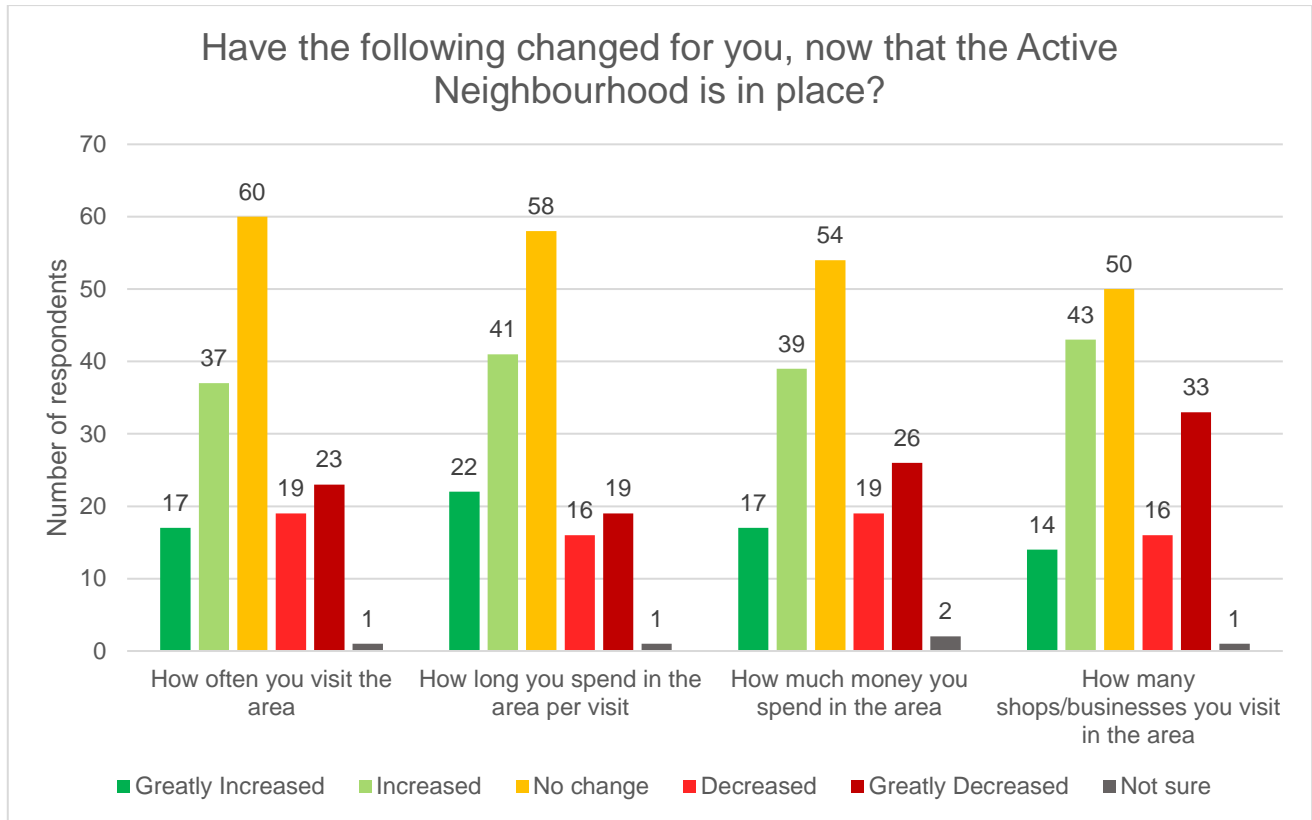


Figure 65: Bar chart showing response to the question: Have the following changed for you, now that the Active Neighbourhood is in place?

Have the following changed for you, now that the Active Neighbourhood is in place?													
Metric	Greatly Increased		Increased		No change		Decreased		Greatly Decreased		Not sure		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
How often you visit the area	17	11	37	24	60	38	19	12	23	15	1	1	157
How long you spend in the area per visit	22	14	41	26	58	37	16	10	19	12	1	1	157
How much money you spend in the area	17	11	39	25	54	34	19	12	26	17	2	1	157
How many shops/businesses you visit in the area	14	9	43	27	50	32	16	10	33	21	1	1	157

Figure 66: Table showing response to the question: Have the following changed for you, now that the Active Neighbourhood is in place?



### What is the main way you travel to Nether Edge?

This question asked respondents for their main method of travel in to Nether Edge. The majority - 99 (63%) of the 157- of respondents said they travelled in a private vehicle. The second most popular method of travel was cycling, with 35 (22%) responses.

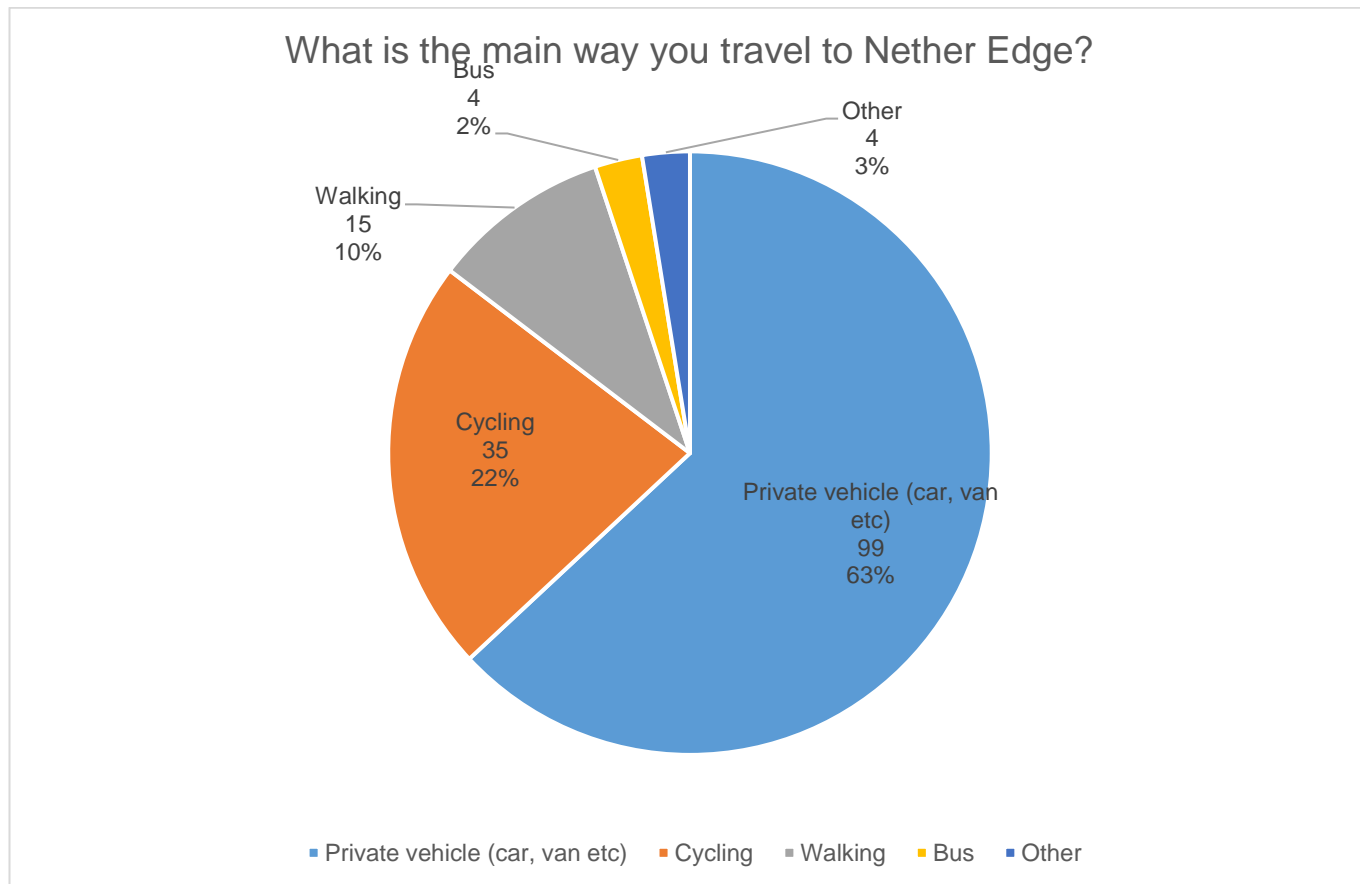


Figure 67: Pie chart showing response to the question: What is the main way you travel to Nether Edge?

What is the main way you travel to Nether Edge?		
Method of transport	Number of responses	Percentage of total
Private vehicle (car, van etc)	99	63%
Cycling	35	22%
Walking	15	10%
Bus	4	3%
Other	4	3%
<b>Total</b>	<b>157</b>	

Figure 68: Table showing response to the question: What is the main way you travel to Nether Edge?

**When travelling to Nether Edge, has your usage of the following methods of transport changed at all, now that the scheme is in place?**

This question asked respondents to consider how their methods of transport had changed as a result of the Nether Edge Active Neighbourhood scheme. For each listed method of transport, the response was mostly one of little change. 102 (65%) of the 157 respondents said that the amount they walked to visit Nether Edge had stayed the same, 86 (55%) said that the amount they cycled had stayed the same, and 110 (70%) said the amount they took the bus had stayed the same.

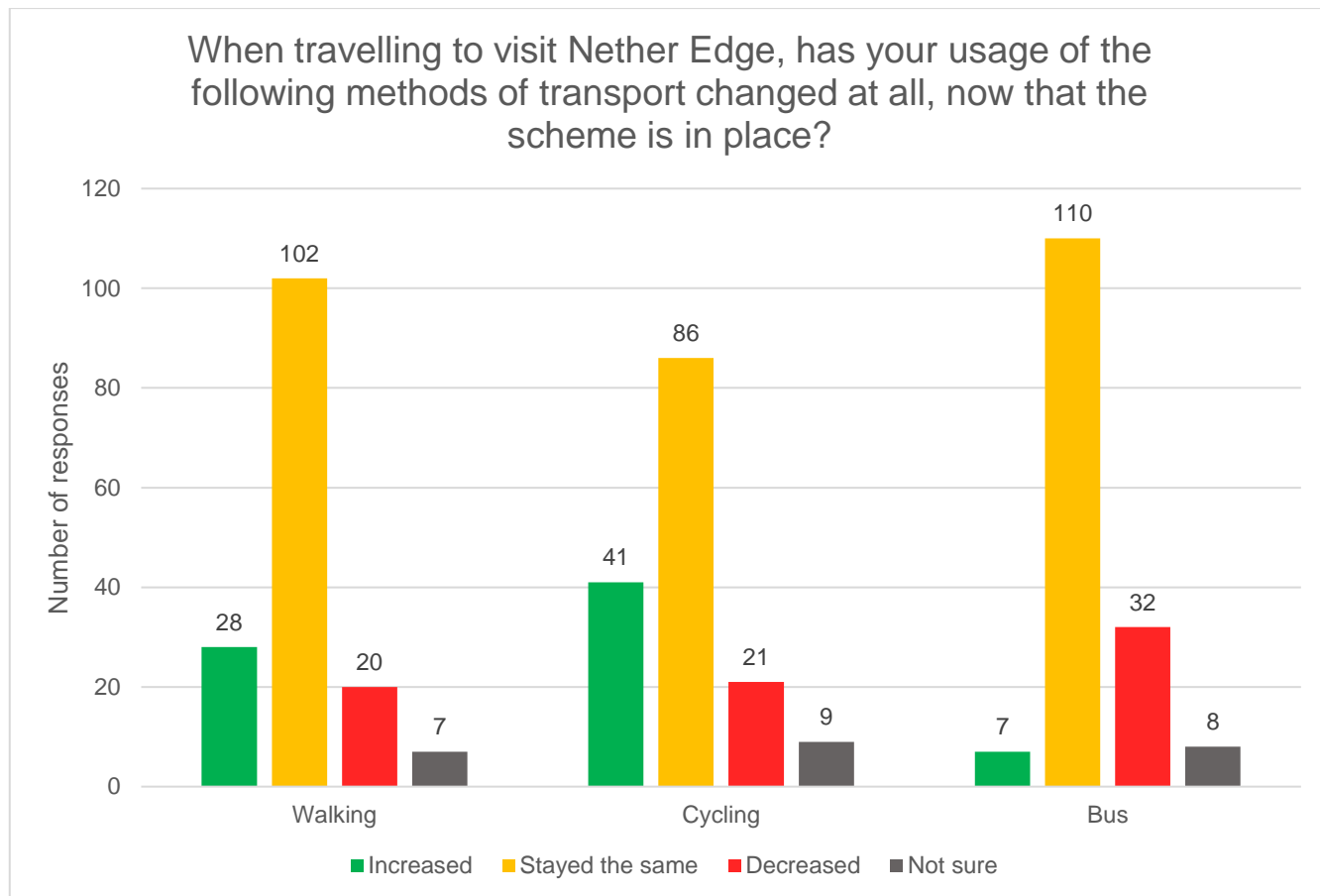


Figure 69: Bar chart showing response to the question: When travelling to Nether Edge, has your usage of the following methods of transport changed at all, now that the scheme is in place?

