



Author/Lead Officer of Report: Andrew Marwood, Senior Engineer, Scheme Design and Assurance

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Report of: Director of City Growth
Report to: Cabinet Member for Transport and Development
Date of Decision: 08 May 2018
Subject: Grey to Green Phase 2 (Castlegate Kick start) – Proposed Scheme and Associated Traffic Regulation Orders.

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Transport and Development		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environment Wellbeing Scrutiny and Policy Development Committee.		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given?	258	
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		

Purpose of Report:

To approve the Grey to Green Phase 2 scheme as shown in appendix 'A' and associated Traffic Regulation Orders (TRO's), subject to funding being secured and authorisation of the project through the capital gateway process.

The report sets out the background to the scheme, consultation comments, remaining objections with officer responses and recommendations.

Recommendations:

That the scheme is approved as shown in Appendix 'A'.

That the associated Traffic Regulation Orders as shown in Appendix 'B' to facilitate the Grey To Green 2 project are made, subject to the necessary funding being secured and authorisation of the project through the capital gateway process.

That all people who commented on the proposal be informed of this decision.

Background Papers: None

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: <i>Damian Watkinson – 04/05/2018</i>
	Legal: <i>Richard Cannon – 04/05/2018</i>
	Equalities: <i>Annemarie Johnston – 04/05/2018</i>
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	EMT member who approved submission: <i>Edward Highfield</i>
3	Cabinet Member consulted: <i>Councillor Jack Scott</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: <i>Andrew Marwood</i>
	Job Title: <i>Senior Engineer – Scheme Design and Assurance</i>
	Date: <i>14/05/2018</i>

1. PROPOSAL

- 1.1 The proposals seek to build on the success of 'Grey to Green Phase 1' by transforming 2.4ha of redundant road surface and infrastructure in the Castlegate and Exchange Street / Exchange Place area. The creation of an attractive new linear public space will incorporate perennial meadows, sustainable drainage together with improved walking and cycling routes. These changes will dramatically improve the setting of a number of key businesses, potential development sites and 'kick start' future work and development of the old Castle Market site.
- 1.2 For 800 years Castlegate was Sheffield's town centre for most purposes. In recent times businesses one by one have ceased or slowly moved away. The closure, and demolition of the former Castle Markets has opened up a large space in the heart of the area. The regeneration of this site which is wholly owned by the City Council, allowing the rediscovery of the castle remains and River Sheaf, is seen as a key catalyst for the wider regeneration, identity and prosperity of Castlegate as a creative, recreational, cultural and night time destination.
- 1.3 The roads which previously carried ring road traffic from Park Square to the Wicker are now only lightly trafficked. The current scale of this highway creates unnecessary severance from the canal and riverside and its hotels and major office employers. The scheme offers the opportunity to reallocate road space to enhance the environment and further promote cycling and walking.
- 1.4 The Grey to Green Phase 2 scheme seeks to address the problems identified above and provides an opportunity to 'kick start' the future vision for Castlegate. The proposals shown as a concept design in appendix 'A' include:
- The removal of physical barriers, including large sections of guardrail and crash barriers.
 - Better pedestrian connectivity between Exchange Street / Waingate and Victoria Quays, Wicker and the businesses and hotels located on Blonk Street and Furnival Road.
 - Reclaiming redundant carriageway from Park Square to Blonk Street to provide quality areas for pedestrians and two-way cycle facilities.
 - Providing carriageway space (generally 6.5 metres -7.5 metres wide) which doesn't dominate the area and is easy to cross for cyclists, pedestrians and disabled / reduced mobility users.
 - A 20mph speed limit together with raised plateaux contributes to the decision made to implement this limit across the City Centre.

- The closure of Castlegate to vehicular traffic (except for loading), see Appendix 'B'.
- Changing Blonk Street to two way (with a 24 hour bus gate in the direction of the Wicker) at Blonk Bridge to facilitate the closure of Castlegate and provide improved bus journey times and more reliable bus services through to the Ring Road, see Appendix 'B'.
- Enhanced public spaces with perennial meadow planting, tree planting, quality materials and public art.
- An environmental weight limit order on Exchange Street from Furnival Road to Blonk Bridge to discourage larger vehicles from entering the area see Appendix 'B'.
- Improvements to the Wicker / Lady's Bridge / Nursery Street / Bridge Street junctions to reduce delay for buses while improving crossing facilities for pedestrians and cyclists
- Changes to Snig Hill to remove central barriers, add planting and improve the current uphill bus stop layout.
- Provide areas where water run-off can be collected and gradually released, resulting in reduced pressure on already overburdened waterways and therefore reducing the risk of future flooding.

1.5 The scheme also seeks to contribute to improving the City's air quality by adding to the green spaces delivered in Phase 1 together with the removal of vehicular traffic cutting through the area to avoid the ring road. The changes will mean that the whole area becomes more welcoming both as a destination in its own right as well as a through route for pedestrians and cyclists connecting to the rest of the City Centre.

1.6 The main objectives of the project are to:

- Provide a setting for investment and economic regeneration.
- Improve Connectivity from Exchange Street / Castlegate to the rest of the City Centre
- Provide a climate resilient district.
- Provide a setting for people.
- Help to provide a setting to the Castle Site.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The project will contribute directly through its interventions to the overall strategic vision and objectives of Sheffield City Council and the Sheffield City Region.
- 2.2 The scheme contributes to the Sub Regional Vision which promotes the Sheffield City Region as a place to collaborate, to invest, to innovate and grow a business, live, work, play and study. It will be supported by an unrivalled skills base and quality of life.

Local Strategic Objectives

- 2.3 Delivery of this project will directly contribute to the City's Corporate Plan Strategic Outcomes in terms of:
 - 'A Strong Economy'; by increasing the attractiveness of the City Centre as a place to work, invest and live, promote the City Centre's unique place in the Sheffield City Region by supporting and growing high-value businesses while continuing to grow business rates;
 - 'A Competitive City'; by contributing to the achievement of a strong and competitive economy and a vibrant City Centre;
 - 'A Great Place to Live'; through a contribution to providing desirable homes and neighbourhoods, infrastructure and built environment;
 - 'Better Health and Wellbeing'; through better connected transport to ensure increased travel choices including sustainable modes such as public transport, walking and cycling and ensuring those travel choices are accessible and safe to use in an environment which has improved air quality;
 - 'Thriving Neighbourhoods' by helping people to work and socialise in attractive, interesting and engaging surroundings.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 There have been discussions with key stakeholders throughout the development of the project, following approval of the project mandate, in particular with SYPTE, the Bus Partnership, Hotels, Local businesses at Victoria Quays as well as in the Wicker, Emergency Services, Cycle Sheffield, Cycle Forum and local ward Councillors.
- 3.2 Detailed public consultation took place in March 2018. Approximately 1000 properties in the general area, including the key stakeholders listed,

above received a letter with an invitation to attend an exhibition which was held for two days at the Terminal Warehouse building at Victoria Quays. The exhibition had visual representations of how the area is proposed to be transformed, background to the project, information on materials to be used and proposed highway changes, together with associated changes to TRO's (shown in Appendix 'B'). The scheme was also shown on the Council's website and citizen space consultation board and was reported in the Sheffield Telegraph. The formal consultation period ran for 3 weeks, between 1st and 22nd March.

- 3.3 The exhibition was available to view for two days (Tuesday 6th and Wednesday 7th March). During the two days officers were on hand at allotted times to explain the draft proposals and answer any queries. There were two presentations providing details of the project and future ambitions for the Old Castle market site. Over the two days approximately 60 people attended the exhibition and presentation.
- 3.4 Comments were invited through a short questionnaire which was available to fill in online as well as at the exhibition. All comments about the proposals can be seen in the consultation report 'Appendix C' which provides details of what people liked and disliked about the scheme and a number of further suggestions .
- 3.5 In the main there was a very positive view on the proposals by those attending the exhibition, including support from many stakeholders who saw the benefit of the regeneration project which tackled a number of issues in this part of the City Centre and provided better connectivity for people cycling and walking. Many liked the results of 'Grey to Green Phase 1' recently completed on West Bar and Bridge Street and hoped a similar environment could be created in this location.
- 3.6 In addition to the questionnaires about the scheme others expressed their views about the scheme by either talking to officers on the phone or by sending an e-mail.

