

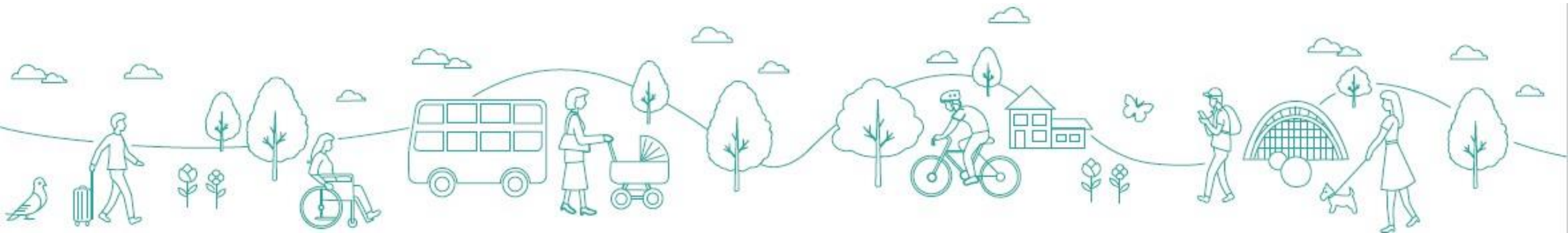


CONNECTING SHEFFIELD

Better travel choices

Connecting Sheffield: City Centre

Stakeholder Briefing – Autumn/Winter 2020



What is Connecting Sheffield?

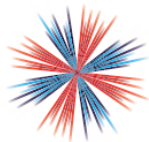
Connecting Sheffield is a long-term approach that aims to transform the transport infrastructure that people use to get around the city as part of their everyday lives.

- 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



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



**INDUSTRIAL
STRATEGY**
TRANSFORMING CITIES FUND

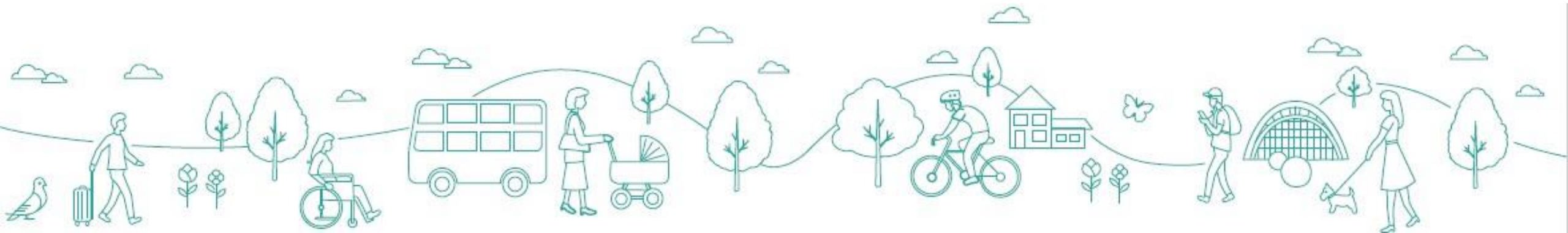
**Sheffield
City Region**



**CONNECTING
SHEFFIELD**
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Vision & Details



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.



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

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.





