Appendix 1 – Summary of Sheffield Transport Strategy engagement responses and Officer comments

Business Breakfast

Name / organisation	Comment	Response
Peter Kennan, Chair of Sheffield Chamber of Commerce	Important to acknowledge that the Strategy is not about forcing people out of their cars, rather to peg car journeys at 2015 levels. Neither is it all about the needs of business but growing the GVA of the city is a key objective and cannot be achieved without better transport infrastructure.	No response required.
Stephen Edwards, Executive Director, SYPTE	Buses account for 82% of public transport journeys and have a key role to play in beating congestion. Partnership working in Sheffield has helped secure major investment. For the future, the 2017 Bus Services Act means powers to consider a range of operating models.	No response required.
Peter Kennan, Chair of Sheffield Chamber of Commerce	Requires a challenging 22% uplift in public transport use. Securing the future of Supertram is therefore a "must" as is expansion of the tram-train service. High quality, high frequency bus corridors with smart ticketing are be required to reduce journey times	No response required.
Stephen Edwards, Executive Director, SYPTE	Supertram is also important to Sheffield, carrying over 12million passengers per year. The network has recently seen a five year programme of investment in track renewal. A new major bid to DfT is underway to renew vehicles, signalling and communications in order to secure the network for the long term.	
Stephen Edwards, Executive Director, SYPTE	Tram-train has recently successfully launched creating faster links to Rotherham and offering potential for congestion relief at Sheffield Midland Station.	
Peter Kennan, Chair of Sheffield Chamber of Commerce	Highlighted the significant potential for park and ride hubs, and development of the local rail network particularly around Dore and Dronfield stations. A new station at Waverley and making better use of the neglected Darnall and Woodhouse stations were also possible.	No response required.
Stephen Edwards, Executive Director, SYPTE	Rail, or heavy rail, itself is a much small player with a small journey share but Sheffield station is important to the national network. Investment in additional capacity and rolling stock on	

	key routes is on the way. Northern Powerhouse Rail (NPR) offers great potential but a more immediate short term priority is the creation of a third, fast "path" for a service on the Hope Valley route to Manchester.	
Peter Kennan, Chair of Sheffield Chamber of Commerce	Cycling needs to see a huge rise (570%) and that means "give and take" between motorists and cycling. But better cycling facilities (including those offered by employers) and electric bikes could help achieve this target.	No response required.

Answered at meeting – in summary, not from existing cyclists but from the general public where there is evidence of trips of suitable distance and in suitable topography such that uptake of cycling is likely if infrastructure is provided for it. Cycling trips would be abstracted from walking, public transport and car in about one third each. |
| Rob Copeland, Sheffield Hallam University | We need to stop apologising for aiming to reduce short car journeys. City centres of the future won't require cars. Where is the 570% increase in cycling going to come from? | |
| Peter Kennan, Chair of Sheffield Chamber of Commerce | Workplace parking levies (WPL), with smaller employers exempt, could help pay for high quality public transport schemes, but any funding should be clearly ring-fenced so that the benefits were clearly visible | Action in strategy re: WPL is specifically for funding transport projects

CAZ out of scope of this engagement. |
| Peter Kennan, Chair of Sheffield Chamber of Commerce | Further thought needs to be given to the impact of vehicle charging in a clean air zone or banning some vehicles from a city Clean Air Zone and continued use of bus lanes by all taxi, private hire vehicles and cycles | Strategy includes bus lane review action to include consideration of which vehicle are admitted. |
| Nigel Shaw, Specialised Movers | Everything is focussed around Euro 6, some vehicles have had upgrades that are better than Euro 6, but these aren't going to be recognised. SCC need a technical specialist when making decisions about exclusion. Specialised Movers vehicles are actually stationary outside premises 70% of the time, feels unfair that they are being penalised. Having to pay charges in both Sheffield and Leeds as an example is going to cripple business. Clients are going to foot the bill and that is going to harm the economy. Feels like a stealth tax | CAZ out of scope of this engagement.

Distributional impacts of WPL will be considered as part of any study. CAZ out of scope of this engagement. |
| Hermann Beck, Holiday Inn | Workplace Parking Levy is going to negatively affect people who don't have access to public transport (night shift/rural/etc.) Why was C chosen over B? Why not try B first? City Taxis requested a hybrid fleet a couple of years ago but were denied by SCC. | |

Peter Kennan, Chair of Sheffield Chamber of Commerce	Praise for the Council's work the Chamber on its transport plans and stressed a similar approach was needed around the CAZ	No response required. CAZ out of scope of this engagement.
Peter Kennan, Chair of Sheffield Chamber of Commerce	Change will not be easy but changing perceptions is the start. Being an ambassador and explaining to colleagues about the reasons for any changes is critical	Development of actions will be subject to consultation and engagement.
Stephen Edwards, Executive Director, SYPTE	Priorities are supporting economic development, helping improve public transport through integration, simpler ticketing and better information. There are major challenges in securing funding both revenue and capital and in meeting Air Quality targets	No response required.
Jon Johnson, Reach Homes	What can we do to support Dan Jarvis and the devolution deal?	Out of scope of this engagement.
Alan Riggall, First	Businesses need to work together with SCC to maximise funding opportunities and meet aspirations	SCC will continue to work with partners – no change required to strategy

