

Connecting Sheffield: City Centre

Consultation and Engagement Report

January 2021

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Section 1: Introduction

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

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

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

Connecting Sheffield - the overarching vision and ambition for transforming travel in Sheffield within which the TCF projects sit - launched on 3 November 2020. A round of engagement activities accompanied this launch, comprised of meetings with key stakeholder groups including political, civic and community leaders, and interest groups with a city-wide remit. A Connecting Sheffield website was also launched using the Commonplace engagement platform supported by traditional and social media coverage. At this stage, very high-level information on each of the TCF schemes was shared, with consultation on individual schemes due to go live as and when the details of individual schemes were sufficiently developed.

The launch of Connecting Sheffield provided a foundation upon which the individual TCF schemes could be launched – ensuring that the TCF schemes were all aligned under one vision and ambition for transport connectivity in Sheffield.

The TCF City Centre scheme marked the first scheme to be brought forward under Connecting Sheffield – subsequently named **Connecting Sheffield: City Centre**. In light of the Covid-19 pandemic, it was decided that engagement and consultation on the City Centre scheme would be digitally led but would also include webinars designed to replicate face-to-face meetings and the benefits of direct engagement as far as possible. Access to printed materials and multiple channels of communication were put in place to ensure a fully accessible consultation. The **Connecting Sheffield: City Centre** consultation launched on 26 November 2020 and concluded on 7 January 2021.

Section 2: Aims of Engagement

Sheffield City Council highlighted a need to engage with and consult the public on its TCF proposals, ahead of its Outline Business Case submission for TCF to central Government in Spring 2021. Engaging on the TCF schemes at this stage was important to generate feedback that could inform further scheme development and to minimise the risk of stakeholder objections due to lack of knowledge of the schemes, which could delay Traffic Regulation Orders (TROs) being agreed alongside other potential delays that would result in cost overruns.

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

- Build **understanding** of the proposals including the rationale, the benefits and challenges;
- Gain the **trust** of communities, businesses, stakeholders and interest groups in the intentions behind the project;
- Develop **support** for the scheme to enable smooth delivery on time and on budget; and
- Generate **comments** that could help to refine and enhance the project.



Section 3: Approach to Engagement

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

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

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

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

Section 4: Community and Stakeholder Mapping

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

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

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

Political Representation

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

Members of Parliament

- Mr Paul Blomfield, MP for Sheffield Central



City Region Mayor

- Mr Dan Jarvis, Sheffield City Region Mayor

Ward Councillors

- Councillor Douglas Johnson, Ward Councillor for City
- Councillor Ruth Mersereau, Ward Councillor for City
- Councillor Martin Phipps, Ward Councillor for City

Economic and Business Groups

We engaged with local business and economic groups who we expected to have an active interest in the proposed development. The groups were:

- Sheffield City Region LEP
- Sheffield City Region Executive Team
- Sheffield Chamber of Commerce and Industry
- Federation of Small Business
- Sheffield Property Association
- Sheffield BID
- Museums Sheffield
- Sheffield Theatres
- Sheffield Culture Consortium
- SCR Hospitality
- Sheffield City Trust
- John Lewis
- Marks and Spencer
- Novotel
- Mercure St Pauls
- Jury's Inn
- Best Western / Cutlers Hotel
- NCP
- Q Park
- Sheffield United
- New Era Development
- Moor Traders Association
- Aberdeen Standard Investment
- South Yorkshire Housing Association
- Our Cow Molly
- Weekday (Heart of the City)
- Monki (Heart of the City)
- Marmadukes (Heart of the City)
- HSBC (Heart of the City)
- Cushman and Wakefield (Heart of the City)
- Radisson (Heart of the City)
- CMS (Heart of the City)
- Cubo (Heart of the City)

Educational Organisations

We engaged with the following educational organisations based in the City Centre:

- University of Sheffield



- Sheffield Hallam University

Community and Interest Groups

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

- ChangingSheff
- Sheffield Climate Alliance
- Voluntary Action Sheffield
- Green City Partnership Board (SCC)
- Sharrow Community Forum
- Upper Don Trail Trust
- Better Journeys

Accessibility Groups

Accessibility groups were engaged with ahead of and throughout the consultation period. The list of groups engaged with were as follows:

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

Local Transport Organisations and Groups

As the scheme covers the City Centre and includes a series of public transport changes, we wanted to ensure that transport organisations and groups were made aware of the proposals and the public consultation. The following groups were engaged with:

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

Local Service Providers

The following local service providers were provided with information on the proposals:

- South Yorkshire Police
- South Yorkshire Fire and Rescue Service
- Yorkshire Ambulance Service
- NHS Blood & Transplant Service



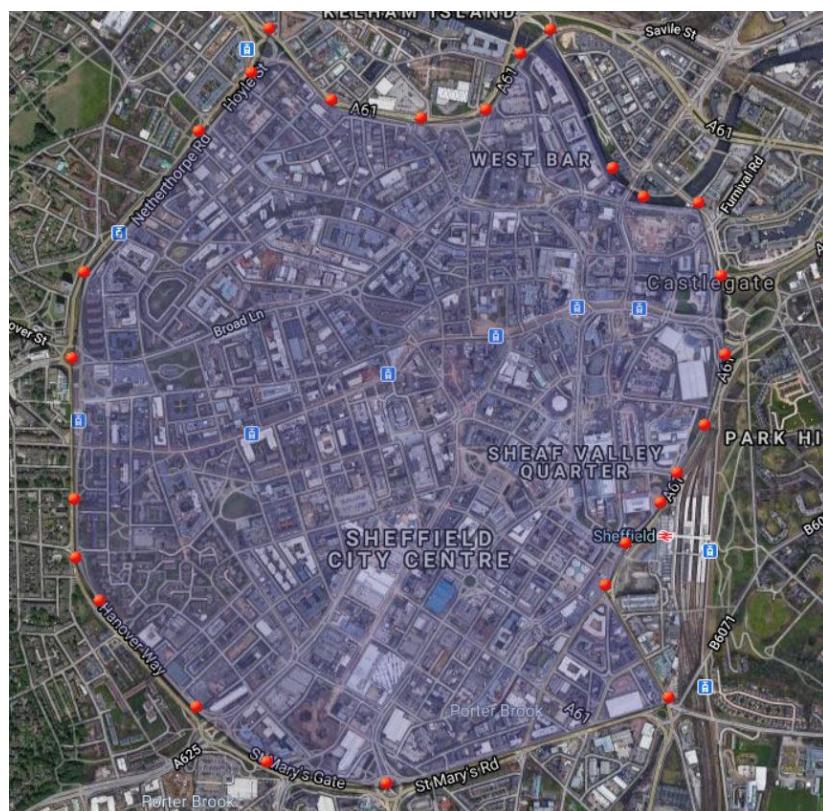
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- Sheffield Health and Social Care NHS Foundation Trust
- Sheffield's Children's Hospitals
- Sheffield NHS Teaching Hospitals Trust

Local Residents and Businesses

A key priority of the consultation was to actively engage with residents, businesses and institutions close to the City Centre scheme. A distribution area for the consultation leaflet was defined, so that nearby properties would directly receive information about the proposals and the consultation process. The identified distribution area for the consultation leaflet included approximately 14,527 addresses. The distribution area is shown in Figure 1 below.

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



Section 5: Engagement Overview

The main period of public consultation ran for just over six weeks between 26 November 2020 and 7 January 2021.

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

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

Stakeholder Webinars and Meetings

Ahead of the consultation launch, a series of three webinars were arranged to which stakeholders with a specified interest in the City Centre scheme were invited. The webinars were held online and detailed information on the proposals was provided together with the opportunity to ask questions and share any concerns. These virtual meetings were held using Zoom to comply with Covid-19 related restrictions. Permission was sought to record the

sessions to allow key points and actions to be captured, but not to share or disclose the recordings publicly, and the recordings were deleted once the meeting notes were produced.

Key groups including Economic and Business Groups, Educational Organisations, Local Service Providers and Local Interest Groups were invited to the webinars. Attendees were invited to the webinars via email, with follow-up emails and telephone calls made where no response was received. Where stakeholders were unable to attend, they were provided with the stakeholder briefing pack (see Appendix 4).

A number of briefings were also arranged with key stakeholder groups as part of pre-existing Sheffield City Council forums. **Connecting Sheffield: City Centre** was added as an agenda item at these meetings. Stakeholders engaged through direct meetings include the Green City Partnership Board, Transport 4 All and the Sheffield Bus Alliance.

Each webinar and meeting followed the same format. A presentation on **Connecting Sheffield: City Centre** was delivered followed by questions and comments, providing the opportunity for attendees to give feedback. The sessions were well-received and helped to alleviate some of the concerns expressed.

Sheffield City Council committed to continuing an open dialogue with these stakeholders and will ensure they are updated as the project progresses.

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

Stakeholder Briefing Pack

A briefing pack was produced to provide information about the City Centre proposals, an overview of the Connecting Sheffield, and the consultation programme. Copies of the briefing pack were distributed electronically on 26 November 2020 to the stakeholders identified in Section 4.

A copy of the stakeholder briefing note is provided as Appendix 4.

Consultation Leaflet

Consultation leaflets were produced by the Council directly and distributed to all residential and business properties located within the agreed distribution area of 14,527 properties, as shown in Figure 1 on Page 6.

The consultation leaflet is provided as Appendix 6.

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

Press Release

A press release was issued at the start of the consultation to major regional and local media. The press release provided introductory information about the City Centre proposals and details of the consultation period, which can be found here: <https://sheffnews.com/news/plans-to-transform-travel-in-the-city-centre-revealed>

The press release received coverage in a number of titles including The Star, Yorkshire Insider and The Business Desk.

Consultation Website

In order to ensure information on Connecting Sheffield was readily available and people could easily provide feedback on the TCF schemes, a consultation website was developed using the community engagement platform

Commonplace. The website was set up to coincide with the launch of the overarching Connecting Sheffield project, with a dedicated consultation page added for the City Centre proposals on 26 November 2020.

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

The website allowed us to:

- Present the overall project, vision and aims of the Connecting Sheffield project;
- Showcase the plans for the City Centre scheme;
- Communicate how each TCF scheme relates to the other and collectively form the overall TCF project;
- Provide the opportunity for visitors to use an interactive 'heat map' to highlight areas where they have specific concerns or would support changes;
- Encourage people to leave comments via the City Centre feedback form that are visible to others – minimising the risk of Freedom of Information requests and accusations of responses not being made public; and
- Use visualisations to illustrate how key areas of the scheme might look after the proposed work is carried out.

Images showing the appearance of the Commonplace website, including City Centre scheme page, the feedback form and interactive heatmap, are provided as Appendix 1, 2 and 3.

Methods of Receiving Feedback

Telephone Information Line

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

Email Address

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

Freepost Address

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

Section 6: Summary of Feedback Received

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

- The Freephone information line (0808 196 5105)
- The enquiries email address (info@connecting-sheffield.co.uk)
- The Freepost address (Freepost Connecting SHF)



- An interactive ‘heatmap’ on the Connecting Sheffield Commonplace website which allowed people to pin comments on the routes for each scheme: (<https://connectingsheffield.commonplace.is/proposals/provide-comments-on-our-interactive-map-about-whats-important-to-you>)
- A feedback form was included on the City Centre page of Connecting Sheffield Commonplace website: (<https://connectingsheffield.commonplace.is/proposals/city-centre-proposals>)

In total, 1,224 responses were received during the City Centre consultation. These are categorised below depending on the channels through which the feedback was given.

Table 1: Number of consultation responses received.

Consultation response received	Total
Online feedback form	949 (including comments that haven't been confirmed)*
Online interactive heatmap	239 (including comments that haven't been confirmed)*
Email	33
Freepost	1
Phone	2
Total	1,224

*'Comments that haven't been confirmed' refers to respondents who did not confirm their email address after submitting their comment, and therefore these comments have not been officially authenticated.

Section 7: City Centre Feedback Analysis

Nearly all of the feedback received as part of the **Connecting Sheffield: City Centre** consultation was collected through the City Centre feedback form and the interactive heatmap on the Connecting Sheffield website.

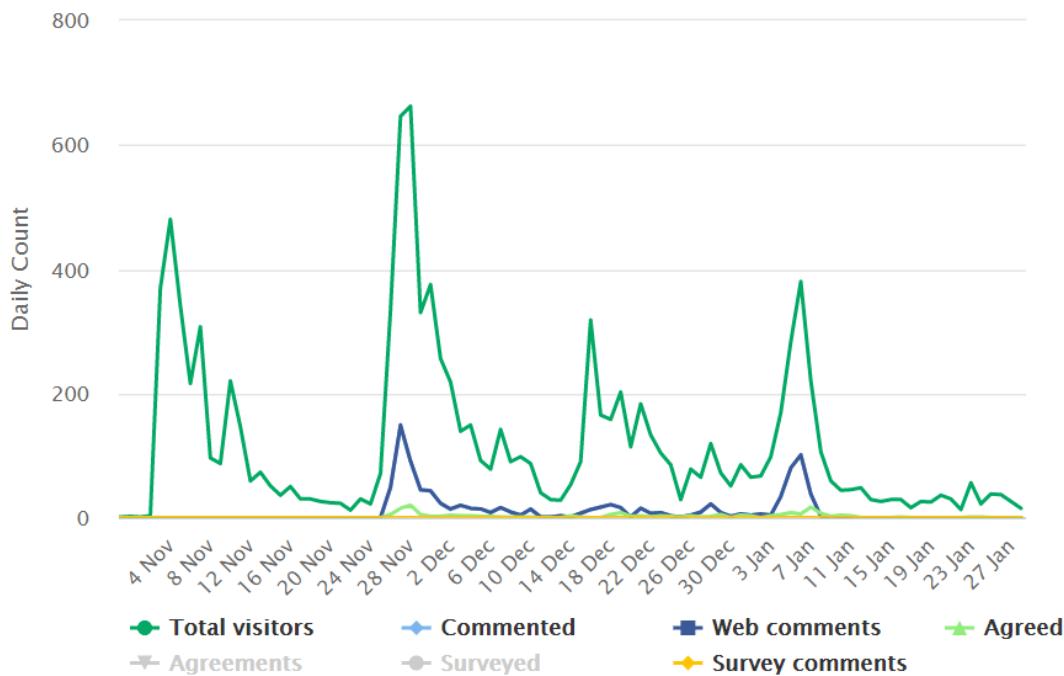
The below analysis looks closely at the feedback received through both the City Centre feedback form and interactive heatmap, as well as providing some general website statistics.

Website Statistics

Visitors to the Connecting Sheffield website

There were 7817 visitors in total to the Connecting Sheffield website between the date the website went live (6 November) and mid-January 2021, when this report was produced. The below graph shows that there was a spike in visitors on the 27 and 28 November 2020 – the two days following the **Connecting Sheffield: City Centre** scheme launch, with visitor numbers remaining strong over the Christmas break.





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

Referral website	Visitors	Responded	Subscribed
Facebook	2008	113 (6%)	3 (0%)
sheffnews.com	1360	67 (5%)	4 (0%)
Twitter	627	81 (13%)	1 (0%)
Google	440	49 (11%)	5 (1%)
lnks.gd	389	85 (22%)	0 (0%)
sheffieldforum.co.uk	230	39 (17%)	1 (0%)
com.google.android.{	121	5 (4%)	0 (0%)
nowthenmagazine.co	66	30 (45%)	0 (0%)
thestar.co.uk	58	10 (17%)	0 (0%)
nextdoor.co.uk	55	6 (11%)	0 (0%)

Responses to the City Centre Feedback Form

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

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

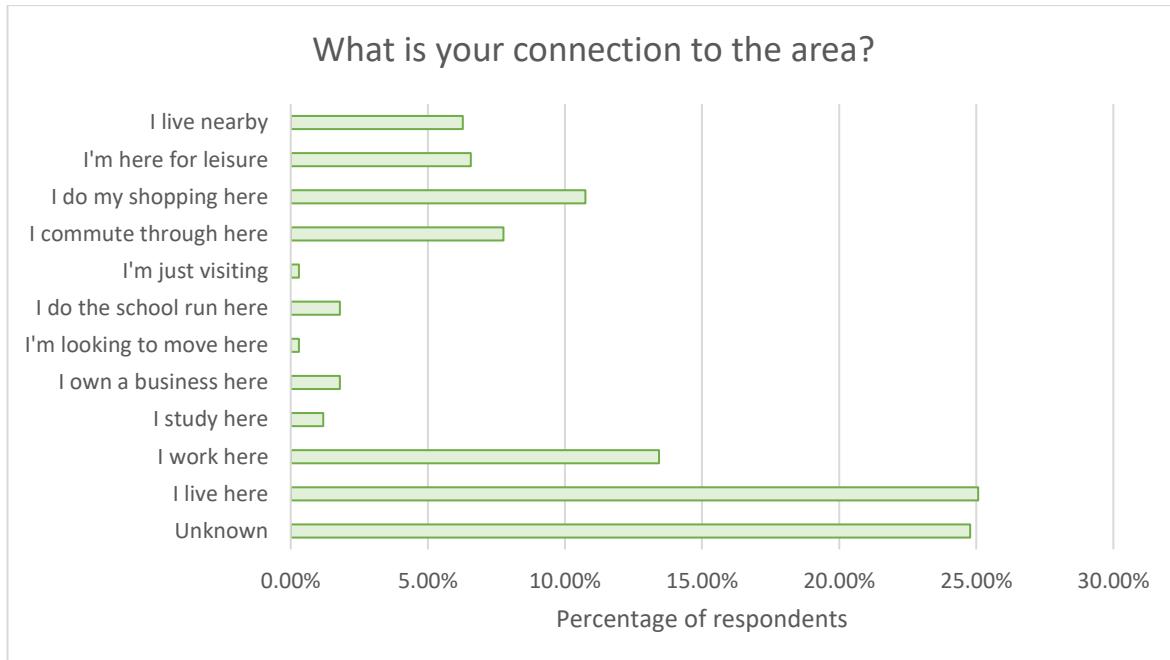
Analysis of Closed Questions

The following three questions focus on understanding the demographic of respondents. All three questions were not mandatory and therefore respondents were able to skip the questions.

The below answers are based on the 822 respondents who are classified as 'confirmed respondents' as they verified their email address to authenticate their response.

- What is your connection to the area?**

Approximately 25% of the confirmed respondents who answered this question said they lived near to the area they were commenting on (Sheffield City Centre), while a further 25% chose to skip this question and therefore did not specify their connection to the area.

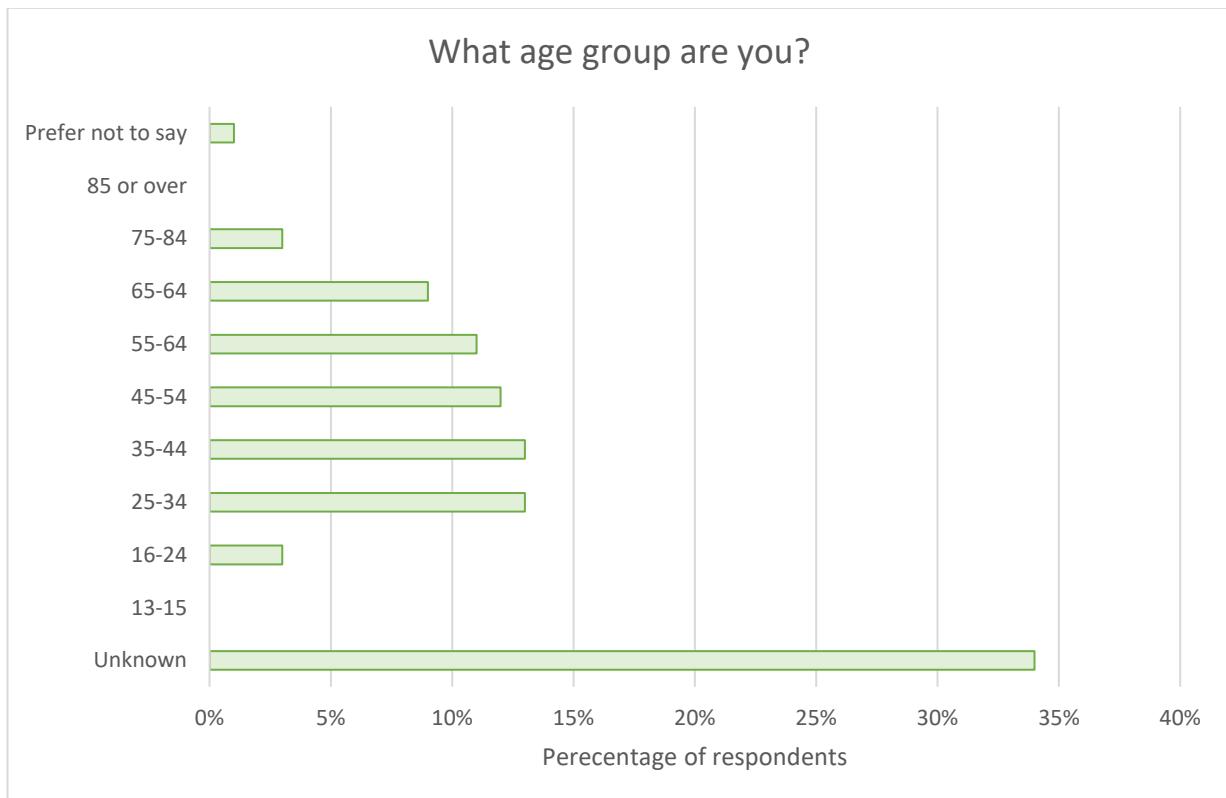


- What is your age group?**

Approximately 13% of the confirmed respondents who answered this question were aged between 25 and 34, 13% were aged between 35 and 44, while around 34% did not specify their age group.