When travelling to Nether Edge, has your usage of the following methods of transport changed at all, now that the scheme is in place?									
Method of transport	Increased		Stayed the same		Decreased		Not sure		Total
	No.	%	No.	%	No.	%	No.	%	
Walking	28	18	102	65	20	13	7	4	157
Cycling	41	26	86	55	21	13	9	6	157
Bus	7	4	110	70	32	20	8	5	157

Figure 70: Table showing response to the question: When travelling to Nether Edge, has your usage of the following methods of transport changed at all, now that the scheme is in place?

**Overall, how do you feel about the Active Neighbourhood in Nether Edge?**

This question aimed to capture the overall sentiment of visitors to the Nether Edge Active Neighbourhood. Almost half of all responses were either negative or very negative. 58 (37%) of the 157 responses were very negative, while a further 18 (12%) were negative. 46 (29%) were very positive, while 19 (12%) were positive, and 14 (9%) were neutral.

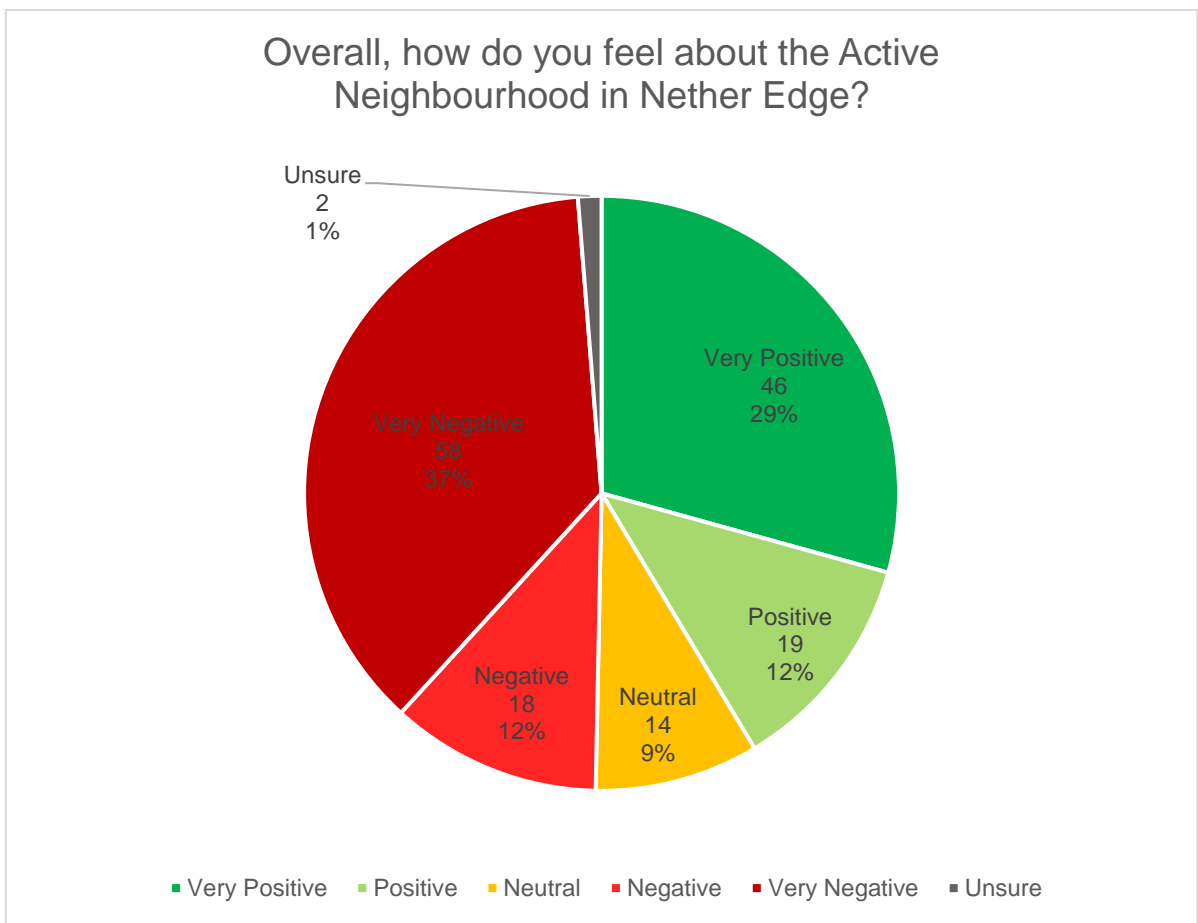


Figure 71: Pie chart showing response to the question: Overall, how do you feel about the Active Neighbourhood in Nether Edge?

Overall, how do you feel about the Active Neighbourhood in Nether Edge?		
Sentiment	Number of responses	Percentage of total
Very Positive	46	29%
Positive	19	12%
Neutral	14	9%
Negative	18	12%
Very Negative	58	37%
Unsure	2	1%
<b>Total</b>	<b>157</b>	

Figure 72: Table showing response to the question: Overall, how do you feel about the Active Neighbourhood in Nether Edge?

**Now the Active Neighbourhood is in place, how do you think it has impacted the following?**

Due to the amount of data included in this question, it has been split into several charts, grouped by theme, for ease of visual display. These questions were optional, so the total responses may vary. The first bar chart shows visitors’ responses on the impact of the Nether Edge Active Neighbourhood on air quality, noise and the general surroundings. Respondents generally saw either no or some positive change in each. 47 (32%) of 149 responses on air quality saying there had been no impact, while 32 (21%) each said they had noticed a positive impact, or a very positive impact, on the quality of air. Respondents to noise shared similar feedback, with 52 (36%) of 146 responses saying there had been no impact on noise, and 31 (21%) seeing a positive impact, and 29 (20%) seeing a very positive impact. Visitor’s feedback on the impacts on the general surroundings was similar, with 32 (26%) of 121 responses saying the impact had been very positive, 28 (23%) saying there had been no impact and 23 (19%) saying the impact had been positive.

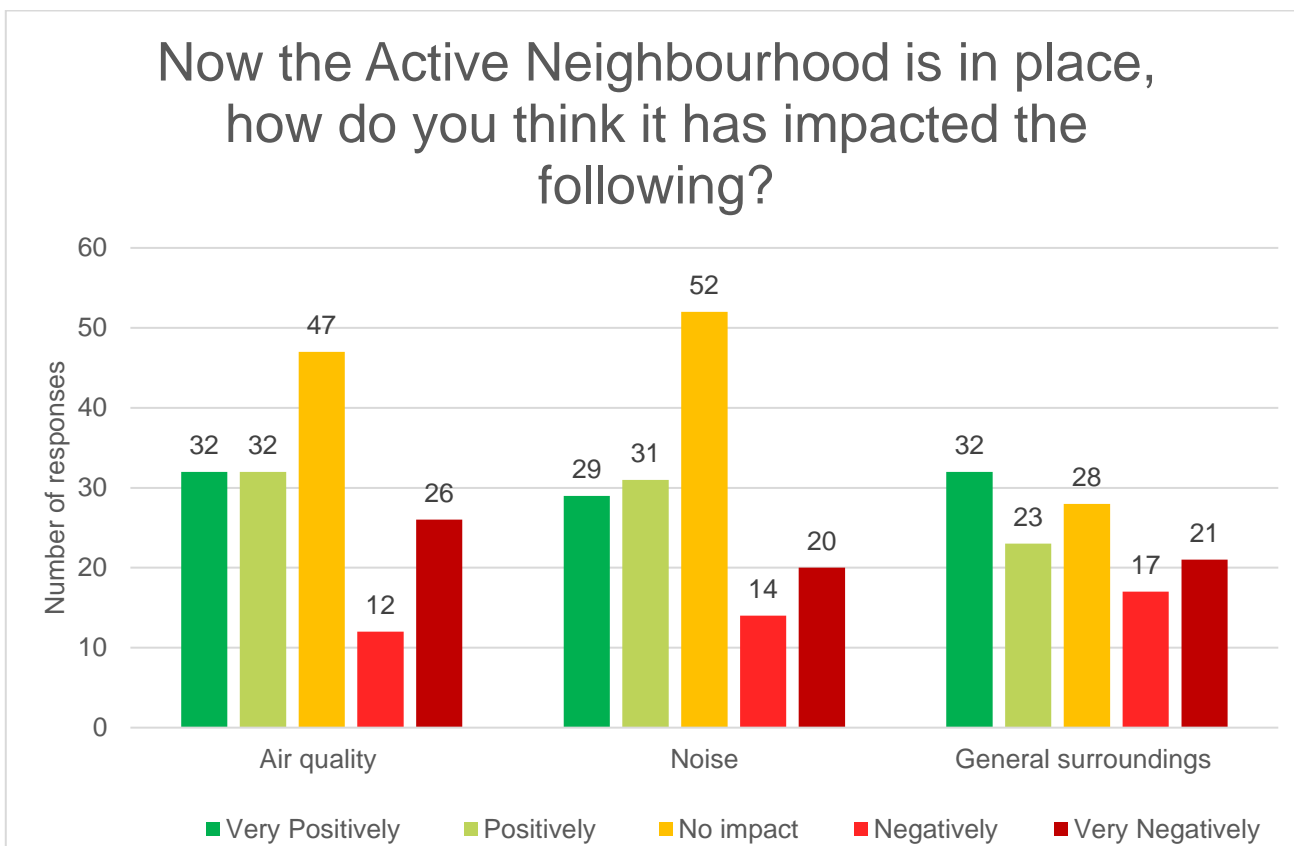


Figure 73: Bar chart showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following – air quality, noise and general surroundings?

Now the Active Neighbourhood is in place, how do you think it has impacted the following?											
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	
Air quality	32	21	32	21	47	32	12	8	26	17	149
Noise	29	20	31	21	52	36	14	10	20	14	146
General surroundings	32	26	23	19	28	23	17	14	21	17	121

Figure 74: Table showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following – air quality, noise and general surroundings?

The second bar chart shows visitors' responses on the impact of the scheme on parking, congestion, through-traffic, traffic speed and journey times. Feedback was generally negative to these metrics. Most respondents had not noticed any major impact on the amount of parking available, with 63 (45%) of 139 responses saying there had been no impact. 48 (35%) of 139 respondents said the Active Neighbourhood had very negatively impacted congestion in the area, while 39 (29%) of 135 respondents said that through-traffic had been very negatively impacted. 41 (33%) of 125 respondents had not noticed any impact in traffic speed, whilst 48 (38%) of 125 respondents said that journey times had been very negatively impacted.

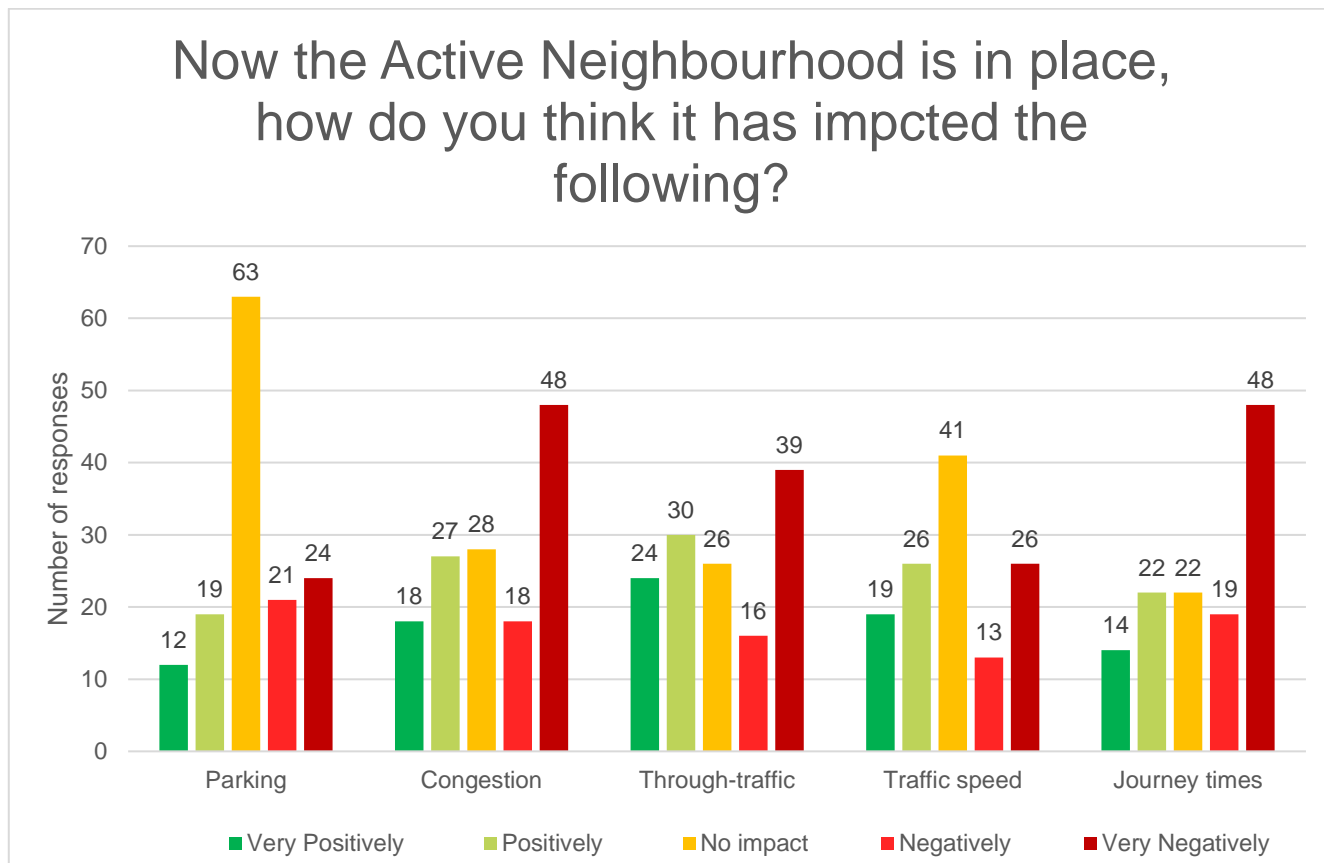


Figure 75: Bar chart showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following - parking, congestion, through-traffic, traffic speed and journey times?