Sheffield City Partnership Board

Name / organisation	Comment	Response
Sheffield City Partnership Board	Sheffield's bid to the Transforming Cities Fund would be outside the ring fence for City Regions already up and running with devolved funding so we would have to compete openly (50% of the funding is reserved for Mayoral areas with devolution deals).	This is correct - no response required to strategy.
Sheffield City Partnership Board	Stakeholder/Partnership working - it is unclear how we could get more people involved in the debate. For example the plans around the station will have a major impact on some organisations and businesses.	Development of actions will be subject to consultation and engagement.
Sheffield City Partnership Board	Sheffield City Council is able to build infrastructure and apply for funding to do that but they have little control over commercial bus services.	Will need to be considered as part of bus operating model review action.
Sheffield City Partnership Board	Disadvantaged communities find it difficult to reach places they need to be for health and wellbeing services, for example they have to travel into town and out again to reach near-by services. We also need to think about how we get services to the people (the neighbourhood agenda). The biggest first action is to undertake a study to understand options and the right public transport operating model. There are opportunities and threats	Covered by strategy - no action required. Will need to be considered as part of bus

		operating model review action. Local
	to inclusivity. Active travel is the key to delivering local services.	
Sheffield City Partnership Board	How much research has been done around people's choices re the decline in public transport? How much understanding is there of changing work patterns ie gig economy, flexible contracts and night shift working made difficult by lack of public transport? The drop in public transport use is only a bad thing if people are using cars instead. If they are working from home for example we need to develop a new metric to measure this.	Transport Vision consultation highlighted journey speed and cost as issues, broadly consistent with the review of evidence by Urban Transport Group. Decline in PT may be problematic even if not leading to additional car trips, if it results in isolation. Register of risks and opportunities should help understand where fall in demand is, and is not, symptomatic of a problem.
Sheffield City Partnership Board	The perception is that seven hills make cycling difficult. We are a city of valleys as well as hills and all the main routes follow the valley bottoms. Department of Transport modelling work has been utilised in planning and interventions have been prioritised in areas where people are more likely to cycle or leave their car behind. In London bus patronage has declined in recent years, in part due to public transport being disadvantaged by new pollution has gone up due to cycling infrastructure being introduced. In Sheffield we will try to use the Dutch principles of safe cycling and for public transport to be faster and integrated into other forms of transport (eg different forms of junctions with less stop and start).	Propensity tool used to understand potential for cycling considers limitations of Sheffield's geography, and this is factored in based on a general population i.e. not cycling enthusiasts. So aspiration is considered realistic notwithstanding topography in parts. Deliberate choice in strategy to not have an isolated cycling ambition, to ensure this does not disadvantage public transport.
Sheffield City Partnership Board	From 1995 to 2015 to 2035 the transport landscape would look very different. How much preparation has been done for autonomous vehicles, Uber, electric shuttles etc? We need to design adaptability into what we do.	Considered addressed with existing actions. Will invariably change over time. As we are so uncertain about how future technology will play out and what influence we will have the main action is to maintain the register of threats and opportunities tech change/working patters/climate change etc.
Sheffield City Partnership Board	There is focus on capital expenditure and policy issues, for example the choices around the Clean Air Zone.	No response required.

Green City Partnership Board

Name / organisation	Comment	Response
Cllr Jack Scott	If the city is to deliver the changes required, such as decarbonisation of the transport network, then a robust discussion is essential. As well as understanding the technical challenge the city needed a wider approach involving private, civic and state sectors working together to explain the quality of life benefits for the city and its people.	Development of actions will be subject to consultation and engagement.
Cllr Neale Gibson	Has attended a conference of core cities which was looking at how people would travel in the future. If there was to be a shift from "private" to public means of travel then a significant place to start was with organisations which generated journeys.	Potential impacts of changes to be monitored by action to maintain register of threats and opportunities.
Martin Toland, Amey	One third of their fleet was currently electric but the aim was to achieve 100per cent. Amey was also actively encouraging its employees to switch to active travel and public transport. He felt that there were lessons to be learned from cities across the world which were succeeding in fleet conversion.	Agree. To be picked up as part of Roadmap to Decarbonisation action. Will likely need to be accelerated in light of declaration of Climate Emergency. This is reflected in revised Climate Change text.
Adrian Anderson, Arup	More could be done in providing infrastructure for charging electric vehicles (EVs). It is important to acknowledge that if charging points were located in better off areas this could worsen inequality; in areas of denser housing and no off street parking, space is more limited so creative thought would need to be given to finding community hubs for charging EVs. These could provide the future network for autonomous vehicles as technology progressed.	To be picked up as part of Roadmap to Decarbonisation action. Challenge at this point is inadequate understanding of how the most effective charging infrastructure can be delivered to respond to likely technological and behavioural aspects.
Peter Kennan, Sheffield Chamber of Commerce	Warned that EVs did not resolve pollution as they still created particulate pollution. He stressed the role of large employers in changing travel choices and a shift to active travel. Large fleets, such as buses and taxis, could be retrofitted or upgraded to reduce pollution. Businesses could be won over to support for such as a Workplace Parking Levy (WPL), as pioneered in Nottingham, provided that the funding was ring-fenced and delivered transport improvements.	Proposal is not to facilitate growth in traffic despite growth in economy, population and so movement is, in part for this reason. Clean Air Strategy deals with retrofitting of vehicles in respect of Air Quality. Action in strategy re: WPL is specifically for funding transport projects
Cllr Jack Scott	A visit to Nottingham had been helpful in understanding how WPL worked to the benefit of the city but that more work would be needed to understand the viability of such a scheme for Sheffield	Findings of discussions with Nottingham CC will form part of study into WPL.