2 objections have been received in relation to the changes in highway layout and associated TRO's.

3.7 Objection 1 - Wicker Trader (summary provided below)

'I do like the idea of Castlegate being pedestrian and the plans look great, however I am less sold on further restricted access to the Wicker.

The bus gate in front of our building still causes a lot of stress and heartache for our customers (the ones who remember the previous road layout). And adding another bus gate into the mix only makes things worse for them.

There is definitely still a perception that the Wicker is out of bounds. Adding another bus gate will add to this perception.

Would it be possible to remove the bus gate going out of town along the Wicker altogether?

The new bus gate would mean the only cars that might use it would be those visiting the businesses here and it would be one less explanation required when trying to guide customers around the area. Even better, make the Blonk Street bus gate a 2 way block and completely remove the bus gate on the Wicker. If you made the left turn available on the other side of the arches, traffic from the Wicker could rejoin the ring road in either direction there or at nursery street.

We will also definitely need good signs to the Wicker area. The last scheme missed that off so confusion reigned.

I really want this scheme to go ahead as I think it will be great for the area, but I don't want it to be at the expense of those of us who are battling to stay in business here'.

Officer Response to comments received in relation to access to and from the Wicker.

The proposal is to close Castlegate to all traffic, which means buses and taxis will be re-routed on Blonk Street towards the Wicker. All traffic will still be permitted to exit the Wicker towards Park Square. Access to the Wicker from the South will be via the Ring Road.

Evidence indicates that the majority of traffic going through the Wicker at the moment (via Castlegate and Lady's Bridge) do not have the Wicker as their final destination but use it as a 'rat run' to short-cut the ring road, worsening the Wicker environment but not enhancing trade.

Traffic modelling results have also shown that if Blonk Street was opened up to be two-way for all traffic, this would draw more 'rat running' traffic into the area to bypass the ring road. At peak times this would also cause additional queuing back on to the ring road causing wider problems.

The proposals are also predicted to have significant journey time saving benefits for buses in both directions, reducing queuing and idling time and are supported by both the SYPTTE and bus operators.

The modelling also highlights that under the proposals, exiting the Wicker, either through Nursery Street or Exchange Place to Park Square should actually be made easier than it is currently at peak times (due to the reduced amounts of 'rat running' traffic in the area).

The project team consider the bus gate at the Wicker to be outside the scope of the project, there would also be significant costs and road safety issues if a decision was taken to remove it. Prior to the bus gate at this location a number of collisions occurred due to vehicles turning left on to the pedestrian crossing at Derek Dooley Way from the Wicker.

The team therefore consider that on balance the revised routes for all

modes of transport is the best option to achieve all the predicted benefits of the scheme.

3.8 Objection 2 – Commuter (summary provided below)

'I use Castlegate every working day to access the Council's public car park on Stanley Lane via Lady's Bridge, Wicker and Stanley Street. Needless to say, the closure of Castlegate to through traffic would cause me inconvenience.

Increased journey time would increase my discomfort and make me more vulnerable to accident. As would forcing a motorcyclist to use the busier Derek Dooley Way. Some years ago I was nearly killed by a car driver, whilst commuting, who "hadn't seen" me and made a right turn straight into me.

One possible solution, that would implore planners to consider, would be to allow motorcyclists to pass through the proposed 24 hour bus gate on Blonk Street. Actually, I find it perverse logic to allow motorcyclists to access bus lanes (for which I am eternally grateful), and yet to forbid us pass through bus gates. It is particularly irksome that I cannot pass through the bus gate between Castlegate and Bridge Street, causing an extra 0.7 miles to my journey each way. Consider the extra carbon emission, depletion of finite fossil fuel and cost over the last nine years! In fact, I would entreat planners to allow motorcyclists passage through all the city's bus gates, as with the access to bus lanes.

I seriously doubt the assertion that footfall in the area covered in Grey to Green Phase 1. I frequently walk between Millsands and town at lunchtime. The only people that I see in the area are workers and people waiting for busses. If there are more people in the area, I believe that it is entirely due to increase employment in the vicinity. These people would still be in the area had not a penny piece had been spent. I see no evidence of leisure or recreational use.

Whilst on the subject of recreation, I fear the garden development of Castlegate will be a white elephant in a similar mode the canoe launching area on Nursery Street. Apart from the initial "launch", I have not seen a single canoeist utilising the facility in the subsequent period of time, and I have worked a lot of weekends in the area'.

Officer Response to comments received in relation to access by motorcycle

The overriding reason we don't currently exempt motorcycles is consistency. Some years ago we used to allow motorcyclists to use bus gates. The Council then received adverse decisions on appeals against penalties issued at the Hillsborough bus gate.

The adjudicator acknowledged that the signing and lining installation the Council had in place complied with government guidance but nonetheless

deemed that it was not sufficiently clear. He said that a roadmaking was required alongside the blue roundel regulatory signs, although there was no requirement for this in the traffic signs regulations.

In order for these restrictions to remain enforceable, the Council had to take heed of these decisions. After full consideration it was felt that the only way to comply with the adjudicators requirements was to provide a road marking saying Bus Taxi Cycle Only. Road markings can only have four lines of text, so it was not possible to include Motorcycles, as a legend. We therefore had to withdraw the bus gate exemption they previously enjoyed and also change the signing to suit.

Last year the traffic signs regulations were updated by Government and a specific roadmaking BUS GATE was included to accompany the blue roundel sign. Motorcycles can also be included as an exemption on the standard blue roundel signing. We could therefore now exempt motorcycles. However the Council have quite a number of bus gates in the city and all the camera enforceable ones have the BUS TAXI CYCLE ONLY road marking and accompanying blue roundel signs. The road markings are particularly difficult and expensive to remove. An amendment to the legal orders which underpin the each bus gate would also be necessary.

We have no specific budget for carrying out amendments to the existing bus gates to allow motorcycles through and we'd feel it would not offer users a consistent approach if we changed them on an ad-hoc basis or exempted motorcycles at new installations only.

For these reasons it is not considered appropriate to exempt motorcycles at this proposed bus gate.

The advertised bus gate would put general traffic accessing the Wicker area on the ring road for the reasons identified in the answer to the objection above, including motorcycles. Access would be from Derek Dooley Way. This would be an extra 400 metres of distance to travel, which the project team believe is on balance the best solution to achieve all the predicted benefits of the scheme.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

An Equality Impact Assessment (reference 258) has been carried out for the scheme. There are no significant, positive or negative, equalities impacts from this proposal. It should prove positive for everyone. However some aspects should be particularly positive for disabled people and those using pushchairs/prams by improving the accessibility of the area, with input from the Access Liaison Group in the design. It will add to areas in the city centre where people / communities can interact in using a common facility. This scheme will help to transform the areas image both to investors and to members of the public. This should lead to increased

use of the area and in turn help improve the perception and therefore safety that people feel. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

The current feasibility budget for Grey to Green 2 is part of the Castlegate Kickstart approval of £796,000 for which Business Case was approved by Strong Economy Board of 27th April 2017 and signed off by Leaders Decision in August 2017. Of this £396k is for funding the Concept Design (RIBA 2), Developed Design (RIBA 3) and survey costs for the Grey to Green Phase 2 project, the first of the capital projects to be delivered.

To deliver the project as outlined in the 'concept design' the total budget estimate is £6,481,931

The breakdown of proposed funding sources for the full scheme is as follows:.