Now the Active Neighbourhood is in place, how do you think it has impacted the following?											
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	
Parking	12	9	19	14	63	45	21	15	24	17	139
Congestion	18	13	27	19	28	20	18	13	48	35	139
Through-traffic	24	18	30	22	26	19	16	12	39	29	135
Traffic speed	19	15	26	21	41	33	13	10	26	21	125
Journey times	14	11	22	18	22	18	19	15	48	38	125

Figure 76: Table showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following - parking, congestion, through-traffic, traffic speed and journey times?

The third chart shows visitors' feedback on the impacts of the scheme on accessibility e.g. disabled access, local businesses and visitors. 45 (35%) of 129 responses said they had not noticed any impact of the scheme on accessibility. 37 (29%) of 126 responses said the impact of the scheme on local businesses had been very negative, and 32 (26%) of 124 responses said that the scheme had also impacted visitors very negatively.

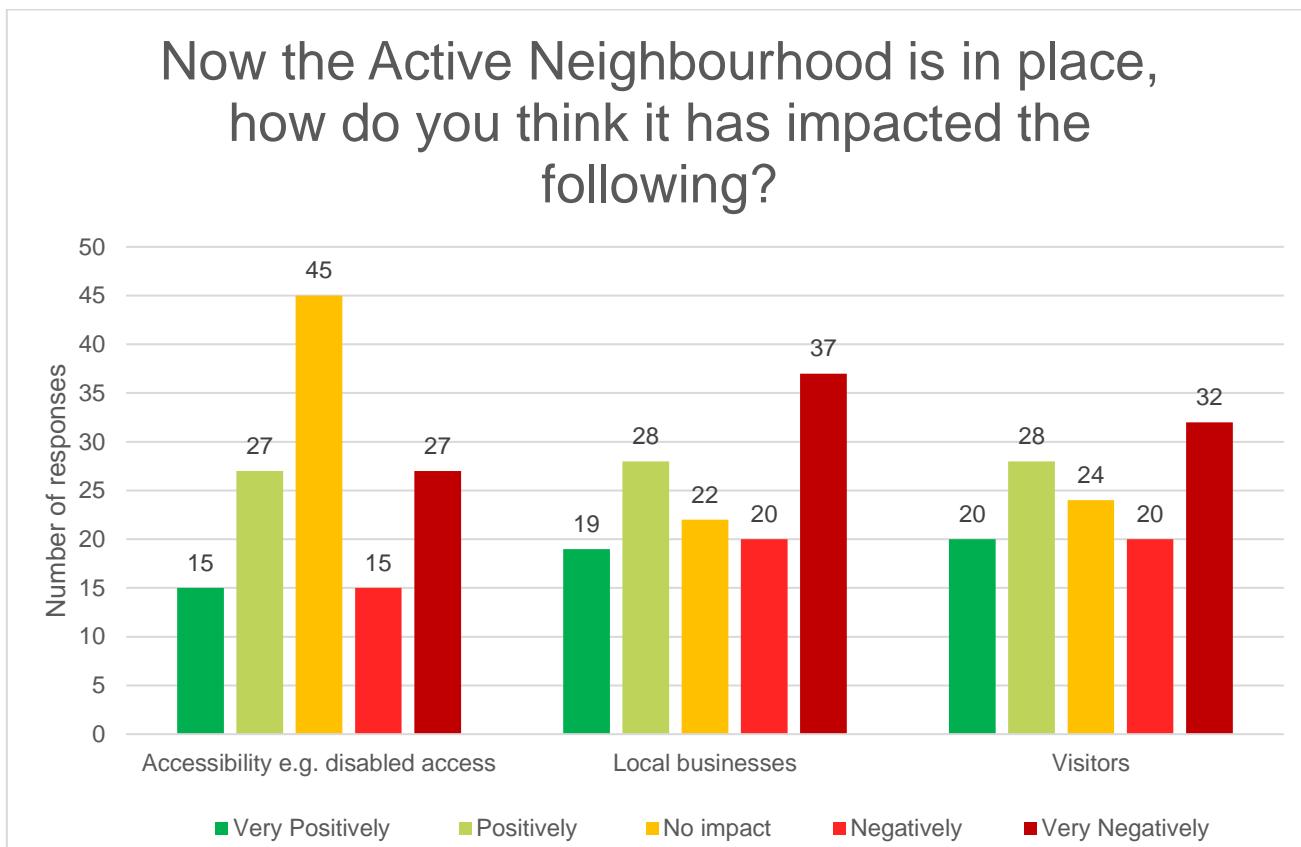


Figure 77: Bar chart showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following - accessibility e.g. disabled access, local businesses and visitors?

Now the Active Neighbourhood is in place, how do you think it has impacted the following?											
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	
Accessibility e.g. disabled access	15	12	27	21	45	35	15	12	27	21	129
Local businesses	19	15	28	22	22	17	20	16	37	29	126
Visitors	20	16	28	23	24	19	20	16	32	26	124

Figure 78: Table showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following - accessibility e.g. disabled access, local businesses and visitors?

The final chart looks at visitors' responses to the number of people walking, cycling and their safety. In general, respondents noticed little to positive impacts upon these metrics. 58 (39%) of 147 responses had noticed no impact on the number of people walking, while 60 (41%) had noticed no impact on the number of people cycling. 43 (36%) of 120 noticed no impact on the safety of people walking, while 42 (35%) noticed no impact on the safety of people cycling.

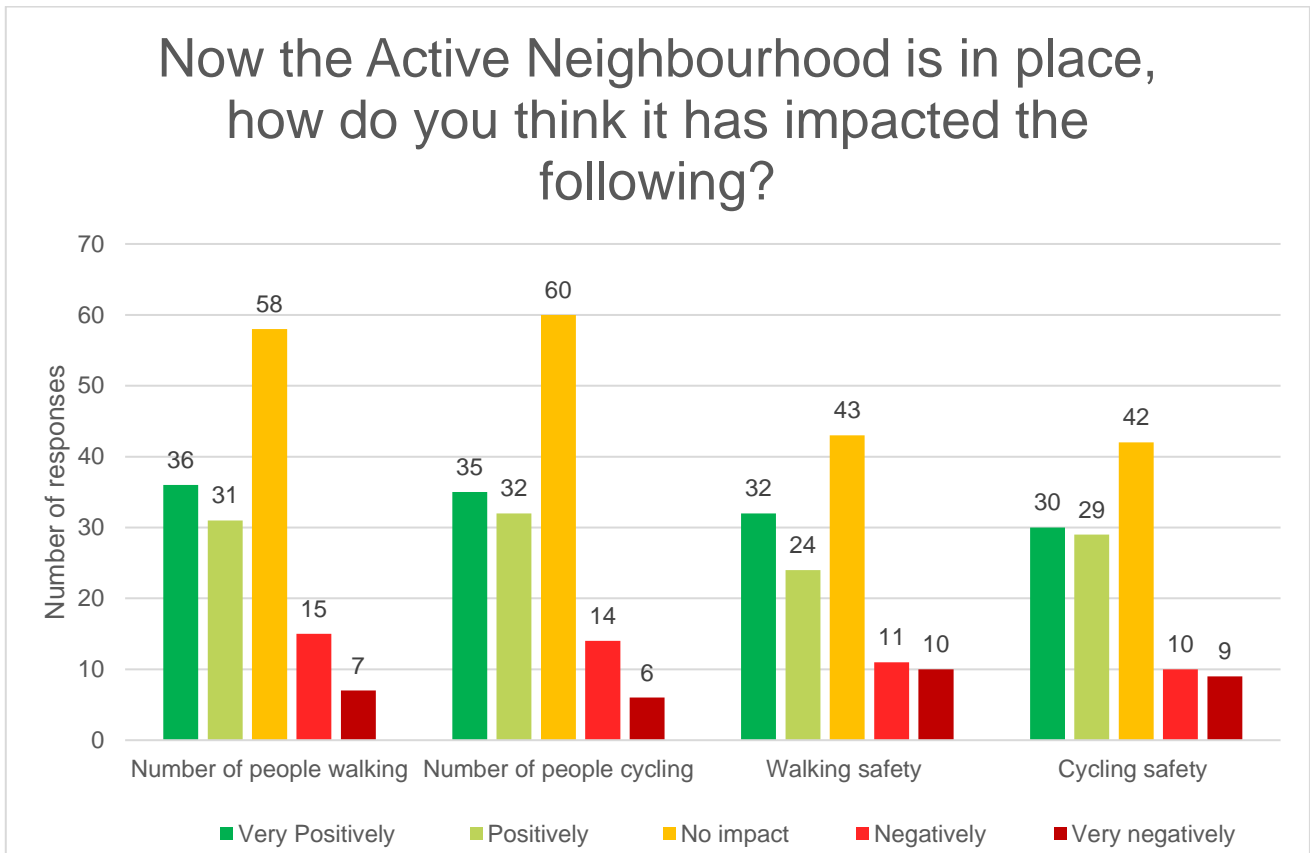


Figure 79: Bar chart showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following - number of people walking, number of people cycling, walking safety, cyclist safety?

Now the Active Neighbourhood is in place, how do you think it has impacted the following?											
Metric	Very Positively		Positively		No impact		Negatively		Very Negatively		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	
Number of people walking	36	24	31	21	58	39	15	10	7	5	147
Number of people cycling	35	24	32	22	60	41	14	10	6	4	147
Walking safety	32	27	24	20	43	36	11	9	10	8	120
Cycling safety	30	25	29	24	42	35	10	8	9	8	120

Figure 80: Table showing response to the question: Now the Active Neighbourhood is in place, how do you think it has impacted the following - number of people walking, number of people cycling, walking safety, cyclist safety?

### Would you support keeping the Active Neighbourhood in place?

This question asked visitors if they would support keeping the Nether Edge Active Neighbourhood in place. 73 (47%) of the 157 respondents said no, and that all measures should be removed. 18 (11%) said that they did not support keeping the scheme in place, but would with some minor changes. 10 (6%) said that the scheme was good as it is, while 56 (36%) supported the scheme, and said it should go further.

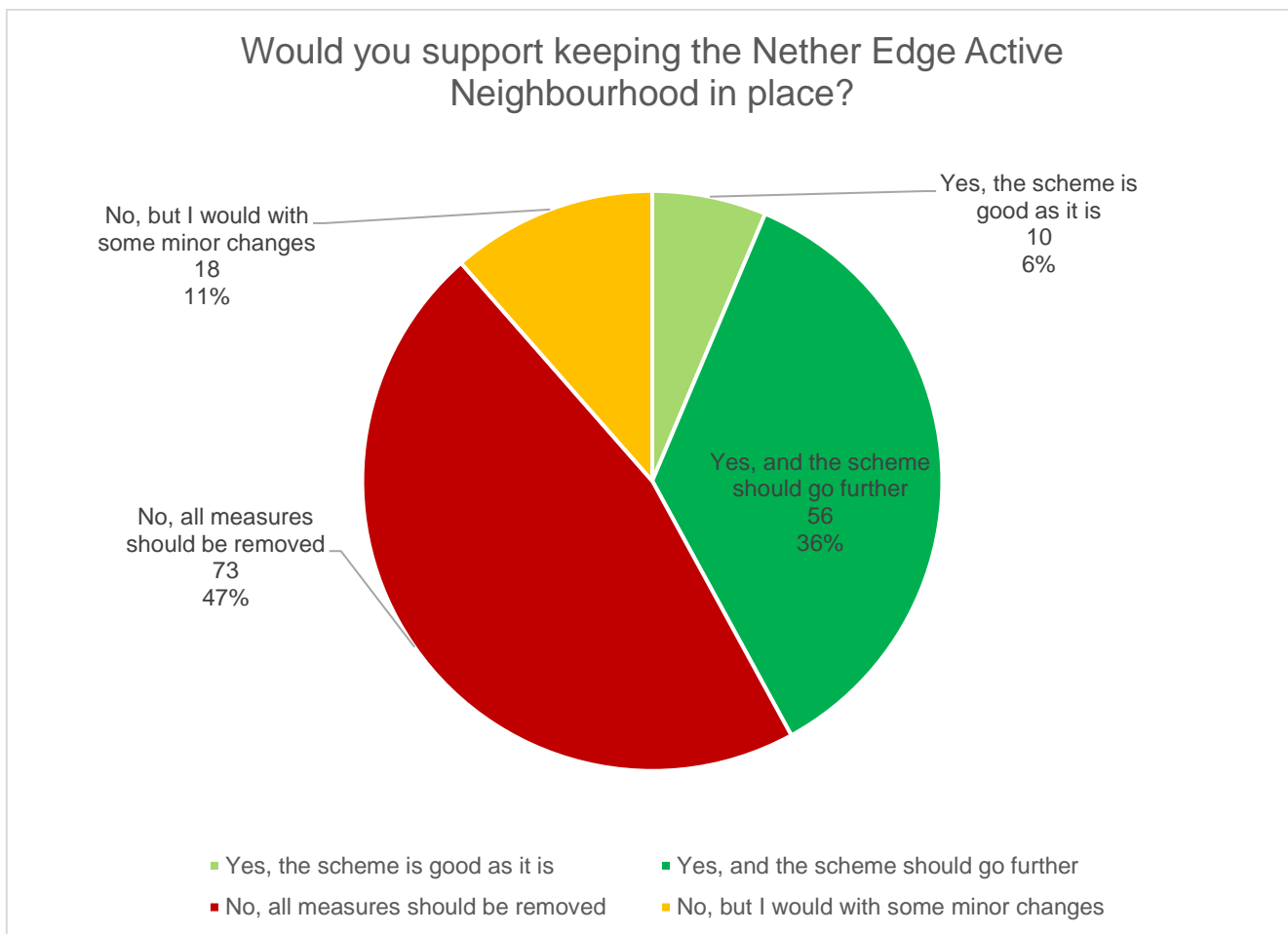


Figure 81: Pie chart showing response to the question: Would you support keeping the Active Neighbourhood in place?