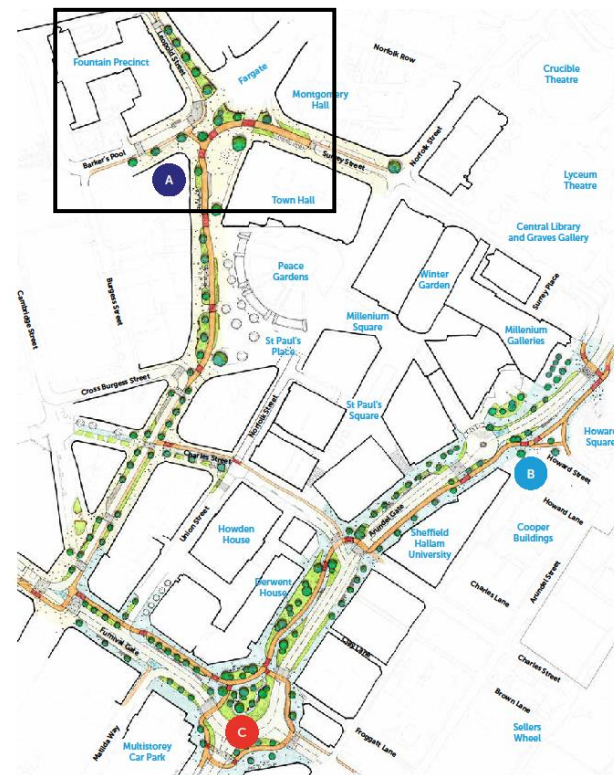
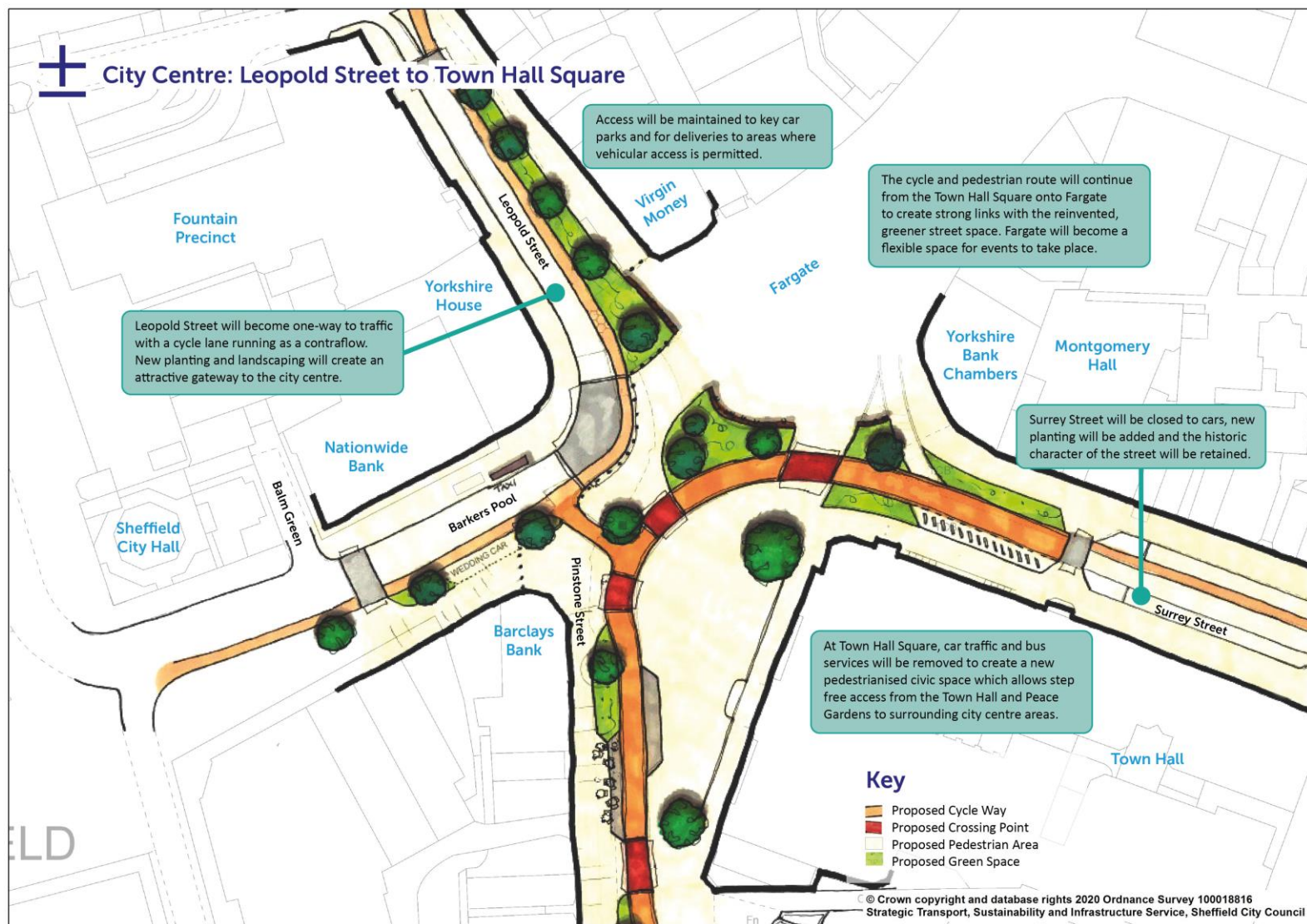
New & Improved
Public Spaces