SCRIF (Outline Business Case approved) £2,870,000
SCC Section 106 £1,300,000 (of which £977k received)
ERDF (Submitted Outline Application; awaiting to hear) £2,311,931
TOTAL £6,481,931

The Council has so far appointed a professional Project Team and commissioned the Concept Design (completed) and now starting on Developed Design (RIBA 3) The Project Team and in particular the Project Client and Project Manager will manage any project risks through the development of a live risk register, and monitor anticipated expenditure against project budgets through regular interim cost reports. This will highlight to the Project Board and Sponsor any potential overspends in a timely manner, and will provide the opportunity to seek cost savings, if necessary, to ensure the project is delivered within budget.

The budget also incorporates a client held project contingency allowance, should there be any unavoidable expenditure that was not foreseen or expected. This allowance will be managed throughout the construction phase to account for any variances that cannot be afforded elsewhere from the project budget.

It should be noted however, that an invitation to submit a full bid for ERDF funding is still awaited. Should this bid not be successful other sources of funding will be explored along with an option to deliver a reduced scope scheme which can be delivered with the actual funding available.

4.3 Legal Implications

Should the ERDF funding become available the Council will be required to enter into a funding agreement with various clawback provisions e.g due to non-compliance with procurement rules.

The works elements of the project must be procured following the Council's standing orders and all relevant EU procurement directives. The procurement process will therefore have to be open, transparent, fair and non-discriminatory. The contract awarded to the successful tenderer/s must ensure compliance with all applicable legislature requirements and provide for effective service delivery, value for money and ensure the delivery of the project outcomes.

The Council has powers under Part V of the Highways Act 1980 and the Road Traffic Regulation Act 1984 ('the 1984 Act') to implement the improvements requested in this report, said works do not require planning permission where they are being carried out for the maintenance or improvement of the roads concerned, so long as they do not have a significant adverse effect on the environment.

In exercising the powers under the 1984 Act, the Council is required to secure (a) the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- v) any other matters appearing to the Council to be relevant.

The Council received two objections to the proposal in response to the consultation. In accordance with the procedure set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council needs to consider whether these objections outweigh the benefits of implementing the proposal. If the Council is satisfied that the benefits of implementing the proposal outweigh the objections, it will be acting lawfully and within its powers should it decide to implement the proposal.

4.4 Other Implications

N/A

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Overall Scheme

A more traditional reclamation and removal of redundant carriageway could be undertaken through the Streets Ahead programme. This approach however would simply replace like with like and at a similar maintenance cost and would not deliver the transformative benefits which have been outlined above.

Option 1; Do nothing: The project team do not consider this to be a viable option. It would lead to further decline of the area, depressing property prices and sustainability of businesses which in turn would affect business rates and investment.

Option 2; Private and voluntary sector to lead: Although this would reduce the initial cost to the Council, Castlegate is an area of market failure with most sites requiring de-risking. As a result there is little evidence of willingness of the private sector being prepared to spontaneously and speculatively invest on a sufficient scale to effect permanent change. The voluntary and charitable sector is not able to raise sufficient resources without the support of the public sector. SCC are also the main landowner in Castlegate. Only the Council can designate a Conservation Area or promote decommissioning of highways for other uses. For these reasons this approach has been rejected. In any event, piecemeal investment in highway improvement is unlikely to deliver the scale of change this project would.

Option 3 (preferred); Developing the Grey to Green 2 scheme through predominately SCRIF funding will give SCC control over the timescales of major interventions, transforming the corridor running from Park Square to Lady's Bridge, improving accessibility and safety as well as the local environment in order to encourage new investment and jobs while providing the setting and timescales to allow the redevelopment of the Old Castle Market site.

5.2 Options to allow the closure of Castlegate to vehicles (except for loading)

To facilitate the closure of Castlegate to vehicles (except for loading) a number of options were discussed with SYPTE and operators to ensure buses could be re-routed to gain access to the Wicker and out of the City. The advantages and disadvantages of each option were considered during the development of the concept design. Due to the costs involved in turning Exchange Street back into a road it was felt by all of the project team that the best solution was to turn Blonk Street into a two-way street.

This solution as well as the additional work required to facilitate the change to the Ladys Bridge / Nursery Street / Wicker junction was traffic modelled with two options; 1) allowing general traffic to use Blonk Street towards the Wicker and 2) with a bus gate at Blonk Bridge to allow only

bus access. The modelling results showed that if this route was open to general traffic it would become more direct and desirable than the current route through Castlegate, therefore attracting more traffic at peak times to use these roads to avoid the ring road. The modelling also showed that over time this traffic would begin to cause congestion issues on the ring road itself as volumes of traffic on the Wicker began to queue back onto Derek Dooley Way.

The modelling did however show that by providing a bus gate and deterring 'rat running' traffic towards Nursery Street, egress from the Wicker became a lot easier than the existing situation. The route to the Wicker from the south would still be possible by using the ring road.

The modelling results and costs associated with other alternatives have therefore led the design team to the preferred solution which has been consulted on (appendix 'A' and 'B').

6. REASONS FOR RECOMMENDATIONS

- 6.1 To ensure the Grey to Green Phase 2 scheme is in a position to be constructed subject to funding being secured.
 - 6.2 Officers have considered alternative options for the closure of Castlegate and on balance consider the proposals to be the best solution to achieve all the predicted benefits of the scheme.
 - 6.3 Officers have carried out an extensive consultation with all stakeholders and frontages and in the main there was a very positive view on the proposals, many of which saw the benefit of the regeneration project which tackled a number of issues in this part of the City Centre and provided better connectivity for people cycling and walking.
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APPENDIX 'A' CONCEPT DESIGN AND LAYOUT CHANGES



APPENDIX 'C'
GREY TO GREEN PHASE 2
REPORT ON PUBLIC/ STAKEHOLDER CONSULTATION HELD IN MARCH
23/04/18

1. Background

Castlegate and some areas around it have been in decline for many years, partly due to relocation of large retailers and the poor quality of the local environment. Yet it remains a main gateway into the City Centre and forms the setting of the route to and from most central hotels in Sheffield and the regenerated rivers and canal which now make up the growing Riverside Business District.

The 'Grey to Green 2' project proposes to make Castlegate and Exchange St a location for start-ups and new investment, particularly in cutting edge technology and creative businesses as well as attracting new forms of city centre living. There is growing evidence that there is interest from the private sector. However, the existing unpleasant environment with poor air quality and large areas of redundant road space, does not provide the setting to fully materialise this investment and the potential of the area.

With funding primarily from the Sheffield City Region and Sheffield City Council, the project will incorporate colourful meadows, trees and a sustainable drainage system which reduces flooding risk from surface water as already demonstrated in Phase 1. It will also improve and link up walking and cycling routes which should dramatically enhance the experience of visiting, living and working in the area as well as providing a setting for new development opportunities in the area and supporting existing businesses and civic buildings through new footfall.

Grey to Green Phase 1 (between West Bar Green and Lady's Bridge) was completed in 2016 and has been very successful in enhancing the image of the area and attracting new investment and footfall. Subject to the outcome of the consultation as well as further design and firming up the budget, work on Phase 2 is anticipated to commence in January 2019 with completion expected by December 2019.

As a summary, this is the list of the seven key interventions proposed by the project:

1. Pedestrianise and close Castlegate (the Street) to vehicles (except for loading and access) to create a Riverside event terrace;
2. Introduce segregated cycle lanes connecting existing radial routes across Exchange St and Blonk St;
3. New planting and sustainable drainage areas creating event spaces, perennial meadows and rain gardens in with public art throughout the scheme;
4. Narrow redundant road carriageway to single lanes and create direct walking links from Castlegate to the hotels and Victoria Quays.. Allow two way use of Blonk St (Buses and taxis only towards the Wicker, with a new bus gate on Exchange St). All traffic still permitted to exit the Wicker via Blonk St/Exchange St towards Park Square;
5. Changes to Wicker/Blonk St junction to allow buses to use Blonk St. Remove traffic signals ;

6. Proposed revised servicing route for businesses on Lady's Bridge via Castle St and Waingate;
7. Removal of redundant dual carriageway and central barriers at the top of Snig Hill, reinforcing links to the City Centre together with meadow planting;
8. Reconfigured kerb alignment to enable new bus turning movements

2. Consultation strategy

In February 2018 a 'Concept Design' was drawn up illustrating the initial ideas and elements as described above for consultation purposes. A questionnaire was also designed.