Would you support keeping the Nether Edge Active Neighbourhood in place?		
Sentiment	Number of responses	Percentage of total
Yes, and the scheme should go further	56	36%
Yes, the scheme is good as it is	10	6%
No, but I would with some minor changes	18	11%
No, all measures should be removed	73	47%
<b>Total</b>	<b>157</b>	

Figure 82: Table showing response to the question: Would you support keeping the Active Neighbourhood in place?



## Open question feedback response (visitors)

### Can you tell us what changes you would suggest?

#### Cycling

*Total responses: 17*

9 respondents called for better cycling infrastructure across the board.  
4 respondents called for better segregation of cycling lanes from main roads.  
1 respondent suggested that cycling uptake would improve if there were more cycling lockers.  
3 respondents want the Nether Edge to City Centre cycle route to be extended into the centre of Nether Edge.

#### Parking

*Total responses: 9*

8 respondents complained about the amount of cars parked on the pavements.  
1 respondent called for additional dedicated parking spaces to be created.

#### Archer Lane

*Total responses: 7*

6 called for Archer Lane specifically to be reopened.  
1 respondent suggested Archer Lane being opened at certain times of the day.

#### Congestion

*Total responses: 6*

1 respondent complained that the measures had only shifted traffic elsewhere.  
4 respondents called for one-way systems to be added to the area.  
1 respondent said that air quality had decreased as a result of the scheme.

#### Traffic speeds

*Total responses: 4*

3 respondents specifically called for 20 mph limits to be imposed within the area.  
1 respondent asked for speed cameras to be installed in the area.

#### General feedback

*Total responses: 1*

1 respondents called for better bus services to the area.

## Respondent Demographics

Respondents were able to end the survey after answering the questions listed above. They were also asked: Are you happy to share some more information about yourself for the purpose of equality monitoring?

Responses to these questions are included below, beginning with data from residents.

### Resident demographics

#### What is your gender?

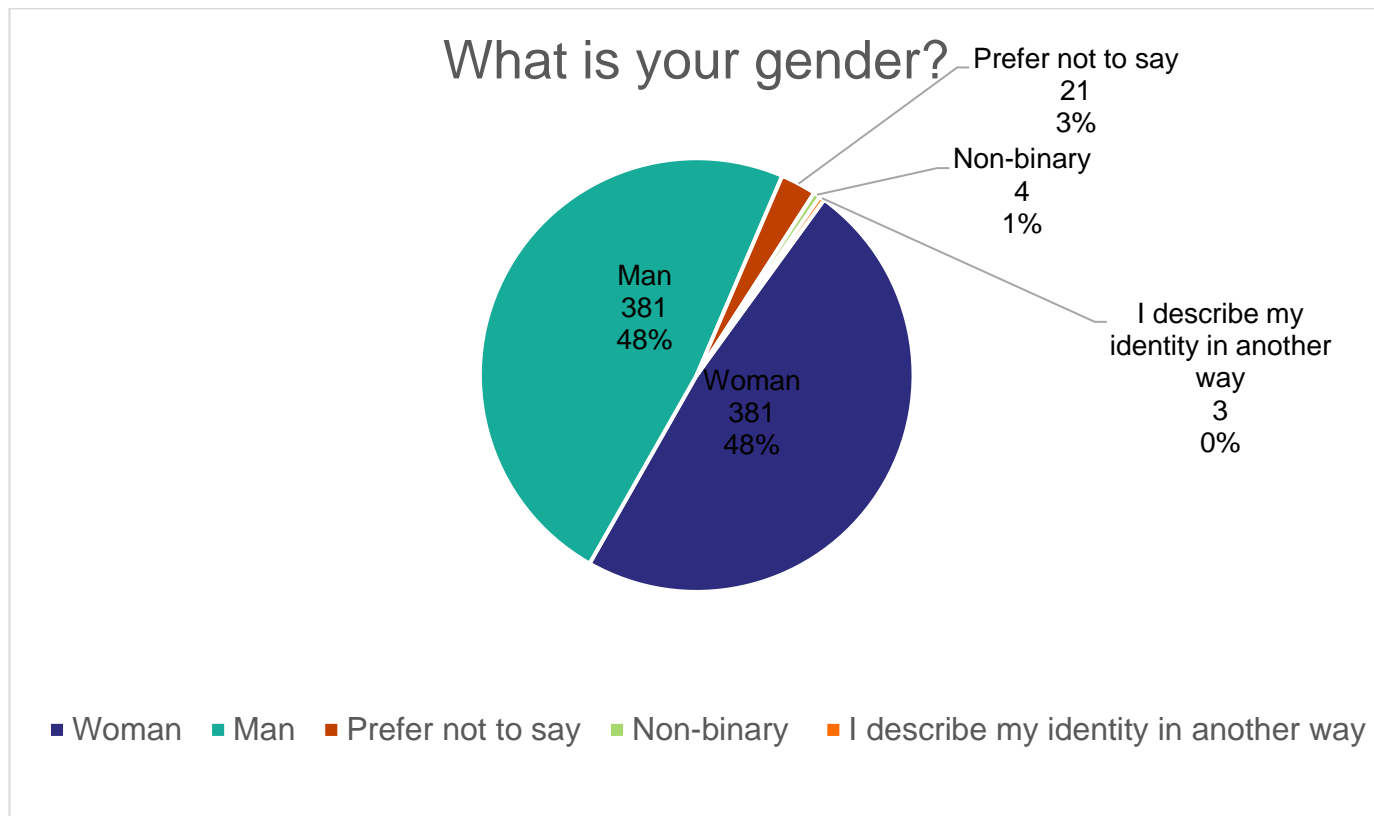


Figure 83: Pie chart showing response to the question: What is your gender?

What is your gender?		
Respondent category	Number of responses	Percentage of total responses
Woman	381	48%
Man	381	48%
Prefer not to say	21	3%
Non-binary	4	1%
I describe my identity in another way	3	0%
<b>Total</b>	<b>790</b>	

Figure 84: Table showing response to the question: What is your gender?

## How old are you?

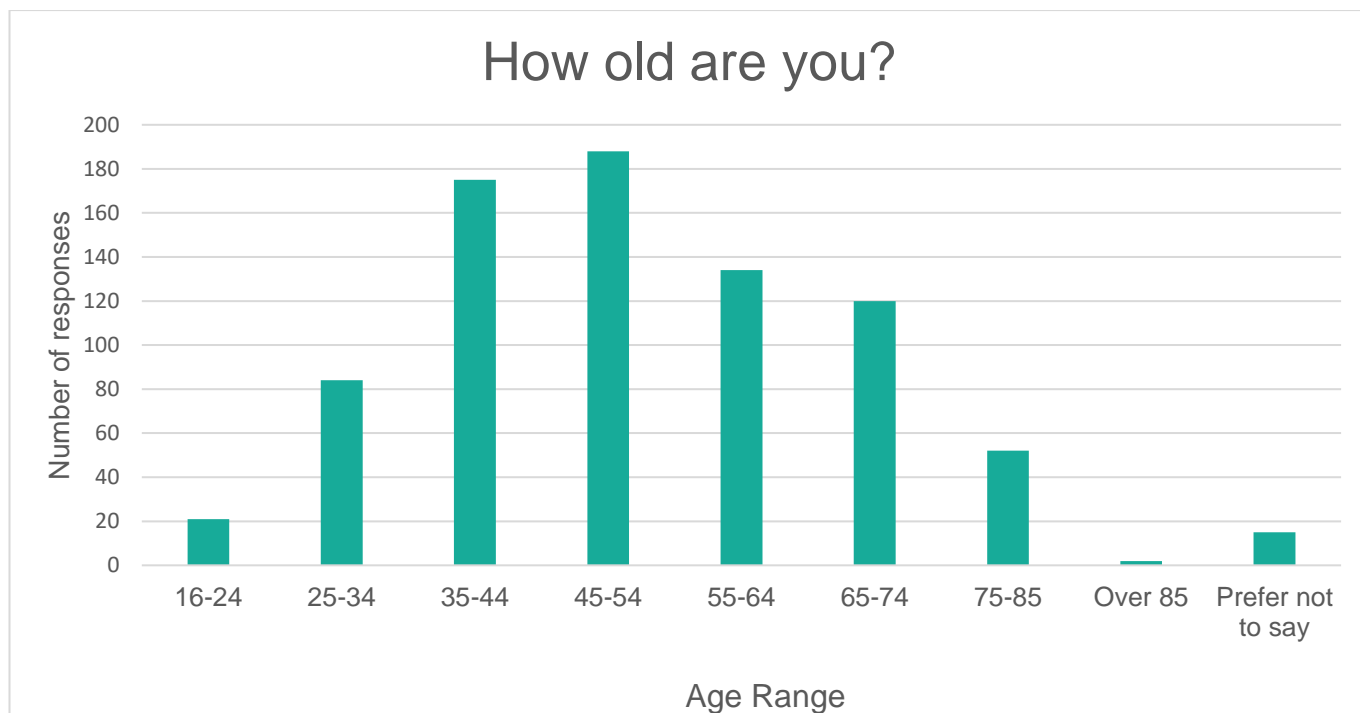


Figure 85: Bar chart showing response to the question: How old are you?

How old are you?		
Respondent category	Number of responses	Percentage of total responses
16-24	21	3%
25-34	84	11%
35-44	175	22%
45-54	188	24%
55-64	134	17%
65-74	120	15%
75-85	52	7%
Over 85	2	0%
Prefer not to say	15	2%
Under 16	1	0%
<b>Total</b>	<b>792</b>	

Figure 86: Table showing response to the question: How old are you?

Which of these best describes your working status?

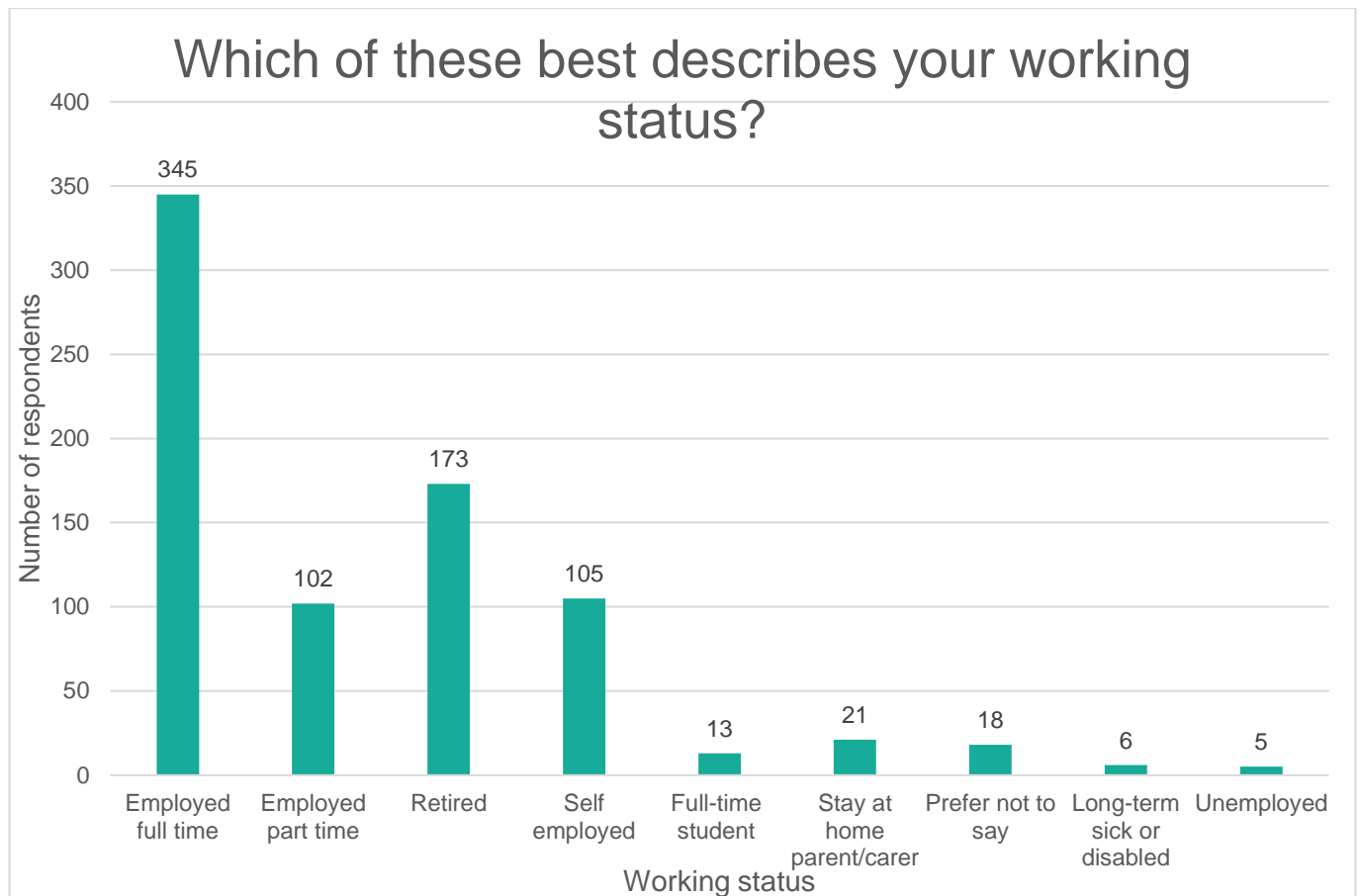


Figure 87: Bar chart showing response to the question: Which of these best describes your working status?