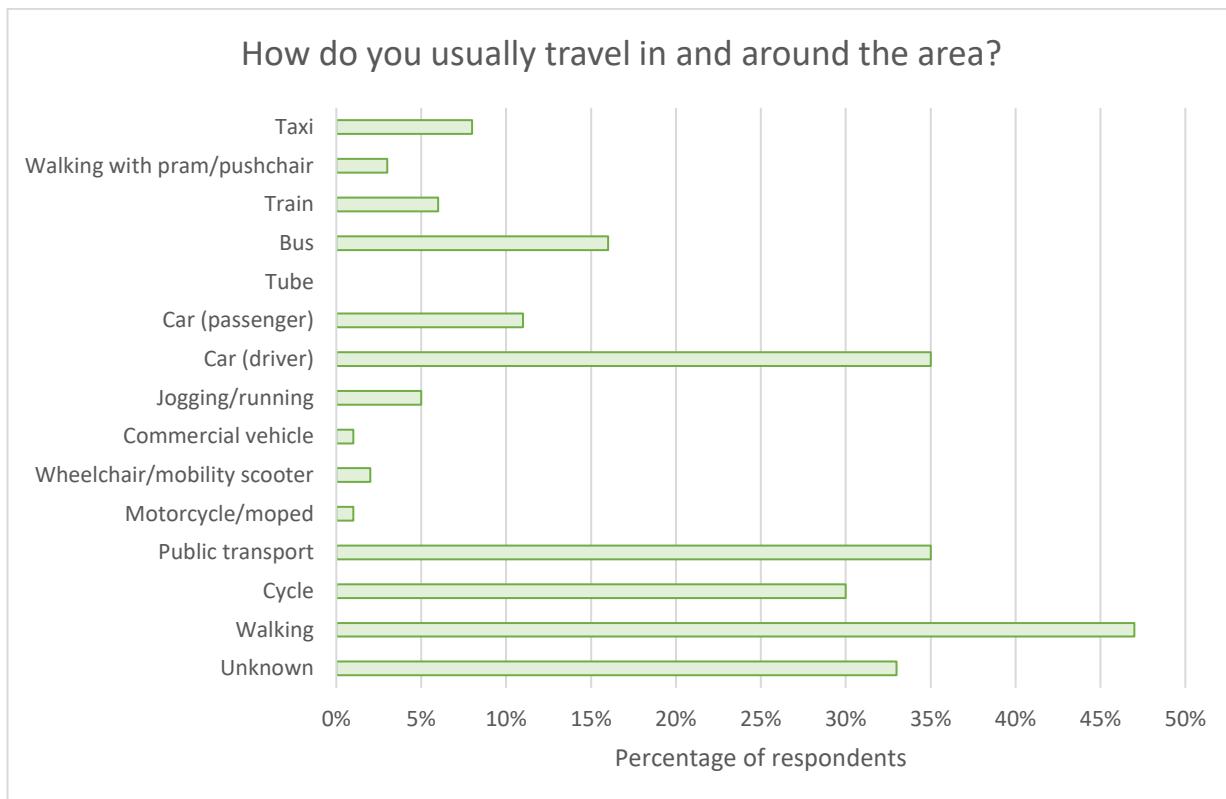


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- **How often do you usually travel in and around the area?**

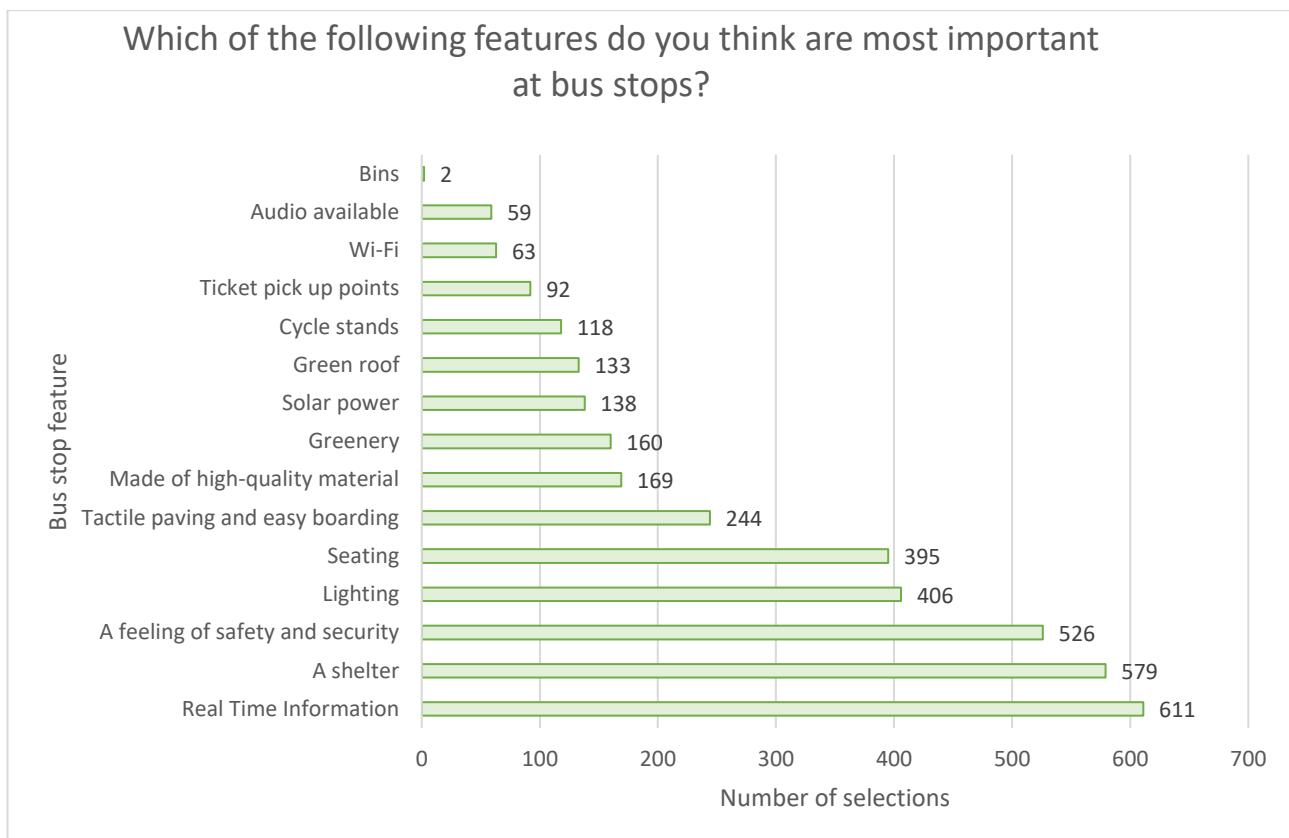
47% of the confirmed respondents who answered this question said that they usually travel in and around the area by walking, whilst 35% said they drive into and around the area:



The following graphs contain data taken from the specific questions asked to inform the ***Connecting Sheffield: City Centre*** proposals. As above, this data is based on the 822 respondents who are classified as 'confirmed respondents' as they verified their email address to authenticate their response. Please note that respondents were able to skip questions if they wished, and therefore 822 responses were not received for every question.

- **Which of the following features do you think are most important at bus stops?**

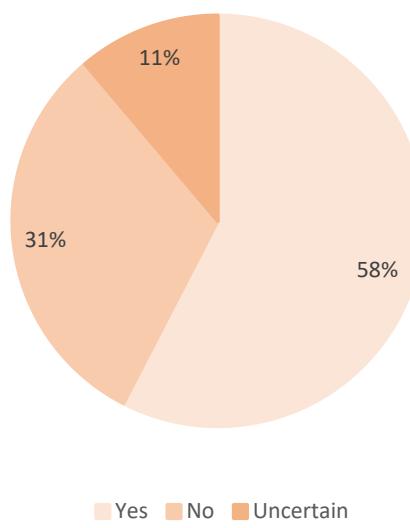
Real time information was selected 611 times by respondents as being an important feature at bus stops, while bins was selected only twice. Shelter and a feeling of safety and security were also highlighted as of high importance, with respondents selecting these options over 500 times.



- **In the future, post Covid-19, do you see yourself walking, cycling or using public transport MORE to access the city centre as a result of these proposals?**

58% of the 797 respondents who answered this question said they did see themselves walking, cycling or using public transport more to access the city centre as a result of the proposals.

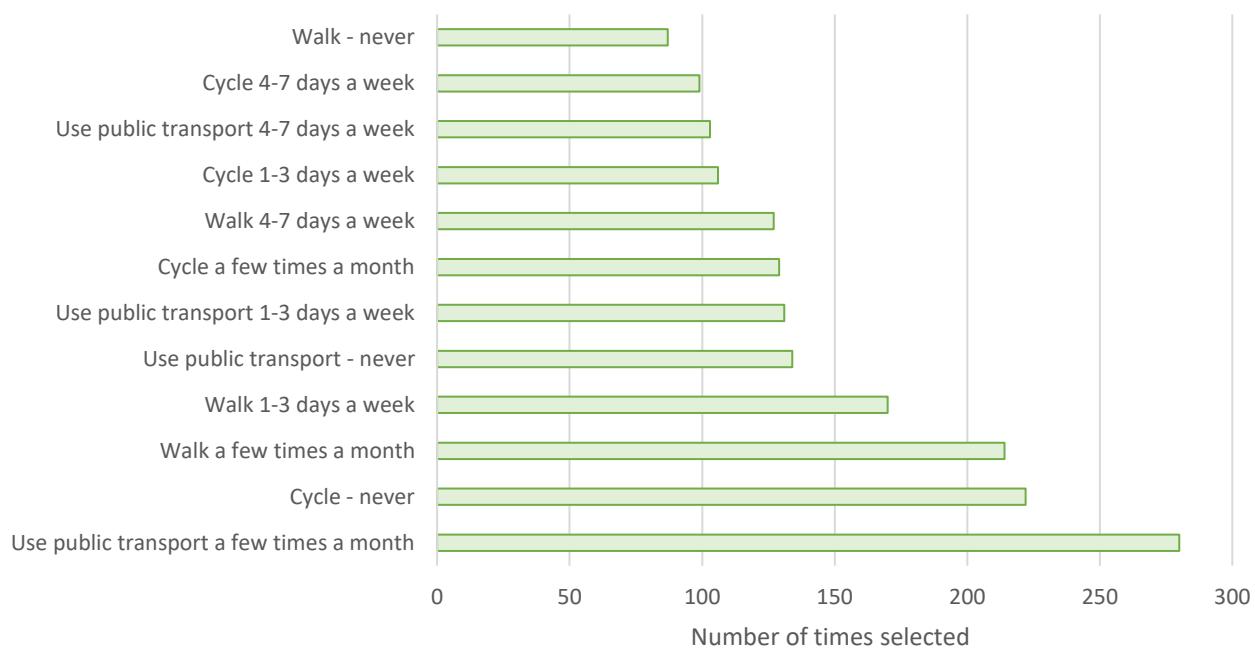
In the future, post Covid, do you see yourself walking, cycling or using public transport MORE to access the city centre as a result of these improvements?



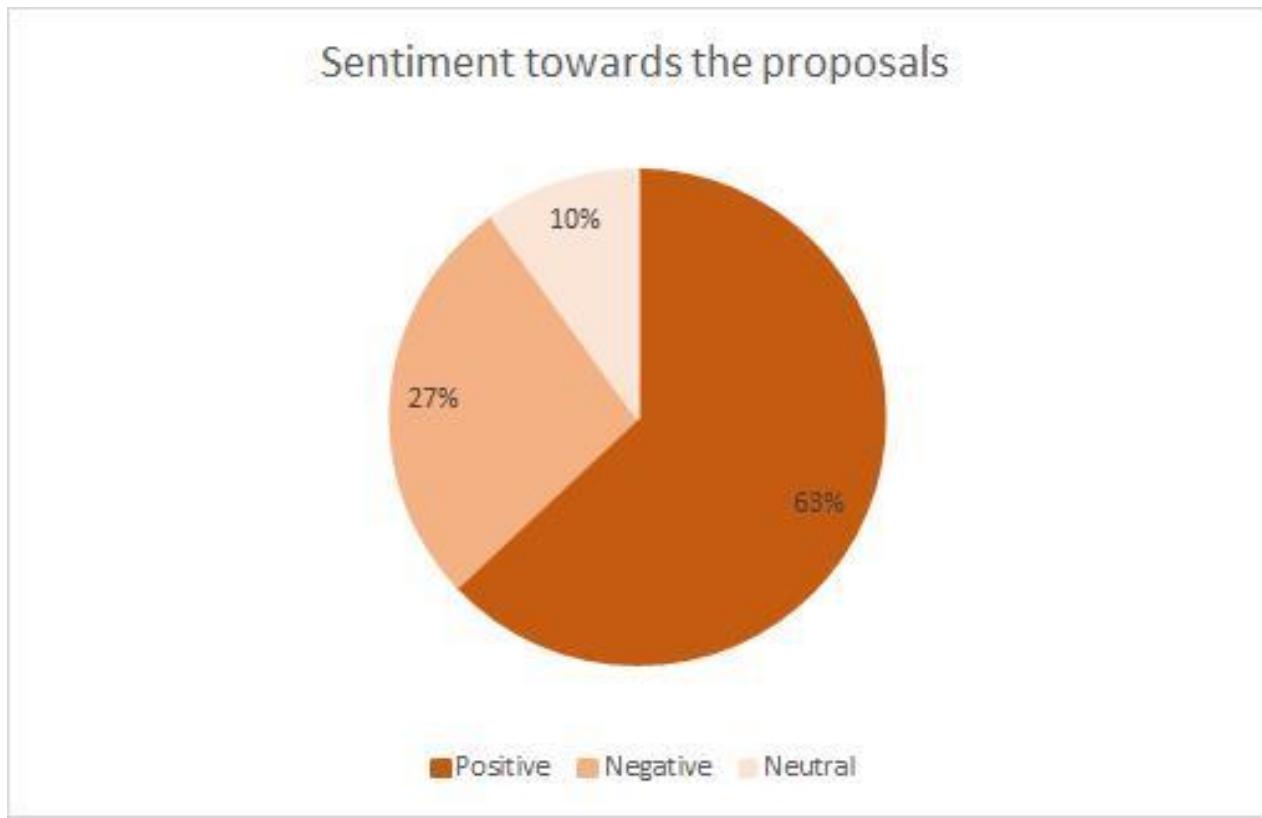
- How often do you usually travel into and around city centre via the following modes of transport?**

222 respondents said that they never travel into and around the city centre by cycling.

How often do you usually travel into and around city centre via the following modes of transport?



The below chart shows the overall sentiment towards the proposals expressed by the 822 respondents who are classified as 'confirmed respondents'. It shows that over 63% of those who completed the **Connecting Sheffield: City Centre** feedback form felt positive about the proposals.



Analysis of Open-Ended Questions

An extensive summary of the main issues raised by respondents through the open-ended questions in feedback form, which allowed respondents to elaborate on their points, as well as via phone, email and Freepost, is provided in the following table.

Topic
Comments in support of the proposals <ul style="list-style-type: none">• Positivity and praise for a well thought out scheme tackling climate change, making it safer for cyclists with better areas of public realm.• The proposals will mark Sheffield out as the Outdoor City and attract more people and investment.• Requests for the entire city centre to be pedestrianised with cycle access except for deliveries/disabled access/electric vehicles.
Suggestions included: <ul style="list-style-type: none">• Around 15 respondents requested for a free shuttle bus to circulate the centre for those with limited mobility. One request for electric trikes.

- Ensuring the centre is linked to arterial/radial active travel routes from the edges of city right into the centre.
- An affordable taxi scheme and car rentals will be needed so that people use private cars less.
- Request to foster more active and empowered communities with opportunities for better social connections and to encourage people to use active travel. Suggestion to promote Cycleboost.
- Request to ensure the latest standards are adopted for cycle and walking infrastructure.
- Using Sustrans to introduce low traffic neighbourhoods across the city using test and trial schemes.
- Comments that the proposals should go further to tackle climate change.
- Requests to learn from other cities, with request for low traffic networks as in Pontevedra, Spain, more direct cycle routes like the cycle superhighways in London, skateboard friendly plazas like those in Hull.
- Request for seating as well as short routes to taxi ranks and car parks for disabled parking.

Bus Routes

Change to bus routes

- Concern from over 80 respondents about the relocation of the bus stops and its impact on access. Some felt the changes favour cyclists at the expense of those with limited mobility. Concern the changes would negatively impact the centre.
- Complaints about the lack of warning given before the emergency measures took place last year, with requests for advanced warning of changes across a range of platforms.
- Comment that access to Fargate should be prioritised over The Moor, and that there is no shelter at the top of The Moor, or bus timetable information.

Concerns about service quality

- Calls for improvement to the quality and reliability of public transport services. One comment that bus services should be returned to public ownership.
- Comment that services aren't coordinated with each other or trams/trains.
- Comments that better use should be made of the interchange and one comment that all buses should stop near The Moor.
- Concern that routes should be addressed across the whole city. Request to improve routes from the South West of the city to train station.
- Request that buses accommodate cycles and are wheelchair and pushchair friendly in design. Request to upgrade buses so they are more environmentally friendly.
- Request for subsidies on tickets/free city-wide travel.

Arundel Gate

- Concerns about connectivity between Castle Market and The Moor.
- Quite a lot of concern that the changes will result in traffic, pollution and accidents on the ring road, near the train station and on Arundel Gate itself.



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- Request to improve the crossings.
- Concern those with limited mobility will struggle to walk to/from Arundel Gate.
- Comment that it would be better to link to the train station.
- Concern that the removal of the roundabout will make it difficult for buses and lorries to pass each other, which will cause huge delays. Concern that access into the NCP on Charles Street will be difficult.
- Request to remove the tarmac extensions to the pavement by the bus stops (*assumed related to Covid-19 emergency measures although not confirmed*).
- Comments about Arundel Gate/Eyre Street feeling unsafe to walk through at night.
- Comment that Arundel Gate and Eyre Street should remain a through-road for car and delivery traffic.
- Request for better access to Arundel Gate/Flat Street from the city centre with a safe, well-lit walking route.
- Concern over whether the changes on Arundel Gate do enough to remove car traffic and increase safety and space for buses.
- Request to keep the Five Rivers sculpture on Arundel Gate.

Leopold Street/Pinstone Street

- Requests to reopen Pinstone Street to two-way traffic with a right turn onto Furnival Gate for buses. Comment that two-way traffic is needed for deliveries as well as access to John Lewis car park.
- Concern that easy access by bus is essential for Fargate businesses.
- Concern about safety if having to walk further, and that the route from Rockingham Street is unpleasant. A number of comments requesting safe and attractive walking routes between the bus stops and the shops.
- Concern that Rockingham Street is too narrow for lots of buses.
- Concern about the route from Rockingham Street and whether there will be a lot of junctions to navigate, slowing down journeys.
- One respondent (a bus driver) made a strong request for the road surfaces to be improved on Rockingham Street.
- Request for a bus stop near the old Redgates department store on Furnival Gate to mitigate the loss of Pinstone Street stops.
- Suggestion that instead of the proposed changes, there should be bus and taxi-only lanes in the city centre.

Ecclesall Road area

- Request for improvements to bus lanes on Ecclesall Road and Abbeydale Road, with bus lane width, hours of operation and enforcement needing attention. Request to ban some right turns to maintain traffic flow.

General suggestions



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- Request to route the Supertram through the underpass (*clarity not provided regarding which underpass*)
- Requests for map of proposed bus routes.
- Several requests to put the buses back to how they'd been previously.
- Comment that buses should be able to turn right at Moorhead into Charter Row with an all-ways pedestrian phase incorporated into the traffic light sequence, which would also let people cross diagonally.
- Request for bus gate traffic lights to hold back cars and give buses priority before roads narrow or approach junctions.
- Comment asking whether there will be bus lane cameras "like the one at the bottom of Glossop Road". The respondent said it meant they had to make a detour to get to park.
- Request for the 75/76 service to run up High Street, turn left into Rockingham Street and then on to The Moor. Request for a bus from the top of the Moor that goes up to S10.
- Request for better connectivity to Abbeydale Road, including bus routes, and cycle/pedestrian routes.
- Request for a corridor approach is to ensure customer benefits are maximised throughout the route.
- Concern that there should be sufficient road space for buses to increase safety. Request for bus priority at key points of the city highway network.
- Request to consider coaches within the proposals. Concern that there is a lack of suitable drop-off points, coach parking and general coach facilities.

Bus Stops

Suggested improvements

There were a number of requests for:

- High-quality shelters
- Ticket machines at the stops
- Real time information on bus stops
- Seating – especially for disabled people
- Lighting
- Safe and pleasant environment
- Age-friendly features
- Request for it to be clear where to catch buses for different destinations.

General comments

- Comment that fewer stops were required as people are not using them.

Leopold Street/Pinstone Street

Over 80 respondents felt strongly that buses should still have access to this area of the city centre.

Specific reasons included:

- No one using cycle lane on Pinstone Street so not needed.
- Unable to walk or cycle so cannot access city centre if buses move, can't walk with heavy bags.



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- Some said they wouldn't visit the centre now because of the changes.

Arundel Gate

- Concern about the distance from the stops for the elderly/disabled.
- Concern about safety and not wanting to use Norfolk Street or Chapel Walk late at night. Requests for improved walking routes and lighting.
- Requests for all stops to have shelters, seating and timetables listed, especially for the elderly.
- Concern that there are insufficient stops for northbound buses.
- Request for improvements for southbound buses – comment that the temporary bus stop locations and facilities on Arundel Gate do not work.
- One respondent suggested closing Arundel Gate in both directions to traffic to improve bus reliability, and widening the Flat Street side of the road to offer similar facilities as the Crucible side.
- Comment that closing Arundel Gate is a bad idea. A number of suggestions to instead have a bus gate heading in the opposite direction.
- Concern that removing the roundabout on Arundel Gate will result in people not being able to access car parks and businesses near Howden House.
- Request for better bus stops at Arundel Gate and on The Moor, as they are cold, exposed and unsafe.
- One request for a bus stop outside Millennium Galleries.