John Grant, Sheffield Hallam University	Asked how much the CAZ would it contribute to reducing CO2? He suggested that transport might need to contribute greater than its projected 45% share to the new CO2 goals, as other sources had already achieved significant savings	CAZ not intended or expected to result in material change in CO2 emissions – hence separate Roadmap to Decarbonisation action.
Peter Kennan, Sheffield Chamber of Commerce	Turning to the CAZ, he said that business could understand the health case for such measures but would not want to be placed at a competitive disadvantage with other cities such as Leeds where a "B" rather than "C" Category zone was intended. One practical implication of the zone would be that taxis "plated" from such as North East Derbyshire would not want to cross the Ring Road and incur the charge.	CAZ beyond scope of this engagement exercise.
Cllr Jack Scott	Much more work would need to be done to improve transport in the city alongside the CAZ in order to deliver the necessary CO2 savings. This needed a coherent, whole package where it was clear how much each sector needed to contribute to the overall goal.	Roadmap to Decarbonisation to consider. Will likely need to be accelerated in light of declaration of Climate Emergency. This is reflected in revised Climate Change text.
Prof Lenny Koh, University of Sheffield	Decarbonisation of the energy sector was crucial to meeting CO2 targets.	Potential for and limitations of this will inform transport decisions – needs to follow from Council-wide report on achieving a Zero Carbon City. This is reflected in revised Climate Change text.
Mark Whitworth, Interim Head of Sustainability, Sheffield Council	Indicated that SCR was leading decarbonisation work on a regional basis. The current target was zero carbon by 2050, but there was not yet an understanding of how the various sectors – industrial, commercial and domestic as well as transport – would contribute. Sheffield needed to decide should it set its own CO2 targets, separate from but aligned to, the City Region	
Chris Broome, Sheffield Climate Alliance	Pointed to the contradiction in seeking to reduce CO2 emissions and the Northern Powerhouse ambition to increase journeys between major cities in order to drive growth.	These tensions are acknowledged and will need to be considered by Council-wide report on achieving a Zero Carbon City. This is reflected in revised Climate Change text.
Jenny Carpenter, Sheffield Climate Alliance	Preventing the need to travel by planning homes close to employment hubs needed to be prioritised in Sheffield's future Local Plan.	Comment to be passed to Planning colleagues for consideration. Local and national planning policies do seek to minimise need for travel.
Jenny Carpenter, Sheffield Climate Alliance	Major projects such as Midland Mainline (MML) electrification needed to be brought forward	Pre-existing SCC position on HS2 precludes this no change required as of yet (although Council-wide report on achieving a Zero Carbon City may change this).
Peter Kennan, Sheffield Chamber of Commerce	There are important opportunities to form an alliance with key organisations in the East Midlands who like Sheffield had a	Refer to interested East Midlands districts in respect of rail lobbying actions. Strategy text

	stake in lobbying for MML electrification.	revised.
General discussion	• Additional pedestrianisation and car free streets • Role of driverless vehicles • Faster bus services with stream-lined routes and a complementary "run-around" network • Reduced car parking in Sheffield City Centre • Mobility scooters for the "last mile" of journeys • Widespread use of electric bikes • Access to leisure destinations • "Cultural" change to support new infrastructure initiatives	All covered in the strategy – no specific points raised requiring changes to strategy.

Transport User Group

Name / organisation	Comment	Response
R. Marsh, resident	Requested clarification if the strategy is proposing to replace the tram system with buses?	Strategy does not propose to replace Supertram with buses (though there is a risk this may be forced if funding cannot be secured for capital maintenance of Supertram system).
A.Oldfield, Huddersfield, Penistone & Sheffield Rail Users	Would trams be life expired if they'd been kept undercover?	SCC cannot comment not being operator or keeper of the trams.
J. Cromar, Sheffield Transport User Group	Have you considered guided bus? Arundel Gate has a problem with bus congestion and capacity.	At this point, proposed mass transit routes are agnostic on choice of technology (including guided bus), pending further study.
D. Johnstone, Cycle Sheffield	Do the proposed public transport patronage increases require a change in operating model, such as franchising? And can Sheffield do that or would it have to be the SCR?	This will be considered by bus network operation model review action.
D. Stimely, Graves Park Forum	There are major local bus problems affecting people being able to get out and about. The strategy is looking to the future but what can be done for immediate issues?	Covered by day-to-day business through Sheffield Bus Partnership.
S.Parry, Stocksbridge Transport Forum	People who can't use mainstream public transport need more community transport but it should be provided at same standards as public transport (i.e. can't use passes on community transport).	This will be considered by bus network operation model review action.
J. Grocutt, Stocksbridge Council, Sheffield Transport	Differing fares between service providers need equalising.	This will be considered by bus network operation model review action.

User Group		
J. Grocutt, Stocksbridge Council, Sheffield Transport User Group	Which mass transit corridors are you considering? What type of evidence is required?	Potential corridors are listed in strategy. Question re: evidence referred to what officers were seeking as part of the now-completed engagement exercise .
Cllr Trevor Bagshaw, Bradfield Town Council	What do you mean by mass transit corridors? guided bus? Tram? Would these be new corridors? if so where as there is no more space.	To be determined by future study.
A.Barclay, Todays Railways	You have said you want to keep traffic to 2015 level - but what about the 2015 bus timetable changes and how that affected traffic / services?	SCC does not hold this information.
K. Wheat, Friends of Dore & Totley Station	The strategy only show targets for bus and tram, what about targets for rail? Should set individual targets for each mode if we are to grow local rail facilities.	Strategy deliberately does not give specific targets by mode of public transport because work has not been done to identify which modes will be most suited to delivering new mass transit routes.
D. Wrottesley, SYPTE User Group, Hope Valley Rail User Group, Rail Future	Where has the figure of £800m to bring Midland Station up to standard for HS2 come from and who is expected to pay?	Outside scope of Transport Strategy engagement.
M. Rose, Rail Future	You seem to be supporting the tunnel options put forward by TfN, which puts traffic into the middle of Hillsborough - an already congested area.	Actions re: the Major Road Network will consider impacts on the Upper Don Valley corridor, including at Hillsborough, with a view to making improvements on the A61 to mitigate these impacts.
A.Oldfield, Huddersfield, Penistone & Sheffield Rail Users	In the Upper Don Valley there are major housing developments coming on stream which is growth the infrastructure can't cope with. Need a rail through route - not just to Stocksbridge - but on to Penistone etc. And need a dedicated footpath network to link people to it.	SCR are looking at railway re-openings in the Barnsley and Sheffield area including Penistone / Stocksbridge to Sheffield. Text has been included in the Strategy to refer to this study.
K. Aspinwall, Hope Valley Rail User Group	There is no mention of the Peak District and bus / rail links to it, and no recognition of opportunities to access this important resource, or the health and wellbeing benefits.	The Transport Strategy focusses on access to open space which is particularly important especially in urban areas. Whilst the Peak Park provides an excellent resource it may be less local for more deprived parts of the city.
J. Grocutt, Stocksbridge Council, Sheffield Transport	Why is there not more in the strategy about making better use of cycling?	The strategy sets out our intention to adopt the Sustainable Safety approach to providing for