Which of these best describes your working status?		
Respondent category	Number of responses	Percentage of total responses
Employed full time	345	44%
Employed part time	102	13%
Retired	173	22%
Self employed	105	13%
Full-time student	13	2%
Stay at home parent/carer	21	3%
Prefer not to say	18	2%
Long-term sick or disabled	6	1%
Unemployed	5	1%
<b>Total</b>	<b>788</b>	

Figure 88: Table showing response to the question: Which of these best describes your working status?

With which ethnic group do you most identify?

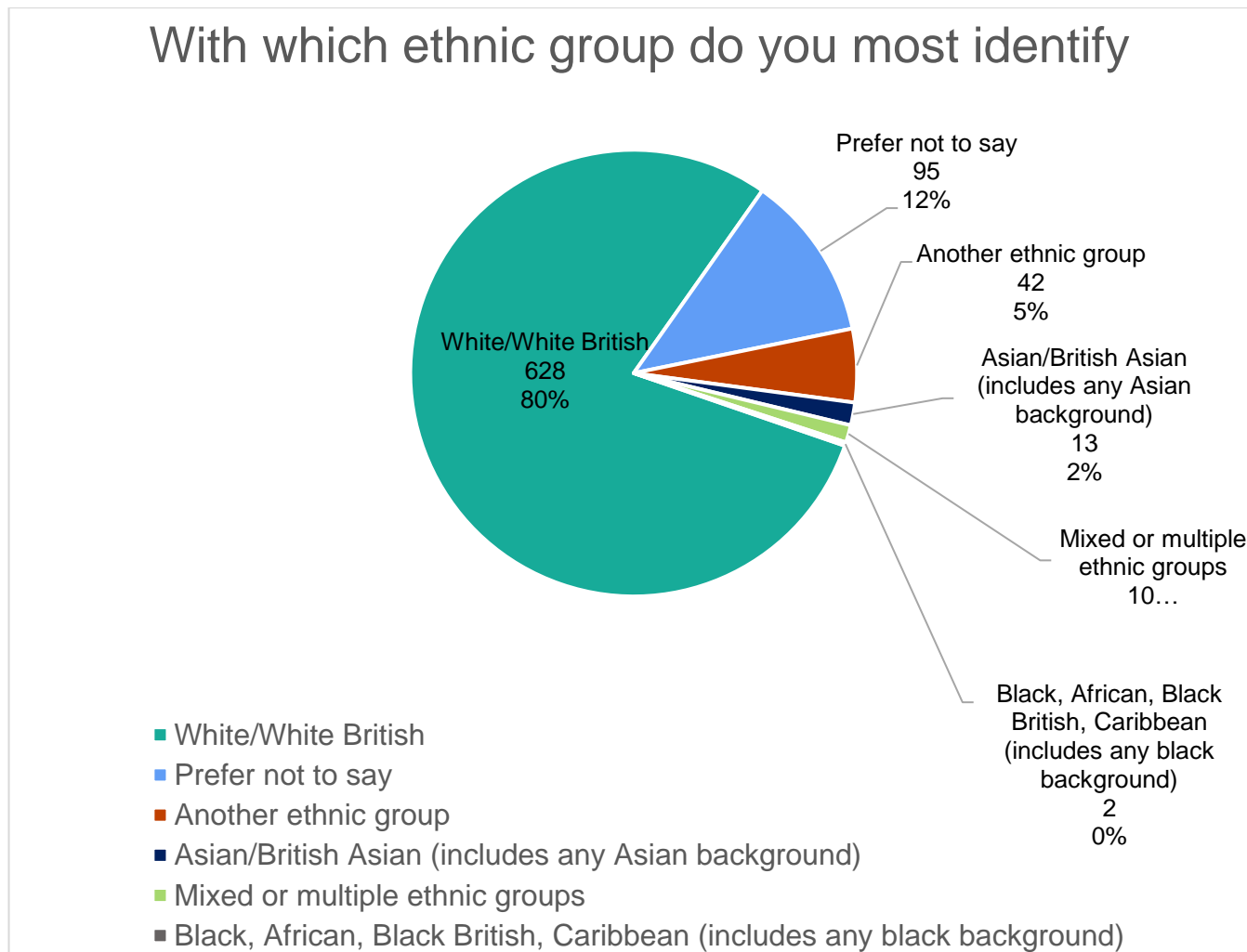


Figure 89: Pie chart showing response to the question: With which ethnic group do you most identify?

With which ethnic group do you most identify?		
Response answer	Number of responses	Percentage of total
White/White British	628	80%
Prefer not to say	95	5%
Another ethnic group	42	1%
Asian/British Asian (includes any Asian background)	13	12%
Mixed or multiple ethnic groups	10	2%
Black, African, Black British, Caribbean (includes any black background)	2	0.3%
<b>Total</b>	<b>790</b>	

Figure 90: Table showing response to the question: With which ethnic group do you most identify?

Which of the following best describes your household makeup?

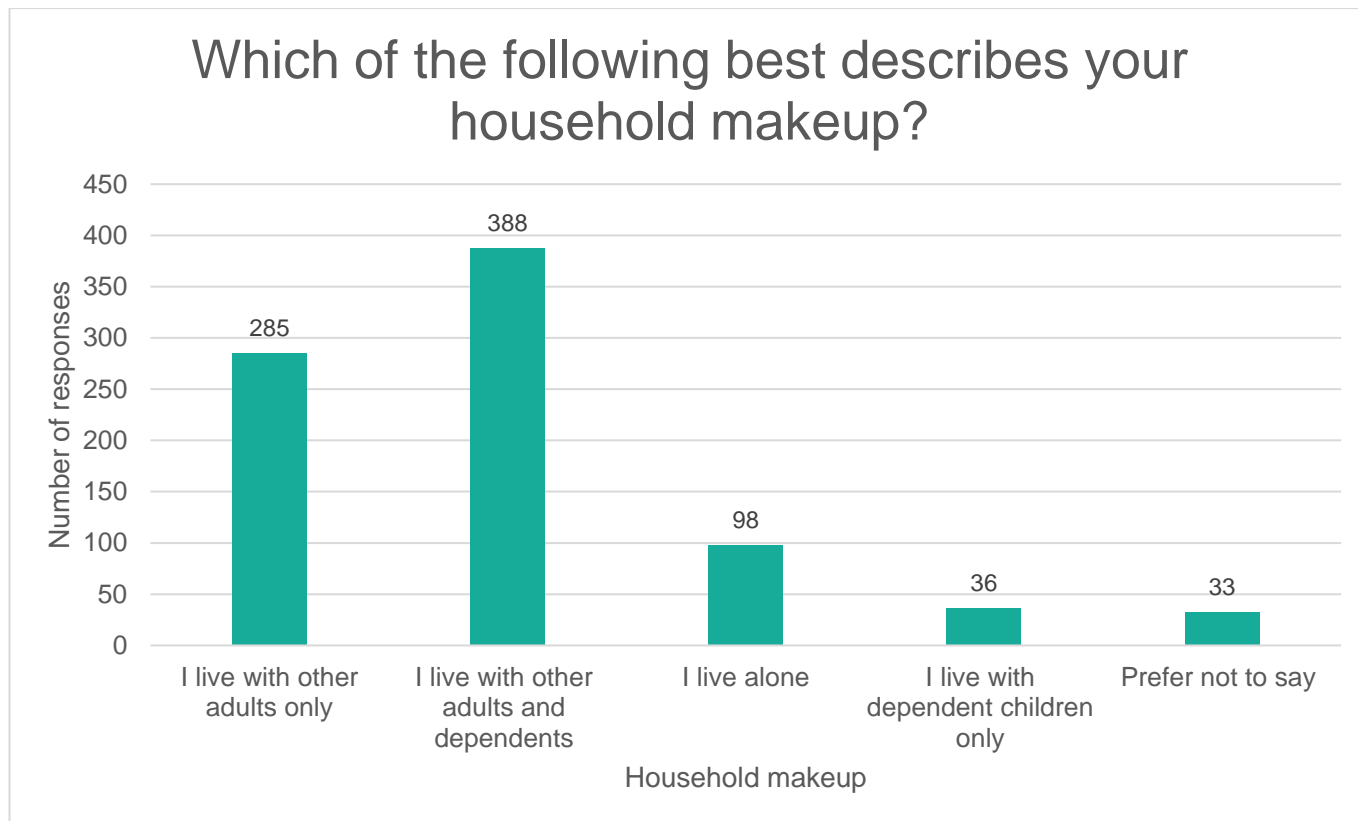


Figure 91: Bar chart showing response to the question: Which of the following best describes your household makeup?

Which of the following best describes your household makeup?		
Respondent category	Number of responses	Percentage of total
I live with other adults only	285	36%
I live with other adults and dependents	388	43%
I live alone	98	12%
I live with dependent children only	36	5%
Prefer not to say	33	4%
<b>Total</b>	<b>790</b>	

Figure 92: Table showing response to the question: Which of the following best describes your household makeup?

Including yourself, does anyone in your household have mobility issues?

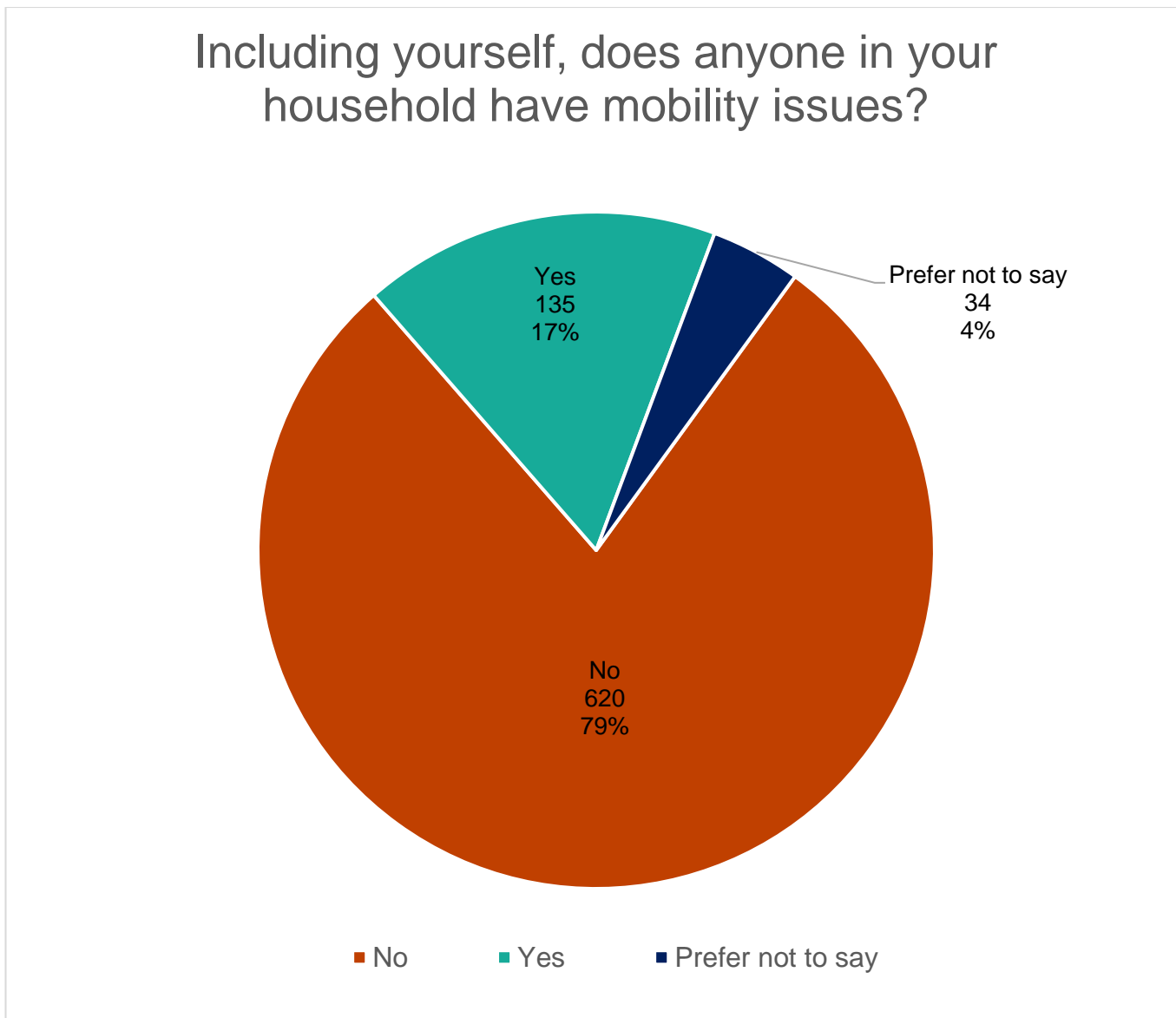


Figure 93: Pie chart showing response to the question: Including yourself, does anyone in your household have mobility issues?