Bus Hub/Rockingham Street

- Concerns that the Rockingham Street stops are too far from the city centre.
- Request for stops on both sides of the road.
- Request for buses to turn left into Rockingham Street from West Street
- Request for Rockingham Street to be resurfaced before the scheme starts.
- Request for good facilities – shelter, seating, information, lighting.
- Request for safe, pleasant walking routes from the hub to the shops.

Furnival Gate

- Request for pedestrian improvements along Surrey Street and Norfolk Street by the library if the stops are moved.
- There was a request for plenty of stops on Furnival Gate with shelters and real time information.
- Request for bus stop near the end of Union Street.
- Concern from a bus driver that the removal of the Furnival Gate roundabout will remove the U-turn facility that is available if roads are closed, or used for services like the 51 for driver changeovers.
- Comment that the pocket park at Furnival Square looks poor and will attract anti-social behaviour. A number of requests to leave Furnival Square as it is.



**counter
context**

Castlegate/Fargate

- Question about access to Castlegate and Fargate post-changes, and if Castlegate will still be a bus hub. Request for improvements to the landscaping close to Castle Square.

Charles Street

- Request for bigger bus stop laybys close to Charles Street as a new major route for buses to enable passing.

Other items relating to buses

- Request for audio and a screen showing next stop on all buses for those with visual or audio impairments.
- Request for litter bins at bus stops.
- Request for buses to link better to the tram services.
- Comments that the Council needs to ensure bus companies are honest.
- Comment that buses are expensive. Concern that the hubs are only for high volume services like the 120 and 52.
- Concern that proposed cycling routes should not obstruct flow of buses.
- Request for a bus stop on Abbey Lane for the 218 bus, close to the entrance to Whirlowdale Park estate and the Rising Sun pub.
- Comment that buses could turn right from Pinstone Street onto Furnival Gate to avoid the congestion that develops at Furnival Square.

Car Parking

Concern about car parking provision

- Many concerns that parking within the centre is inadequate and too expensive. Requests for parking to be prioritised.
- Requests for free parking or low-cost car parking for the first two hours to encourage people to shop.
- Request to maintain reasonably priced parking on the edges of the city.
- Comment that the elderly can't get as close to shops etc as disabled people as they don't have blue badges.
- Concern that disabled on street parking and spaces in car parks will be scrapped. Comment that multi-storeys are unmanned and hard to get around.
- Concern about the removal of free car parking spaces on Cambridge Street for those who are disabled.
- Request for disabled parking outside Botanical Gardens.
- Request for free NHS parking spots.
- Request for signs to direct people to parking.



**counter
context**

- Concern that there won't be any provision for short term stays or disabled parking. Concern that those working outside of public transport times need to use cars.
- Concern from a wedding bus hire business that access to weddings at the town hall will be stopped.

Support for reduced car parking

- A couple of requests to gradually make city centre parking more expensive or remove spaces to encourage changes in behaviour regarding travel.
- Request to enforce parking restrictions with zero tolerance for pavement parking.

Access to Q-Park on Charles Street

- Concerns about access to Q-Park on Charles Street. Some felt that the Arundel Gate roundabout removal was unnecessary. Suggestion that if it is removed, traffic should turn right onto Union Street to access the car park.

Surrey Street

- Request for cycle routes to be redirected away from Surrey Street to create a European feel with bars and cafes on the street. Concern that the current cycle lane is dangerous.
- Complaint that to get onto Norfolk Street from Arundel Gate, you have to weave in and out of buses.
- Comment that Surrey Street needs to be levelled out as curbs are a hazard.
- Concern from businesses on Surrey Street that stopping vehicle access will impact business. Concern about deliveries.
- Request for herringbone 45-degree parking to provide spaces. Request to provide short stay at an affordable rate.
- Concern from Surrey Street businesses regarding the use of the parking permits for essential workers.

Clean Air Zone

- A few requests to implement a clean air zone/vehicle congestion charge for everyone except essential users.
- Request to stop rat running and air pollution on streets outside schools close to the inner ring road.

Crossings

- A number of comments that crossings are cycling focussed and that pedestrians should take priority. A few requests that crossing points give priority to cyclists and pedestrians. Request for cyclist priority at junctions.
- Concern that the distinctions between cyclists and pedestrians are not clear.
- Comment that there are lots of road crossings in other areas of Sheffield with no pedestrian access, and a lack of dropped kerbs.
- Concern regarding car parking on roads, as it makes it difficult for people with babies or wheelchairs to get past.
- Concern about too many crossing points for cyclists, and they have priority over side roads/entrances.
- Comment that it should be a green light for bicycles and pedestrians, with cars and buses let through when safe.



**counter
context**

- Request for dual carriageway crossings to be organised so that people cross in one instead of waiting in the middle.

Cycling Routes

General comments

- Around 20 requests to properly segregate cycle lanes from traffic, especially on contraflow lanes and requests to also ensure cyclists are segregated from pedestrians. Comment that this will also stop cars from parking on cycleways.
- Request to include more progressive cycling imagery. Request that cycle lanes are wide enough for non-standard cycles.
- Requests for stronger messaging to discourage people from using cars.
- Request for E-Bikes for those who need them.
- Concern that the new routes will only work if infrastructure from the suburbs is connected and upgraded. Ecclesall Road, London Road, Bramall Lane and Hillsborough were mentioned as being unsafe. Navigating trams tracks on Infirmary Road also mentioned.
- Request for through routes to travel from one area of the city to the other. Comment that the design of routes should be high-quality.
- Some respondents said they have no desire for more cycle lanes, comments that people don't make use of them.
- Concerns that people will not be able to carry their shopping on cycles.
- Request for cycles to be allowed onto trams when there is room.
- Request that cyclists pay road tax.
- Requests that cycleways avoid cobbles. One respondent asked for smooth "road quality" tarmac instead of paving.
- One respondent suggested that the triangle of land for pedestrians at the Millennium Galleries road crossing be swapped to cyclists giving the pavement space to pedestrians, reducing conflict points at a bottleneck.
- Concern about multiple traffic lights at the junctions between Arundel Gate and Charles Street, and between Pinstone Street and Furnival Gate.
- A suggestion was made for ramps onto and off pavements so cyclists can legally bypass pedestrian crossings.
- Requests for clear signposting and education on cycle routes. Request for information boards and 'blue destination' signposts.
- One respondent requested cycle lanes to reflect those in Montreal.
- Concern that the new routes don't allow cyclists to turn off down little side roads if they want to avoid other commuters.

Safety

- Concern about tram tracks and safety.



**counter
context**

- Concern over crossings of cycle lanes with pedestrian walkways.
- Concern about narrow roads with car drivers who suddenly open their doors.
- Concern that some cycle lanes across the city will suddenly disappear once they reach outer-city areas.
- Request to give cyclists priority for setting off ahead of cars.
- Request for proper enforcement of cycling and pedestrian only routes, with cycleways a uniform colour.
- Request for cycle routes to be away from routes often used by pedestrians – especially a problem behind The Light.
- Request to ensure cyclists use the streets safely and respect other users.
- Request for an enforced 20mph limit in residential areas for cyclists.
- Concern regarding the use of low edge kerbing on routes which is not easily visible.
- Concern that by narrowing streets and making cyclists use a two-way cycle lane on one side of the road, cyclists are forced to cross traffic to ride along cycle routes, which is dangerous.

Space

- Request for cycleways from St Paul's Place to Furnival Gate and along Leopold Street to be the same size and quality as others to avoid problems as cycle traffic increases.
- Concern about pedestrians and cyclists competing for space, request to have one phase of lights that stops all road traffic and allows cyclists and pedestrians free movement across the junction in all directions.
- Concern that Barkers Pool is difficult to navigate.

Traffic

The respondents were concerned about the amount of traffic on the outskirts of the city centre.

Suggestions included:

- Controlling car and cycle speeds within the city centre and having clear road signage showing pedestrians and cyclists always have the right of way.
- Remove traffic lights for cyclists on Arundel Gate as there are too many and they will end up using the road.

Infrastructure

- Comment that cycle routes are not the fastest way to commute, due to pedestrians and streetscapes that reduce sightlines - which is why cyclists use roads.
- Concern that numerous crossings add to journey length.
- Comment that cycle lanes suddenly stop or tram stops “jut out” into them.
- Requests for better provision to carry cycles onto trains.



**counter
context**

- One respondent asked why the pedestrian crossing on Eyre Street is closer to the junction than the cycle crossing. They suggested that switching them around would remove the need for a cycle lane crossing on the south side.
- One respondent wanted to use a cargo bike for business and asked for bollard spacing and bends in cycle lanes to accommodate large load cargo bikes.
- Request to be able to rent cycles.
- Request to fix tow path from Attercliffe to Sheffield as currently unsafe.
- Comment that the funding should be spent on traffic signals at the inner ring road roundabouts, rather than the "hold-back" signals currently installed, to improve flow and safety.

Routes

A few respondents made specific comments on some of the routes:

- Concern that the Pinstone Street cycleway runs past Cambridge Street and Cross Burgess Street but has no connection to these roads, whilst the rest of the network seems to have regular offshoots or side roads.
- Concern that cyclists heading north on Pinstone Street will need to join traffic. Request for a cyclist priority here, narrowing the lane to avoid overtakes.
- The Access Liaison Group (ALG) have requested a permanent 'City Centre Circular' bus route to connect along parallel routes to the areas which are no longer served and runs at least 7am-7pm.
- Request for Cambridge Street route.
- Concern that people coming from Furnival Street, Matilda Way, Union Street and part of Charles Street have to cycle on the road and there are no dropped kerbs for them.
- One respondent asked whether the contraflow bike entrance on Union Street/Furnival Gate is being removed.
- Concern that the cycle path around Furnival Gate looks confusing with lots of potential starting and stopping.
- Concern that the Pinstone street cycleway be reduced to a single southbound bike lane with cycles going north on the road.
- Concern that at minor road junctions such as Eyre Lane and Union Street it is unclear who gets priority.
- Question around plans for Eyre Street in the direction of Decathlon, and whether cyclists will emerge straight onto this road with other traffic. Suggestion to instead create a route via Eyre Lane as it has priority crossings across Matilda Street, Earl Street etc.
- Concern that there is no value in the cycle lane crossing to a small triangle of land by Howard Square.
- Comment that Trippet Lane "leaves a lot to be desired" and request to specifically consult cyclists.
- Comment that some of the Kelham junctions with the A61 from Hillsborough do not have pedestrian crossings for those using the cycle lane, meaning a lot of cyclists use the road.
- Request for a safer route from Meersbrook/Heeley through Chesterfield Road and Queen's Road.



- Concern that the cycle lane at the junction of Barkers Pool and Pinstone Street is excessively “wiggly” making it difficult for cycles to navigate, particularly cargo bikes.
- Requests for the cycle route to be extended up to Chapeltown/High Green. Request for a cycle route separate from the road.
- Comment that the current extended outer cycle way may be essentially defunct because the road is easier.
- A general feeling that people were concerned about safely accessing the centre. Requests for a safer route from West side of Sheffield, and also to Meadowhall from the centre. Queens Road and the junction of Rutland Road and Penistone Road mentioned as being dangerous. Request for improvement to cycleways between Meersbrook, Heeley, Nether Edge and the centre.
- Suggestion to replace Arundel Gate/Furnival Square roundabout with a single lane Dutch-style roundabout as it would be easier for motor and cycle traffic to U-turn.
- Request for cycle lanes to be as straight as possible, running parallel to roads, rather than meandering unnecessarily.
- Request for access to be maintained at all points of access on the periphery of the Central Business District.
- Request for a clearly marked cycle path down the centre of Fargate.
- Request for a large cycle lane for Arundel Gate, rather than the weaving cycle path through pedestrian pavements as proposed.
- Comment that more thought needs to be given to cycling routes along Rockingham Street.
- Concern that the cycle route on Leopold Street is a contraflow, leading into motor traffic.
- Concern about the cycle way endings on Matilda Street and Eyre Street, as it's not clear where cyclists should go next.
- Concern about the cycleway on Furnival Street sharing space with pedestrians.

Cycle Parking

- Around 20 respondents requested more cycle storage/parking.
- Respondents felt that cycle storage should be provided right throughout the centre and should be sheltered, well lit, secure, staffed and with cameras that work at night. Request to consult cycle groups on the locations for storage.
- One request for “Sheffield stands” or the “new green and pink stands”.
- Request that the hubs have facilities for electric and adapted cycles.

Accessibility

There were over 60 references to issues with accessibility.

The key concerns were:

- Long distance to walk for elderly/disabled from bus/parking/disabled parking to shops/theatres/library/banks.



**counter
context**

- Request for map showing where disabled parking will be available. Concern that there is limited provision for disabled vehicles.
- Request for it to be easier for people to get from The Moor to Fargate.
- Request for tactile pavement with orientation, and discussions on the safety of pedestrians unable to see/hear cyclists when crossing.
- Request that the Sensory Impairment Team (SCC) and Sheffield Royal Society for the Blind be consulted.
- Request from the Access Liaison Group for all disabled people to be informed of the changes a month in advance so they are able to adjust to changes. Particularly those who are visually impaired, people with learning difficulties, anxiety or communication problems.
- Concern about city centre residents who need a car and concern over provision of toilets in the centre as people will not be able to pop in and out as easily.
- Concern about disabled access to John Lewis and car parking spaces on Cambridge Street.
- Concern about the disrepair of pavements and kerbs impacting the disabled.
- Request for alternative access route to John Lewis car park, freeing up space for buses and pedestrians/cyclists.
- Request to provide alternative car park provision for John Lewis and NCP Arundel Gate as the reduction in car parking would adversely affect blue badge holders.
- According to the Access Liaison Group, the cobbles on Arundel Gate are a particular issue for disabled people and they are very concerned given the enhanced role of Arundel Gate in public transport plans.
- The Access Liaison Group would also like a ramp solution to link Esperanto Place to Arundel Gate and make this direct route more accessible to all.
- Request from the Access Liaison Group to make all spaces on Surrey Street blue badge to make up for the losses on Pinstone Street.
- One disabled respondent said that they swim at St Paul's hotel on Surrey Street and rely on the sessions for physical and mental wellbeing, but currently finds it difficult to access this area due to the bus stops on Pinstone Street being removed. This was echoed by the Access Liaison Group.
- Complaint from a respondent who had been promised that the Equality Impact Assessment would be updated to reflect their views, but that this hadn't been done.
- A huge amount of concern that disabled people will become isolated as a result of the changes and struggle mentally.
- Request from the Access Liaison Group that the spaces filled in on Division Street to assist with social distancing is removed and made blue badge spaces.
- Comments from wheelchair users regarding access barriers such as no dropped kerbs, hills and blocked pavements and accessing taxis.
- Request for specific consultations with the disabled, particularly to discuss where the disabled community would like blue badge parking spaces.
- Request for wheelchair hire and assistance points.



**counter
context**

- One respondent said they would be prevented from using their electric scooter under the new proposals.
- The Access Liaison Group have requested that assessment of crossfall and dropped curbs is done with volunteers who can aid understanding of the problem.

Footpaths

- Some requests to prioritise pedestrians over cyclists, with some areas pedestrian only. Some comments that there are too many cycle routes. Concerns about cyclists going too fast.
- Request for a moving walkway from the train station into the city centre.

Outer City Connectivity

- Lots of requests for safe active travel routes into the city centre. Requests to link the scheme to other schemes in outlying areas.
- Some respondents said they wouldn't be visiting the city centre at all due to working from home now.
- Concerns about how the proposals will connect suburbs to each other.
- Request for cycle route to be extended out towards Dore.
- Request to provide a route beside the parkway to Park Square.
- Request to make some streets in Nether Edge one way or a dead end. Comment that parking should be more restricted in residential areas.
- A number of concerns relating to the current unconnected public transport links including train, tram and bus.
- Requests for park and ride facilities.
- Request for traffic lights or priority for buses at the Waitrose roundabout (St Mary's Gate).
- Request to stop cars from parking in bus lanes at any time.
- Request for a connection by bus or tram from Meadowhall to Norton/Greenhill during the day, as the hourly bus does not allow people from Greenhill/Halsall /Littlewood/Bowdon Estate to access the shopping centre at Norton/Meadowhead or Graves gym without taking a long round trip.

Hospital/Broomhill

- Request for better cycling/walking facilities from the centre to Broomhill.

Nether Edge/South Sheffield/Ecclesall Road

- Requests for improved cycle routes and access along Abbeydale Road, Ecclesall Road, Woodseats, through Sharrow, Nether Edge, Meersbrook and Heeley.
- Concerns about sharing the road with cars along these routes, as well as the underpass at the end of London Road.
- One respondent felt the proposals were too South West Sheffield focused.
- Comment that travelling around Woodseats is difficult because of changes that have been made, and that Abbeydale Road is also problematic.
- Request for buses between train station and Abbeydale Road.



**counter
context**

- Request for the 75/76/97/98 stop to be reinstalled outside the Novotel.

Stocksbridge/Middlewood/Penistone Road

- Concern about accessing the centre from Stocksbridge now the proposed rail link reinstatement has been rejected and new homes are planned.
- Request to improve the quality of Penistone Road for cycling.

Crystal Peaks

- Request for a route from Crystal Peaks for cyclists into the city centre.

Hillsborough/Northern General

- Comment that there is no reliable transport between Hillsborough and the Northern General.

Bramall Lane

- Concern the proposals will worsen traffic around football matches.

Safety

- Requests to prioritise segregated cycle paths from the city centre to local neighbourhoods. Some said they would cycle if they felt safer. Pinstone Street mentioned as being particularly dangerous.

Public Realm

General comments

- Concern about safety after dark, with rough sleepers and drug addicts.
- Positive comments about the additional green space, comment that it will reduce flooding.
- Request for a green gateway to the city from the train station and request for more greenery and flowers than currently proposed.

Suggestions for the public realm

- Request to incorporate SuDs.
- Request for edible plants, fruit and nut trees. Comment that it should be supportive of wildlife.
- Request for improvement to Fargate with improved paving and greenery and that Town Hall Square is big enough for major events such as markets and democratic rallies.
- Requests for more rooftop greenery and more grassy areas to sit on.
- Request for a water feature for the top of Fargate.
- Request to pedestrianise more of the city centre and change car parking spaces to green space and parklets.
- Request for covered areas over pedestrian areas and walkways, such as across the middle of the Moor or Fargate to encourage outdoor cafes.
- Request for improved street signage and removal of graffiti as well as anti-pavement parking bollards or gates.



**counter
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- Request that green spaces are fully accessible with cycle parking facilities for all abilities. Outlets should be encouraged to promote and signpost charging points for electric bikes. Request for seating for older people and those with disabilities.

Concerns regarding the public realm

- Concern there is a lot of additional concrete but not greenery.
- Comments that the new green spaces must have sufficient budget to ensure a high standard of maintenance. Concern that unmaintained green spaces can become overgrown and full of litter with rat issues.
- Request that there should be consequences for littering and anti-social behaviour. Comment that fast food outlets should be held responsible for their waste, with request for the use of plastic free packaging.
- Comment about leaves being a slip hazard, tree roots interfering with underground services, trees attracting more pigeons, litter attracting rats, increased levels of rainfall and leaf blockages causing floods.
- Request to remove planting and seating. Comment that Leeds is nicer.
- Comment that the Grey to Green scheme is not suitable for the centre and people need to get around without navigating flowerbeds.

Residential Access

- Concern about access to residential buildings on Pinstone Street and Rockingham Street.

Servicing & Deliveries

- Concerns that the proposals would cut off delivery access points particularly to Rockingham Street, Surrey Street, Millennium Galleries, Charles Street and Pinstone Street.
- Concern over deliveries for small businesses — staff would have to work long hours to ensure stock is received. Suggestion to look at flexible times for city centre deliveries, as in Nottingham.
- Request for last-mile delivery paths. Suggestion for hub with E-Bikes.

Taxi Ranks

- Request for central taxi ranks similar to Barker's Pool and Leopold Street now, but with less taxis.

Traffic

- Concerns from over 100 respondents referenced that the changes will lengthen car journeys and traffic, leading to more fuel use and pollution.
- Concern about the impact on through routes from North to South and East to West and vice versa.
- One request for all roads to be single carriageway and 20mph.
- Requests for e-car charging points.
- Request for smart traffic infrastructure to monitor traffic flow and change light sequencing to meet the need.
- Concern about access to the O2 Academy on Arundel Gate.
- Request for tighter cornering at the Charles Street junction to slow vehicles down and increase cycle safety. Request for tighter, perpendicular junction at Furnival Square.