The consultation period was from 1st March until 23rd March 2018. As some of the road layout changes that the project is proposing can only be introduced following the making of a Traffic Regulation Order (TRO), the above timescales were publicised for the TRO consultation so both public/stakeholder and TRO run concurrently.

- The proposals were displayed in a public exhibition at the Victoria Quays Terminal Warehouse in the Ovo Design space over two days. A display stand of large plans with information was set up for these events and two presentations with Q&A were organised for people to find out about the scheme and give their views.:

Tuesday, 6th March 2018, 11am until 2pm 'drop in' session (with a formal presentation 12.30 until 1.00 pm) and

Wednesday, 7th March 2018, 4.00 until 7.00pm 'drop in session (with a formal presentation 5.30 – 6.0 pm)

- 954 letters were posted to an agreed area boundary relevant to the project (which included TRO requirements). A copy of this letter is attached in Appendix i);
- Additionally, letters were personally handed out to all traders and businesses on the Wicker;
- Over 100 emails were sent to relevant groups/ stakeholders;

Key stakeholder meetings were also held before and during the consultation. In particular, with the Castlegate Partnership, four local hotels (Hilton, Holiday Inn Express, Holiday Inn Victoria and The Metropolitan), Yorkshire Arts Space, Victoria Quays Management Co, Victoria Quays Residents and Wicker Chemist/Mobility Shop.

- A weblink was created which included information on the proposals and an on line questionnaire : www.sheffield.gov.uk/greytgreen2
- There were also press releases through the Sheffield Star and Telegraph (front page on the Telegraph Thursday, 1st March 2018)

- A list of 'Frequently Asked Questions' was also produced and was available both on line and at the consultation events (see copy in Appendix iv)
- Consultation with the Cycling Forum and the Access Liaison Group is also on-going and will include presentation of the detailed designs.

3. Analysis

3.1 Responses

- 54 formal responses were received within the consultation period. The breakdown was: 16 questionnaires on line; 16 questionnaires by post/ by hand; 22 letters/emails.
- In addition, 50-60 people attended the two consultation events and engaged into discussion about the proposals. The vast majority of the people we spoke to at these events were in favour of the project.
- Of all the people who submitted questionnaires, the breakdown is as follows:

54% were local residents
20% work locally
17% own/ run a local business
3% were visitors to the area

- In terms of the gender of those who completed questionnaires, 25% were female and 75% were male
- None of the respondents considered themselves to have a disability
- In terms of the ethnicity of those who completed questionnaires:

90% were 'white British'
7% were 'other white'
3% Caribbean

We have created a database of people who have provided contact details to be kept informed as the scheme progresses

3.2 Agreement with the overall vision

Out of all the formal responses received, over 90% of them were in agreement/ strong agreement with the overall vision for the scheme.

This question was specifically asked in the questionnaires (on line and by hand/post). Of the total questionnaires received, 96% agreed/strongly agreed with the overall vision.

3.3 What did people like about the scheme?

The comments received have been very positive. Over half of respondents only had positive things to say about the scheme. In general, the key aims of the project have been overwhelmingly welcomed - greening this part of the City Centre, pedestrianising Castlegate, breaking the severance of the Hotels and Victoria Quays from the rest of the City Centre, promoting active modes of travel (cycling and walking) and reducing pollution and flood risk in the area.

We have grouped the 'likes' in the following categories.

- A. Welcome the pedestrianisation of streets, Castlegate in particular and reduction of redundant carriageway;
- B. Introduction of green spaces in the City Centre, flora, more trees; places people will be attracted to; better amenity offer; high quality public realm;
- C. Improving the area for residents, existing businesses and making it attractive for future investors;
- D. This is a significant improvement of tired/run down/ unoccupied areas, including Castlegate and the Wicker;
- E. The project achieves an improved image of the City and its attractions to visitors who use the local hotels; reduction in the current severance of the hotels with the rest of the City Centre;
- F. Excitement at the integration of Victoria Quays into the City Centre;
- G. Great encouragement of additional pedestrian and cycle friendly facilities; segregated cycle lanes; promotion of active travel
- H. Reduction of pollution through reduction of traffic volumes through the area, increase of bio-diversity, achievement of sustainable streets, mitigation of flood through Sustainable Urban Drainage
- I. Better connections of the area with the rest of the City Centre;
- J. Good feedback on the design around our Rivers; recognition of the prominence and importance of the Rivers in the area; complements de-culveting of the river Sheaf
- K. Welcome the former Castle Market site as a City Park to increase the amenity offer of the area; love the Pier idea;
- L. Plenty of health and wellbeing benefits;
- M. Encouragement of public art welcomed;
- N. The project achieves the improvement of the setting of designated and undesignated heritage assets in the area (such listed buildings and structures);

O. Fantastic improvement of bus journey times and junctions.

3.4 What did people dislike about the scheme?

We have grouped what people disliked in different categories and provided a response from the Grey to Green Phase 2 project team to each of them. You can see them in Appendix iii.

In summary

- The things that people dislike cover a very broad range of issues. Many of them are outside the scope of the scheme, such as that the redevelopment of the Castle Hill site should have been done concurrently with G2G2.

This is not possible as the Castle Hill site is subject to extensive archaeology investigations and timescales/ funding arrangements did not align with City Region funding for the Grey to Green project;

- Three people raised the issue of fears of a higher volume of traffic on Furnival Rd after the works than that currently anticipated by the transport planners.

In response, the project team has already commissioned initial modelling of this area and will keep on looking at this issue as we progress the developed design, over the next couple of months.

- The proposed bus gate on Blonk St as a result of pedestrianising Castlegate has also been brought up by a couple of respondents concerned about reduced accessibility to the Wicker by private vehicles and particularly motor cycles. Under the current proposals buses (and taxis) only will be allowed to use Blonk St towards the Wicker. All traffic will still be permitted to exit the Wicker towards Park Square. Access to the Wicker from the South will be through the Ring Road.

Two people out of the 54 who responded raised this issue. The proposal is to close Castlegate to all traffic, which means buses and taxis will be re-routed on Blonk Street towards the Wicker. All traffic will still be permitted to exit the Wicker towards Park Square. Access to the Wicker from the South will be via the Ring Road.

Evidence suggests that the majority of traffic going through the Wicker at the moment (via Castlegate and Lady's Bridge) do not have the Wicker as their final destination but use it as a 'rat run' to short-cut the ring road.

Traffic modelling results have also shown that if Blonk Street was opened up to be two-way for all traffic, this would draw more 'rat running' traffic into the area to bypass the ring road. At peak times this would also cause additional queuing back on to the ring road causing wider problems.

The revised proposals are also predicted to have significant journey time saving benefits for buses in both directions, reducing queuing

and idling time and are supported by both the SYPTTE and bus operators.

The modelling also highlights that under the proposals exiting the Wicker, either through Nursery Street or Exchange Place to Park Square should actually be made easier than it is currently in peak times (due to the reduced amounts of 'rat running' traffic in the area).

The team therefore considers that on balance, the revised routes for all modes of transport is the best option to achieve all the predicted benefits of the scheme.

- The proposed crossing and opening up of access to and views of the Terminal Warehouse has been raised by 3 residents. The forecourt of this building is the only area of 'private land' that is currently included in the scheme. It currently provides dedicated private parking for residents of the building in the area proposed to be opened up for access and events.