Including yourself, does anyone in your household have mobility issues?		
Respondent category	Number of responses	Percentage of total
No	620	79%
Yes	135	17%
Prefer not to say	34	4%
<b>Total</b>	<b>789</b>	

Figure 94: Table showing response to the question: Including yourself, does anyone in your household have mobility issues?

## Business demographics

To which of the following sectors does your business belong?

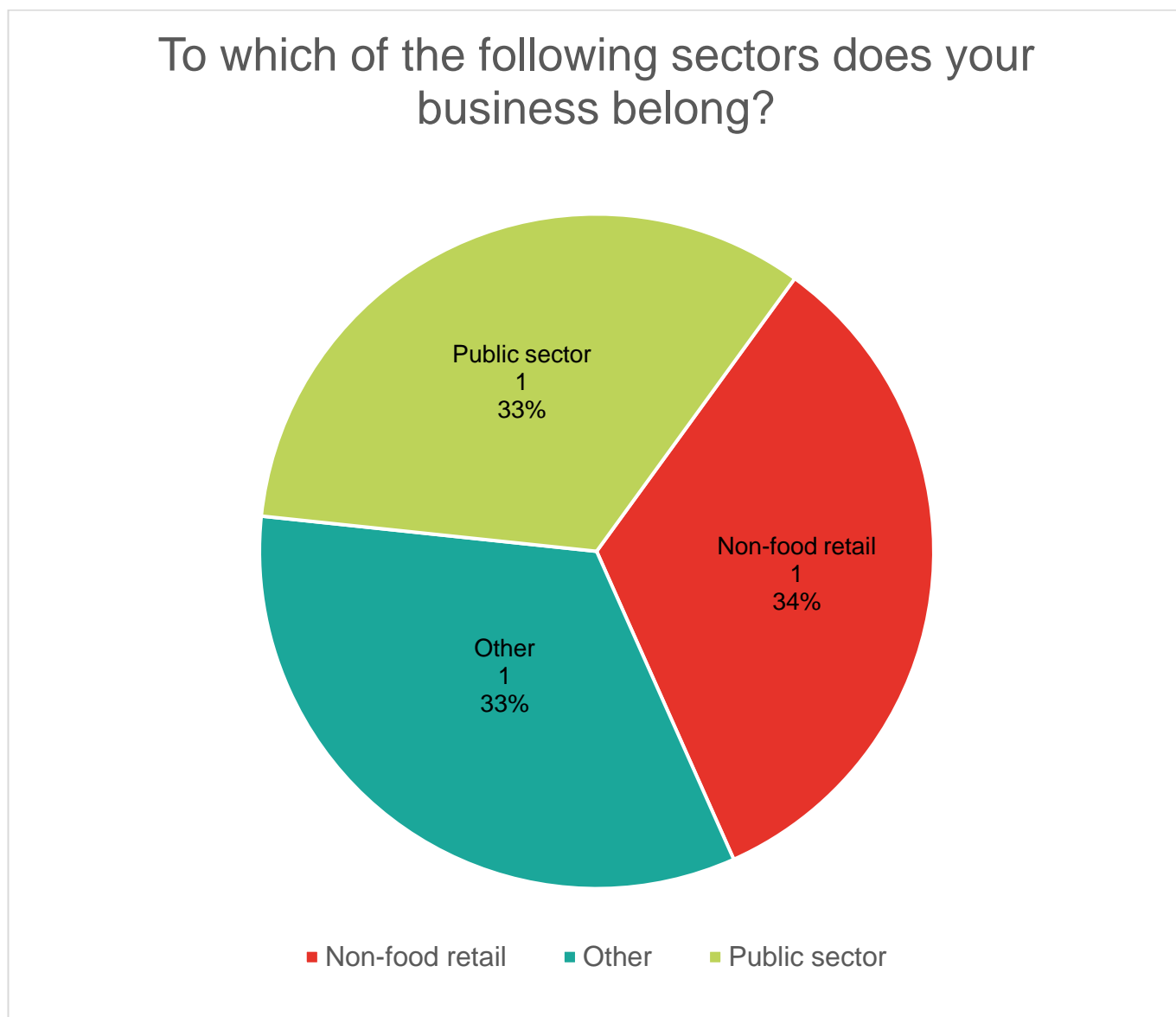


Figure 95: Pie chart showing response to the question: To which of the following sectors does your business belong?

To which of the following sectors does your business belong?		
Respondent category	Number of responses	Percentage of total
Non-food retail	1	33%
Other	1	33%
Public sector	1	33%
<b>Total</b>	<b>3</b>	

Figure 96: Table showing response to the question: To which of the following sectors does your business belong?



Who tends to visit or use your business the most?

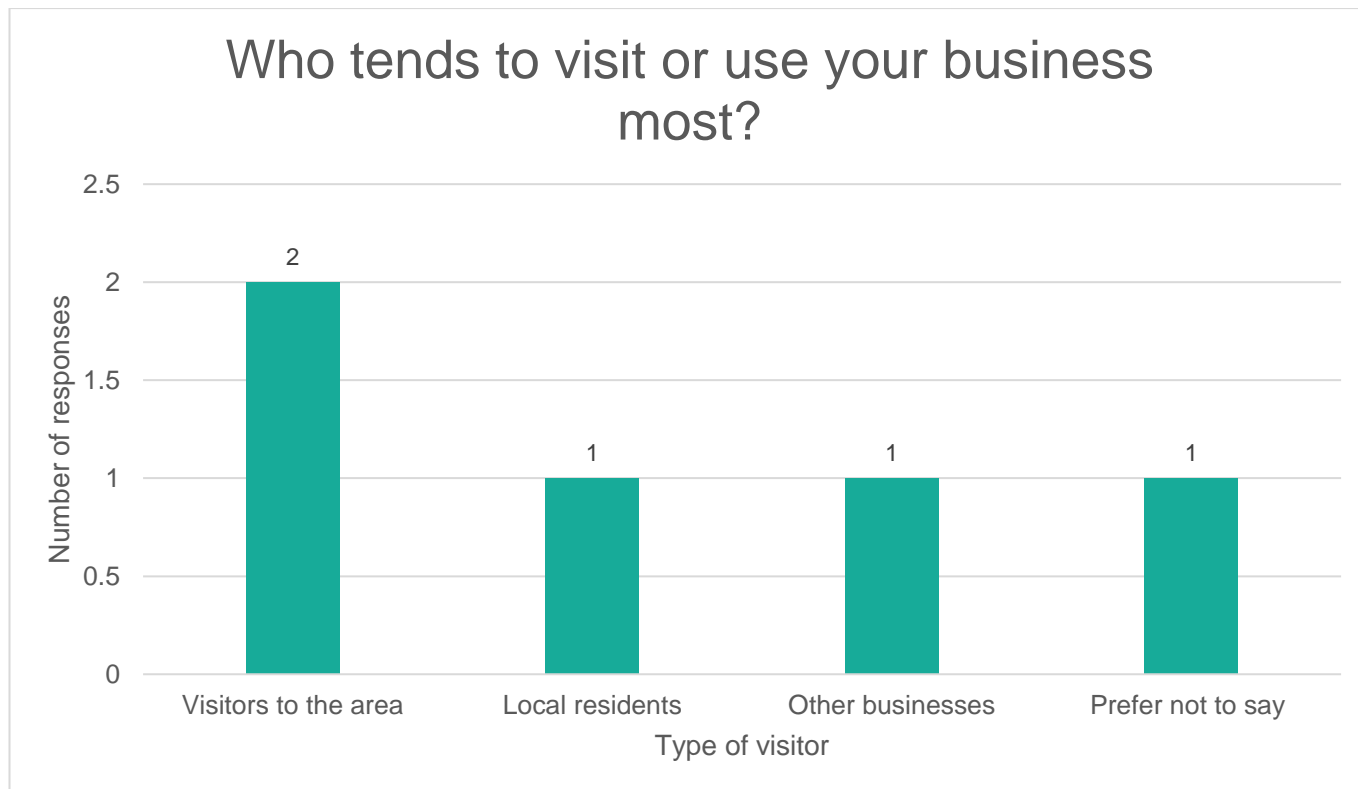


Figure 97: Bar chart showing response to the question: Who tends to visit or use your business the most?

Who tends to visit or use your business the most?		
Respondent category	Number of responses	Percentage of total
Visitors to the area	2	40%
Local residents	1	20%
Other businesses	1	20%
Prefer not to say	1	20%
<b>Total</b>	<b>5</b>	

Figure 98: Table showing response to the question: Who tends to visit or use your business the most?

How many employees does your business or organisation have, including yourself?

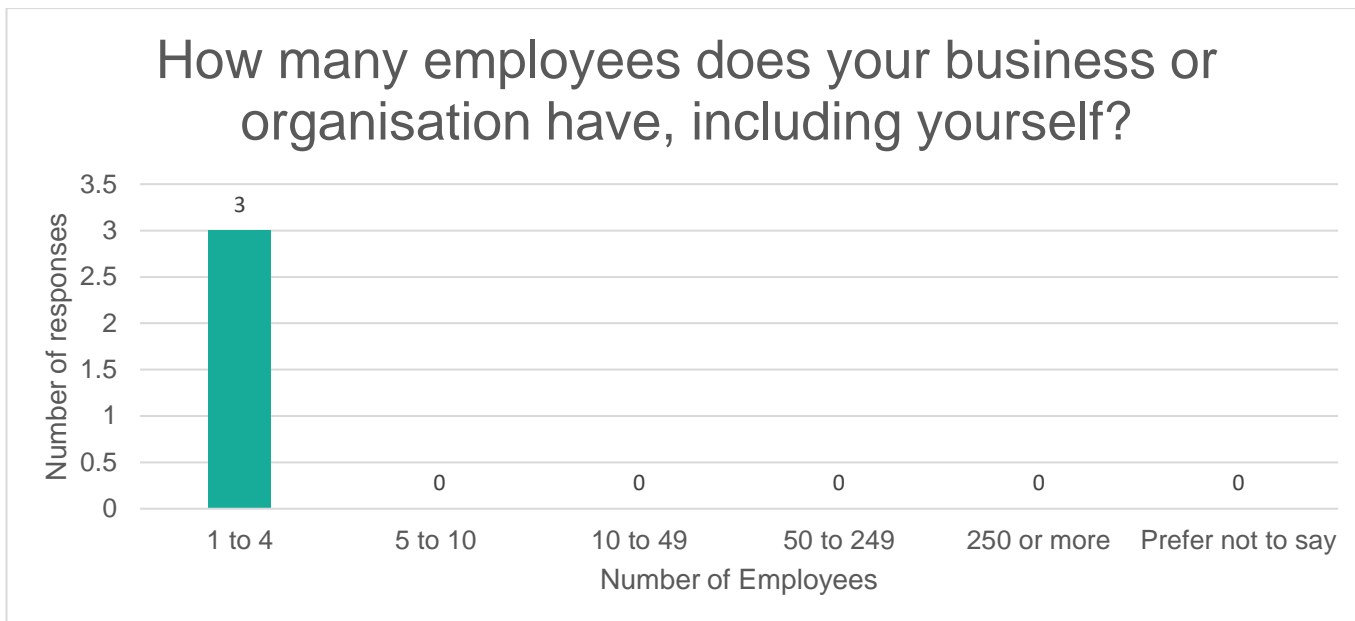


Figure 99: Bar chart showing response to the question: How many employees does your business or organisation have, including yourself?

How many employees does your business or organisation have, including yourself?		
Respondent category	Number of responses	Percentage of total
1 to 4	3	100%
5 to 10	0	0%
10 to 49	0	0%
50 to 249	0	0%
250 or more	0	0%
Prefer not to say	0	0%
<b>Total</b>	<b>3</b>	

Figure 100: Table showing response to the question: How many employees does your business or organisation have, including yourself?