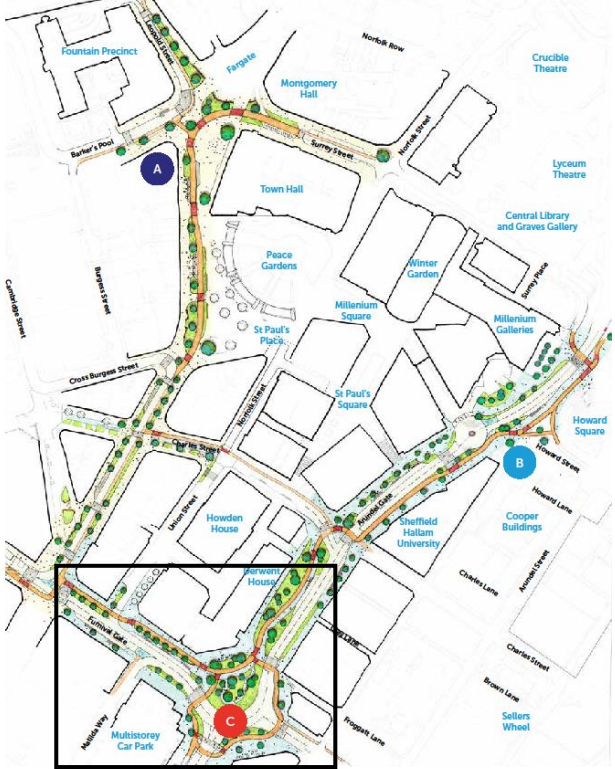
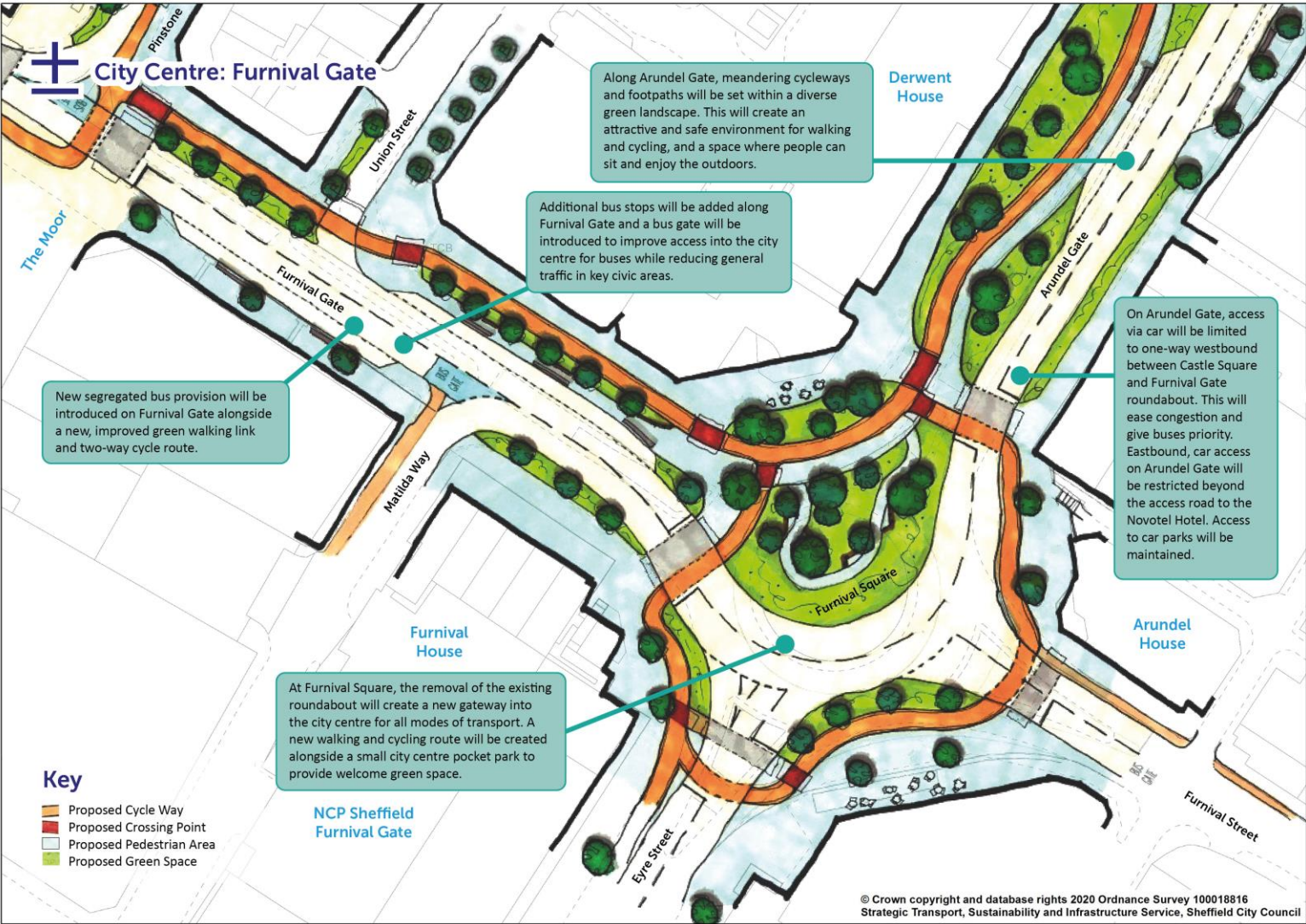
What The Plans Look Like