User Group		*inter alia* cycling. This is the most successful approach for delivering mass cycling in use today anywhere in the world.
J. Cromar, Sheffield Transport User Group	Cycle lanes are mentioned but not pedestrian safety as a result of cycle infrastructure	Strategy intendeds to separate pedestrians and cyclist. However, this was not necessarily clear from the text – text has been included to make this more explicit.
M. Rose, Rail Future	In London where they have congestion charging cyclists feel safer as car use is reduced.	London's cycling modal share is well below the model cities we will need to match to achieve the cycling ambition outlined, and facilitate the development of the city without consequences of increasing motorised traffic. However, congestion charging remains as possibility if found to be necessary.
C.Morgan, Friends of Dore & Totley Station	570% increase in cycle journeys is a massive increase - what is the base figure? How many bikes does that mean? How will you reach that number? i.e. parts of Sheffield are very hilly.	By mode share, per-trip commuting cycling shares are 2%, with a share of 3% for trips to the city centre. We proposed to increase these to 13% and 15% respectively. This is comparable to the existing walking modal share of 12%.

In absence of better evidence, we assume these commuting shares are representative of all-purpose shares.

Strategy is deliberately targeted to where there is evidence of potential for cycling amongst the general public (as opposed to people interested in cycling), and where there is evidence to match interventions to achieve that potential. This considers impacts of geography – whilst there is potential in hilly areas this is much less than flatter ones and so hilly areas will take lower priority. |
| Cllr Douglas Johnson SCC | The vision for the future to 2035 - has any work been done on a more transformative vision rather than tinkering with what we already have? we should look forward to a time when the city | The strategy looks to address existing and anticipated issues up to 2035, and includes measures to reduce the predominance of cars |

	centre is not choked with cars and more people have moved to walking and cycle.	within the city centre and to achieve shift away from cars toward cycling.
R. Marsh, resident	We have an SCR Mayor but isn't he mayor of nothing as not agreed deal with Other districts?	SCC will continue to work with the City Region and the Mayor's office.
D. Wrottesley, SYPTE User Group, Hope Valley Rail User Group, Rail Future	Some of the problems in South Sheffield are caused by people travelling from outside Sheffield such as from Dronfield.	Acknowledged – proposed mass transit (combined with park and ride) on Sheffield to Meadowhead and beyond corridor is in part intended to mitigate for this.
K. Crowder, Owlthorpe Forum	Queried the statement that development is being constrained by congestion.	It is challenging to directly link congestion to development, and many factors influence the attractiveness of the city for development. However, feedback from business community has indicated concern about the level of congestion in the city, and we know this has knock on impacts for the viability of public transport services because of the impact of increased journey times on patronage. Whilst some cities are able to see marked growth despite congestion far worse than in Sheffield, this is usually in cases where other modes (especially railways) have been able to accommodate increased demand for travel.
Cllr Steve Wilson, SCC	For the Fox Valley development do we have information from the occupier on travel movements to support improvements?	At this point no – the development was opened after the previous census, and for non-commuting trips data on demand for travel is patchy.
A.Robinson, CPRE South Yorks	Motorways are a huge source of air pollution, what are Highways England contributing?	Refer question to Highways England.
A.Robinson, CPRE South Yorks	Carbon targets are not mentioned. How will you achieve carbon reduction?	Roadmap to Decarbonisation to consider. Will likely need to be accelerated in light of declaration of Climate Emergency. This is reflected in revised Climate Change text.
A.Robinson, CPRE South Yorks	Why are you not taking notice of the evidence that shows if you increase capacity you increase congestion and demand?	The strategy does acknowledge this (albeit not explicitly) – hence the emphasis on providing for increased travel demand by public transport, walking and cycling rather than through

| | | highway capacity improvements.

In the case of Northern Powerhouse highway improvements, support for these is a pre-existing Council position beyond the scope of this engagement. |
|---|---|---|
| A.Robinson, CPRE South Yorks | Why are you supporting TfN proposals? | This is a prior SCC position, beyond the scope of this engagement. |
| I.Carey, Cycle Sheffield | Is there a formal consultation with public health? | SCC Transport Planning officers hold regular meetings with public health colleagues, who were afforded opportunity to contribute during the drafting of the strategy. |
| I.Carey, Cycle Sheffield | Have you considered having one transport forum? | This is beyond the scope of the Transport Strategy but will be considered as part of day—to-day business within resource constraints |

Comments received following the Transport User Group meeting

Name / organisation	Comments	Response
D.Pickersgill, Stocksbridge Walkers are Welcome	In general terms little to disagree with. Key summary would be (1) Encourage walking and cycling, (2) As much people transport as possible via Public Transport, (3) Reduce private car travel. (2) and (3) are interlinked – public transport has to be seen as a (possibly) quicker and (definitely) easier way to travel before users will give up their car – hence bus lanes, clear timetabling, interchanges & integrated timetables/ticketing are all a must.	No action required.
	Also new public transport routes needed: Upper Don Valley for example, lots of new housing planned, if no new transport infrastructure the main road will grind to a halt affecting buses too. Using the train line to intro regular passenger train or tram train services would be a relatively cheap win/win, cutting journey times and car use to city centre. Also intro a bus link from Fox Valley to Penistone to link with trains to Huddersfield. opening this line would give a clear signal that SCC is serious about the strategy and wants to see big changes. Ref HS2 - better to ensure local links are quicker than reducing journey time to London.	Upper Don Valley corridor is identified as a potential mass transit corridor. Possible use of the railway will be considered as part of that work. This is also being investigated by the SCR – we have added text referring to this work to the strategy.