## Visitor demographics

### What is your gender?

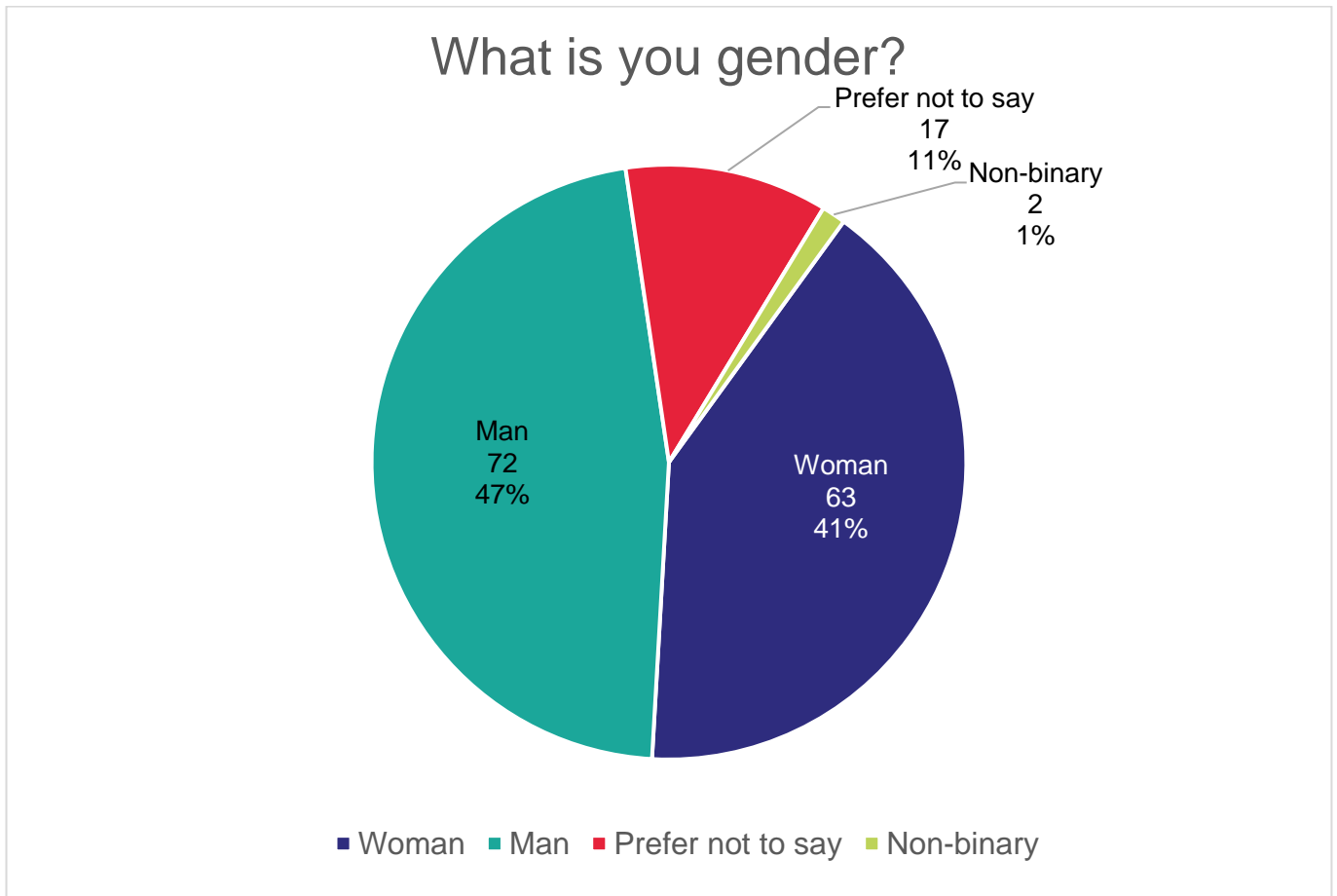


Figure 101: Pie chart showing response to the question: What is your gender?

What is your gender?		
Respondent category	Number of responses	Percentage of total
Woman	63	41%
Man	72	47%
Prefer not to say	17	11%
Non-binary	2	1%
<b>Total</b>	<b>154</b>	

Figure 102: Table showing response to the question: What is your gender?

## Which of these best describes your working status?

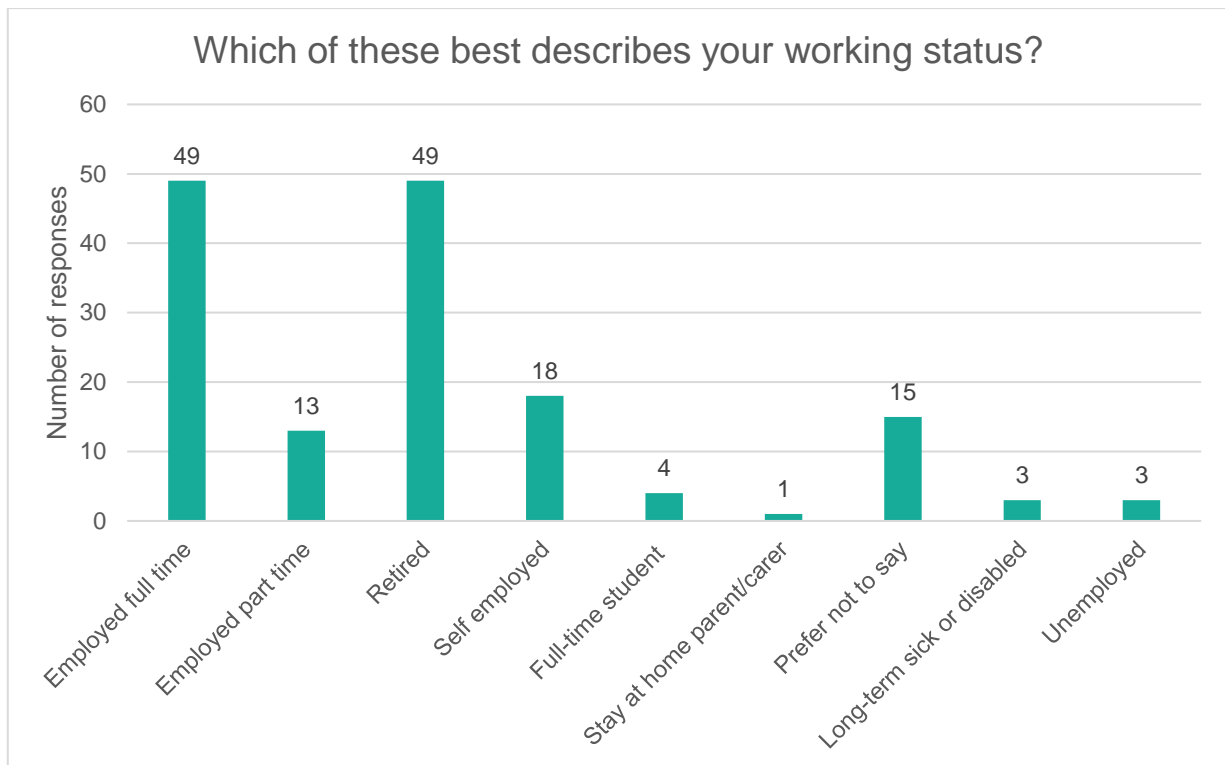


Figure 103: Bar chart showing response to the question: Which of these best describes your working status?

Which of these best describes your working status?		
Respondent category	Number of responses	Percentage of total
Employed full time	49	32%
Employed part time	13	8%
Retired	49	32%
Self employed	18	12%
Full-time student	4	3%
Stay at home parent/carer	1	1%
Prefer not to say	15	10%
Long-term sick or disabled	3	2%
Unemployed	3	2%
<b>Total</b>	<b>155</b>	

Figure 104: Table showing response to the question: Which of these best describes your working status?

With which ethnic group do you most identify?

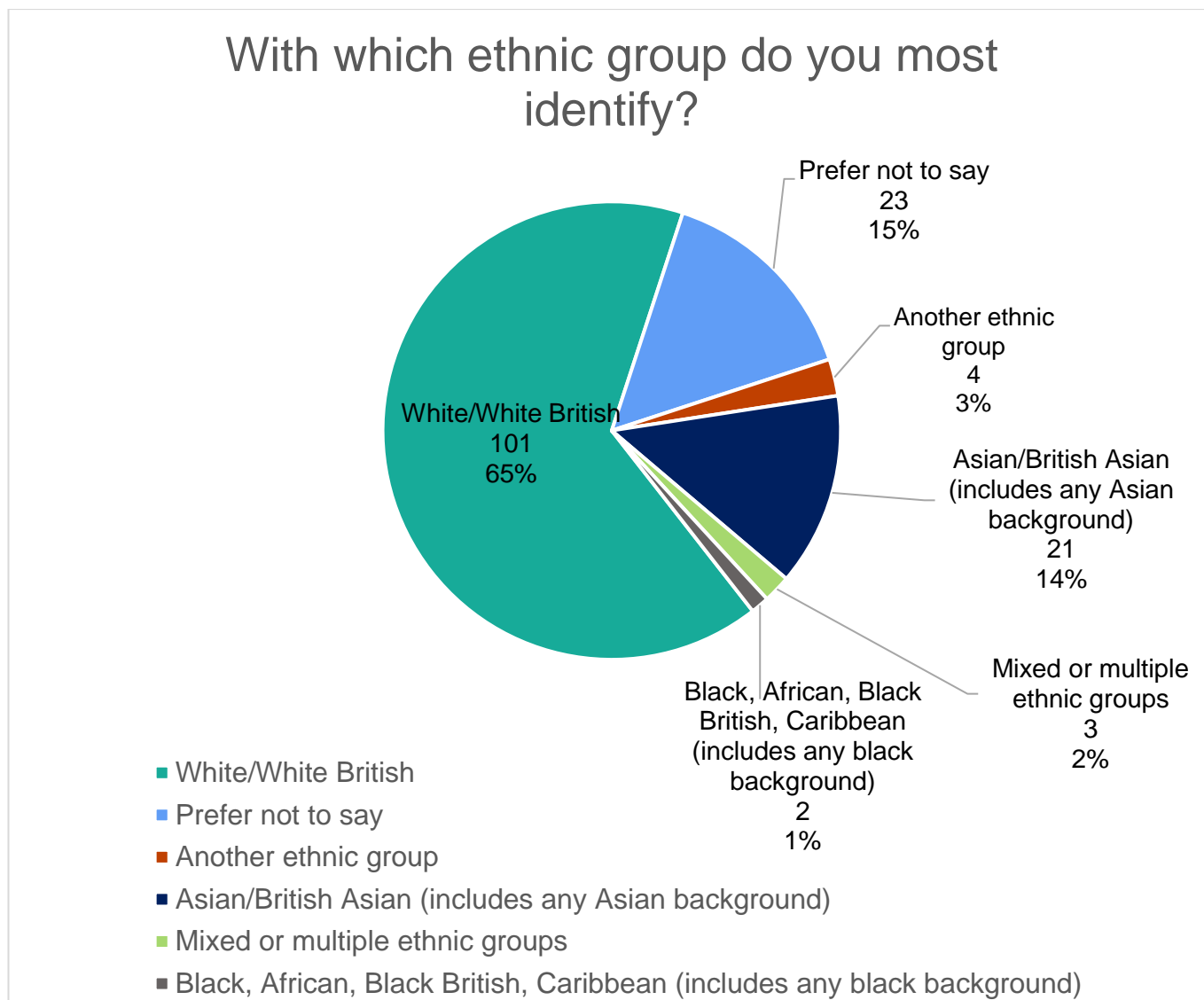


Figure 105: Pie chart showing response to the question: With which ethnic group do you most identify?

With which ethnic group do you most identify?		
Respondent category	Number of responses	Percentage of total
White/White British	101	66%
Prefer not to say	23	15%
Another ethnic group	4	3%
Asian/British Asian (includes any Asian background)	21	14%
Mixed or multiple ethnic groups	3	2%
Black, African, Black British, Caribbean (includes any black background)	2	1%
<b>Total</b>	<b>154</b>	

Figure 106: Table showing response to the question: With which ethnic group do you most identify?

Do you or anyone you usually visit Nether Edge with have mobility issues?