- 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

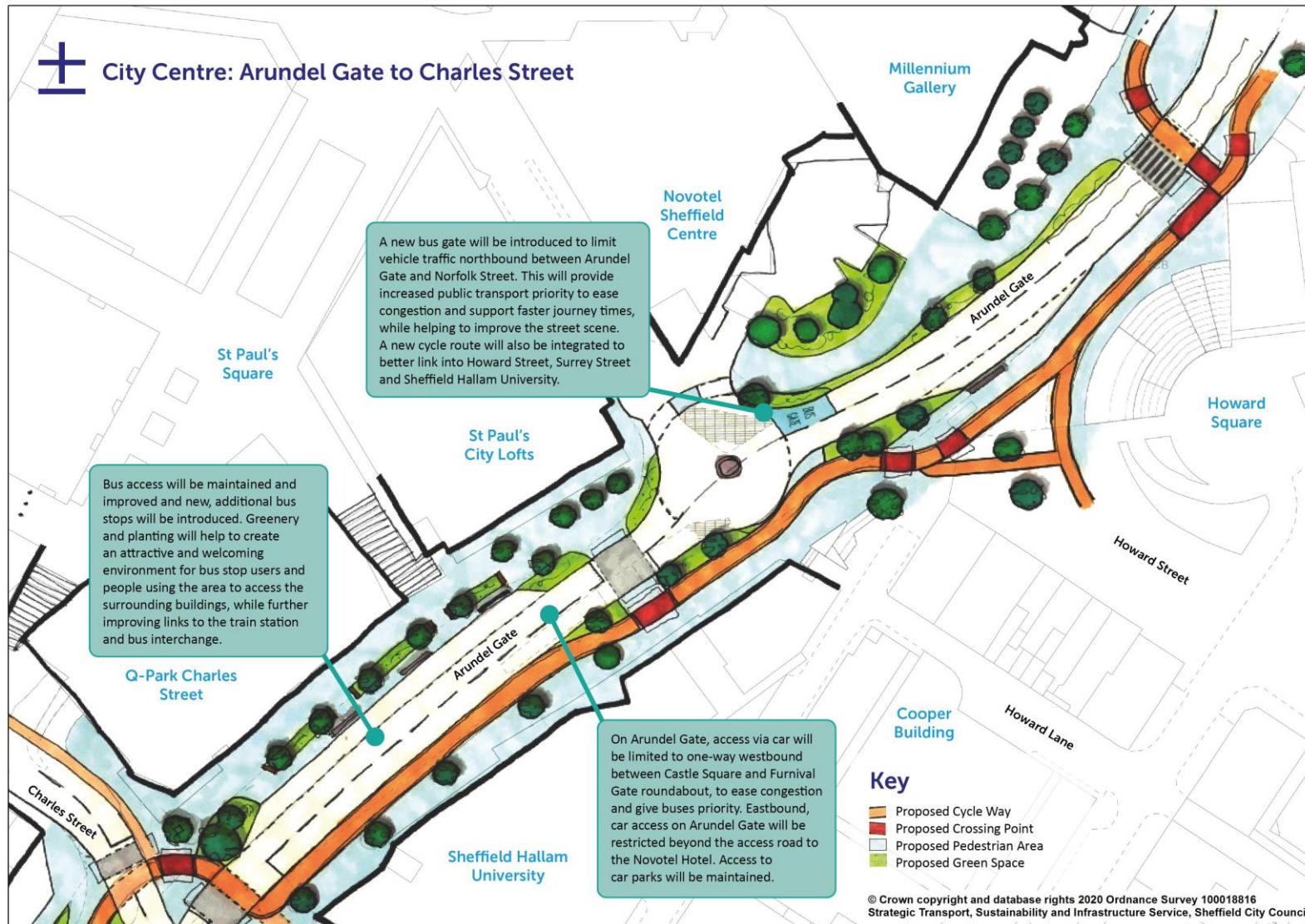
Town Hall Square



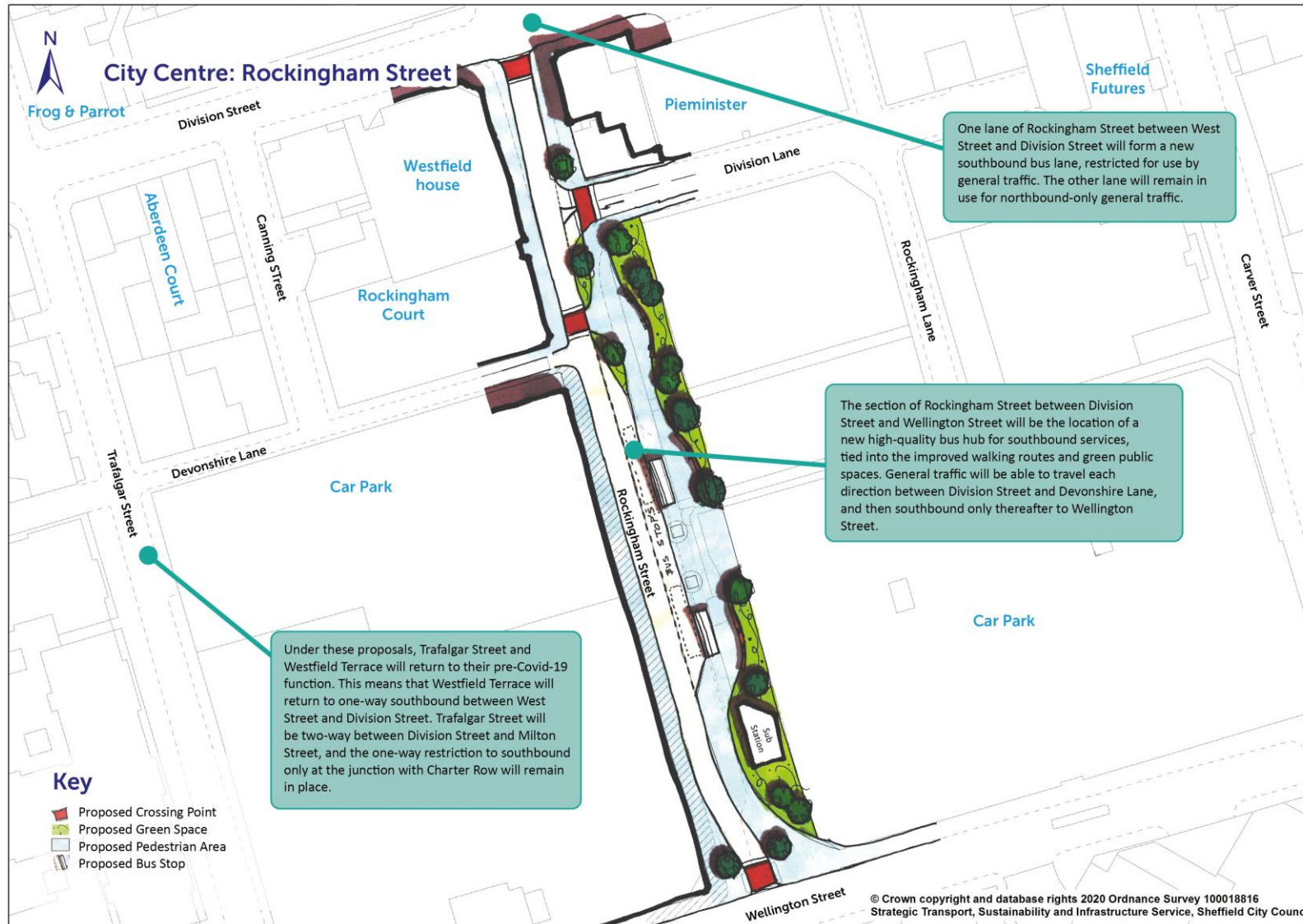
Furnival Gate



Arundel Gate



Rockingham Street



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