Initial discussions have resulted in potential alternative parking spaces being identified by the Victoria Quays Management Company. The Council team is preparing a sketch and costs and these will be discussed with the VQMC, individual car spaces owners and the Canal and River Trust to see if they can be delivered and who can cover the costs. These discussions will continue throughout April/ May and a decision is expected in May/June.

- Improved signage of the area was also a request, not only from changes resulting from the traffic regulation changes introduced by the scheme but also signage relating to heritage assets in the area and Victoria Quays. *The team will look into these.*
- Increasing the number of trees in the area and not removing trees was also raised by a few respondents specifically.

The scheme will plant up to 70 new trees along the Exchange Place corridor, from the Park Square Roundabout to Blonk St along with over one Hectare of flowering meadows . There are currently 6 trees on Castlegate which were only planted some 15 years ago some of which are relatively poor specimens probably due to limited tree pits. The project does not require removal of any trees but there may be opportunities to provide larger tree pits which would encourage healthier and larger specimens. As project design progresses, we will put forward the intention for each of these trees, which will either stay or be replaced with semi mature trees with better growing spaces.

3.5 Any other features that should be included or any other comments?

There have been over 45 suggestions for additional features and other comments that people have provided throughout the consultation. We have

grouped them and the list and a response from the team is included in Appendix iv.

In summary, these are the main ones. Although some of them are outside the scope of the project, we will pass this on to the relevant person/ team:

- Various requests to ensure good maintenance of the planting and keep the area free of litter and graffiti.

As for Grey to Green 1, we intend to have a dedicated maintenance regime until the plants are established when it will be passed over to Amey;

- Introduce public art and sculpture to make it a vibrant place to visit *this is already included in the scheme;*
- Better signage to historic buildings.

This could be linked to the Public Art. There is no separate budget in the project to provide heritage signage but will inform the wider Castlegate programme. In the interim, we could work with the Friends Groups and local businesses to achieve some;

- More lighting for the area, particularly the side streets from the Wicker to the ring road
This is outside the scope of the project but the Client will contact Amey and discuss the complaint;

- Help ensure cycle routes are direct and crossings simple with routes linking up.

We will always design to maximise direct cycle routes and connections. However, we may not always be able to improve connections where these lie outside the project area;

- Bring the unsightly car park owned by SCC on the site of the former Sheaf Market into the scheme.

This is seen as a development site.. The project team will have a look at this site again to see if it is possible to introduce some temporary greening as part of the developed design process as with Love Square in Phase 1;

- Introduce a water feature into the scheme.

Two people raised this, including the manager of two of the local hotels. Water features are expensive to build and to maintain. The project team will discuss if anything can be achieved as part of the developed design but it is felt that making more of the actual rivers and canal are the more likely answer;

- Furnival Rd Arch. This direct access to Victoria Quays waterside will become more visible and accessible.

The project team agrees that the profile of this gateway into the Victoria Quays needs to be raised as part of the developed design, particularly if the crossing and removal of the wall outside the Terminal Warehouse cannot be achieved. The team will look at this further as part of the detailed design and with VQMC;

- Don't forget the Wicker. A lot of issues with litter, graffiti and drugs abuse and paraphernalia that could in part be alleviated with more surveillance from the Ambassadors and the BID.

A few respondents have reported how unattractive the Wicker area can appear as a result and the negative comments from visitors to the local hotels who walk through the Wicker. Drugs and left needles are also reported. Extending the scope of the City Centre Ambassadors is seen as part of the answer. This is outside the scope of the project but the client will discuss these concerns with the City Centre Management team, the BID and local stakeholders.

4. Conclusion and next steps

Given the above evidence, the project team considers that there is strong support and encouragement for the development of the project. From the 54 strong responses, we have received very positive responses from the SYPTE, bus companies, local businesses, local residents, Heritage England, Cycle Forum and local hotels (Hilton Victoria, Hilton Express and Metropolitan).

Where there have been issues that people disliked from the scheme, we have analysed them and provided a response in Appendix vi). Similarly, for any suggestion or other comments that they may have had (Appendix vii). None of these comments have suggested the project should not proceed.

We therefore propose commissioning the Developed Design (RIBA Stage 3) with SCC's funding (already confirmed). This should be completed by mid June.

Provided the full funding package is confirmed in July, the project is expected to progress to procurement in the autumn of 2018 and be on site in early 2019. The construction period is about 12 months.

The majority of respondents have provided contact details to be kept informed. A dialogue will continue with these stakeholders as the project continues

Appendices:

- i) Consultation Letter
- ii) Questionnaire
- iii) Comments on what respondents disliked about the scheme and the Grey to Green Ph 2 Team's response
- iv) Feedback on other features or other comments that respondents made and the Grey to Green Phase 2 Team's response

i)

City Growth Department

Director: E Highfield
Howden House · 1 Union Street · Sheffield · S1 2SH
E-Mail: simon.ogden@sheffield.gov.uk



Officer: Simon Ogden
Ref: G2G2 ConsultMarch18

Tel: (0114) 273 4189
Date: 21st February 2018

Dear Sir/ Madam,

**Grey to Green Phase 2 project
(Castlegate, Exchange PI, Exchange St, Blonk St & top of Snig Hill)**

**Consultation Events for you to attend on Tuesday 6th March and
Wednesday 7th March 2018**

Castlegate and some areas around it have been in decline for many years, partly to do with relocation of large retailers and the poor quality of the local environment. Yet it remains a main gateway into the City Centre and forms the setting of the route to and from most central hotels in Sheffield and the regenerated rivers and canal.

The 'Grey to Green 2' project proposes to make Castlegate and Exchange St a location for new investment, cutting edge businesses as well as attracting additional city centre living. There is growing evidence that there is interest from the private sector. However, the existing unpleasant environment with poor air quality and redundant road space, does not provide the setting to materialise this investment.

With primarily funding from the Sheffield City Region and Sheffield City Council, the project will incorporate colourful meadows, trees and a sustainable drainage system which reduces flooding risk. It will also improve and link up walking and cycling routes which should dramatically enhance the experience of visiting, living and working in the area as well as providing a setting for new development opportunities in the area and supporting existing businesses and civic buildings through new footfall.

Grey to Green Phase 1 (between West Bar Green and Lady's Bridge) was completed in 2016 and has been very successful in enhancing the image of the area and attracting new investment and footfall. Subject to the outcome of the consultation as well as further design and firming up the budget, work on Phase 2

Large print versions of this letter are available by telephoning (0114) 273 4497

is anticipated to commence in January 2019 with completion expected by December 2019.

You will see that there are two plans attached to this letter. The first one is a broad 'concept' design where we are seeking your views.

The second one is to do with the statutory consultation regarding Traffic Regulation Orders (TROs). Some of the road layout changes that we are proposing can only be introduced following the making of a Traffic Regulation Order (TRO). In particular:

- a) the closure of Castlegate to vehicles (except for loading)
- b) the proposed bus gate on Blonk Street (in the direction of the Wicker)
- c) Environmental weight restriction on Exchange Place (between Fumival Road and Blonk St) and
- d) revised access arrangements on Castle Street / Waingate

We would like your views on the Grey to Green 2 project and the Traffic Regulation Orders it will require.

The Public/ Stakeholder consultation starts on Thursday, 1st March 2018 and will conclude on Friday, 23rd March.

You are invited to give your views on the proposals at one of the planned consultation sessions:

Tuesday, 6th March 2018, 11am until 2pm 'drop in' session (with a formal presentation 12.30 until 1.00 pm) or

Wednesday, 7th March 2018, 4.00 until 7.00pm 'drop in session (with a formal presentation 5.30 – 6.0 pm)

Both at OVO Spaces, Terminal Warehouse 2, Wharf St,
Victoria Quays, Sheffield S2 5SY

For further information and or to send or give comments, please contact Lucia Lorente-Arnau (Project Co-ordinator). You can email her: lucia.lorente@sheffield.gov.uk or telephone 0114 2736673

You can also have a look at the proposals on line (from 5th March 2018):

www.sheffield.gov.uk/greytogreen2

The Traffic Regulation Order consultation is a legal process and it will be advertised on 1st March 2018 with a closing date for the submission of any comments and/or objections in writing by Friday 23 March 2018.