J.Grocutt, Stocksbridge Council, Sheffield Transport User Group	As a Town Council we are looking to work with SUSTRANS to assess options for improving active travel links from the NCN 627 TPT into the northern lakelands. This will meet a number of the criteria discussed at the workshop. We have asked SUSTRANS to look at what needs to be done to link the TPT from Oughtibridge through Deepcar to make it useable for cyclists. The A6102 isn't suitable with no capacity to widen. Need to take action to deal with the additional traffic / transport needs that will come with the new housing being built. Would this piece of work be useful evidence for the strategy?	We would welcome receipt of this work – however, this route does not form a strategic transport priority given the limited opportunity for modal shift away from car for trips to the city centre compared to other parts of the city (a function of distance and topography).
C Morgan, Bradway Action Group	Bradway has high car ownership and least likely to walk or cycle to work - see; DataShine Census. http://datashine.org.uk/#table=QS201EW&col=QS201EW0002&ramp=RdYlGn&layers=BTTT&zoom=14&lon=-1.5085&lat=53.3209. There is an ageing pop and hilly geography , buses are circuitous, infrequent and slow so car use is high. The target to increase public transport use by 22% is therefore challenging. Train services are infrequent and gradients getting to the station make it an unrealsitic option for most	The target is a district wide target; there will be considerable variation across the city to reflect local circumstances, and we agree that Bradway is likely to retain high car modal share given challenges in providing for alternative modes.
D Johnstone	In the description of access streets the transport strategy says 'Motor vehicle flows in the busiest hour would not exceed the equivalent of around 400-500 cars'. Do you envisage using a 24 hour maximum as well as an hourly maximum? 400 to 500 is quite a wide margin and if the road was busy but not as busy - say 350 cars per hour - with motor traffic the rest of the day this would presumably be unsuited to an access street design. The maximum limit that was mentioned for the cycle street design in Broomhall was the 2500 motor vehicles / 24 hour max - is this the approach you'd use for access streets?	Hourly figures are quoted to give the worst hour – as opposed to daily flows where there is possibility, for example on streets prone to rat running, of especially high flows in peak hours. We would do not proposed to use 'cycle street' type treatments per the Broomhall scheme in all, or indeed many, access streets.
D Johnstone, Cycle Sheffield group response	CycleSheffield response to Sheffield Transport Strategy Sheffield City Council have published their Transport Strategy up to 2034. We especially welcome: •Sustainable safety approach •Valuing health, Healthy Streets	

•Pavement parking ban & repurposing car parking spaces
•Clean Air Zone
•Fundraising/demand management including Workplace Parking Levy

We're concerned about:
•Priorities
•Vagueness on carbon emissions
•Adding car capacity

CycleSheffield support the proposals for active travel and public transport improvements to enable people to choose cleaner, greener, more healthy and efficient ways to travel. However, the strategy needs to be more ambitious in order to "…move away from a 'car first' approach and towards a system of active transport that works for everyone in Sheffield" (Transport Strategy Foreword, p4).

We welcome the 'Sustainable Safety' approach to transport schemes. This (re)designs streets to make it easier for people to use all modes safely, minimising conflict. It needs to be central to transport planning.

We support area-wide schemes which protect communities from through-traffic and make it easier for people to replace short journeys by car with cycling or walking. There needs to be budget for better engagement with these communities. They should not be marketed as 'cycling schemes', but use language and images like Healthy Streets for London.

Greater use of electric bicycles could help meet and exceed the councils modal share targets. The Propensity to Cycle tool (PtC) shows that with electric bicycles and Dutch style infrastructure, Sheffield could achieve a cycle modal share of around around 25%.

This is a misrepresentation of the PTC tool e-bike scenario. The PTC tool's e-bike scenarios assume all Sheffield's residents make travel choices in line with early adopters of e-bikes (including zero pedal cycle usage).

We consider it wholly unrealistic to ascribe this behaviour to the general population, and note Cycle Sheffield offer no action to achieve that.

Crucially, the 'Go Dutch' scenario we are using

is based upon the behaviour of the general population. Whilst these also vary, we have much greater confidence that this behaviour is achievable provided we provide (as we propose) the level of infrastructure to support that behaviour.

Identifying health benefits

We support the proposal to assess transport schemes for health impacts, and to prioritise health benefiting schemes. The strategy should acknowledge that excessive car use contributes to inactivity, declining health and wellbeing of citizens, and increased pressure on health and social care services. A vibrant city needs healthy citizens.

SCC should strengthen its business cases for new transport schemes by capturing their wider benefits. We urge SCC to commit to identifying economic health benefits of active travel, using these two tools: The World Health Organization's Health Economic Assessment Tool for walking and cycling (HEAT) and The Sickness Absence Reduction Tool (SART).

Appraisal will be compliant with the requirements of funding partners, which are not determined by the Council.

Local funding and managing demand

Central government can't be relied on for adequate funding, so SCC must develop its own funding streams for transport. We support the proposals for a Clean Air Zone and a Workplace Parking Levy and would support the introduction of other demand management schemes, such as congestion charging. Funds raised should be invested in active travel and public transport.

The strategy should explain how SCC will work with regional transport and funding bodies to ensure that funding active travel is a top priority.

We support the Sheffield Parking Strategy, particularly the pavement parking ban and reallocating parking spaces to sustainable travel. We would support further systematic removal of parking spaces following other progressive cities.

How not to solve congestion

The elephant in this strategy is major road expansion.