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



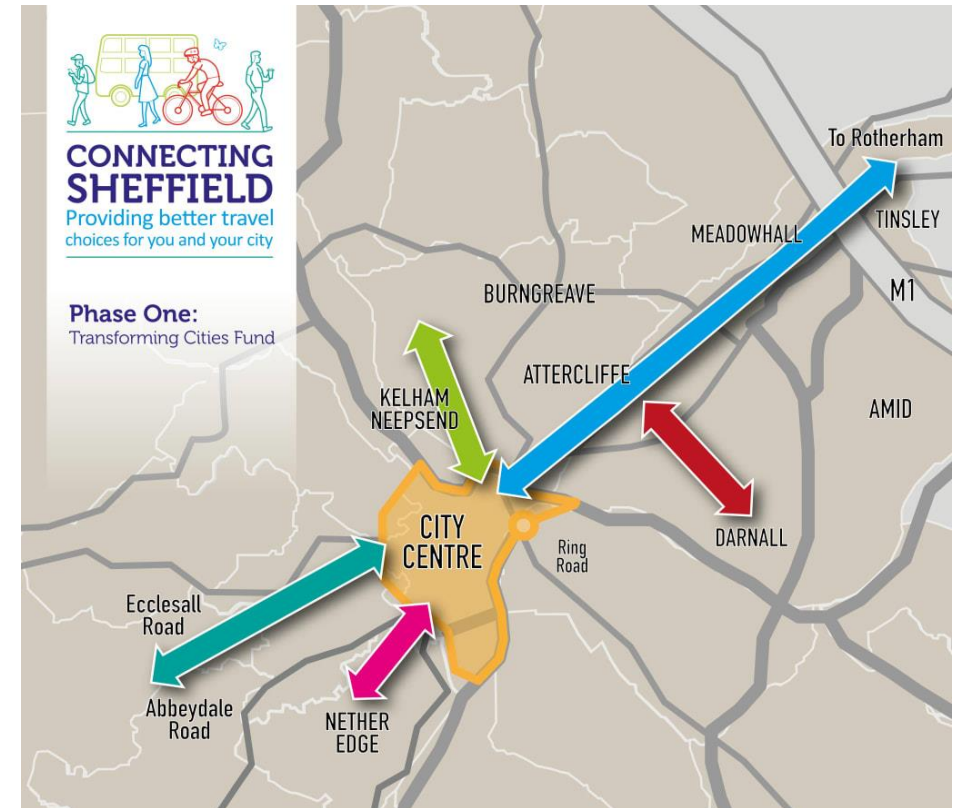
Next Steps

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/>

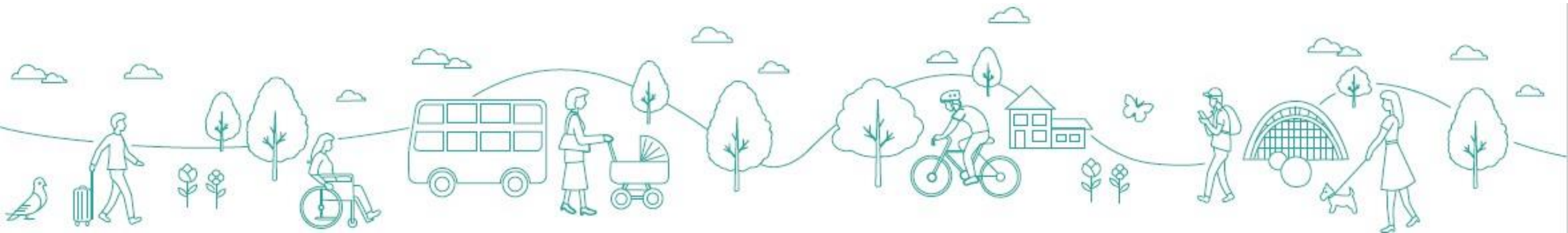




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Thank You For Listening.