**counter
context**

Trams
<ul style="list-style-type: none"> • 14 comments regarding trams were submitted. • Request to extend the tram network across the city, comment that the A61 and A621 would be ideal for this. • Request to free up the roads from the “tram first” mentality. Suggestion for a mini-tram. • Request to make the tram more up-to-date, cleaner, more comfortable, ‘greener’, reliable, and frequent. • Concern that the trams don’t stop near The Moor, and a request for a tram to service Abbeydale Road. • Concern that the tram has not been included in the plans. A couple of suggestions that the tram network should be extended to Totley, Fulwood, Meadowhead and Firth Park. Suggestion to use Pinstone Street and The Moor as routes for trams running to the South and West of the city.
Trees
<ul style="list-style-type: none"> • 14 comments on trees were submitted. • Request for native species of trees to be used, and trees in line with the new Sheffield Street Tree Strategy. Request for trees to have regular watering, protection from salt in cold weather, and no glyphosate spraying. • Concern that new trees may obstruct sightlines for cyclists at crossings.
Walking Routes
<ul style="list-style-type: none"> • Requests that the best practice guidelines be followed for walking and cycling infrastructure. Request for someone to walk the routes to identify changes that would increase footfall in the city centre. • Request for a better connection from the train station into the centre. • Requests for the area around Moore Street subways/roundabout to be looked at with flooding issues addressed. • Suggestion that the inclusion of wider, planted paths and better crossings will make less of a barrier to the city centre. • A couple of respondents who felt that the increase in cyclists would make it unsafe for pedestrians. • Comment that walking is more sociable and accessible for some, but that the topography of Sheffield limits the accessibility of some routes to the city. Request for more seating and public toilets to make walking routes more accessible for everyone. Request that walking routes are safe and secure for women using them. • Request to link walking routes to the Trans Pennine Trail. Request for investment into the Trans Pennine Trail network. See full submission from TPT for more details.
Inequality
<ul style="list-style-type: none"> • Comment that inequalities should be considered, included health inequality, to ensure the plans benefit everyone. Concern that cycling is limited to a certain demographic with women and ethnic minorities underrepresented. • Requests for an effective Equality Impact Assessment. • Concern regarding the constraints of the Transforming Cities Fund which limit the extent of the improvements. Request that future funding addresses the areas of the city most in need of cleaner air rather than the areas that provide the best return on investment.



**counter
context**

- Concern that changes will leave some areas further behind economically. Request that the Council finds funding from some alternative sources to the government to address this.
- Request that local job opportunities and training are provided.

General comments

There was a significant number of respondents (29% of the total respondents), who expressed their dislike for the proposals.

Their reasons included:

- Concern that lessons haven't been learned from the adverse public reaction to the Shalesmoor scheme.
- Concern that the proposals will negatively impact the city and are a waste of money. Request to instead give the money to local businesses or local communities. Concern that the city centre will be divided in two, affecting the elderly and families.
- A feeling that the Council only cares about cyclists and those living in the centre. Concern that shopping cannot be carried on bikes and that larger items cannot be carried on buses - driving more people to Meadowhall. Comments that people won't cycle due to weather and hills.
- Concern the scheme is too "cheap".
- Concerns Covid-19 has been used to push through the scheme, and the scheme is seen as done deal.
- Comment that the current emergency Covid-19 changes have caused difficulty for regular visitors to the city centre. Concern that proper public involvement and democratic choice has not been offered.
- Comment that the silent majority are more concerned about congestion than cycling but won't fill out the survey.
- One respondent commented that cheaper public transport and a feeling of safety while waiting would help to reduce car usage. A couple of requests for cheaper transport.
- A couple of respondents commented that they will go elsewhere if access into the city centre is difficult.
- Concern over using public transport during Covid-19 as mask wearing not always enforced.
- Comment that it's a good start but doesn't address major cycling pinch points.
- Request to extend the tram network to the West of the city as well as extending the purple route out to Lowedges area.
- Concern that the Council's plans for the centre are piecemeal.
- Concern that access to John Lewis is still allowed, polluting Pinstone Street.
- Comment that Connecting Sheffield needs to be built into an overall climate emergency strategy.
- Concern that pavements are in bad repair and unsafe.



**counter
context**

- Request to make the High Street two-way.
- Suggestion that the night-time economy would be impacted unless people feel safe and can access frequent/reliable bus services. Request to get public transport right and then make the other changes.
- Comment that the proposals appear to be a “series of cosmetic developments”, which lack a holistic vision or programme to tackle climate change and air pollution.
- Concern that the plans aren’t child-friendly.
- Comment that the plans should focus on infrastructure for electric cars, and that trying to force a change to a poor public transport network won’t work.
- Concerns that people had been told that changes made during lockdown were temporary, which was untrue.
- Comment that projections should be made of the increased number of journeys made by active travel and public transport as a result of Connecting Sheffield and other complementary measures, as well as the reduction in motor travel. These projections could then be used to model estimated overall emissions reductions and look at how these compare with Sheffield’s climate targets.
- Comment that similar principles should be applied to ensuring the schemes, and other measures, lead to legally binding air quality targets being met in the shortest possible time. This would need to be assessed alongside any revised plans for a Clean Air Zone.
- Concern that the cobblestones are difficult for wheelchairs and those with arthritis or foot/ balance problems.

There were requests for:

- A map of the whole city centre showing where traffic will be restricted.
- Increased policing day and night, more CCTV to catch graffiti taggers and increased street cleaning.
- A redevelopment of the bus interchange to support these plans.
- One request to reinstate the Crimean War Memorial which was previously located on Furnival Square.
- Request to ensure that colour schemes and design of signage throughout the scheme is consistent.

Consultation

- Comment that this method of consultation relies too much on IT and that it isn’t straightforward. Comment that the survey did not have many free text boxes, and that disability was barely mentioned.
- A couple of comments that there hasn’t been enough publicity of the scheme. Some concern about the timing of the consultation, and that it was sneaked in over Christmas/shortened because of Christmas and should be extended.
- Comment that not enough information has been provided and that a map of the whole project should be shown so they can see how it connects up.
- Concern about non-internet users such as the elderly or disabled not having their voices heard.



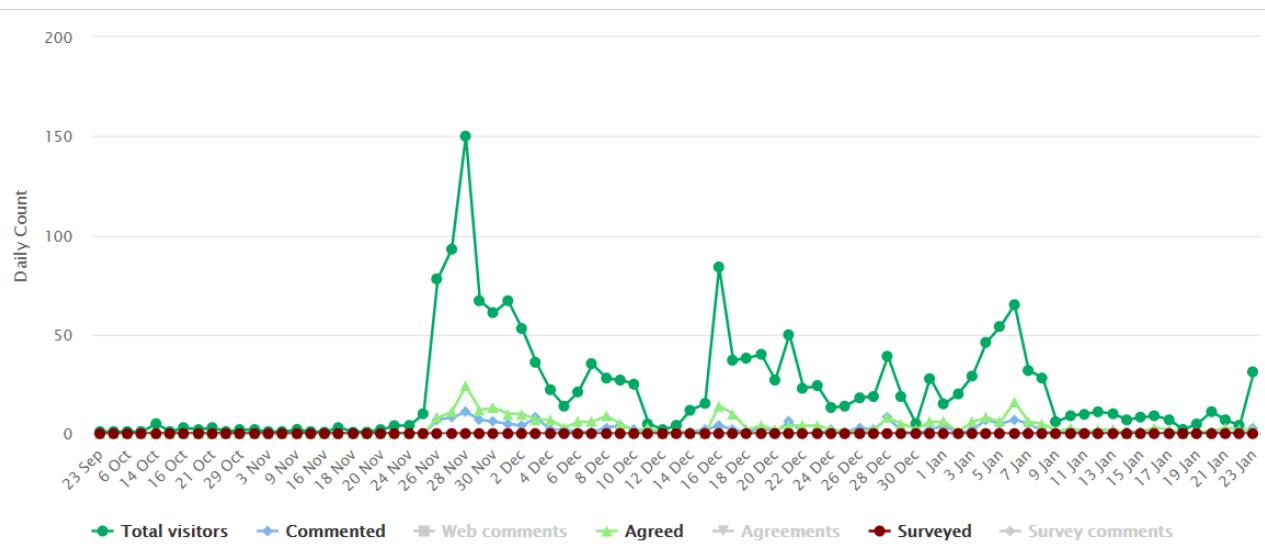
**counter
context**

- Comment that the Council won't pay any attention to feedback.

Section 8: Heatmap Analysis

Heatmap Visitor Statistics

There were 1381 visitors in total to the heatmap between the date the website went live (6 November) and mid-January 2021, when this report was produced. The below graph shows that there was a spike in visitors on the 27 November 2020 – the day following the **Connecting Sheffield: City Centre** scheme launch, with visitor numbers remaining strong over the Christmas break.



The below table shows the referral websites which visitors visited prior to accessing the Connecting Sheffield heatmap, with the majority coming directly from other pages of the Connecting Sheffield Commonplace website:

Referral website	Visitors	Responded	Subscribed
connectingsheffield.commonplace.is	1232	171 (14%)	3 (0%)
com.google.android.gm	27	4 (15%)	0 (0%)
sheffieldactivetravel.commonplace.is	6	0 (0%)	0 (0%)
Email	2	0 (0%)	0 (0%)
Facebook	2	0 (0%)	0 (0%)
secure.helpscout.net	1	0 (0%)	0 (0%)

Responses via the Heatmap

The interactive heatmap allowed visitors to pin comments on specific locations along the City Centre routes, before asking them a series of open and closed questions about the area they were commenting on, including what the current issue is and how they would like to see it addressed.

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

Analysis of Closed Questions

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

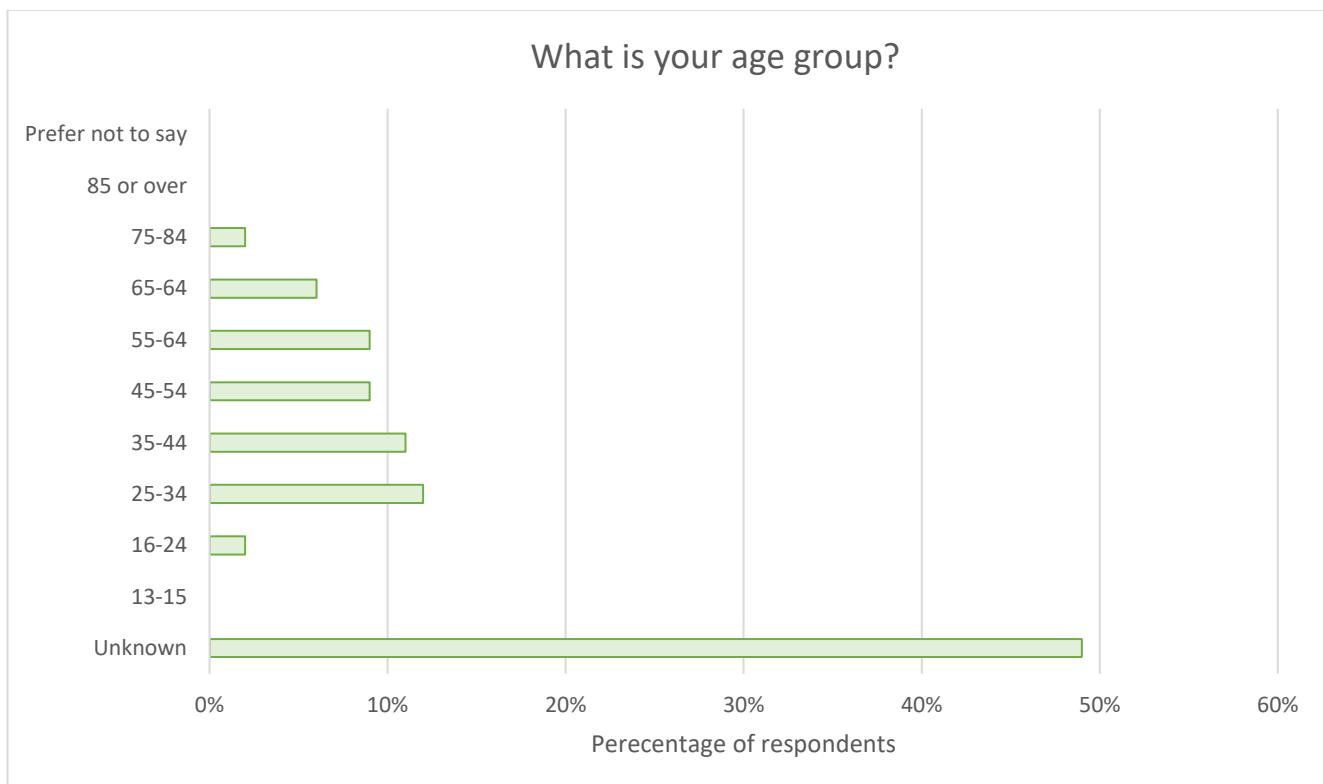
The below answers are based on the 208 respondents who are classified as 'confirmed respondents' as they verified their email address to authenticate their response.

- **What is your age group?**

Whilst almost 50% of respondents chose not to answer this question, approximately 12% of the confirmed respondents who answered this question were aged between 25 and 34 and 11% were aged between 35 and 44, following a similar trend to the respondents who commented via the City Centre feedback form.



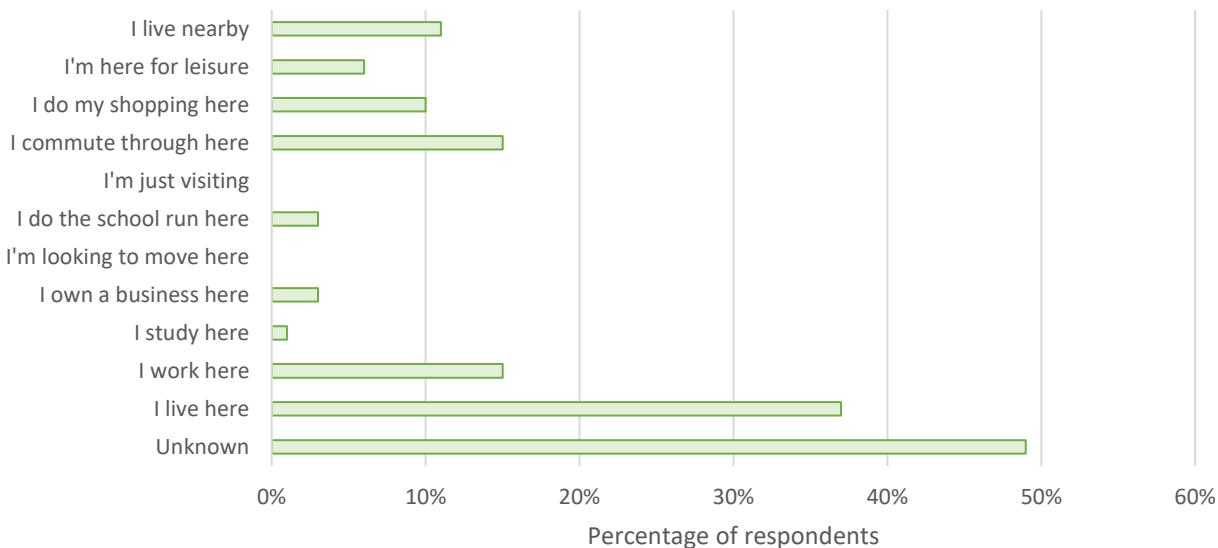
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- What is your connection to the area?**

Approximately 37% of the confirmed respondents who answered this question said they lived in the area they were commenting on, while a further 49% did not specify their connection to the area.

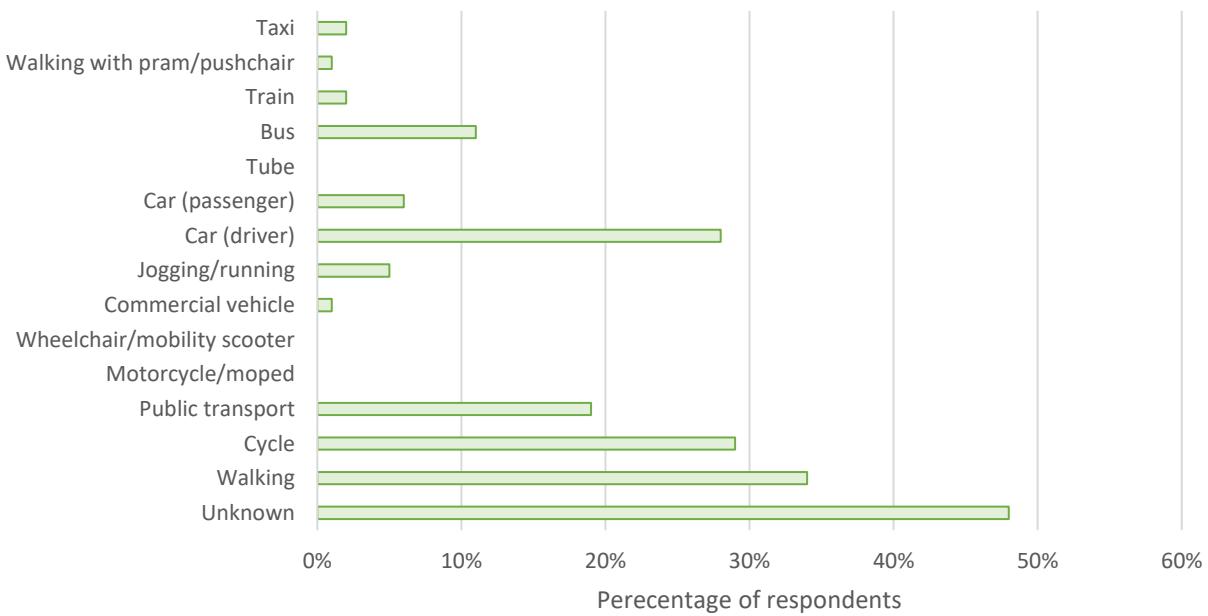
What is your connection to the area?



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

34% of the confirmed respondents who answered this question said that they usually travel in and around the area by walking, whilst 28% said they drive into and around the area.

How do you usually travel in or around the area?

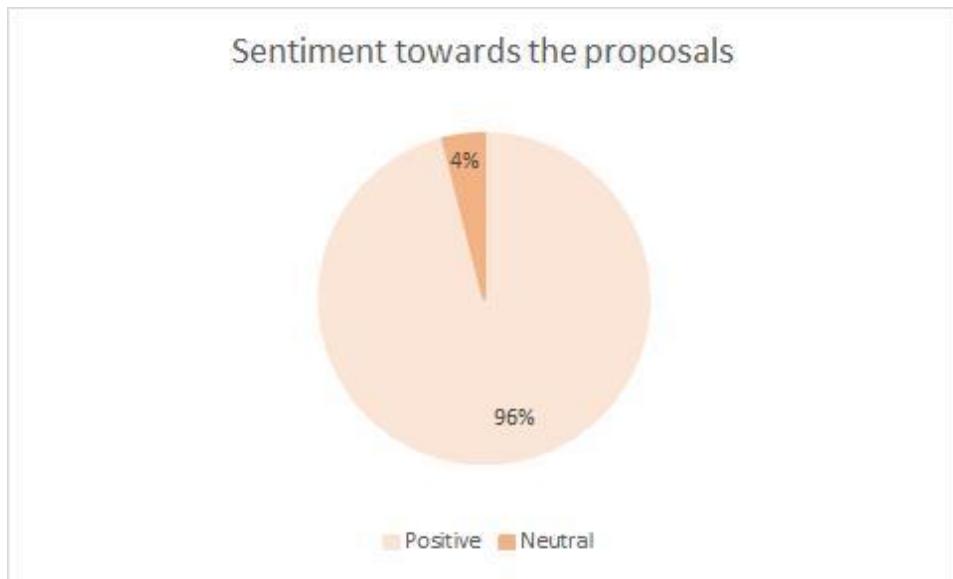


The below chart shows the overall sentiment towards the proposals expressed by the 208 respondents who commented via the heatmap and are classified as 'confirmed respondents'. It shows that over 96% of those who

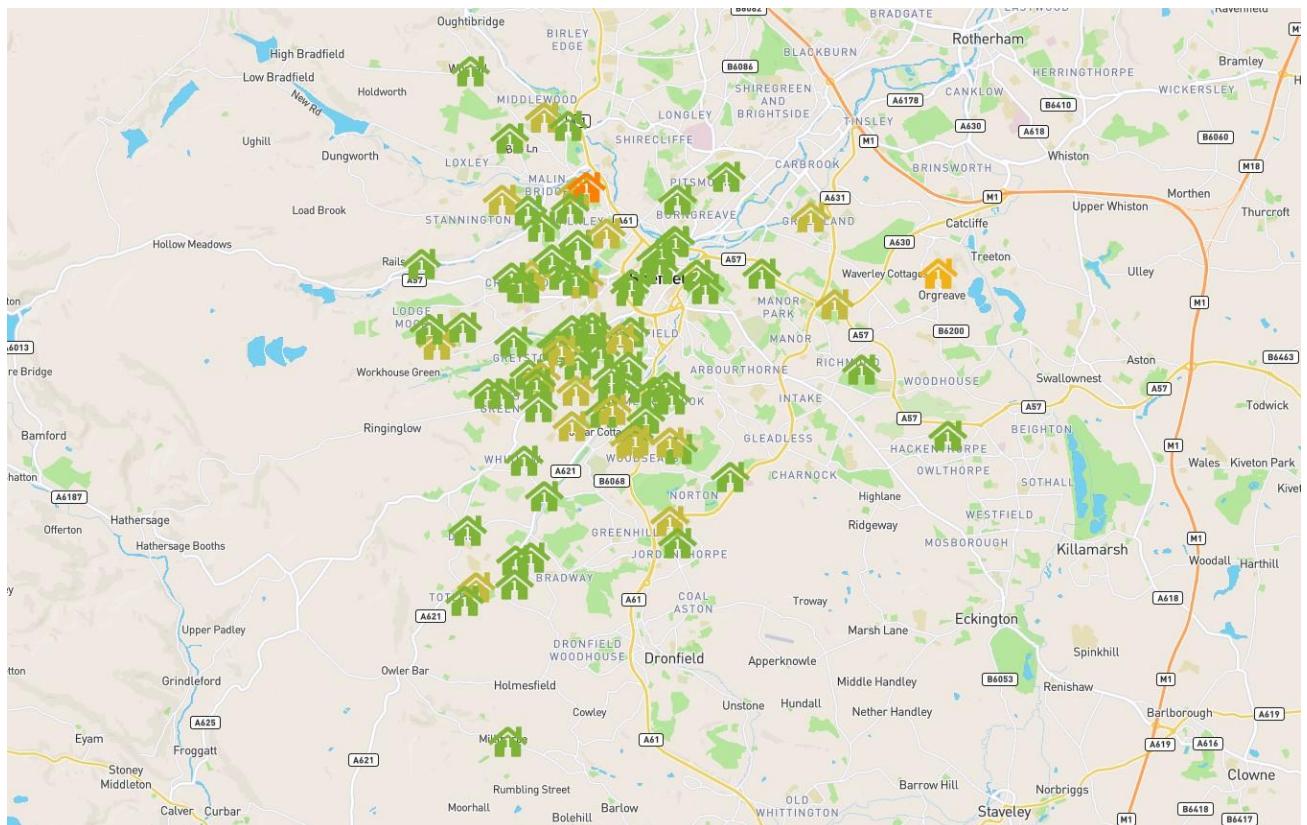


**counter
context**

commented on the heatmap felt positive about the proposals.