We cannot support the proposals to 'increase capacity' and 'improve junctions' on the Inner Ring Road and 'improve accessibility by road' to the city centre, the Upper and Lower Don Valley. We cannot support new or expanded roads to Rotherham or Manchester. We cannot support road-widening schemes masquerading as public transport improvements.

These 'improvements' will:
•induce more car journeys
•waste money better used for active travel and public transport
•impede people crossing by foot or cycle
•disconnect communities and neighbourhoods

Congestion on Sheffield's roads should not be viewed as a problem which needs to be fixed by more or bigger roads or more efficient junctions. It's an opportunity to provide high quality alternatives more attractive than sitting gridlocked in a car.

These road scheme proposals raise questions about whether a shift away from a 'car first approach' is being taken seriously.

Without demand management that would undermine the Council's pre-existing economic plans (given their emphasis on enabling travel to facilitate economic growth), we will not be able to achieve the outcomes identified for public transport, or for cycling, unless improvements to the Inner Ring Road. This is because capacity constraints on it result in traffic blocking back into the city centre, precluding fast or reliable public transport, or safe or comfortable conditions for walking and cycling – and without intervention this is anticipated to worsen as a consequence of the city's growth aspirations.

In any event, these schemes are also required to improve conditions for public transport, and for walking and cycling, particularly in crossing the ring road.

Carbon reductions

This transport strategy does not show SCC is serious about planning to meet its responsibilities in preventing catastrophic climate breakdown. The strategy is dangerously vague and uncommitted to achieving reductions in carbon emissions, let alone at the urgency and scale required by recent scientific advice. It has clear plans to expand major roads, but no clear pathway for reducing emissions.

The aim to "Develop and enact roadmap to decarbonisation of motorised transport" is welcome, but needs urgent timescales and wider scope. It must consider the potential for transport to be de-motorised, as well as swapping petrol/diesel for electric vehicles.

Policy 8A, "We will intervene to enable a shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable" again sounds nice, but does not commit to anything. The council's 'anticipation' of car journeys in 2034 being 100% of 2015 levels shows how little it expects to achieve.

Analysis from Transport for Quality of Life shows that, even with dramatic adoption of electric vehicles, UK car mileage must still be reduced by 20-60% by 2030 to limit global temperature increase to 1.5C.

We need a target to decrease private car journeys, with scheme development prioritised to achieve this.

Policy 8B states "We will aim to achieve a zero carbon public transport network." Using energy or manufactured resources cannot be "zero carbon", without capturing CO2. This wouldn't be expected within a transport network. The strategy needs credible commitment to specific carbon reductions, not woolly warm words.

Leaving the 'old way' needs new priorities

CycleSheffield welcome the acknowledgement that transport planning

The climate change section of the strategy has been entirely re-written to reflect evidence that has emerged since June 2018.

<table>
<tr>
<td></td>
<td>"…can no longer simply carry on in the old way.' The 'old way' has resulted in congestion, pollution, poor health and widened inequalities. The strategy contains many positive interventions that will reduce these problems, including enabling more active travel.

However, it is unlikely that there will be enough money or time to deliver everything in the strategy. We believe that if the improvements to active travel, public transport, and managing traffic demand are prioritised then life in Sheffield will be hugely improved. If the actions which increase capacity for motor vehicles are prioritised then we will not succeed.

CycleSheffield call for a genuine move away from a 'car first' approach to transport.</td>
<td>Schemes will be prioritised both opportunistically (i.e. to take advantage of funding and other opportunities that present themselves) and on the basis of need and evidence. Noting in particular that any effort to improve cycling, walking or public transport will be dependent on congestion on the Inner Ring Road being manageable such that the city centre can be managed to enjoy low levels of traffic.</td>
</tr>
<tr>
<td>K. Aspinwall, Hope Valley Railway Users Group</td>
<td>documents make no reference to access to the the Peak District, which is an major asset for the residents of the Sheffield City Region. In addition to providing the vital rail link between Sheffield and Manchester, the two worst connected cities of their size and proximity in Europe by both road and rail, the Hope Valley line line provides access to the Peak District. The line's current lack of capacity limits the number of services that can be run.
Pressure needs to be kept up on the DfT to put Network Rail's plans to upgrade the line into action. Could the strategy include some brief mention of the need for the line's capacity to be increased and a commitment to ensuring that regular, reliable both train and bus services ensure that this and other parts of the countryside around Sheffield City Region is readily accessible to all.</td>
<td>This relates to the action to support and lobby for rail improvements towards Manchester. Local services will be considered as part of that.</td>
</tr>
<tr>
<td>C. Nash</td>
<td>pleased to note some promising words in the document about increasing priorities for buses and encouraging people to use them. when areas are re developed, and the design of roadways changed, can the planners either consult with bus service providers about the likely impact of their plans, or take every opportunity to incorporate bus lanes and other such priorities into them. I suspect that at present such a joined up approach is missing, which means you could be missing a trick (quotes Charter Row as an example of bad planning)</td>
<td>We will continue to work with operators through the Sheffield Bus Partnership.</td>
</tr>
<tr>
<td>A.Robinson, CPRE South Yorkshire</td>
<td>TfN commissioned an Independent Carbon Review (ICR) of its STP. The ICR is critical of both TfN's approach to assessing carbon and the</td>
<td>The Council's support for Transport for the North is pre-existing and outside of the scope of</td>
</tr>
</table>

outcomes the STP intends to achieve. TfN has taken account of some of the ICR recommendations in the final version of the STP but will not be making any changes to the scope of programmes at this stage because the carbon reduction pathway would not be complete until 2020. TfN notes that it cannot achieve the required carbon targets alone and will require local authorities, such as SCC, to play their part. The ICR para 4.11.1 presents an overview of local transport plans and strategies including that for SCR. The criticisms that it makes about the SCR Transport Strategy apply equally to that of SCC and we urge the Council to act on them.

