

Appendix B: Connecting Sheffield: City Centre TRO response analysis

Intro

Connecting Sheffield: City Centre is an ambitious programme of Sheffield City Council's aiming to transform Sheffield's City Centre into a vibrant, dynamic commercial heart of the city and a more attractive place to live, work, and spend time. The city centre scheme creates new green spaces and helps transform the opportunities for people to walk, cycle and travel by bus across the city centre.

From 19 September 2024, the Traffic Regulation Orders (TROs) to make the Connecting Sheffield: City Centre changes permanent were made available to the public to comment and share their feedback on as part of the TRO statutory consultation period.

The TROs were shared on the Council's website and in physical format at Howden House, 1 Union Street, and people could respond to the TROs by emailing the scheme design inbox or writing to the Scheme Design team at Howden House. The public were notified of the TRO's consultation period via on-street signage, an advert in the Sheffield Telegraph and a letter mailed to 1547 addresses in the area around the city centre.

Feedback analysis

Throughout the statutory objection period from 19 September 2024 to 17 October 2024, 9 responses were received. 6 were stated as objections. Two responses were supportive (one of which was a single joint response the three City Ward councillors). One response was listed as a 'comment' and had both positive and negative elements to it.

Parking, access and loading

6 people were against the removal of parking and the impact it would have on access to their premises. 4 of these highlighted the removal of parking on Surrey Street. Concerns were expressed by these respondents that trading for small businesses on the road would become very difficult or impossible. Customers would have to travel further and use expensive parking to reach Surrey Street, which would deter customers.

4 people stressed their concerns that the removal of parking on Surrey Street would have a detrimental impact on existing businesses in the city centre, particularly those who depended on customer parking and loading access. 1 respondent stated that deliveries were key to their business and that trying to load between Surrey Street and Norfolk Street would be impossible in some instances. It was suggested that a permanent loading bay be implemented for deliveries for businesses. One respondent stated that clarity was needed on whether a loading bay would be provided. 1 respondent suggested that angled parking, as per that in use on Sharrowvale Road, should be implemented on Surrey Street.

2 people were concerned about the presence of taxis in the area, with 1 highlighting the possible impact of the greater concentration of taxis needed to service demand if parking is removed.

2 people said the difficulty visitors face in accessing the city centre was turning people away, often to Meadowhall or more car-friendly towns and cities.

1 person suggested that if the TROs were implemented, the Council consider implementing access privileges for residents of the city centre. They stated that increasing traffic management policies, including the bus gate on Arundel Gate, were making it more difficult for city centre residents to access resident parking at City Lofts.

1 resident of Pinstone Chambers suggested that there should be a loading bay for city centre residents on Pinstone Street to allow for loading and unloading of bulky deliveries to city centre homes.

1 person suggested that evening free parking in the city centre to be brought forward to being from 6.30pm rather than the current 8:30pm to accommodate visitors to local restaurants.

2 people said the available private commercial car parking is prohibitively expensive to visitors. Of these, 1 person also said there weren't enough short-stay car parks. 2 people also suggested using the former John Lewis building as a car park.

Disabled access

2 people were concerned about the impacts of the measures on disabled parking and access. Of these, 1 respondent highlighted concerns the changes would have on those with moderate mobility issues – those who could not walk great distances but who did not use wheelchairs or mobility scooters. They suggested that there should be a mobility scooter hire scheme to enable less mobile people to get about the city centre. They did, however, state that they believed the changes would benefit those using a wheelchair or mobility scooter.

1 person suggested extending the disabled parking/loading bay shared spaces on Norfolk Street to make disabled parking available from 8am-midnight rather than the current 8am – 6pm. This was to allow disabled visitors to attend the theatre.

1 person said the new disabled-only parking bays on Cambridge Street were often unused.

Public transport

2 people said that Sheffield's public transport infrastructure was insufficient to warrant reducing private vehicle access. 1 person also said that there is a lack of 'park-and-ride' facilities for people coming into the city centre from the south and west of the city.

3 people were against the bus gates, particularly the one on Arundel Gate. 1 person suggested that making Arundel Gate two-way would help stimulate business in the city centre.

Construction process

2 local business owners were concerned the length of the construction process would damage their businesses, particularly having seen the length of time it has taken to do works on Fargate.

Other issues and suggestions

2 people said the Council would be better off using the funding for Connecting Sheffield to focus on addressing the blight of antisocial behaviour and homelessness.

Safety and Environment

The three City Ward councillors stated their support for the TROs, highlighting the improvement to road safety and the local environment that the measures would bring, and reduction in air pollution.

1 other person stated that they supported the improvements to the aesthetics of the city centre in principle.

Cycling infrastructure

1 person was against the cycle routes as the existing routes were not well used.

Key themes

Concerns about the impact of the proposals on small businesses on Surrey Street were prominent. 3 respondents expressed concern for the future of businesses on Surrey Street specifically, particularly related to the issues of

access and loading. The removal of parking was the most objected-to issue, both from businesses (4) and from residents (2).

Concerns that the bus and public transport system was not reliable and efficient enough to provide a viable alternative to car journeys was repeated, as were concerns that a possible influx of taxis would cause high levels of congestion.

Disabled access was also a concern, with the removal of parking and loading areas driving fears that disabled people would struggle to access the city centre and its amenities.

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