The following map shows the average sentiment of respondents by postcode. The number in the house icon represents how many respondents provided the same postcode. Please note that only 95 of the respondents provided their full postcode and therefore are included on the map. There was also one comment received from a respondent in Corfe Mullen in Dorset.



Analysis of Open-Ended Questions

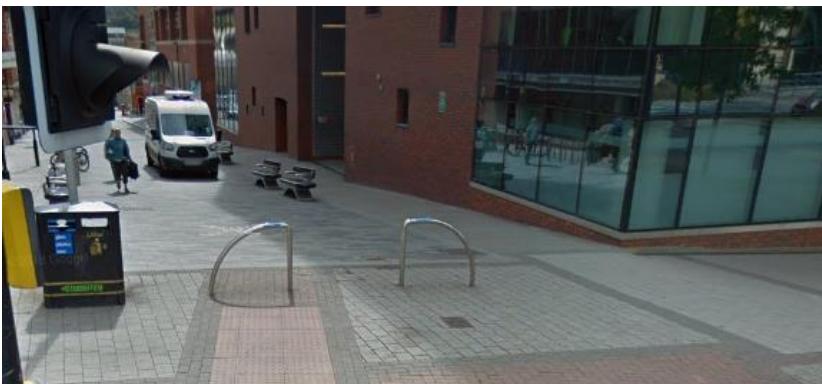


An extensive summary of the main issues raised by respondents who commented on the City Centre scheme via the interactive heatmap is provided in the following table:

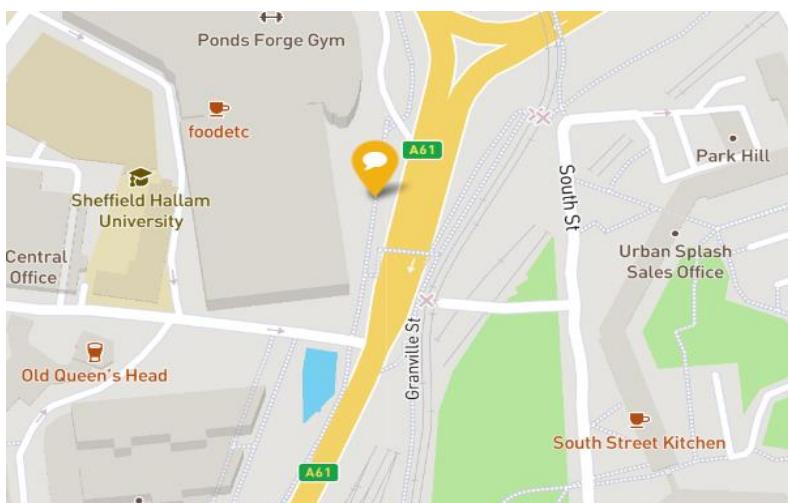
Topic
City Centre: Cycling Route
General comments <ul style="list-style-type: none">• Request for a dedicated red cycle box at the Boston Street traffic lights.• Concern that the route across Ponds Forge is not clear when cycling from Park Hill/S2 into the city centre, causing people to cycle on tram tracks or the pavement.• Request for better cycling signage for the Paternoster Row/Brown Street cycle route due to concerns that pedestrians may cross without seeing cyclists.• Request for cyclists to use pedestrian crossings at St Mary's Gate area as the underpass is hard to navigate.• Concern that cyclists coming up from the St Mary's Gate/Eyre Street underpass and turning left onto Young Street can't see if another cyclist is coming.• Concern that it's awkward to turn right onto Charles Street from the Pinstone Street cycle lane. Comment that pedestrians don't expect cyclists to turn there.• Request to remove the wayfinding sign at the junction of Paternoster Row and Charles Street, and rearrange some of the rock bollards so cyclists can pass more easily (see screenshot below).



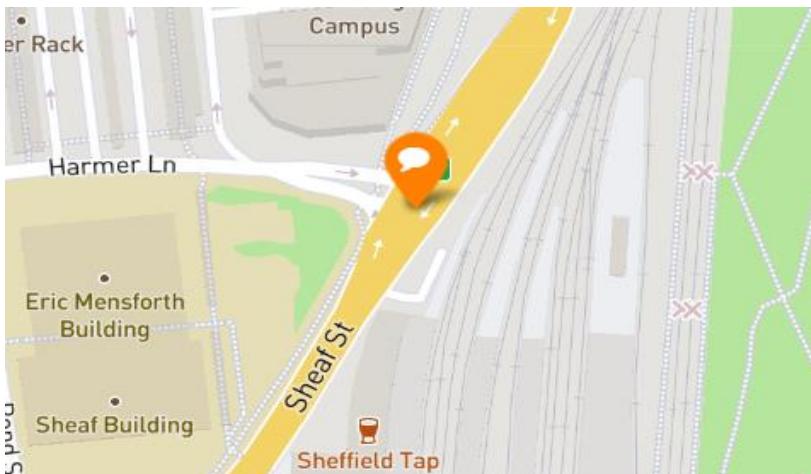
- Request to remove the below cycle stands, replacing them with bollards so cyclists can get through at Charles Street (see screenshot below).



- Comment that pavement cycle routes that follow roads while giving cyclists lower priority at side roads are only used by a small number of cyclists.
- Comment that the south side of Charles Street gets very little sunlight, so any planting and seating should be in the middle of the space or on the north side.
- Comment that a Dutch-style roundabout might be better than the changes for Furnival Gate roundabout.
- Comment that the closure of Arundel Gate will remove a key cross-city route. Concern that a lane of space will be made redundant - suggestion to instead have the bus gate facing in the opposite direction.
- Comment that the block paving path near Ponds Forge should be replaced with a flat surface (see screenshot below).



- Request for a “decent” cycle route from the University of Sheffield down to the train station. Suggestion to use Division Street as long it’s pedestrianised, there’s a safe crossing at West Street and parking is controlled.
- Request for signage to more clearly indicate that it is permissible to cycle through Barkers Pool.
- Request for a cycle lane down Brocco Bank to make it safe for cycling, and to join it up with the lane on Clarkhouse Road.
- Comment that the junction between Harmer Lane and Sheaf Street is blind for cyclists from the station towards the island. This results in cyclists coming around the corner to find pedestrians across the path. Request to open out the steps, provide a dedicated space for cyclists and improve line of sight (see screenshot below).



- Request to stop “rat running” through Little London Road, as the cycle route gets clogged with cars. Suggestion that a barrier under the bridge would help.
- Concern that Parsonage Crescent is used as a rat run, it’s a narrow road with lots of parked cars and a corner that obstructs vision. Suggestion to block car access to Parsonage Crescent from the traffic lights.
- Request for a dedicated cycle crossing over the very busy inner ring road to provide a route from the hospitals and University of Sheffield to the city centre along Leavygreave Road as West Street is dangerous for cyclists.
- Concern that no cycle routes from halls of residence to the university and the city centre are proposed when students are likely to be the main users.
- Comment that the Moorfoot building is a large barrier to the natural flow of cycling/walking from the city centre to Ecclesall Road and London Road and vice versa. Request for it to be demolished and replaced with green space.

City Centre: Bus Route

General comments

- Request to change the exit direction from the Eyre Street car parks, so that cars head south east down Matilda Street or south west down Eyre Street to clear traffic from the city centre.
- One respondent commented that the area near Campo Lane doesn't seem to be included in the plans.

Rockingham Street

- A few comments including from a bus driver that Rockingham Street needs to be maintained as two-way traffic for buses like the 10/10A and 95/95A.
- Concern that bus stops with seating along the 51 route have been removed, making access hard for the elderly.
- Comment that more buses should use the bus station so that people feel safe walking between station and the main shopping areas. Request to open up access - similar to Esperanto Place and Howard Street.
- Request for more bus stops to be provided on Snig Hill for services heading towards Hillsborough, reducing congestion at Angel Street and the heart of the centre.

- Request for bus lanes to be in force from 7am to 7pm Monday to Saturday so buses don't get stuck in traffic.
- Request to reopen Pinstone Street and make it two-way as well as removing its cycle lane.
- Request to keep the Pinstone Street bus lane and have cycle lanes clearly segregated from pedestrians. Concern over the risk of losing disabled parking spaces around the Peace Gardens.
- Request that bus services to Abbeydale Road and Ecclesall Road serve a two-way Rockingham Street instead of Arundel Gate.
- Request for infrastructure to run to Rotherham.
- A few comments that bus routes should stop near shops for those with limited mobility. Concern over the removal of bus stops on Pinstone Street.
- Request for the shelters previously located at the top of Charter Row and Furnival Gate to be reintroduced.
- Request for a bus lane to be introduced in a south-bound direction from Matilda Street past the fire station, down to meet the current bus lane near the junction of Sidney Street. Comment that this will improve journey times and congestion on the busy Eyre Street.
- Request for more frequent buses to the centre from Brocco Bank.
- A couple of requests for the No.7 bus route to continue to service Normanton Springs on bank holidays.

Furnival Gate area

- A couple of comments that the Furnival Square roundabout doesn't need to be removed, as it allows access into a number of streets such as Union Street. Concern over HGVs and buses that use this roundabout to make a U-turn. Suggestion to instead have a smaller, one lane roundabout if space is needed.
- Concern that the removal of Furnival Square will increase traffic down Furnival Street. Request for the sign for the M1 and ring road to be removed and traffic to be directed down the main route past The Moor and the fire station.
- Request for the Furnival Street bus stops to be relocated to the beginning of Brown Street as the current location is unsafe. A relocation would provide space for bus stops, lighting and safe turning in of busses allowing traffic and cyclists to safely pass by down main route.

Request for further restriction on measures on Furnival Street as most people don't follow the 20 mph limit.

Arundel Gate

- Request that the bus gate be in the other direction so that it's for southbound traffic heading for The Moor.
- Request for better bus stops, a shelter, real time information and seating. Comment that the current temporary bus stops are a "complete joke".
- Complaint about the pavement down by Poundland/BHF being blocked with buses stuck in the middle of the road.

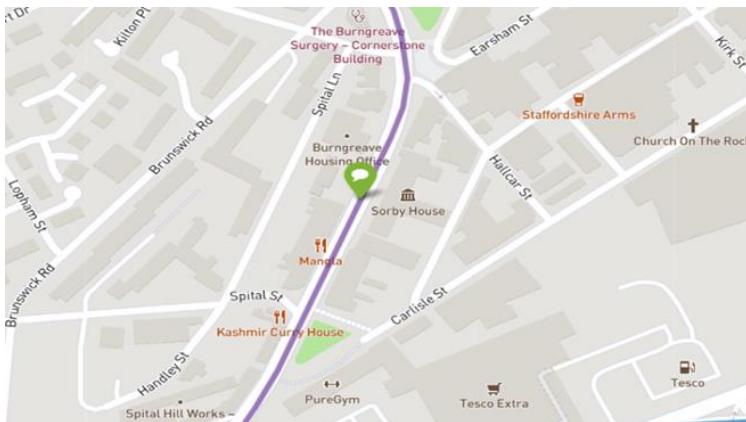
City Centre: Walking



- Requests for pedestrianisation all the way along Division and Devonshire Street.
- Concern that some cyclists use the pedestrianised roads as “a racetrack”.

City Centre: Vehicular access

- One respondent asked what the access routes into carparks would be in the pedestrianised areas. Example of attending the crucible with mobility issues given.
- Comment that there should be sufficient parking in the centre to avoid parking on residential roads.
- Request for right turn from Arundel Gate into Charles Street if the roundabout is removed.
- One Surrey Street business owner asked how their courier would get to them from Arundel Gate mid-morning and mid-afternoon.
- One respondent asked for an increase in disabled parking spaces on Norfolk Street/Surrey Street and taxi access on Surrey Street. Concern about whether they would be able to access Norfolk Street from the south of the city.
- Concern over accessibility for those with limited mobility.
- Comment that the road needs widening here (*see screenshot below*), removing car parking from one side.



Section 9: Influence of Consultation on Proposals

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

Early engagement with key stakeholder groups has played an important role in designing a scheme that is supportive of a greener, cleaner city centre, with better travel choices available for travelling to and from the city centre, as well as accounting for the concerns and interests of nearby residents and businesses.

Helpful points were raised in relation to accessibility, the communication required around any changes to bus routes and bus stops, car parking and the approach to public realm and outside space. These comments have been taken into consideration by the design team as they develop the Outline Business Case for the scheme.