We believe that SCC should be taking a more robust approach to carbon emission reduction, similar to that proposed by Greater Manchester (see below). A recent report from West Yorkshire Combined Authority found that, while overall emissions are forecast to decrease, the transport sector is expected to reverse this trend with a 28% percent increase in emissions over the period to 2036. This is likely to be caused by minimal changes to the internal combustion engine, the move back to petrol cars from diesel, and a lack of growth in the electric vehicle market. It therefore appears that after a decade of effective carbon reduction, the Leeds City Region carbon reduction trajectory decelerates for the next 2 decades principally because transport emissions show a major increase rather than the equally major reduction required by the Committee on Climate Change if the integrity of the UK's carbon budgets is to be maintained. Is SCC confident that such a trajectory for carbon emissions would not occur in its area?

This evidence was presented to the WYCA meeting 9th November 2018 Agenda Item 13 Energy Strategy and Delivery Plan Appendix 2: https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=138&MId=730

2. Plotting a path to Carbon Reduction - The ICR recommends that TfN follows the Mayor of London's approach for plotting the path up to 2050 of how emission reductions are going to be achieved and that Greater Manchester's 'Springboard to a Green City Region' report should inform that approach. We urge SCC to use both these documents (links to them below) to bring forward a radical transparent approach towards reducing carbon emissions with robust targets for each mode.

https://www.london.gov.uk/what-we-do/transport/our-vision-

---

this engagement.

Roadmap to Decarbonisation to consider. Will likely need to be accelerated in light of declaration of Climate Emergency. This is reflected in revised Climate Change text.

transport/mayors-transport-strategy-2018
https://www.greatermanchester-ca.gov.uk/media/1317/springboard-report.pdf

3. Approach towards road building – It has been repeatedly and conclusively shown that increasing road capacity rather than demand managing the space already available generates yet more traffic, is associated with a highly car-dependent pattern of land development, does not benefit the economy and has long lasting adverse impacts on the landscape and biodiversity. We therefore urge you to progress proposed demand management measures, such as work place parking charging, and abandon road building that would undermine these.

The latest research (commissioned by CPRE) can be found here:
https://www.cpre.org.uk/resources/transport/roads/item/4542-the-impact-of-road-projects-in-england

4. Support for the upgrade/dualling of the A57/A628/A616 trunk route – This

crosses the Peak District National Park and its setting, a designation which has the highest status of protection in terms of conserving and enhancing landscape and scenic beauty. Within it planning permission should be refused for major development other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest. National and local policy requires any investment in trunk roads to be directed to developing long distance traffic routes that avoid the Parks.

Given the importance of the Peak District National Park to Sheffield citizens the Council should be seeking protection and enhancement of this extraordinary asset not cutting it in half with what would ultimately become a motorway that would dump huge amounts of vehicular traffic within Sheffield and on the already congested pollute M1. Simply following what is dictated by other authorities would make the Council's aspirations for transport unachievable.

For National Planning Policy Framework, 2018, para 172 and footnote 54
https://www.gov.uk/government/collections/revised-national-planning-policy-framework

National Policy Statement for National Networks, 2014, paras 5.147, 5.148, 5,150-5.155
https://www.gov.uk/government/publications/national-policy-statement-

Page 204	for-national-networks For Peak District National Park Authority Core Strategy 2011 Policies GSP1, GSP2, L1, CC1, T1 and T2 https://www.peakdistrict.gov.uk/planning/how-we-work/policies-and-guides/core-strategy Access to the countryside, including the Peak District National Park 'An active leisure economy and a growing reputation as 'The Outdoor City' is seen as an opportunity. One of the contributory objectives to the main objectives is 'Provide good access to residents and visitors to the city's events, cultural offering and outdoor spaces, in particular in the city centre, supporting expansion of the cultural and evening economy and also to outdoor spaces including the Peak District National Park.' Yet the strategy offers nothing to support achievement of this. Although National Park Authorities should be taking the strategic lead on making car-free access to the Parks easier, local authorities need to work in partnership with them to achieve this. Thus SCC should provide high-quality, consistent and up-to-date information about options for car-free access to the Peak District and promote access using the Hope Valley Rail Line. In partnership with the Peak District National Park Authority the Council could develop a 'smarter travel National Park' pilot to test new types of on-demand app-based shared services and the use of travel demand management measures. The Council should further develop and expand Pedal Peak District cycling routes into the Peak District. Campaign for National Park's 'National Parks for All – making car-free travel easier' 2018: http://www.cnp.org.uk/sites/default/files/uploadsfiles/National_Parks_car free_travel_HIRESDPS.pdf Pedal Peak District: https://www.derbyshire.gov.uk/leisure/countryside/access/cycling/pedal-peak/pedal-peak-phase-iimoving- up-a-gear.aspx	
M Rose, Railfuture Yorkshire	National and Local Context We accept that the Council has policies of supporting the Transport for the North Strategic Transport Plan and other external plans which form the framework for this strategy. In this context the Bradford routing of Northern Powerhouse Rail and the proposed improvements to the A628 over the Peak, including the tunnel are regrettably taken as given by the	This feedback can be considered as part of work towards our rail and/or mass transit actions as they are progressed.