It is recognised that you may have questions or suggestions about the TRO's. If you do, please email scheme.design@sheffield.gov.uk

If you wish to speak to someone, call Andrew Marwood on 0114 273 6170. Andrew will also be available for comments at the above consultation sessions on 6th and 7th March at OVO Spaces, Victoria Quays.

Should objections be received, we will first of all consider these and determine if any changes can be made to address any concerns. Should this not be possible and objections remain outstanding, the matter will be reported to the Council's Cabinet Member for Infrastructure and Transport, who will make a decision on how to proceed.

We look forwards to seeing you at one of the above events or hearing from you

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Simon Ogden', written over a horizontal line.

Simon Ogden
Head of City Regeneration

ii)

Castlegate Kickstart - Grey to Green Phase 2 project
Have your say!
Sheffield City Council, March 2018

The Grey to Green Phase 2 project aims to dramatically transform the physical appearance and economic performance of the Castlegate, Blonk Street and Exchange Place areas and to increase the connectivity of the local Hotels, the Wicker restaurants, homes, offices and shops, the River Don, Canal and Victoria Quays with Castlegate and the rest of the City Centre.

We have attached to this questionnaire a list of 'Frequently Asked Questions' about the scheme and would welcome your views.

1) Do you agree with the overall vision for the area proposed by the Grey to Green phase 2 project as presented at the exhibition and the Councils website?

- a) Strongly agree
- b) Agree
- c) Neither agree nor disagree
- d) Disagree
- e) Strongly disagree

2) What do you like about the scheme?

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3) What do you dislike about the scheme?

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4) Are there any other features you would like to see included in the plans for the Grey to Green 2 project or do you have any suggestions to improve the scheme?

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5) Do you have any other comments?

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.....

6) Would you like to be kept informed of future progress on the Grey to Green Phase 2 project or other future developments in Castlegate?

Your name.....

Your Address / Business Name (if relevant) including postcode

Contact email:

Telephone.....

About you

7) Are you filling this questionnaire as a:

- Local resident
- Own/ run a local business
- Work locally
- Developer/ Property owner
- Visitor to the area
- Other

8) What is your ethnicity?

- | | | | |
|--|--------------------------|-------------------------------------|--------------------------|
| <i>White British</i> | <input type="checkbox"/> | <i>White & Asian</i> | <input type="checkbox"/> |
| <i>White Irish</i> | <input type="checkbox"/> | <i>Other mixed background</i> | <input type="checkbox"/> |
| <i>White Gypsy/traveller</i> | <input type="checkbox"/> | <i>Indian</i> | <input type="checkbox"/> |
| <i>Other White</i> | <input type="checkbox"/> | <i>Pakistani</i> | <input type="checkbox"/> |
| <i>Caribbean</i> | <input type="checkbox"/> | <i>Bangladeshi</i> | <input type="checkbox"/> |
| <i>Somali</i> | <input type="checkbox"/> | <i>Other Asian background</i> | <input type="checkbox"/> |
| <i>Other African background</i> | <input type="checkbox"/> | <i>Any Chinese</i> | <input type="checkbox"/> |
| <i>Other Black background</i> | <input type="checkbox"/> | <i>Yemeni</i> | <input type="checkbox"/> |
| <i>White & Black Caribbean</i> | <input type="checkbox"/> | <i>Other ethnic Group</i> | <input type="checkbox"/> |
| <i>White & Black African</i> | <input type="checkbox"/> | | |

9) What is your gender?

- Male*.....
- Female*.....
- Other*.....

10) Do you consider yourself to have a disability?

- Yes*.....
- No*.....

YOU CAN COMPLETE THE QUESTIONNAIRE ON LINE (www.sheffield.gov.uk/greytogreen2) OR POST TO:

Lucia Lorente-Arnau
City Regeneration Division
City Growth Department
Sheffield City Council
Howden House, 4th Floor
1 Union St
Sheffield S1 2SH

TRAFFIC REGULATION ORDER (TRO) PROCESS

As explained in the attached 'Frequently Asked Questions', some of the road layout changes that the Grey to Green Phase 2 project is proposing can only be introduced following the making of a Traffic Regulation Order (TRO).

Please check this information and if you have any questions or suggestions about the TRO process, please email: scheme.design@sheffield.gov.uk If you wish to speak to someone regarding this TRO process, please call Andrew Marwood on 0114 273 6170. The deadline for submitting any comments and/ or objections in writing for the TRO process is Friday, 23rd March 2018.

iii)

Comments on what respondents disliked about the scheme and Team's response

DISLIKE CODE	WHAT DID PEOPLE DISLIKE ABOUT THE SCHEME?	G2G 2 TEAM'S RESPONSE
A	The redevelopment of the Castle Hill site should have been done concurrently with the Grey to Green Phase 2 project; lack of clarity about the timescales for the redevelopment of the Castle Hill site	The timescales for the archaeology investigations and funding have meant that the Grey to Green Phase 2 project is planned for delivery before the Castle Hill scheme. However the G2G 2 design will complement the development of the Castle Hill site.
B	Concerns that after the proposals have been implemented, traffic on Furnival Rd will cause more problems than currently envisaged; increased traffic on Furnival Rd could bring more noise and fumes to residents at the Warehouse	The traffic engineers and transport planners will look into the concerns expressed about possible impacts on traffic in this area. It is not desirable to make this route attractive other than for access or this will encourage through traffic to shortcut the Inner Ring Road .
C	The proposals don't include enough pocket parks and grassy areas	We have included as much greenery as we are able to whilst also maintaining or improving access for pedestrians, cyclists, disabled users buses and local traffic. Exchange Place from the Park Hill Roundabout to Blonk St will be completely transformed by reducing the carriageway to 2 lanes and the rest will be transformed into Sustainable Urban Drainage, green planting, footways and segregated cycle lanes. Pedestrianising Castlegate will also increase the green areas there.
D	Not enough is being done to curb pollution from vehicles	The project is expected to reduce CO2 emissions by over 300 tons per annum. It also encourages other more sustainable means of transport beyond the car, i.e. public transport (much improved journey times), cycling and walking.
E	Lack of 'wow' elements, eg. climbing walls, parkour, calisthenics;	Any of these activities could be introduced into the new pedestrian/event spaces as demand appears, particularly on Castlegate. No design of this can be done until the archaeology of the Castle Hill site is concluded and as explained in a above, this is a separate scheme.
F	Concern over funding package for the scheme and likely impacts	We agree with the feeling that the project should go ahead as soon as possible. But the team thought it

	on the scheme's timescales if funding cannot be secured	was important to highlight at the consultation stage that there was a potential shortfall in funding. We have now applied to additional sources of funding as well as looking at savings by for instance minimising utility diversions and should hear the outcome in May. We will inform the relevant stakeholders and governance boards of the outcome when we do.
G	Clarification of the surface that will be used for cycling lanes;	The consultation plans only show the general layout / vision of the next phase of 'Grey to Green'. The actual surface finishes have not been specified but can be shared as the design work continues.
H	Is the crossing and proposed opening of the Terminal Warehouse possible, given that it is all in private land and needs the relocation of privately owned car parking spaces?	This is the only area of 'private land' that is currently included in the scheme. The Council team is preparing a sketch layout and costs and these will be discussed with the Victoria Quays Management Company, individual owners of car spaces and the Canal and River Trust to see how they can be delivered.
I	Closure of Castlegate to general traffic will be an inconvenience to general traffic and will further restrict access to the Wicker;	<p>Two people out of the 54 who responded raised this issue.</p> <p>The proposal is to close Castlegate to all traffic, which means buses and taxis will be re-routed on Blonk Street towards the Wicker. All traffic will still be permitted to exit the Wicker towards Park Square. Access to the Wicker from the South will be via the Ring Road.</p> <p>Evidence indicates that the majority of traffic going through the Wicker at the moment (via Castlegate and Lady's Bridge) do not have the Wicker as their final destination but use it as a 'rat run' to short-cut the ring road.</p> <p>Traffic modelling results have also shown that if Blonk Street was opened up to be two-way for all traffic, this would draw more 'rat running' traffic into the area to bypass the ring road. At peak times this would also cause additional queuing back on to the ring road causing wider problems.</p> <p>The revised proposals are also predicted to have significant journey time saving benefits for buses in both directions, reducing queuing and idling time and are supported by both the SYPTTE and bus operators.</p> <p>The modelling also highlights that under the proposals exiting the Wicker, either through Nursery Street or Exchange Place to Park Square should actually be made easier than it is currently in peak</p>