Section 10: Appendix

Appendix 1 – Commonplace Heatmap

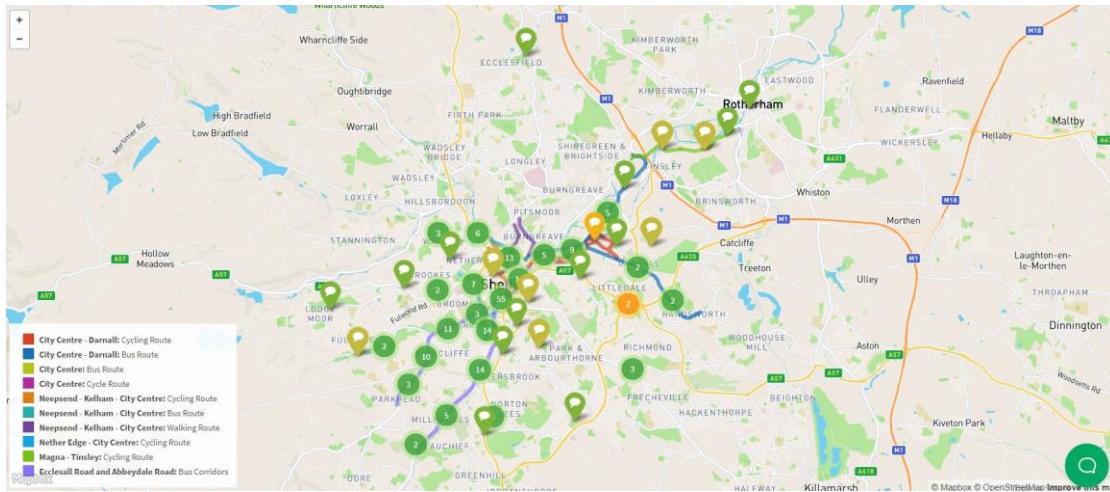


Figure 1: Full heatmap

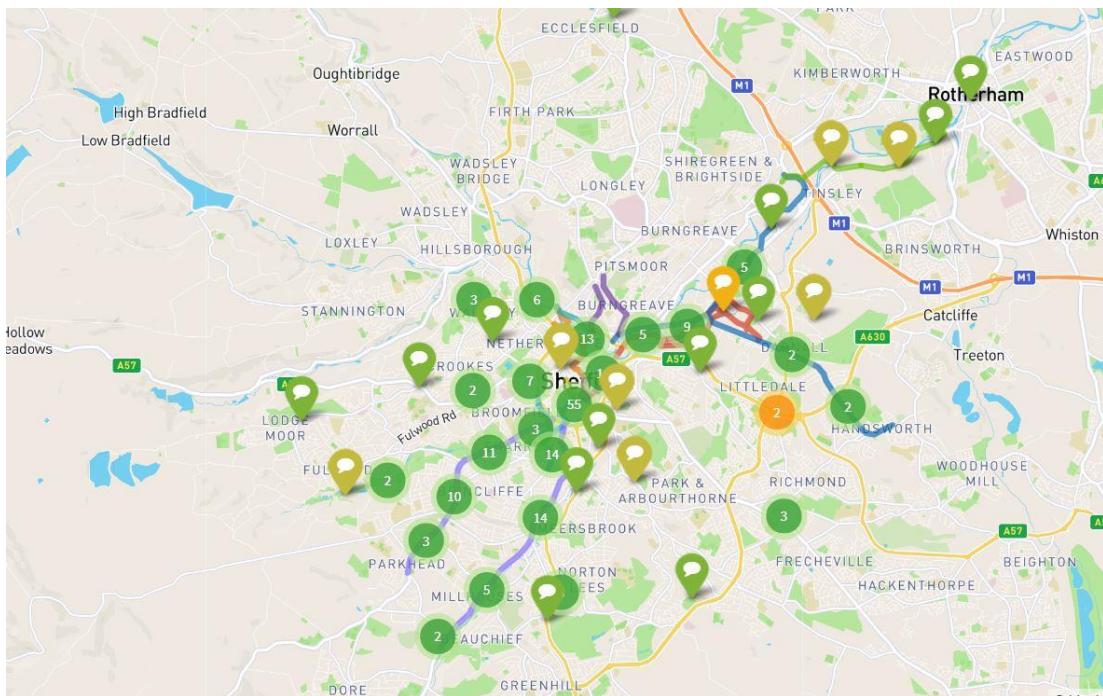


Figure 1: City Centre close-up

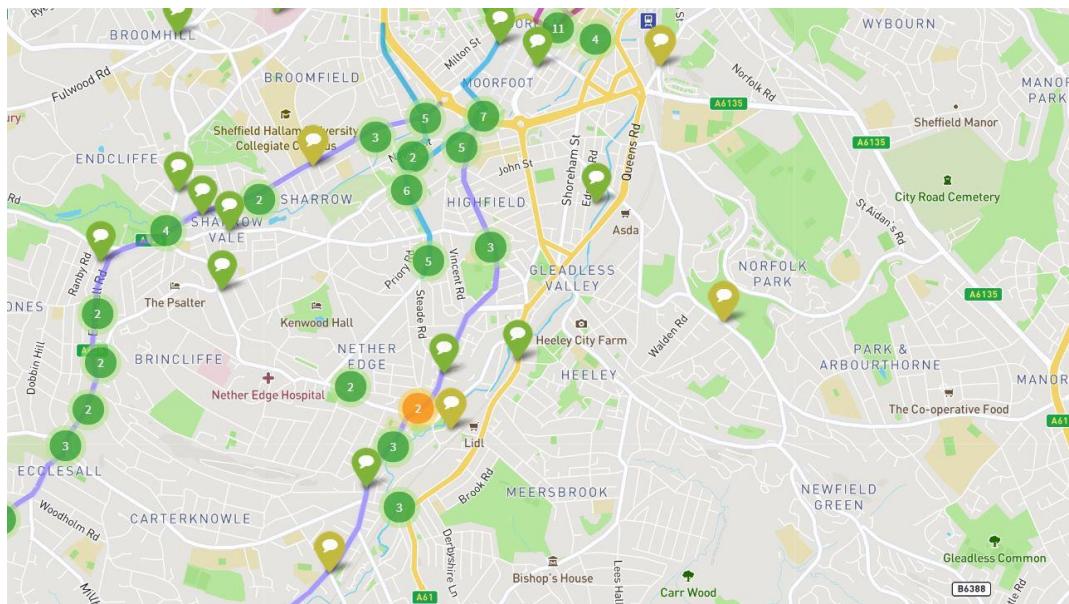


Figure 2: South of the City Centre

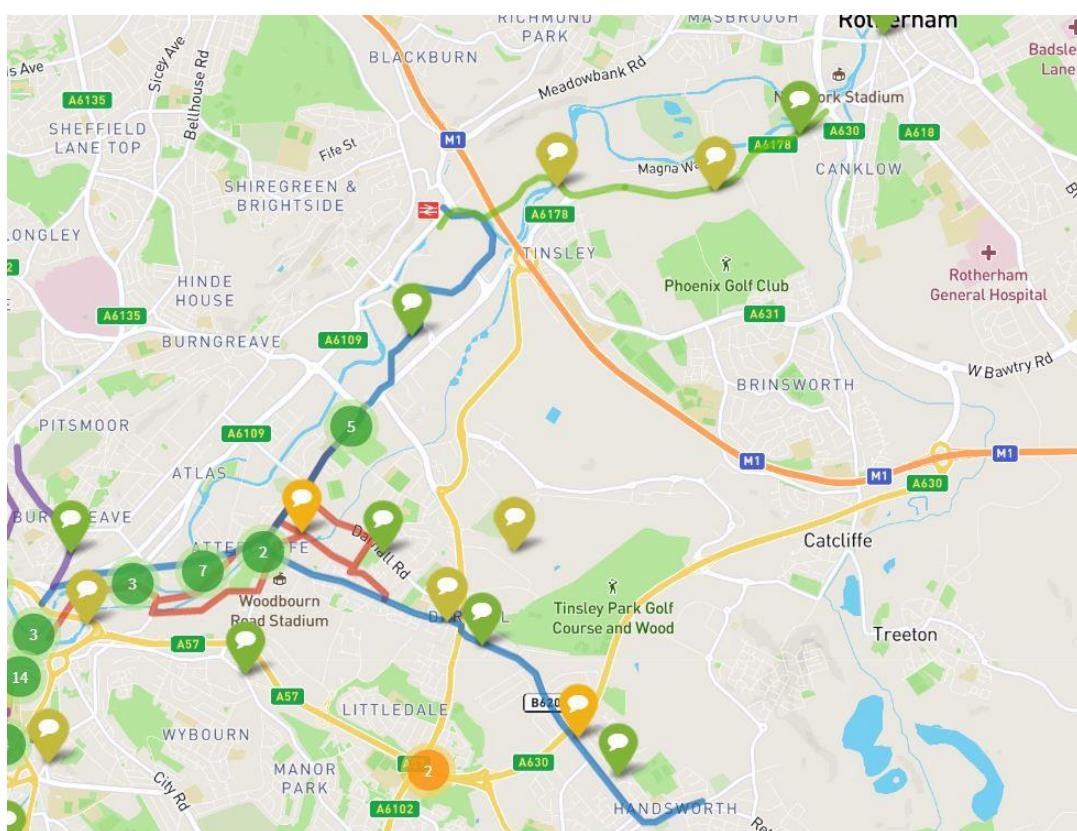


Figure 3: East of City Centre

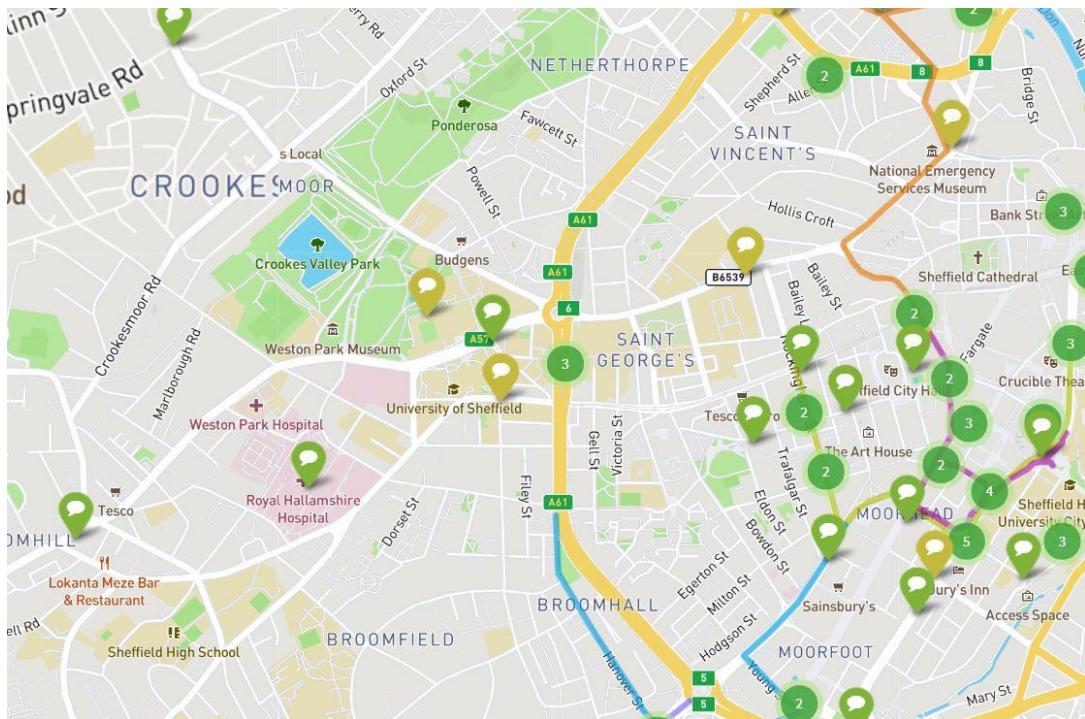


Figure 4: West of City Centre

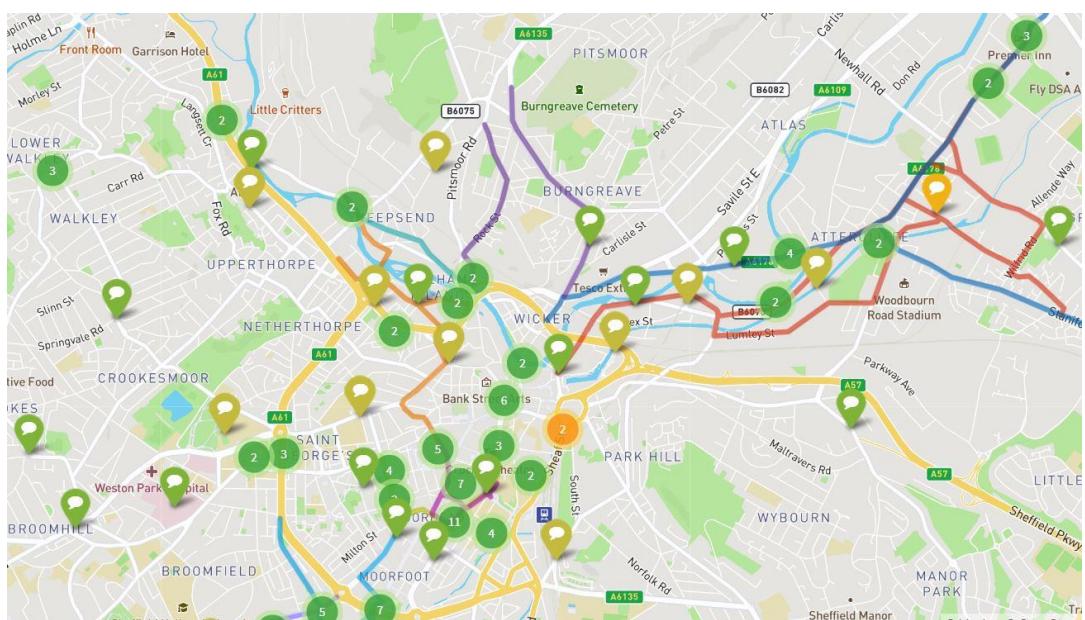


Figure 5: North and City Centre

Appendix 2 – City Centre Commonplace Tile

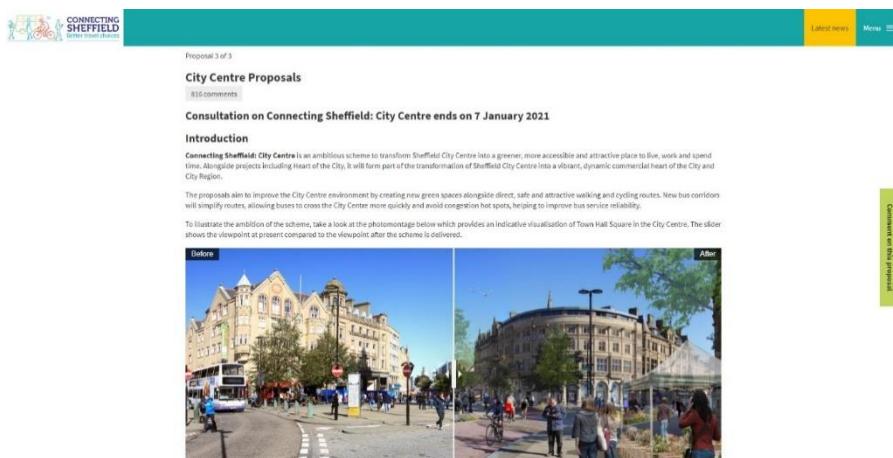


Figure 6: City Centre tile full view

City Centre Proposals

816 comments

Consultation on Connecting Sheffield: City Centre ends on 7 January 2021

Introduction

Connecting Sheffield: City Centre is an ambitious scheme to transform Sheffield City Centre into a greener, more accessible and attractive place to live, work and spend time. Alongside projects including Heart of the City, it will form part of the transformation of Sheffield City Centre into a vibrant, dynamic commercial heart of the City and City Region.

The proposals aim to improve the City Centre environment by creating new green spaces alongside direct, safe and attractive walking and cycling routes. New bus corridors will simplify routes, allowing buses to cross the City Centre more quickly and avoid congestion hot spots, helping to improve bus service reliability.

To illustrate the ambition of the scheme, take a look at the photomontage below which provides an indicative visualisation of Town Hall Square in the City Centre. The slider shows the viewpoint at present compared to the viewpoint after the scheme is delivered.



New Green Public Spaces

Improving the number and quality of green spaces in the City Centre is at the heart of the vision for Connecting Sheffield: City Centre. Sheffield is known as 'The Outdoor City' for its thriving green spaces and proximity to the world-renowned Peak District National Park. Connecting Sheffield will bring 'The Outdoor City' into the City, adding new trees and planting to the street scene of the centre in the same way as has been implemented along West Bar and Castlegate, making key streets more attractive and creating new green public spaces.



Example of a Grey to Green scheme in Castlegate

New runs of planting, greenery and landscaping will be integrated with sustainable urban drainage systems to mitigate against flood risk along Pinstone Street, Furnival Gate, Arundel Gate, Leopold Street, Surrey Street and Rockingham Street, complementing similar improvements already implemented at Charles Street and Charter Square. The plans will also see a new pocket park created where the Furnival Gate roundabout currently sits.

The focus on high-quality green spaces will create an improved environment for people to relax, enjoy themselves and spend time, whilst also making the City Centre more vibrant and attractive as a place to visit.

Figure 7: City Centre tile

New Cycling and Walking Infrastructure

New cycle routes will be implemented across the City Centre, alongside the creation of a far better environment for walking. The measures will be integrated with the new green spaces to make it quick and easy to travel around and navigate across the City Centre.

The below visualisation shows Arundel Gate where it meets Furnival Gate with increased bus priority alongside a new, improved green walking link and bi-directional cycle route. The slider shows the viewpoint at present compared to how it will look after the scheme is delivered.



As well as connecting to the existing cycle network in Sheffield, the new City Centre cycling routes will be developed to connect to other new cycle routes which are being brought forward as part of Connecting Sheffield including Nether Edge-City Centre, City Centre-Darnall and Neepsend-Kelham-City Centre. Further information on these new schemes will be brought forward in the coming weeks.

These measures will be complemented by the proposed development of a major new cycle storage hub in the City Centre. A cycle storage hub already exists at Sheffield Station, and more hubs are likely to be developed in the future to meet increased demand.

By providing high-quality, easily navigable cycle routes to communities living near to the City Centre and Lower Don Valley, we can reduce the number of journeys by car and improve air quality.

Improved Public Transport Infrastructure

Simplified bus routes across the City Centre will mean bus journeys become quicker and more reliable, helping to attract more people to use public transport.

Vehicle access will be removed from Leopold Street (inbound towards the Town Hall) to create the new cycle lanes and walking routes, and Pinstone Street will be pedestrianised from Surrey Street to Cross Burgess Street. Access to the John Lewis car park will be maintained through one-way road access travelling up Pinstone Street from Charter Row via Moorhead. Instead of travelling down Leopold Street and Pinstone Street, buses will travel down an upgraded Rockingham Street bus corridor running along the section between West Street and Wellington Street.

The current one way system on Rockingham Street will change. Between West Street and Division Street, the northbound movement will be accommodated in one lane rather than the existing two, as there will be an introduction of a southbound bus lane. The section between Division Street and Wellington Street (shown on the map below) will see new high quality bus stops, paving and greenery implemented as well as improved walking routes. General traffic will be able to travel each direction between Division Street and Devonshire Lane, and then southbound only thereafter to Wellington Street. [Click here to view a larger image of the plans for Rockingham Street shown below.](#)



Figure 8: City Centre tile continued

Buses will have priority access down Farnwell Gate which will improve journey times and reliability and allow people to be dropped off in the middle of the city's shopping district. Arundel Gate will remain a major bus corridor serving the city centre. To improve priority for buses, a bus gate will restrict traffic heading towards Castle Square from Farnwell Gate. The bus gate will be located after the Novotel Hotel in order to maintain access to the Union Street area. There will be no restriction for traffic in the opposite direction.

New bus stops will be introduced at the same place, on opposite sides of the road, for routes running in both directions. This will make bus routes easier to understand and follow.

Once the plans have been finalised and work is ready to get underway, information will be shared in advance of any changes to help bus users understand if and how their usual routes will change. [Sign up here to receive travel related updates from Sheffield City Council](#).

Access to the City Centre for cars, vans and taxis

The plans for the City Centre are focused on creating a better environment for walking and cycling and improving the public transport network. Although we want to encourage people to leave their car at home and use alternative transport methods where possible, we know this is not always viable.

While through traffic will be restricted in some locations, access will be maintained to key car parks. Access will be retained for deliveries for both businesses and residents. Where areas are pedestrianised, this access is likely to be time-restricted as is currently the case for Fargate. The Council is keen to hear from businesses where this may present challenges so that any issues can be considered further as the plans are developed. It is anticipated that the loss of on-street parking will be minimal, although there will be the loss of some spaces along Rockingham Street. There is, however, sufficient capacity in nearby existing car parks.

Surrey Street will be closed to cars to prevent access to Farnstone Street. Access will remain along Norfolk Street to allow for deliveries to Surrey Street. The closure of Surrey Street to through traffic will enable the creation of a new pedestrianised area at Town Hall Square.

Taxis will still be able to drop off and pick up in all areas where vehicular access is allowed, and blue badge holders will be able to park in any area where specific restrictions do not apply.

The maps below highlight some of the key proposed changes to routes in the City Centre.



Figure 9: City Centre tile continued



You can also view the pdf of each map and zoom in by clicking on the following links:

[Leopold Street to Town Hall Square](#)

[Arundel Gate to Charles Street](#)

[Furnival Gate](#)

Figure 10: City Centre tile final

Appendix 3 – City Centre Feedback Form

 CONNECTING SHEFFIELD
Better travel choices

Proposal 3 of 3

City Centre Proposals

816 comments

Consultation on Connecting Sheffield: City Centre ends on 7 January 2021

Introduction

Connecting Sheffield: City Centre is an ambitious scheme to transform Sheffield City Centre into a greener, more accessible and attractive place. Alongside projects including Heart of the City, it will form part of the transformation of Sheffield City Centre into a vibrant, dynamic City Region.

The proposals aim to improve the City Centre environment by creating new green spaces alongside direct, safe and attractive walking routes. They will simplify routes, allowing buses to cross the City Centre more quickly and avoid congestion hot spots, helping to improve bus services and journeys.

To illustrate the ambition of the scheme, take a look at the photomontage below which provides an indicative visualisation of how the area will look at present compared to the viewpoint after the scheme is delivered.

Comment on this proposal

How do you feel about this scheme?

What do you like about this scheme?

More child-friendly, Access is maintained for car parking, Better bus facilities, Better environment for walking, More green space, Improved crossing(s), Better for cyclists, Safer to walk and cycle, Environmental benefits, More attractive environment, Other

What do you dislike about this scheme?

Bus routes changing, Restrictions to some car access, Bus stops being relocated, No improvement for pedestrians, Harder to reach my home/business, Harder to park, Less child-friendly, No improvement for cyclists, Other

What is your connection to this area?

I live in the city centre, I work in the city centre, I own a business in the city centre, I visit for shopping, I visit for leisure or a night out, Other

Which of the following features do you think are most important at bus stops?

Solar power, A shelter, Audio available, Ticket pick up points, Real Time Information, Wi-Fi, A feeling of safety and security

Before  **Comment on this proposal** 

Figure 11: City Centre feedback pop-out

Comment on this proposal

How do you feel about this scheme?

What do you like about this scheme?

Environmental benefits, Safer to walk and cycle, Improved crossing(s), Better for cyclists, Access is maintained for car parking, More green space, More child-friendly, Better environment for walking, More attractive environment, Better bus facilities, Other

What do you dislike about this scheme?

No improvement for cyclists, No improvement for pedestrians, Restrictions to some car access, Less child-friendly, Bus stops being relocated, Bus routes changing, Harder to reach my home/business, Harder to park, Other

What is your connection to this area?

I live in the city centre, I work in the city centre, I own a business in the city centre, I visit for shopping, I visit for leisure or a night out, Other

Which of the following features do you think are most important at bus stops?

Seating, Wi-Fi, Greenery, A feeling of safety and security, Cycle stands, Ticket pick up points, Green roof, Real Time Information, Lighting, Tactile paving and easy boarding, Made of high-quality material, Solar power, A shelter, Audio available, Other

How often do you usually travel into and around city centre via the following modes of transport?

Walk 4-7 days a week, Walk 1-3 days a week, Walk a few times a month, Walk - never, Cycle 4-7 days a week, Cycle 1-3 days a week, Cycle a few times a month, Cycle - never, Use public transport 4-7 days a week, Use public transport 1-3 days a week, Use public transport a few times a month, Use public transport - never

In the future, post Covid, do you see yourself walking, cycling or using public transport MORE to access the city centre as a result of these improvements?

Please select...

Do you have any other comments on this scheme?

Your comment will be public. Please don't mention any personal details. By commenting you agree to our terms of use. Read our privacy policy.

Save comment

Figure 12: City Centre feedback form



Figure 13: Briefing pack cover page (page 1)

Introduction to Connecting Sheffield

Connecting Sheffield is our long-term vision for travel into and around the city. We want people to feel confident to walk, cycle and use public transport. This means transforming our travel network to ensure people feel enabled to make better travel choices whenever possible.

We know that too many people currently feel that travelling by car is the only realistic transport option. Connecting Sheffield represents the opportunity to help change this. Under Connecting Sheffield, we will deliver a series of key sustainable transport projects that will support the city's economy, environment and equalities priorities, as set out in the adopted Sheffield Transport Strategy and forthcoming Local Plan.

Transforming our travel network to better accommodate travel via cycling, on foot and by public transport is essential to our city's future. The benefits of Connecting Sheffield are necessary now, and for future generations.

Benefits of Connecting Sheffield



As part of our engagement on the Connecting Sheffield proposals, this document explains the ambitious vision for the City Centre scheme. A full public consultation will be held on the proposed plans for the City Centre, and then each of the other schemes being proposed in this first phase. The feedback we receive will help to refine our plans and shape our future schemes.

Figure 14: Briefing pack page 2

Phase One: Transforming Cities Fund Summary of schemes

This first phase of Connecting Sheffield, costing around £49 million and funded through the Department for Transport's Transforming Cities Fund (TCF), represents a major first step in the journey towards providing high-quality sustainable travel infrastructure. It is comprised of a series of related schemes proposed to be delivered across the city, including in the City Centre, by March 2023. Despite the Covid-19 pandemic, improving our transport infrastructure remains crucial. This includes public transport, which will remain an essential service into the future.

The funding criteria for TCF is targeted at increasing productivity across the UK by improving connections between urban centres of employment and suburbs. Specifically, the fund is focussed on improving travel connectivity in cities with an emphasis on increasing the number of journeys made by low carbon, sustainable transport modes such as cycling, walking and public transport.

Cycling schemes have been proposed based on an analysis of corridors where there is the highest propensity for people to cycle if the right infrastructure was in place. While it is not possible to deliver a city-wide sustainable transport network under this first phase, other schemes will follow to complement the initial schemes, as further funding becomes available.

There will be a significant step-change in the provision of cycle routes implemented under Connecting Sheffield. Using government and Sheffield City Region design standards and following best practice from elsewhere in England, cycling will become a much safer and more appealing way to travel, including for families. Cycling journeys using the new routes will often be shorter, quicker and more direct and cost-effective than those taken by car, particularly for people living in nearby neighbourhoods. Where more people cycle, there are reductions in overall traffic levels, contributing to improved air quality, reduced congestion and a more pleasant environment for everyone.



Map indicating key routes proposed under Transforming Cities Fund

3

Figure 15: Briefing Pack page 3

Connecting Sheffield will deliver sustainable travel schemes in the following areas:



Proposals for this scheme will be at the forefront of Connecting Sheffield, linking with other important development schemes underway, including Heart of the City, and contributing to the regeneration of the whole City Centre.

The scheme will focus on dramatically improving the environment for cycling and walking, with the creation of a number of new public spaces and dedicated routes for cycling, connecting into other cycle routes and out into neighbourhoods to enable cross-city travel.

There will also be improved, simplified bus routes in the City Centre designed to speed up journey times and reduce congestion, allowing more pedestrian-friendly areas to be developed. Through movements of general traffic will be restricted in key areas.



This scheme will create a low traffic neighbourhood by removing through traffic in areas of Kelham, creating vibrant public spaces and improving the environment for cyclists and pedestrians in the area.

The area will be connected to the City Centre via a largely segregated cycle route running through to West Bar and into Sheffield City Centre.

Improvements to the bus route through Neepsend and Kelham are also planned to give public transport priority and to improve bus journeys through the area.

Overall, the scheme will support the development of future housing growth in the area and Kelham's role as a visitor destination.



The development of a largely segregated cycle route connecting Nether Edge to the City Centre will transform the travel options for people along the route and make cycling and walking much easier and more appealing for the relatively short journey to the City Centre.

The location of the route has been designed to maximise the opportunity for cyclists to feed into the City Centre from surrounding areas, and to maximise the impact of the investment.



The City Centre and communities in Darnall will be connected to the growing job opportunities along the Lower Don Valley and surrounding areas that collectively form the Advanced Manufacturing Innovation District (AMID). A largely segregated cycle route will run from Castlegate through to the Sheffield Olympic Legacy Park, with a spur running to Darnall.

This scheme will also develop bus priority measures on the S2 and X1 corridors through Attercliffe and Darnall and towards Meadowhall.

As well as improving connections to job and leisure opportunities, the plans will also support the growth of new housing in and around Attercliffe.

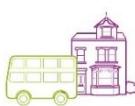


A largely segregated cycle route between Magna, Tinsley and Meadowhall will make these areas easier to access via cycling, and make walking and cycling a more attractive and realistic option.

The proposals form part of the aspiration to create a largely segregated cycle route between the centre of Rotherham, Magna, Meadowhall and onwards through Attercliffe to Sheffield City Centre.