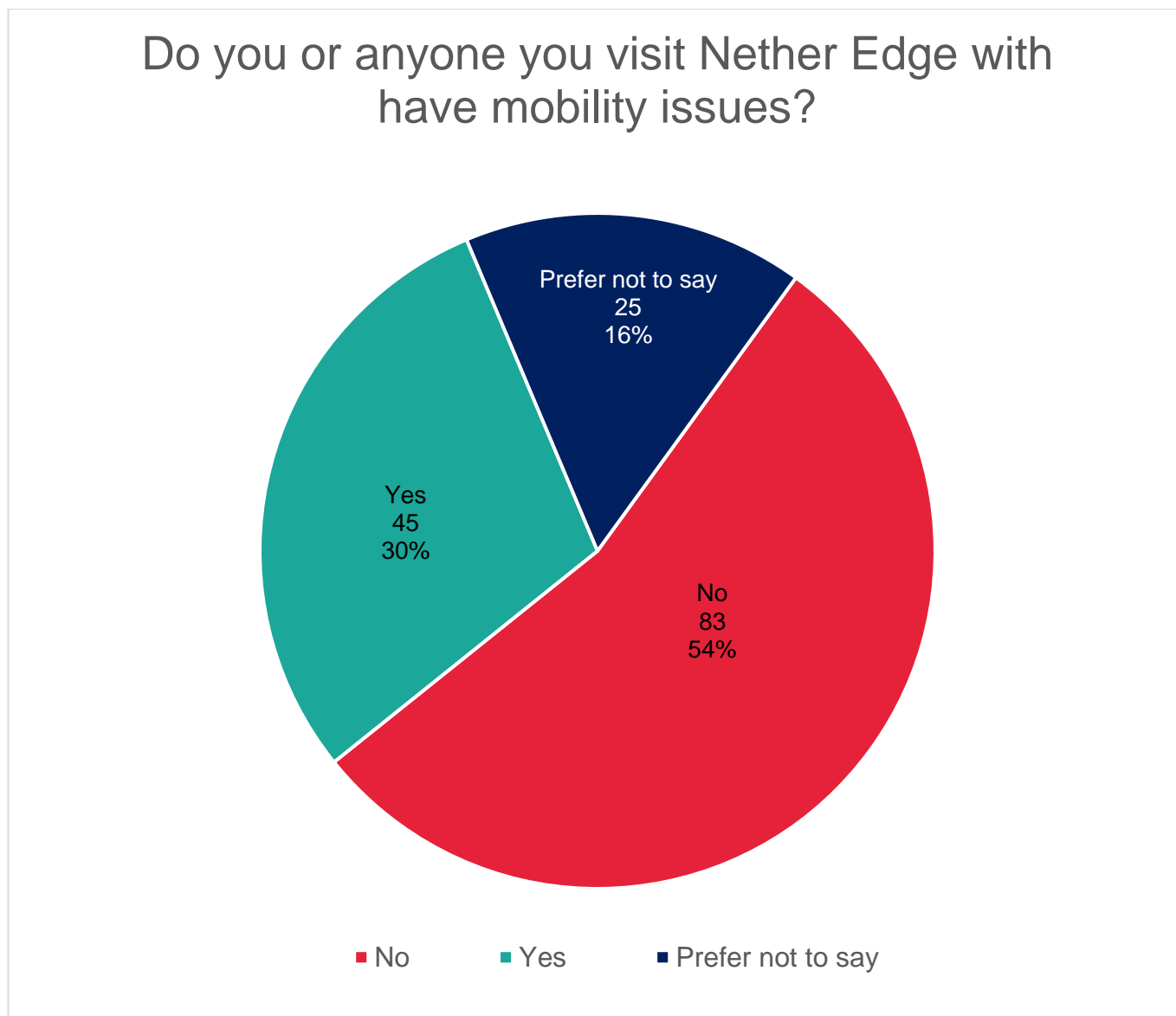


Figure 107: Pie chart showing response to the question: Do you or anyone you usually visit Nether Edge with have mobility issues?

Do you or anyone you usually visit Nether Edge with have mobility issues?		
Respondent category	Number of responses	Percentage of total
No	83	54%
Yes	45	29%
Prefer not to say	25	16%
<b>Total</b>	<b>153</b>	

Figure 108: Table showing response to the question: Do you or anyone you usually visit Nether Edge with have mobility issues?

Which of the following modes of transport do you have personal access to?

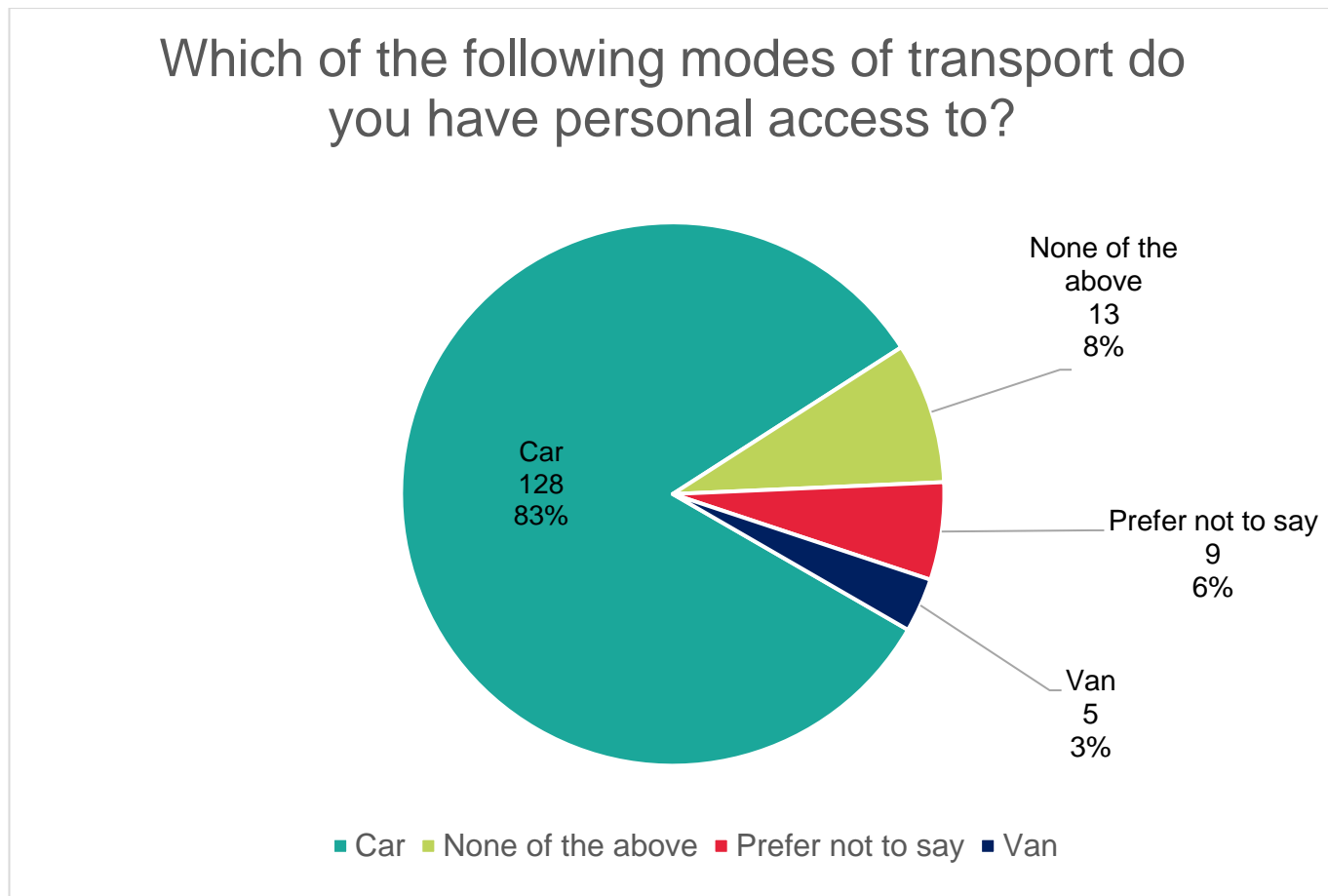


Figure 109: Pie chart showing response to the question: Which of the following modes of transport do you have personal access to?

Which of the following modes of transport do you have personal access to?		
Respondent category	Number of responses	Percentage of total
Car	128	83%
None of the above	13	8%
Prefer not to say	9	6%
Van	5	3%
<b>Total</b>	<b>155</b>	

Figure 110: Table showing response to the question: Which of the following modes of transport do you have personal access to?

How old are you?

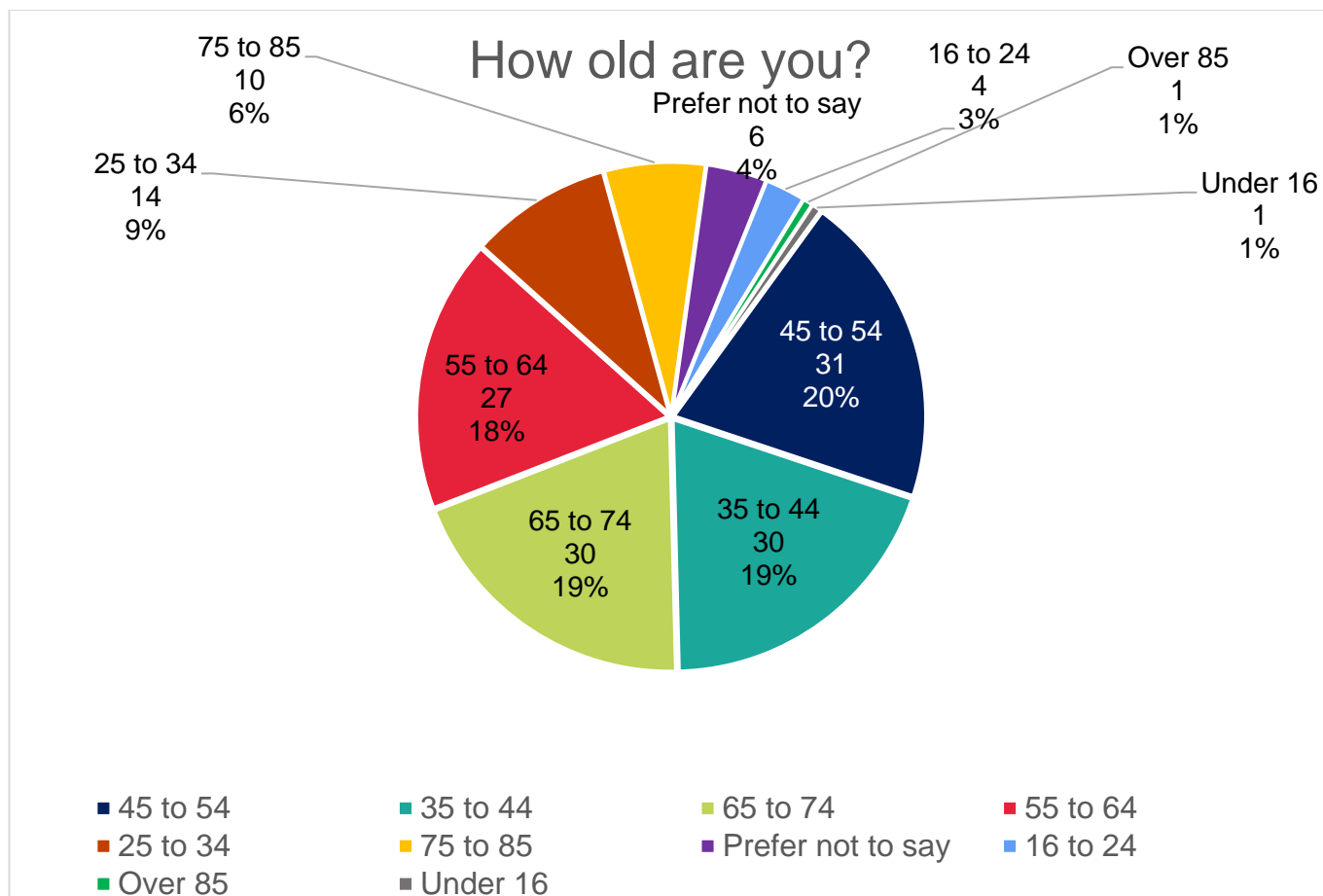


Figure 111: Pie chart showing response to the question: How old are you?

How old are you?		
Respondent category	Number of responses	Percentage of total
45 to 54	31	20%
35 to 44	30	19%
65 to 74	30	19%
55 to 64	27	18%
25 to 34	14	9%
75 to 85	10	6%
Prefer not to say	6	4%
16 to 24	4	3%
Over 85	1	1%
Under 16	1	1%
<b>Total</b>	<b>154</b>	

Figure 112: Table showing response to the question: How old are you?



# Appendices

## Appendix 1: Map of Nether Edge Active Neighbourhood scheme as it stands



## Appendix 2: screenshot of survey section on Connecting Sheffield website

[Document 8: Pedestrian Crossing Usage: Psalter Lane and Osbourne Road](#)

[Document 9: Bus Journey Times Comparison: Abbeydale Road](#)

### Next steps

The initial six-month period for comments on the Experimental Traffic Regulation Order (ETRO) for the Nether Edge Active Neighbourhood ended in November 2022. An ETRO allows measures to stay in place for up to 18 months. During the rest of the ETRO period, the scheme will remain in place while decisions are made around which elements of the trial should stay, be removed or changed.

### Survey

During May 2023, we'll be asking residents and businesses in Nether Edge for their views on how they think the Active Neighbourhood trial has changed the area.

We want to know whether the Active Neighbourhood has achieved the aims of making it a safer, cleaner and more pleasant environment for people and businesses to enjoy and a more attractive area for walking, cycling and spending time outdoors. As well as conducting face-to-face surveys, we have added the survey questions to this website.

To access and complete the survey, please click [here](#). The survey will close on Wednesday 28 June at 9am.

### Decision making



Appendix 3: Postage distribution map, used to separate core and adjacent residents for analysis purposes



Appendix 4: Screenshot of a Councillor’s post in a local Nether Edge Facebook group