Sheffield Clean Air Zone

November 2020 Update



C+ Clean Air Charging Zone

- Clean air proposals are bespoke to each area
- No single charging zone national standard or package of support measures
- Four broad categories of charging zone for local authorities to consider

Category A:

Buses, coaches, taxis and private hire vehicles;

Category B:

Buses, coaches, taxis, PHVs + heavy goods vehicles;

Category C:

Buses, coaches, taxis, PHVs + HGVs and light goods vehicles;






Category D:

All vehicles.

C+ Clean Air Charging Zone



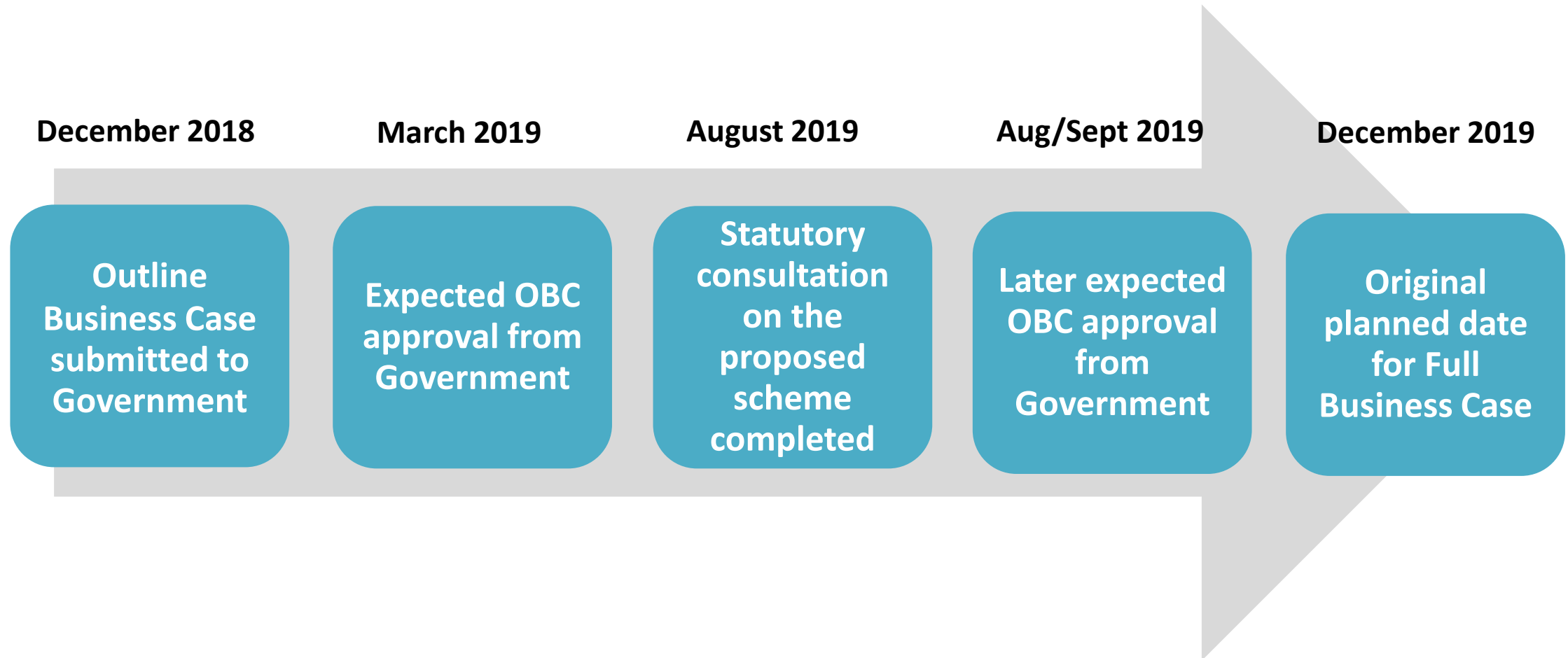
- National exemptions set by Government.
- Local exemptions can be considered by Council.