The plans will also support the delivery of a proposed new tram-train stop at Magna with a Park and Ride facility.

Residents in the Tinsley area will be able to get to Meadowhall via cycling and to Rotherham Parkgate and Sheffield City Centre via the tram-train stop.



This scheme will focus on public transport priority, improving the speed and reliability of bus services that connect residential areas in the south west of Sheffield with employment areas in the City Centre, and the Advanced Manufacturing Innovation District/Lower Don Valley.

These measures are designed to ease congestion and improve air quality along these busy routes into the city.

Figure 16: Briefing Pack pages 4 and 5

Connecting Sheffield: City Centre

The first scheme we are consulting on will seek to transform the opportunities to walk and cycle around the City Centre. This will coincide with and include major investment into the creation of new public spaces, pedestrianised areas and 'green streets'. There will also be changes to how public transport travels across the City Centre, designed to improve bus journey times as well as improving legibility of the network and increasing service reliability.

These proposals are the next step towards improving the City Centre environment by making the centre a more attractive place to live, work and spend time, and easier to travel around.

Cycling into and around the City Centre

The cycling route improvements will make it easier and quicker to travel into and around the City Centre. This will enable more people to cycle, as well as helping to ease overall congestion and improve air quality.

For cyclists entering the City Centre using Leopold Street, a contraflow cycle lane will be introduced, alongside improved public realm. The cycle lane will connect to routes along Fargate and towards The Moor.

From Moorhead and onto Furnival Gate a new two-way cycle route will be introduced. The removal of Furnival Gate roundabout will create the space for an attractive new gateway into the civic heart of the city, while connecting to cycle routes and improved pedestrian facilities across the City Centre.

Cycleways and footpaths from Furnival Gate along Arundel Gate will be set within green landscaping to create an attractive and safe environment for cycling.

These plans are shown on maps on pages 11 to 17.

The new City Centre cycling routes will connect to new safe cycle routes to Nether Edge, Darnall, Neepsend and Kelham, as well as to the existing cycle network. These measures will be complemented by the development of a major new cycle storage hub being proposed in the City Centre. A further cycle storage hub already exists at Sheffield Station, and further hubs are likely to be developed in the future.



Indicative visualisation of Arundel Gate where it meets Furnival Gate

Walking and green spaces

Extra public space is planned in the City Centre through the closure of Pinstone Street to vehicles between Town Hall Square, Surrey Street and Cross Burgess Street for the creation of a new pedestrianised civic space which would provide step free access from the Town Hall and Peace Gardens to surrounding City Centre areas.

You will be able to walk from the front of the Town Hall onto Fargate through areas of improved planting and greenery. In the other direction, from the Town Hall up until Cross Burgess Street, the area will be vehicle free with an improved street scene.



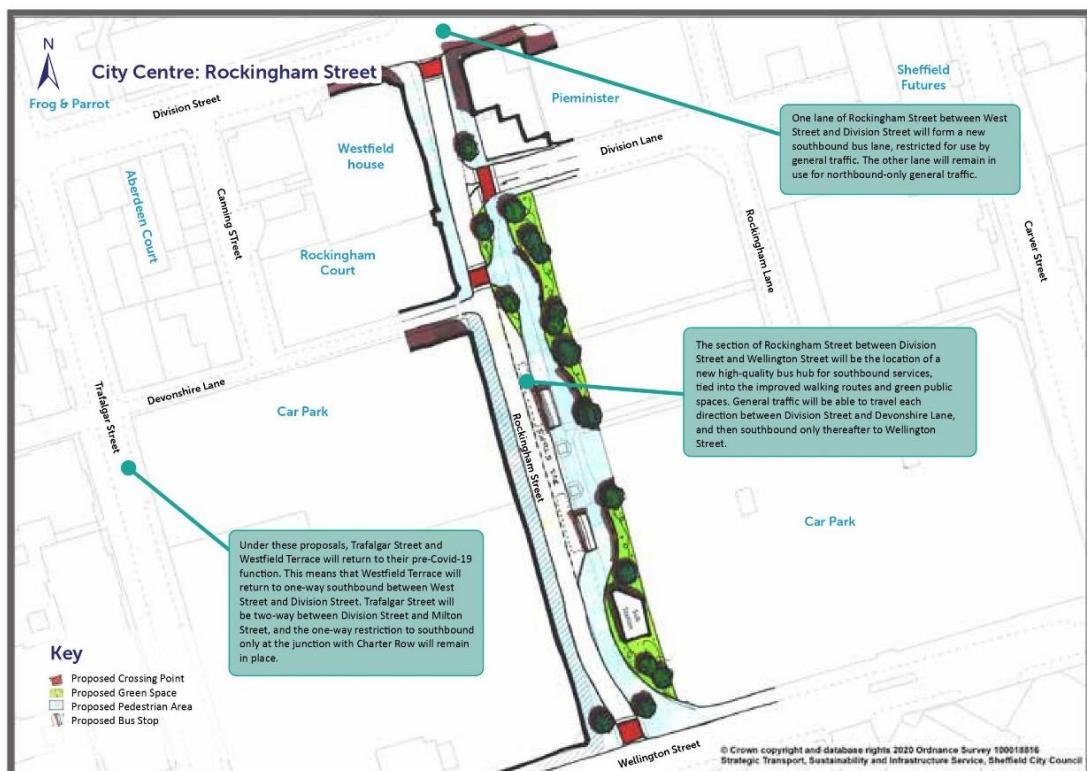
Indicative visualisation of Town Hall Square in the City Centre

Figure 17: Briefing Pack pages 6 and 7

Public transport

New and improved cross-City Centre bus corridors will make bus travel across the City Centre quicker, more reliable, and routes easier to understand, making public transport a more attractive option.

Bus access will be removed from Leopold Street and the adjoining upper section of Pinstone Street. Leopold Street will become one-way to traffic with a cycle lane running as a contraflow. Services previously using this route will instead use the new routes and bus hubs along Rockingham Street or Arundel Gate. Both streets will see new landscaping and environmental improvements.



Proposed bus hub along Rockingham Street

Collectively, Rockingham Street, Arundel Gate, Church Street, High Street and Furnival Gate will form the key bus routes for the City Centre, effectively creating a public transport 'box' around the heart of the city. Restrictions to car access eastbound on Arundel Gate will allow for the section from Furnival Gate to the Crucible Theatre to become a single carriageway, enabling major environmental improvements including new greenery, improved walkways and cycle routes to be created while improving running times for bus services.

The improvements will also create the opportunity to situate bus stops at the same location on opposite sides of the road for routes running in both directions, rather than in completely different locations as often currently happens, making bus routes easier to understand.

Figure 18: Briefing Pack page 8

Access for cars, vans and taxis

The plans for the City Centre are focussed on creating a better environment for walking, cycling and improved journey times for public transport.

However, we recognise the need for people to still access the City Centre by car or van. While through traffic will be restricted in some locations, access will be maintained to key car parks in the City Centre. The main changes to routes for private vehicles include:

- The closure of Pinstone Street from the Town Hall to Cross Burgess Street, and closure of the inbound lane of Leopold Street. Traffic will be able to travel up Pinstone Street to Cross Burgess Street (from Moorhead via Charter Row) for access to areas including the John Lewis car park.
- Bus gates in both directions on a section of Furnival Gate, and northbound along Arundel Gate from the Novotel to help ease congestion and allow buses priority into the centre.
- Surrey Street will be closed to cars to prevent access to the upper section of Pinstone Street. Access will remain along Norfolk Street to allow for deliveries to Surrey Street. The closure of Surrey Street to through traffic will enable the creation of a new pedestrianised area at Town Hall Square.
- Closure of Charles Street. This area will be transformed into a public space where seating and planting will provide a useable, inviting public area for all to enjoy.
- Changing access for general traffic along Rockingham Street between Division Street and Wellington Street. Southbound-only travel will be allowed between Devonshire Lane and Wellington Street to facilitate the movement of southbound bus services, but two-way access will be allowed between Division Street and Devonshire Lane to allow access to premises and a private car park. Cars will still be able to travel one-way northbound using one lane of Rockingham Street between Division Street and West Street, as they can at present.
- Changes made as part of measures to address travel during Covid-19 will be removed around Trafalgar Street, returning to the pre-Covid-19 routings.

Taxis will still be able to drop off and pick up in all areas where vehicular access is allowed, and blue badge holders will be able to park in any area where specific restrictions do not apply. A review is also planned to consider how and where increased space for blue badge holders can be provided.

Please check the detailed maps for further details.

Deliveries and servicing

City Centre servicing arrangements will be altered to ensure a consistent time period is allocated for servicing access and delivery needs across the City Centre. This will also take into account the need for controlled access during busier times in accordance with maintaining the security of the City Centre.

Businesses are invited to feedback and share their concerns on the changes and what it means for deliveries and other access issues via the consultation website.



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Figure 19: Briefing Pack page 9

The vision: Bringing 'The Outdoor City' into the City

The plans on the following pages show some of the main changes proposed in the City Centre. Sheffield is known as The Outdoor City for its fantastic green spaces. In addition to new cycling routes, pedestrianised areas and route changes to provide bus priority, the vision of bringing the Outdoor City into the City is highlighted through the plans for increased green spaces.

New runs of planting, greenery and landscaping, integrated with flood mitigation measures, will be created on pedestrian routes along the newly created space running down Pinstone Street and Furnival Gate, as well as at Rockingham Street and Arundel Gate, similar to that created at West Bar, Castlegate and Charter Square.

Green spaces and planting will accommodate sustainable drainage improving biodiversity in the City Centre and reducing flood risk.

The scheme will use an integrated approach to design to bring together the public realm improvements with the need to provide movements for walking and cycling.

The aim is to create a healthier city life with diverse, attractive spaces that encourage people to enjoy the City Centre.



Example of recent 'Grey to Green' schemes at West Bar and Castlegate

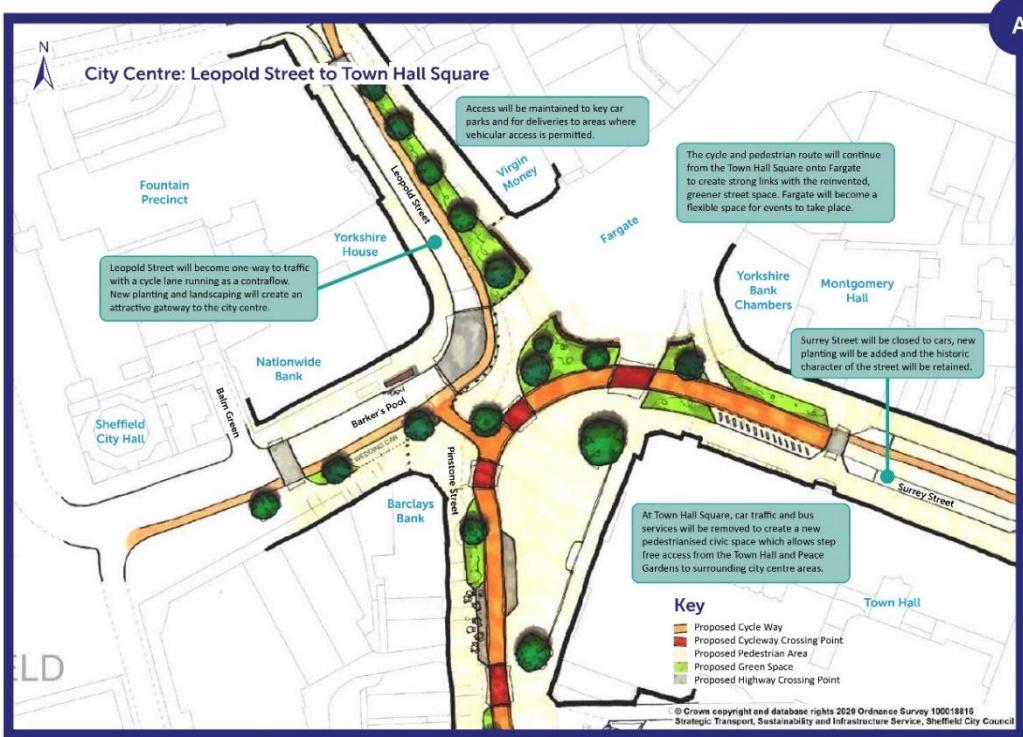


Figure 20: Briefing Pack page 10



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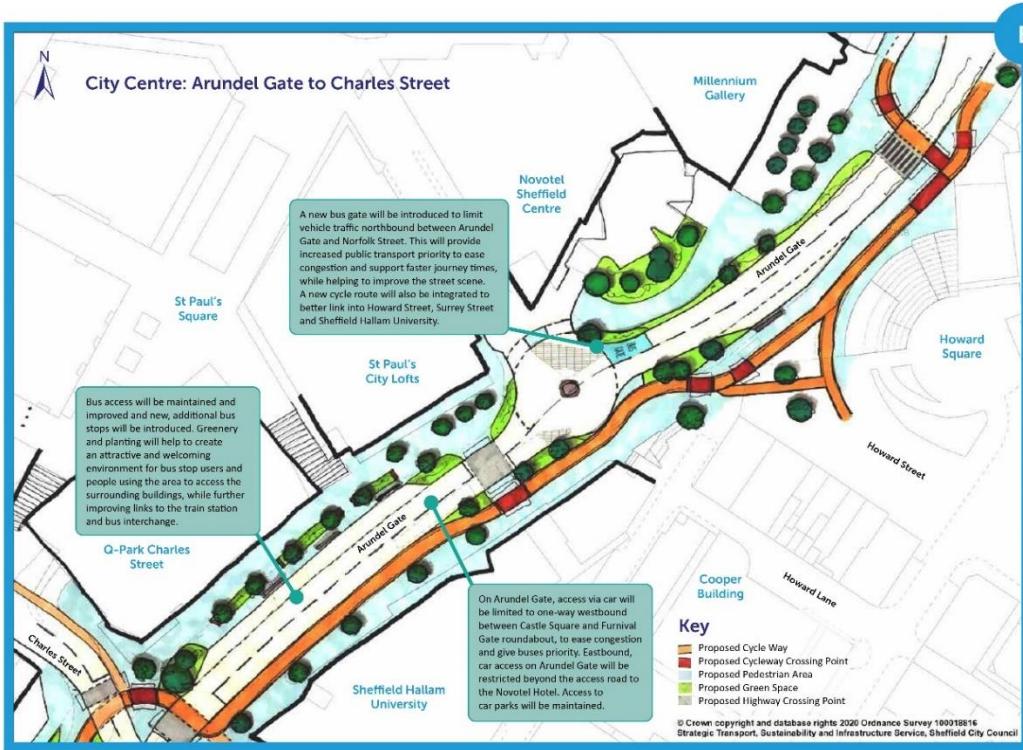
Figure 21: Briefing Pack page 11



12

13

Figure 22: Briefing Pack pages 12 and 13



14

15

Figure 23: Briefing Pack pages 14 and 15



16

17

Figure 24: Briefing Pack pages 16 and 17

Next steps

Public consultation on each of the individual schemes within the first phase of Connecting Sheffield will be held over the next few months, as sufficient detail on each scheme is developed. In accordance with government guidelines on social distancing relating to the Covid-19 pandemic, consultation unfortunately can not include any face-to-face events and meetings. Instead, alternative consultation methods will be employed to ensure that information is easily accessible.



Website

To allow as many people as possible to review our plans and provide feedback, we are using a website with an integrated digital engagement tool as the primary method of sharing information. An interactive map will allow you to see the proposed routes for each of the schemes and leave pinned comments on specific areas of each route.

Further information on each scheme will also be available on the website, providing additional details and images of what the scheme would look like.



Consultation Leaflet

A printed consultation leaflet will be posted to residents and business in the vicinity of each scheme. The leaflet will explain the proposals for the local area and encourage residents to ask questions and provide feedback via the communications channels provided.



Freephone Information Line

A dedicated freephone information line **0808 196 5105** will be available. This line will operate from 9am-5pm Monday to Friday with an answer phone facility to record messages outside of these hours. This will allow people without access to the internet, or whose preference is to speak to someone directly, to comment and ask questions.



Project Email Address

A dedicated email address info@connecting-sheffield.co.uk will be in place to allow people to submit questions or feedback via email.



Considering Responses

All comments received through engagement and consultation will inform work to finalise our plans. There will then be a further statutory period of consultation to secure approval to implement the final schemes.

Figure 25: Briefing pack final page (page 18)

Appendix 5 – Stakeholder Presentation



Figure 26: Introduction Slide

What is Connecting Sheffield?

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

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



Figure 27: Slide 2

Transforming Cities Fund

- Forms part of Government's Industrial Strategy and will fund the first phase of Connecting Sheffield
- Up to £50 million of funding for Sheffield from overall Sheffield City Region funding pot worth £166 million
- Designed to connect people to key areas of employment and economic activity
- Tight turn around for delivery, with completion required by March 2023
- Subsequent funding streams will align under Connecting Sheffield



Figure 28: Slide 3

Connecting Sheffield: City Centre *Vision & Details*

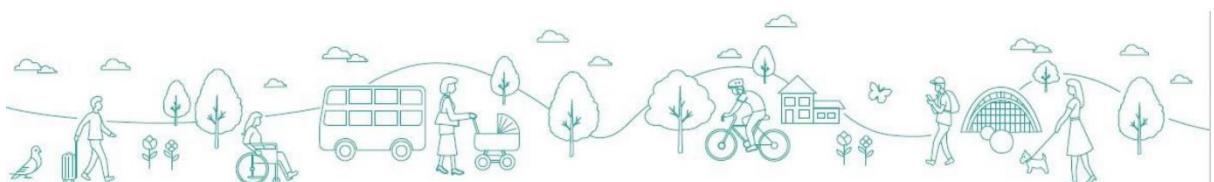


Figure 29: Slide 4

Key Elements

Improve the quality of cycle routes:

- Creating easy-to-follow, high-quality, largely segregated safe cycle ways.



Make it far easier to walk:

- Producing high-quality public spaces and an environment that will make walking into and around the City Centre more attractive.



Significantly improve bus infrastructure on key routes:

- Aim is to make key bus routes comparable to tram services in terms of journey time and reliability.



Figure 30: Slide 5

Maintaining Momentum of Regeneration

Transform Sheffield City Centre into a vibrant, dynamic commercial heart of the city and City Region:

- Improved environment
- Lively, vibrant area with an offer that attracts people
- Creates jobs and attracts investment

Deliver a more attractive place to:



Live



Work



Spend Time



Figure 31: Slide 6

Transforming the Environment

Sheffield is well-known as the Outdoor City.

But historically, this sense of green spaces hasn't been tangible in the city centre.

Connecting Sheffield: City Centre will change this, bringing The Outdoor City into the City.