		<p>times (due to the reduced amounts of 'rat running' traffic in the area).</p> <p>The team therefore consider that on balance the revised routes for all modes of transport is the best option to achieve all the predicted benefits of the scheme.</p>
J	Proposed entrance to Exchange Place from Park Square is quite tight.	The proposed entrance to Exchange Place from Park Square is not proposed to change – it will be quite narrow past the proposed bus stop but this will help to slow traffic down on approach to the proposed uncontrolled crossing point outside the terminal warehouse building.
K	The scheme needs to include improved signage to the Wicker and signage in general throughout the scheme from Park Square	We will review the signage throughout the area and make adjustments and additions where felt necessary. This will form part of the next phase of design work and can be shared once completed.
L	The Access Liaison Group has made a number of detailed comments regarding access arrangements which will be discussed and pursued as the project moves into the Detailed Design	The Access Liaison Group is a statutory group serviced by the Council that deals with access issues for groups with various access issues. The team will work closely with the ALG to address its concerns as the scheme progresses into detailed design. There is not currently much detail at concept design stage. Key issues identified by the group at this stage include location of on-street disabled parking, the operation of crossings at Wicker/Blonk St if signal controls are removed and detailed dimensions , colours and materials of cycle and pedestrian routes.
M	Whilst parking on Castlegate will be removed, there is no information on Blue Badge holder parking	This will be included in the discussions with the Access Liaison Group (L above).
N	Confirmation that funding will be provided by the project to relocate the bus stops from Castlegate to Exchange Place	The project team confirms that all necessary relocations will be agreed with SYPTE and funded by the scheme.

O	Do not remove trees; increase their numbers in the area	The scheme will plant up to 70 new trees along the Exchange Place corridor, from the Park Square Roundabout to Blonk St along with over one Hectare of flowering meadows . There are currently 6 trees on Castlegate which were only planted some 15 years ago some of which are relatively poor specimens probably due to limited tree pits. The project does not require removal of any trees but there may be opportunities to provide larger tree pits which would encourage healthier and larger specimens. As project design progresses, we will put forward the intention for each of these trees, which will either stay or be replaced with semi mature trees with better growing spaces.
P	Indicative entrances and exits to the Metropolitan Hotel appear to make pedestrian and bike crossings more dangerous	The entrance and exit to the Metropolitan Hotel is not proposed to change.
Q	Why not segregated cycling lanes along Furnival Road?	This is out of the scope of the scheme however this is not to say that in future, if funding is available we could look at improvements for cycling on Furnival Road .
R	Segregate traffic and cyclists safely	One of important aims of the scheme is to segregate traffic and cyclists and this has been proposed in the developed 'concept' design.
S	Smooth bends to help cyclists to avoid conflicts with pedestrians	The design team will ensure that the detailed design provides smooth transitions in direction for cyclists.
T	Pinch point [for cyclists] on the bend by Park Square, address as part of the scheme?	This is out of scope for the scheme. The future ambition of the site however is for it to be developed with changes incorporated to the steps and bridge across park square – any future changes will include improvements to the cycle link mentioned.
U	Remove existing bus gate in the Wicker as the new one [proposed by the scheme along Blonk St] is introduced to simplify access to the Wicker	See response provided regarding access to the Wicker in the ICMD report.
V	A contraflow bus lane on Blonk St is requested instead of a bus gate on a two way St	We have discussed this with SYPTTE and due to the presence of entrances and a loading bay the proposal is to continue with providing a 'bus gate'. SYPTTE have confirmed they are happy to support this.
W	Retention of the west to east bus stop on Exchange Place that is not shown on the proposals	We will continue to work with SYPTTE to identify a) if this stop is still required and b) if a suitable alternative location can be provided.

iv)

Feedback on other features or other comments that respondents made and the Team's response

CODE	OTHER FEATURES/ COMMENTS?	G2G 2 TEAM'S RESPONSE
A	Increase City Centre Ambassador and police presence to the Wicker and G2G 2 area to ensure assets are cared for and bring further investment into the area. Currently, high vandalism and drug related issues	This is beyond the scope of the scheme. However, as this comment, alongside litter issues, has been mentioned by a few respondents, the Client will make the City Centre Management team aware.
B	Improved links to the train station	This is beyond the scope of the project. The G2G 2 project will happen along similar timescales to the Knowledge Gateway Project, which promotes public realm improvements on the route from the train station to Fitzalan Square, very close to Castlegate. So improved links to the train station will be achieved with the two projects.
C	Reduce the height of the large wall concrete wall along Castlegate. If it has to stay, make it more attractive with 'living wall'?	This is beyond the scope of the project and is subject to the outcome of the archaeology investigations on the Castle Hill site. The G2G Client, Lucia Lorente will forward this comment to the Client of the Castle Hill site, Simon Ogden.
D	Bring the land currently owned/ managed by the Victoria Quays Management Company (VQMC) around the Furnival Rd Arch into the scheme. As it is so visible from Castlegate, could the project include some additional lighting, signage and public art?. Tidy up shrubbery.	The land around the Furnival Rd/ Victoria Quays Arch, shrubbery, wall outside the Terminal Warehouse and car parking spaces are all in private ownership. The project has in principle no funding for improvements in this area. However, the project team is in discussions with the VQMC about what improvements are needed, costs and who can pay. The team will certainly consider public art around the area and other works that will enhance the overall scheme as one of the objectives is to integrate Victoria Quays better into the City Centre.
E	Plant semi mature trees at key points	The scheme will plant up to 70 new trees along the Exchange Place corridor, from the Park Square Roundabout to Blonk St along with over one Hectare of flowering meadows . There are currently 6 trees on Castlegate which were only planted some 15 years ago some of which are relatively poor specimens probably due to limited tree pits. The project does not require removal of any trees but there may be opportunities to provide larger tree pits which would encourage healthier and larger specimens. As project design progresses, we will put forward the intention for each of these trees, which will either stay or be replaced with semi mature trees with better growing spaces.
F	More cafes along the route	This is outside the scope of the project. However, a regenerated area in the City Centre usually attracts