			CHARGE
	Taxi	Ultra-low emission or LPG	OR £10
	Van	Euro 4 Petrol Euro 6 Diesel	OR £10
	Bus Coach	Euro 6 Diesel	OR £50
	HGV	Euro 6 Diesel	OR £50
	Private car	ALL VEHICLES	OR NO CHARGE



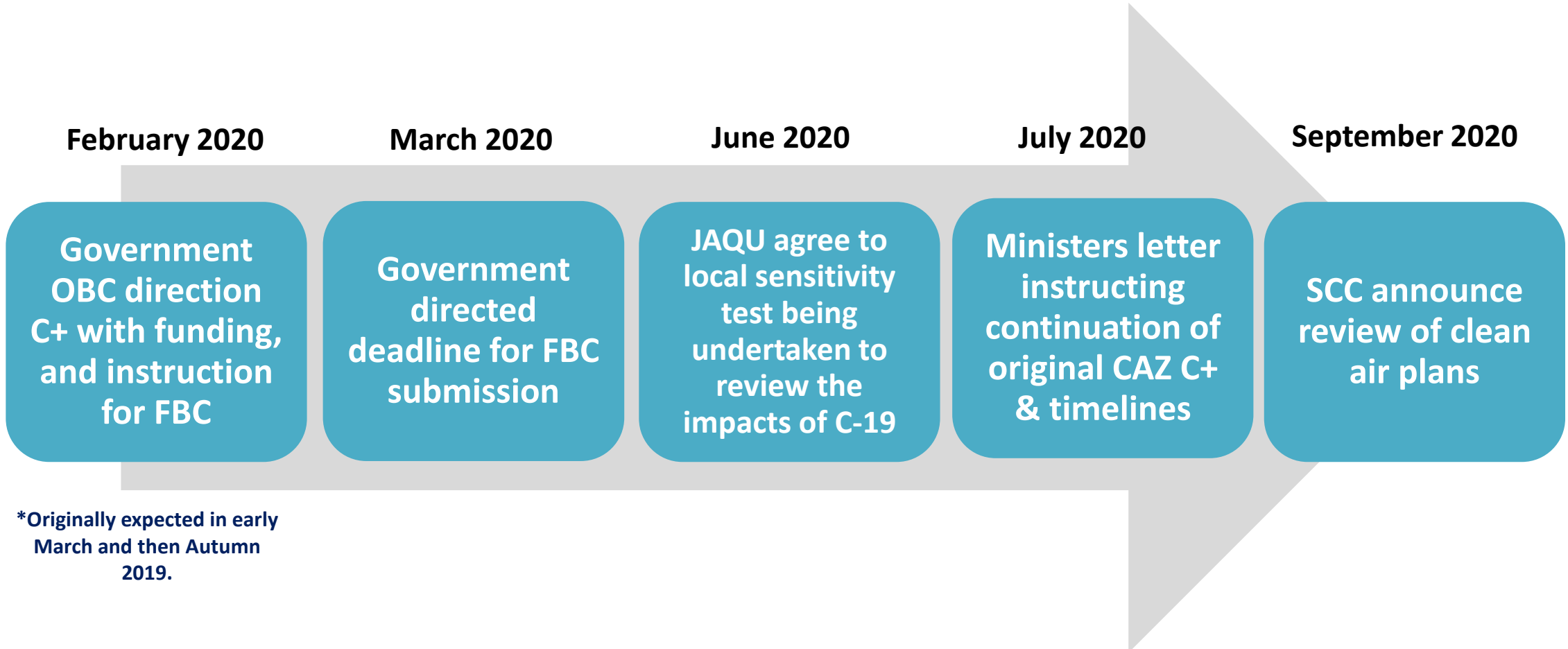
Original Project Timelines

Original planned date for CAZ to go live: 2021



Actual Project Timelines

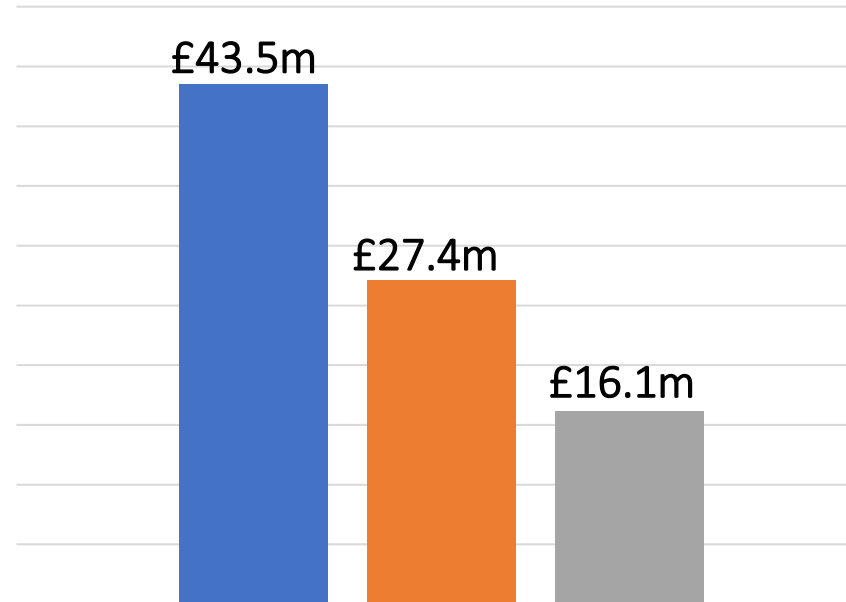
Based on JAQU Response



*Originally expected in early March and then Autumn 2019.

Mitigation Plans and Funding (Pre-Covid-19)

- Councils had been developing mitigation support packages.
- **£43.5** million requested from JAQU.
- **£27.4** million offered.
- **£16.1** million shortfall.