Figure 32: Slide 7

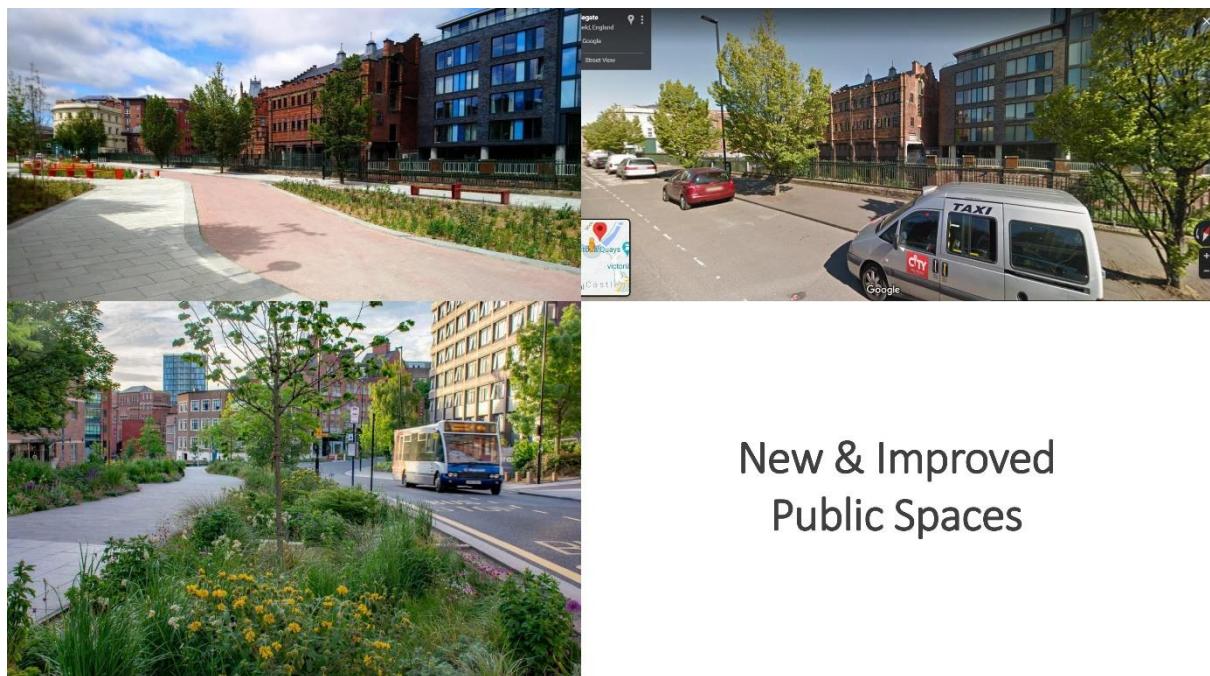


Figure 33: Slide 8

**New & Improved
Public Spaces**



What The Plans Look Like

- Planting along streets to create new green corridors
- Sustainable urban drainage
- Expanded public spaces with lower levels of traffic
- Enhanced cycle routes and environment for walking around the city centre



Figure 34: Slide 9

Town Hall Square



Figure 35: Slide 10



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Furnival Gate



Figure 36: Slide 11

Arundel Gate

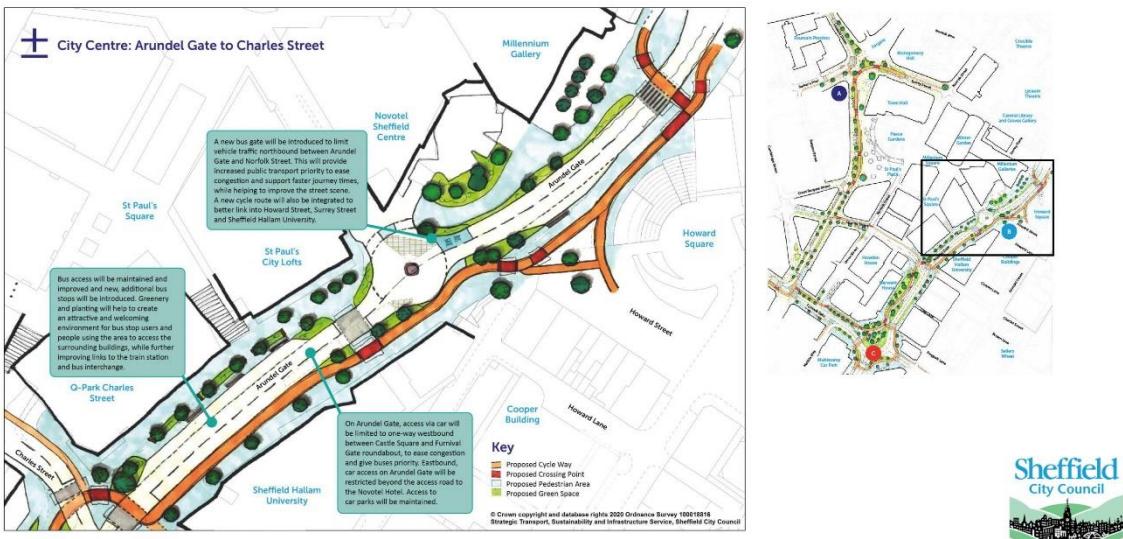


Figure 37: Slide 12

Rockingham Street

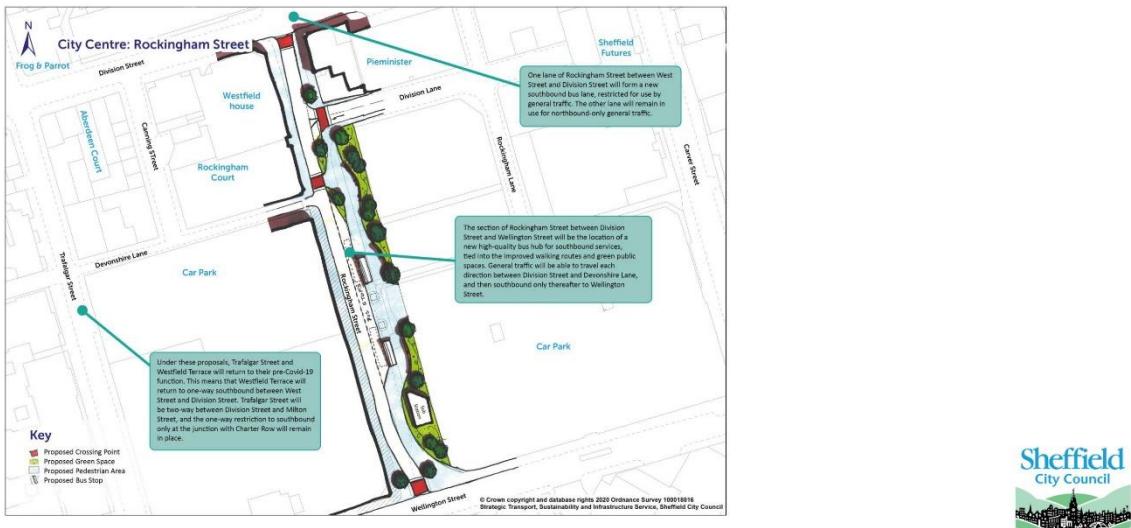


Figure 38: Slide 13

New Cycle Parking Hub

- Safe and secure cycle parking facilities in the city centre
- Can accommodate different types of cycles
- Complementing the Midland Station cycle hub
- Will use app technology to book spaces
- Intention to develop other similar cycle hubs at key locations across the city



Figure 39: Slide 14

Access By Car

Private Car

- Access to car parks maintained and well signposted
- Access to most areas remains for drop-offs



Deliveries/Taxis

- Access for drop-offs and pick-ups maintained
- Where areas are pedestrianised, similar rules to those in place for Fargate are likely (time-restricted access)
- Taxi ranks are anticipated to remain largely as they are, in convenient locations



Figure 40: Slide 15

Next Steps

You can get involved by:

- Sharing information about Connecting Sheffield and the consultation with your networks
- Signing up to receive updates on the project
- Participating in the individual scheme consultations

Once feedback from this consultation has been reviewed and plans finalised, there will be a statutory consultation period prior to implementation of the schemes.



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



Figure 41: Slide 16



Thank You For Listening.

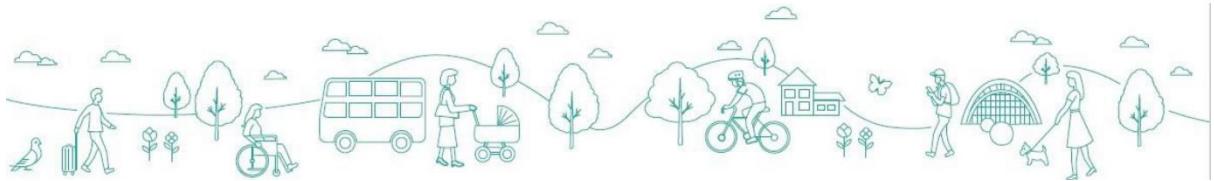


Figure 42: Closing slide

Appendix 6 – Consultation Leaflet



Figure 43: Consultation leaflet front cover



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Figure 44: Consultation leaflet page 2

Our Vision

“We want to transform space across the heart of Sheffield – bringing The Outdoor City into the City.”

Connecting Sheffield: City Centre focuses on your journey into and across the city centre. Travel is changing and we need to prepare for the future by offering the right infrastructure for walking, cycling and public transport.

We will do this by:

- making it easier and safer to get around on foot and by cycling.
- prioritising public transport routes into and across the city centre.
- creating high quality ‘green streets’ and more pedestrianised areas to improve the environment.

Alongside other projects such as Heart of the City, the proposed changes will help transform the city centre into a vibrant and dynamic heart, for Sheffield and the region.



PHASE 1 - CONSULTATION

3

Figure 45: Consultation leaflet page 3

NEW ideas, spaces, routes

Cycling into and around the city centre

The cycling route improvements will make it easier and quicker to travel around the city centre and create better connections to local neighbourhoods.

New two-way cycle lanes, and improved routes through the heart of the centre will be introduced alongside improved public space and 'green streets'.

We want people to feel that cycling is a realistic option.

Walking and Green Spaces

Extra space in the city centre through the road closure of the upper section of Pinstone Street will create a new pedestrianised space with step free access from the Town Hall and Peace Gardens to surrounding city centre areas.

Planting and greenery will continue along the new improved walking and cycling routes.



Visualisation of Arundel Gate where it meets Furnival Gate

Sustainable urban drainage (SuDs) will be considered in planting areas for healthier streets.

This will benefit both people and the environment, improving air quality and flood mitigation amongst other advantages.

Bus Routes and Bus Stop Upgrades

New bus routes into the city will help to improve public transport reliability and journey times. High quality bus stops will be installed and will tie into improved walking routes and green public spaces.

Identified locations for new public transport 'hubs' are Arundel Gate and Rockingham Street. The new 'hubs' will be accessible and modern for bus users, and greenery and planting will help to create an attractive and welcoming environment.

Figure 46: Consultation leaflet pages 4 and 5

ACCESS for all...

Access for Cars

Connecting Sheffield funding is for improvements to walking, cycling and public transport routes to make these options more attractive, however we understand that car access will remain important for many people. This means that access to the city centre and car parks will be retained, but journeys through the centre will be restricted.

Disabled parking bays will be reviewed and improved as part of the changes. Access to all city centre car parks will be retained for cars.

Access for Taxis

Taxis are subject to the same rules as buses meaning that they have access where private vehicles do not. The

location and operation of taxi ranks will largely remain the same.

Servicing

Vehicles used for servicing will be able to access all areas where traffic is allowed. Where areas are pedestrianised, time periods for delivery access will be determined, as is currently the case for Fargate. This will also take into account the need for controlled access during busier times in accordance with maintaining the security of the city centre.

For more information visit our website or contact us.
Details can be found on page 10.



Figure 47: Consultation leaflet pages 6 and 7

How will Coronavirus affect these plans?

Our Connecting Sheffield plans are focused on building a better long-term future for the city rather than addressing Coronavirus restrictions directly.

However, in response to Coronavirus restrictions, we have already rolled out a number of emergency highways measures to help Sheffield re-open after the Coronavirus lockdown by enabling social distancing for pedestrians and making it easier for people to travel by bicycle or on foot.

The measures include some temporary interventions, which will be removed once social distancing is no longer required. They also include temporary versions of planned permanent highways schemes that form part of our city centre proposals. By making these changes, we have been able to facilitate social distancing whilst testing part of our long-term proposals.

You can let us know any feedback you might have from using these temporary measures. This will help us with our plans for the future permanent work.

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PHASE 1 - CONSULTATION 9

Have your say...

We want to know what you think about our plans for the city centre. We are consulting on all features of the scheme.

This leaflet provides an outline of the key elements of our plans. You can view more details on the proposals and provide feedback and comments, by visiting:

bit.ly/ConnectingSheffield

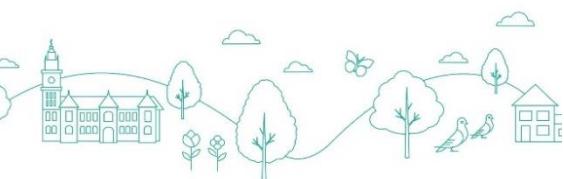
To request further information or ask us any questions please email:

info@connecting-sheffield.co.uk

The simplest way to respond to this consultation is via the website, but if you are unable to access the internet you can get in touch in other ways.

By Phone: **0808 196 5105**

In Writing: **Freepost Connecting SHF**



Construction

Construction is expected to begin in 2021

We will do all we can to minimise disruption, including:

- A phased approach to construction works.
- Coordinating with other local works.
- Business access will remain throughout the duration of the works.
- We will stay in touch and keep you up to date.

For the latest information on Connecting Sheffield sign up for travel and transport alerts by visiting bit.ly/ConnectingSheffield

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PHASE 1 - CONSULTATION 11

Figure 48: Consultation leaflet pages 8 and 9

Sheffield City Council

counter context



This document can be supplied in alternative formats, please contact 0114 273 4567



292.26

Figure 50: Consultation leaflet back page

Appendix 7 – Webinar and Meeting Notes

Webinar 1 (18th November)

External Attendees:

- Darren Hardwick, Car Parking & Sustainable Travel Manager at University of Sheffield
- Dan Bates, Chief Executive of Sheffield Theatres
- Chris Marriott, Head of Commercial Development & Operations at Museums Sheffield
- Stuart Ridley, Head of Marketing, Sales and ICT at Sheffield City Trust
- David Emblen, Transport Services Manager at Sheffield Health and Social Care NHS Foundation Trust
- Andrew Brown, Head of Estates at Sheffield's Children's Hospitals
- Roxanne Maritz, Travel Plan Co-Ordinator at Sheffield NHS Teaching Hospitals Trust (covers Northern General Hospital, Royal Hallamshire Hospital, Jessop Wing, Weston Park Cancer Centre and Charles Clifford Dental Hospital)
- Ben Slater, Capital Planning Manager at Yorkshire Ambulance Service
- Sarah Gilding, Head of Joint Vehicle Fleet Management Department - South Yorkshire Police and South Yorkshire Fire & Rescue

Summary of Points Raised:

Cycle Hub

- The cycle hub was discussed and recognised as a good idea.
- Questions were raised about the use of existing hubs and extending the network to upgrade existing locations with cycle spaces (such as Ponds Forge).
- It was suggested that the revenue requiring model for a cycle hub (such as the one at Sheffield Station) was not necessary and there should be a number of smaller facilities across the city centre that would offer better longer term benefit.

City Centre definition

- It was requested that this be clarified as to whether it was within the inner ring road or tighter.

Funding

- Clarification was requested as to whether the funding is new or reallocated money.

Parking and wayfinding

- There were positive comments about the loss of on street parking driving people towards the multi-storey car parks, but concerns were raised about sufficient and effective wayfinding being included in the plan.

E-charging

- Questions were raised about e-bike/scooter systems and if they would be included.
- Query raised about where electric charging points would be in the city and if funding/support was available to upgrade the electrical infrastructure for include more charging points.

Access in the City Centre

- Various attendees checked that there would be access to their buildings for deliveries and for customers/patients.
- Some hospitals are considering bus passes for staff and health service users and asked if there is any support to encourage people to use public transport.
- Bus times coming through city centre being more reliable will benefit patients.

Cycle theft



- There were concerns about bike thieves targeting new bikes and the proposed new hub and that South Yorkshire Police should prioritise bike theft.

Cycle routes

- One attendee pointed out that the cycle provision going west out the city centre is very poor and that it should be addressed.
- There were questions about including plans to avoid rat running and connecting the city centre cycle route to the outskirts.

Division Street

- Question asked regarding whether Division Street would stay pedestrianised.

Webinar 2 (19th November)

External Attendees:

- Jerry Ward, Legal Operations Manager (Transport) at John Lewis
- Paul Burke, Building Manager (Grosvenor House) at Cushman and Wakefield
- Marie Green, General Manager at Novotel
- Victoria Camm, General Manager at Mercure St Pauls
- Adie Adams, Regional Commercial Manager at NCP
- Mark Lindsey, Area Ops Manager at NCP
- Lauren Swiers, Regional Surveyor at NCP
- Darren Maskrey, Head of Operations at Q Park
- John Denton, Head of Sales and Marketing Q Park
- Ross Badham, Business Manager Sheffield, Nottingham & Birmingham at Q Park
- Phil White, Senior Planning Engineer at Arup
- Rebecca Powell, Senior Transport Planner at Arup

Summary of Points Raised:

Closure of Arundel Gate roundabout

- Loss of roundabout at Arundel Gate would a right turn be implemented to access the car park. Convoluted alternative route. Signposting and communication need to be clear for additional route.
- Input from car parking operators on wayfinding process

Economic impact

- Economic impact on retail in the city – spend per person for car driver drops per bus passenger.

Electric vehicle charging

- There were questions regarding if the proposals were prepared for electric vehicle growth and greener car travel.

Last mile logistics

- There was a question if plans for last mile logistics to reduce vehicles needs access been included.

Survey responses

- A request was made to share the % of people who said they would change from car to bus/cycle from the survey that informed the presentation.

Access to Novotel/John Lewis/Waitrose



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context**

- Questions were asked to confirm if access for guests/deliveries would not be affected.

Connecting to wider city

- Participants asked how cyclists will get to/from the city centre and how it will all join up.

Feedback

- There was positive feedback that there will be more quality public space in the city and ways to encourage staff to use greener transport issues.
- They asked for opportunity to digest and understand process and impact and will feedback.

Wider communication

- There were concerns that the messaging needed to be widely communicated, especially changes to the bus network and ensure the changes are understood.

Webinar 3 (20th November)

External Attendees:

- Peter Kennan, Chair of Transport Committee at Sheffield Chamber
- Tom Sutton, Head of Policy & Representation at Sheffield Chamber
- Martin McKervey, Chair of Sheffield Property Association
- Claire Reading, Development Manager (Yorkshire) at Federation of Small Business
- Irshad Akbar, Area Lead at Federation of Small Business
- Darren Hendaleman, Operations Manager at Sheffield BID
- Peter Sephton, Chair of Changing Sheff

Summary of Points Raised:

Access to Crucible

- It was suggested that access to the Crucible should be preserved along the whole of Arundel Gate.

Access to buses on Rockingham Street

- It was highlighted that walking from Moorhead to Rockingham Street is a long and windy trek and it was raised that there would be a need for weather protections to be included.

Lack of pedestrian priorities

- It was pointed out that pedestrian priority needed further consideration.

Feedback

- Participants agreed that the proposals were very exciting and included some fantastic ideas.
- Like that plans included making spaces and places greener but will also attract more people.
- It was observed that there will need to be places in the City Centre which people want to visit and concerns were raised about the lack of retail at present and questions raised about how we can offer more things for people to come and do.
- It was agreed that less traffic in the City Centre would help to prove the city's green credentials to investors and needs to match greener city centre policies.
- The attendees asked if they could see the international and national evidence that these proposals will drive the city forward to help win hearts and minds. Needs to be more than just the environment.

Integration with other schemes



- It was suggested that the proposals need to integrate into the Castlegate Partnership's work and the central area strategy. There needs to be connectivity amongst these projects.

Disruption during building

- Concerns were raised about the amount of disruption there may be to local businesses whilst construction works take place.

Revenue costs

- Question asked regarding whether alongside greening the Centre Centre the council has considered the revenue required to keep it pristine long term.

Clear air

- A question was asked about what is being done to make taxis cleaner and greener.

Consultation

- Sheffield BID requested that they had the details to be able to share with their members.
- It was also asked what messaging was being used to convince businesses it is a good idea as a redesigned city centre can bring in more money into businesses.

Events

- It was proposed that the consultation team link to the Council's city centre events team to ensure events are included in consolation when possible.

Meeting with Green City Partnership Board (20th November)

External Attendees:

- Councillor Mark Jones (Chair)
- Councillor Mike Chaplin
- Councillor Simon Clement-Jones
- Councillor Peter Garbutt
- Councillor Tim Huggan
- Councillor Alison Teal
- John Grant, Sheffield Hallam University
- Andy Sheppard, Arup
- Martin Toland, Amey
- Nigel Wilson, Veolia

Summary of Points Raised:

Quality of life

- It was asked if the core desire of the policy was economic growth or quality of life for everyone.

Supertram links

- Question asked whether they could they be extended to the Northern General Hospital.

Business areas

- It was asked why the improvements were focused on business areas.

Planting

- There were questions about the process for species selection and promoting biodiversity.



- Question asked whether the impact of climate change and temperatures would be included in plant choices.

Division Street

- It was asked if Division Street would be pedestrianised or de-motorised for bicycles. Or if the street could have time-limiting access.

Financing

- There were concerns regarding whether the proposals are financed fully and that it would not run out of funds and be unfinished.

Modelling

- Questions were asked regarding if modelling had been done on the revised bus routes, timings and the impact on improved efficiency. It was suggested that this needed to be done on traffic flow and impact on adjoining areas as well.

Meeting with Our Cow Molly (23rd November)

External Attendees:

- Eddie Andrews, Owner / Director at Our Cow Molly

Summary of Points Raised:

Impact of Covid-19

- Covid-19 has impacted them – it has been hard. They have 50% less deliveries but still must send a van out. They are in a worse position than ever. They have invested in new tech and new vans.
- Through contacts, it was understood that a lot of people are working from home now – this is the new normal. They wondered about the potential for the city centre to recover.

Access and deliveries

- Requested to know early on if City Centre access is going to be limited and if so how, as they will need to know what the alternative routes are / parking for drop offs.
- Expressed that the emergency Covid-19 works had caused them challenges for deliveries.

Summaries from Additional Meetings

Cycle Forum

- At the November 2020 meeting of Sheffield Cycle Forum (a bi-monthly Council-facilitated meeting bringing together representatives from the various city organisations with an interest in cycling), an update was given on the TCF programme. Details of the live Connecting Sheffield consultation were relayed.
- There was general support for the TCF proposals with just a one specific question about the investment in a new city centre cycle hub.

Upper Don Trail Trust

- The Upper Don Trail Trust requested a presentation about the Connecting Sheffield proposals at their December 2020 meeting to understand how this feeds into their objectives to create a multi user route for walking and cycling parallel to the Upper Don River. Trustees were keen to see the joining up of the route to Stocksbridge and wanted to explore Connecting Sheffield as an opportunity to do so.
- The City Centre Connecting Sheffield proposals do not interface directly with the Upper Don Trail, although they do help to join up the emerging cycling network though the city centre. Areas prioritised for

Transforming Cities Fund monies have been identified by the Department for Transport's Propensity to Cycle (PCT) toolkit and include Kelham Island/Neepsend.

- Proposals for this area will form the next stage of Connecting Sheffield and the UDTT and other local community groups will be involved as engagement starts in the new year.

Better Journeys

- Greg Challis had a meeting Bluebell Evans, Project Co-Ordinator of Better Journeys, who work with people over 50 in North Sheffield, about bus shelter designs. Better Journeys are keen to input to bus shelter design so that they better meet the needs of older people.
- They previously submitted a Working Group Project Report on Outdoor Spaces, including bus stops. They will feed into the current Connecting Sheffield consultation around bus shelter design. They are also looking at shelter designs from elsewhere in the UK. They will relay this and other relevant feedback to the SYPTE, who are responsible for the infrastructure and will procure new shelters for the City Centre Connecting Sheffield project.

Ward Councillor briefing

- The meeting was positive and the councillors were generally happy with the plans.
- Issues raised included:
 - Accessibility particularly around bus stops
 - What do the accessibility groups think to the plans
 - Bus stop improvements in general and real time information
 - Disabled bays and how they are positioned
 - Are bus drivers aware?
 - How the scheme links into other schemes
 - Secure cycle parking