		this use.
G	Bike hubs, cable cars	This is outside the scope of the project.
H	Traffic lights at the end of Furnival Rd. Could they be changed at peak times, 8-9am and 4-6pm?	The traffic engineers and transport planners will look into the concerns expressed about possible impacts on traffic in this area. It is not desirable to make this route attractive other than for access or this will encourage through traffic to shortcut the Inner Ring Road .
I	Ensure good maintenance of the scheme	We agree and as in Phase 1, we are looking to have a dedicated maintenance of the scheme during the plants and trees' establishment. This is an important element of innovatory planting schemes before a general maintenance arrangement by Amey is implemented.
J	Introduce more signage to access historical buildings/ information about the area (Wicker/ Victoria Quays) and the hotels	This could be linked to the Public Art. There is no separate budget in the project to provide heritage signage but will inform the wider Castlegate programme. In the interim, we could work with the Friends Groups and local businesses to achieve some
K	Do some improvements to the Wharf St cycle lane. The blind nose bend needs to be removed	This is out of scope for the scheme. The future ambition of the site however is for it to be developed with changes incorporated to the steps and bridge across park square – any future changes will include improvements to the cycle link mentioned.
L	Rebuild the Castle site and make it into a significant attraction; pocket park; rebuild the Castle in part	This is beyond the scope of the project and is subject to the outcome of the archaeology investigations on the Castle Hill site. The G2G Client, Lucia Lorente will forward this comment to the Client of the Castle Hill site, Simon Ogden.
M	Improve street lighting in the area, particularly the side streets from the Wicker to the ring road.	We agree. The project will design the lighting strategy in the project area and implement it in line with SCC requirements. As regards the Wicker, this is outside the scope of the project but the Client will contact Amey and discuss the complaint.
N	Make the area more accessible to those in wheelchairs and pushchairs	We agree. This will be discussed as the Developed Design progresses with the Council's Access Liaison Group.
O	Introduce public art and some sculpture to make it a vibrant place to visit	We agree. The project has an allowance for public art in the area, as this has proven to be very successful in Phase 1 as well as many other schemes.
P	Improve street cleaning and install more bins	We agree. The project will include as part of the

	around Wicker, Castlegate and Riverside to ensure regeneration aspirations are maximised. Implement tough penalties on littering and graffiti.	interventions new bins in the project. We will also discuss with Amey the cleaning regime in the area and improve it if necessary. The Client will also discuss this issue and that of the Ambassadors (see A) with the City Centre Management Team.
Q	Where there are plans to create pubs, create 'spill out' areas	This is outside the scope of the project.
R	Deculvert and restore the River Sheaf at the confluence of the Don asap	This is outside the scope of the project. However, The G2G Client, Lucia Lorente will forward this comment to the Client of the Castle Hill site, Simon Ogden.
S	Review/ revoke gambling and betting licenses currently issued to premises in Haymarket and Fitzalan Sq in light of regeneration proposals	This is outside the scope of the project
T	More projects like this please, climate adaptation. Bring on Phase 3!	Agreed. Grey to Green Phase 3 (to link West Bar to Kelham) is planned, subject to funding being secured, after the delivery of G to G Ph 2
U	More parking on Bank St and Meetinghouse Lane; removal of taxi ranks and more motorcycle parking	These streets are outside the project area. However, as part of G2G 2, we will look at a parking strategy, including replacing car parking spaces if any are lost as well as blue badge holder parking.
V	Look forward to the completion of the G2G 2 project. It will boost regeneration in the local area; glad to see regeneration in this part of Sheffield	Agreed.
W	Introduce a City Hopper to take people around, especially visitors.	This is outside the scope of the project. We will pass this message on to the City Centre Management Team
X	Access to buildings on Exchange St. Current proposals compromising. Could access be across the current Council car park or alternatively, through Castle St?	The scheme aims to retain access to Exchange Street.
Y	Option to introduce a further (third) outbound bus stop along Exchange Place or Blonk St if this is deemed necessary/ bus stops best placed on Blonk St?	Following the implementation of the bus gate we do not see any reason why additional stops cannot be accommodated on Blonk Street in the future if required.
Z	Relocate SIXT car hire on Broad St West? Access will be more compromised than it is already?	SIXT is a private owned business and as such, the relocation would be outside the scope of the project as access will be available after the proposed works. We will engage with all stakeholders as the project progresses to the developed design stage, including SIXT
AA	Ensure cycle routes are direct and not too many stops/ bends. Make cycling crossing simple and not heavily delayed by traffic. Also	We will always design to try to maximise direct cycle routes and connections. However, where works take place beyond the area of the project, this may not always be possible. We will liaise with the Cycling

	make routes link up	Forum as the developed design progresses.
BB	Unavoidable short term disruption to traffic during construction but bearing in mind the long term benefits for the area, the City and the wider City Region; Reassurance that access to car parks and hotels during construction will remain open.	The project team can guarantee that every effort will be made so that access to car parks and hotels during construction will remain open. If there is any unavoidable disruption, we will inform all those businesses involved.
CC	I really want this scheme to go ahead as I think it will be great for the area, but I don't want to be at the expense of those of us who are battling to stay in business here	The project team does not consider that the proposed bus gate will make trade for Wicker businesses any worse off than it is at the moment. Travel by bus will be faster. Cars need to stay on the ring road and access the Wicker this way.
DD	Incorporate the unsightly car park on the side of the former Sheaf Markets into the scheme	This is seen as a development site. The project team will have a look at this site again to see if it is possible to introduce some temporary greening as part of the developed design process as with Love Square in Phase 1.
EE	Eastern elevation of Mildford Building. Market Tavern? Unsightly. Demolish?	These two properties are privately owned and are outside the scope of the scheme. However, with the improvements that will be provided by the project, we would hope that in time, these properties will be brought back into use.
FF	As a resident, would prefer the regeneration of the area without night clubs	This is a licensing issue and outside the scope of the project.
GG	The scheme needs a water feature. Maybe between Exchange Place and Terminal Warehouse?	There is not currently a 'traditional' water feature in the scheme. These are costly and difficult to maintain. The scheme will offer a significant aesthetic improvement with the Sustainable Urban Drainage planting and pedestrianisation of Castlegate. The team will nevertheless discuss the possibility of any water features as we go into the developed design but it is felt that making more of the actual rivers and canal are the more likely answer.
HH	Suggestion to allow motorcyclists to pass through the proposed bus gate on Blonk St. Planners should allow motorcyclists through the City's bus gates as they are already allowed through bus lanes	The situation of motorcyclists using bus gates is outside the scope of this project. The bus gate will prohibit general traffic (including motorcycles) from using Blonk Street towards the Wicker.
II	The local Police's Counter Terrorist Security Adviser has provided guidance on counter terrorism for designers.	SCC Design Team will consider the guidance as part of the developed design for the scheme and liaise further with SY Police
JJ	Can Angel St to Snig Hill be included in the scheme?	Unfortunately, Angle St to Snig Hill is outside the scope of the scheme.
KK	Connections to Park Hill? Can access across the footbridge be looked up a part of the scheme? Cyclists could be signed to use the	This is out of scope for the scheme. The future ambition of the site however is for it to be developed with changes incorporated to the steps and bridge

	level route along Sheaf St.	across park square – any future changes will include improvements to the cycle link mentioned.
LL	Pinch point on the bend by Park Square be included in the scheme?	The proposed entrance to Exchange Place from Park Square is not proposed to change – it will be quite narrow past the proposed bus stop but this will help to slow traffic down on approach to the proposed uncontrolled crossing point outside the terminal warehouse building.
MM	Detailed design to come back to the Cycling forum	We agree with this.
NN	Extend boundary of the City Centre BID to extend out of Derek Dooley Way and not stop at the side of the River	This proposal is outside the scope of the scheme. However, we will bring it to the attention of the City Centre Management
OO	Open up the pedestrian footway on the eastern edge of the Warehouse	This is in private land and outside the scope of the project.
PP	Include the area in the 20mph zone	Confirmed. The scheme and surrounding streets will all be designed to include a 20mph speed limit.
QQ	Remove commercial signs that have been erected on listed buildings without planning consent	This is outside the scope of the project. However, the client will contact the person who has provided this comment to see if these signs can be identified and reported to planning.
RR	Parking restrictions on Exchange St and Furnival Rd?	Parking provisions will be looked at during the detailed design – any changes will require a further Traffic Regulation Order (to be advertised in the next stage of the scheme's development)
SS	Bring Old Town Hall into the scheme	This is outside the scope of this project. However, the Old Town Hall is part of the remit of the Castlegate Partnership and we will make the group aware of the comment.