Covid-19 – Considerations for a Review



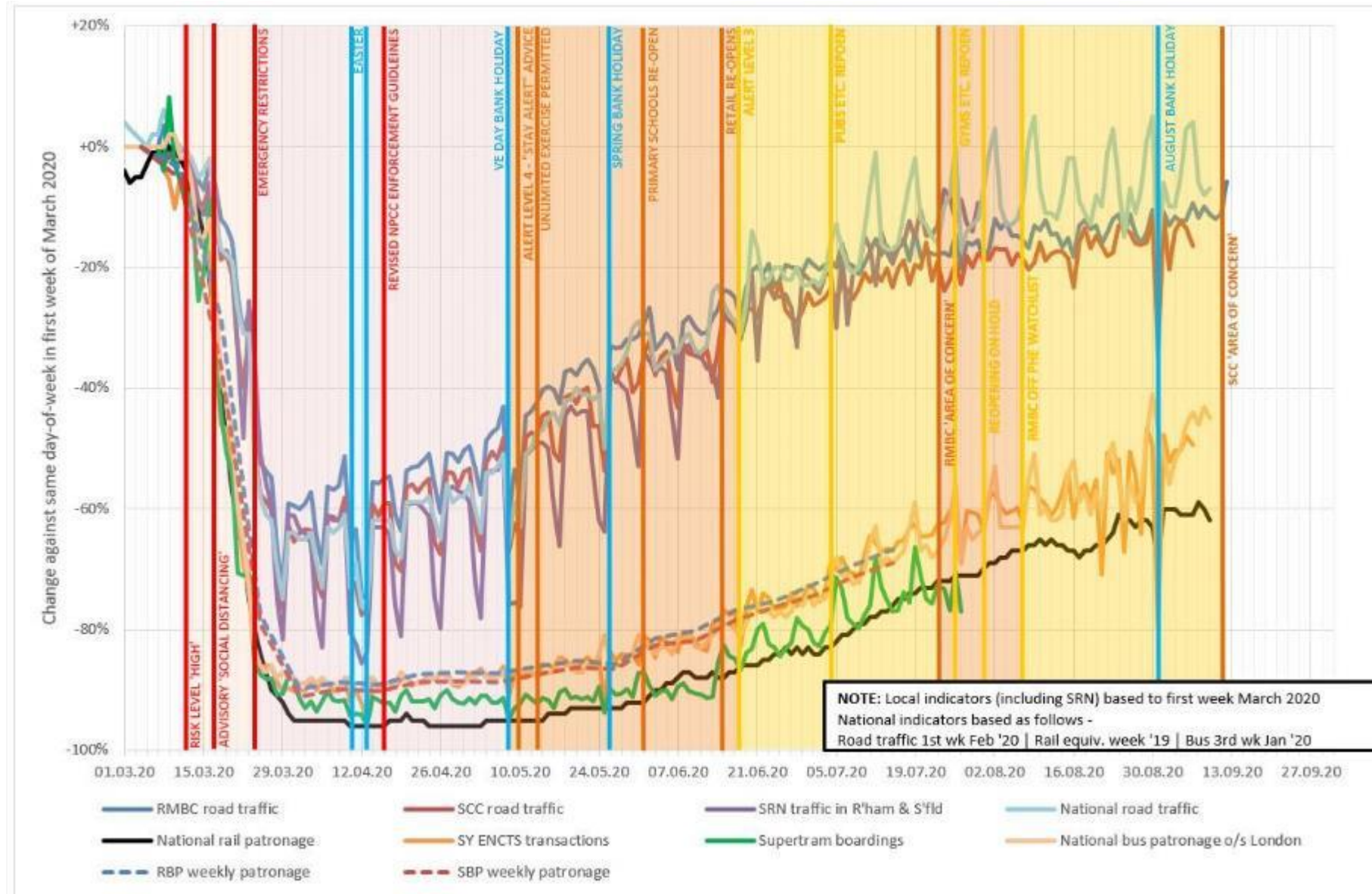
Transport Changes

- Car journeys down
- Public transport use down
- Air quality has improved

Mitigation Considerations

- Impact of Covid-19 – affecting financial health of companies
- ↓
- Reduced ability for businesses/organisations to change/upgrade vehicle
- ↓
- Possibility that emissions remain higher while businesses incur costs, threatening jobs

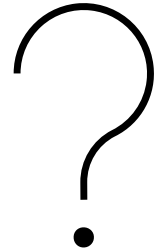
Changing traffic levels...



Clean Air Review – Key Questions



- Are there non-charging options that might now contribute towards compliance?
- Has the rate of vehicle upgrades changed since last analysed – is the vehicle fleet getting cleaner more quickly or slowly than predicted?
- Will reductions in traffic and pollution remain over the medium/longer term resulting from Covid-19?
- If a charging zone is still necessary, what form should that take?



Challenges



- Need to achieve compliance in shortest time remains.
- Need to demonstrate non-charging options can work.
- If non-charging won't work, need to determine which charging zone.
- Need to try to secure an appropriate level of mitigation funding.
- Confirm, agree, communicate and implement scheme to deliver clean air.





Thank You For Listening.