Council.	
However we are concerned that Northern Powerhouse Rail route from Leeds to Manchester will make it very difficult to justify a new line from Manchester to Sheffield via Woodhead or any other route. This NPR route is not in Sheffield's best interests and should not be supported. We also feel you should request that the route of HS2 between Sheffield and Leeds be included in a study of rail links between Sheffield Leeds and Manchester.	
We are also concerned that the proposed road tunnel and A628 improvements would result in a large increase in congestion in Sheffield, and take money which could more usefully be spent on improving Manchester to Sheffield rail links. We feel that this project should not be supported	
We support your investigation of a workplace parking levy, and also the proposed study into the Sheffield Station area.	
We welcome the support for improvements to local rail services – particularly Leeds via Barnsley, and at Chapeltown and Meadowhall stations	
We also welcome your support for NPR with six trains per hour in under 30 minutes, but are concerned as there is nothing in your plan to suggest how this might be delivered.	
Apart from your support for Northern Powerhouse Rail being routed via Bradford, we support your rail proposals. However we do not feel they are sufficiently ambitious.	
We feel it is essential that the Midland Main Line from London to Sheffield be electrified as a matter of urgency. Sheffield has an inadequate service to London, and one that is to be further slowed accommodating additional suburban services on the fast lines out of London. The Secretary of State's premise that a bi-mode service will be only one minute slower than an electric service ignores the very real benefits of electrification – reduced carbon emissions, reduced NO2 emissions, quieter for passengers and those living near the line, less wear on the tracks, faster acceleration, lower engine wear. We recommend that SCC works to get the bi-mode/ no electrification decision overturned.	SCR are looking at railway re-openings across the city region. Text has been included in the Strategy to refer to this study.
Line speed improvements (track and signalling) are needed to speed up Sheffield- Nottingham journeys, which are unacceptably slow at present. SCC should work with Rail North/TfN. Midlands Connect, EMT, Northern	The Council's support for Transport for the

and local MPs to put pressure on Network Rail to make such improvements a priority.

There is a pressing need for a seven-day railway, with better evening and weekend services. An example is the very poor evening service from Leeds to Sheffield, causing people to drive to Leeds for an evening out. A part of the reason is that Sheffield has no depot for Inter City trains so they go elsewhere to be stabled at night. A Depot in Sheffield would give greater flexibility to Northern and to East Midlands Trains.

Dore & Totley

There is huge potential for enhancing rail accessibility and reducing road journeys to Sheffield Midland station by transforming Dore & Totley station into a "South Sheffield Parkway". Dore & Totley has consistently seen passenger growth well above the national average and is used by passengers from across the south and west of the City and north Derbyshire, particularly to access direct services to Manchester. Reinstatement of the Midland Main Line platforms would allow direct services to London, the Midlands, East Anglia, the South and the South West. At the same time, construction of a bay platform at the north end would allow local trains from the north of Sheffield to run through to Dore & Totley, thus easing platform congestion at Sheffield Midland.

Other Heavy Rail Opportunities

There are some opportunities for improved heavy rail services, which should be seized where they are present:

1 Sheffield – Stocksbridge – a new service using the existing freight line.

2 More frequent stopping services on the Hope Valley

3 More frequent stopping services from Sheffield to Barnsley, Rotherham and Doncaster.

4 New stations at Waverley on Worksop line, Beauchief, Millhouses and Heeley on Dore line.

5 Four-tracking of line between Dore & Totley and Sheffield.

6 Extending one London to Sheffield service per hour through to Leeds.

7 A service from Sheffield via Waverley and Beighton to Chesterfield using the Old Road

Road

We are concerned that the proposed A628 transpennine improvements including the tunnel will deliver large a volume of traffic at Hillsborough, which will lead to severe congestion. We do not feel that the City Council

North is pre-existing and outside of the scope of this engagement. Actions re: the Major Road Network will consider impacts on the Upper Don Valley corridor, including at Hillsborough, with a view to making improvements on the A61 to mitigate these impacts.

Taxi upgrades are dealt with in the Clean Air Strategy and Clean Air Zone proposals.

Strategy deliberately does not give specific targets by mode of public transport because work has not been done to identify which modes will be most suited to delivering new mass transit routes.

	should support this. The money would be better spent on rail improvements. Light Rail We also welcome your support for renewal of the Supertram network and future extensions The current Sheffield Tram service is an excellent service. We support your extension proposals. Air Quality We support your proposals on air quality- but are concerned that that your proposals to upgrade the taxi fleet lack urgency – the air quality is very poor in the station area Demand Management We support your proposal for a Workplace Parking Levy – if it used to fund improvement to rail and tram services, as in Nottingham. Plan Part Two – 2025 to 2035 We would like to see more emphasis on rail improvements during this period. Monitoring We would like to see targets and monitoring against those targets for heavy rail and tram usage	
Sheffield Green Party	Sheffield Green Party response to Sheffield City Council Transport Strategy (January 2019) General We welcome the publication of this Transport Strategy, which sets out the direction of travel for transport in the city over the next 10-15 years. However, the general tone of the Strategy is that it is 'behind the curve' in recognising and addressing the transport issues facing Sheffield, particularly in relation to car dependency and usage. Cllr. Scott's foreword implies that the Council has been applying a 'car first' policy up to now, while many other UK cities have long since abandoned a 'car first' policy and have been seeking to change the equilibrium away from cars towards more sustainable modes for many years. Some of Sheffield's neighbouring (Labour-controlled) cities, such as Nottingham, Manchester and York, are far more advanced in their approach to tackling car dependency and in pursuing progressive sustainable transport policies,	

and Sheffield should learn from these.

While the Strategy recognises the seriousness and scale of the issues to be tackled, it also appears to be overly accepting of car use and dependency, and over eager to accommodate growing car use and consequent road expansion. Statements such as "we will consider how transport can improve quality of life and the environment for everyone" does not imply a sense of urgency, or recognise that there is ample evidence and good practice out there already on how this can be achieved.

While the Strategy rightly sets out its policies and a medium to long term programme of schemes and projects to implement these, it is important to recognise that a good transport system is not just about expensive infrastructure schemes. The strategy talks of "building a great transport system", and while there will be a need to build some new infrastructure, there is much that can be done with the infrastructure we have. This includes more efficient use of road space, better highway and traffic management, improved maintenance and small scale localised upgrades.

Approach

To show that it is moving away from a 'car first' approach, it would be good to see the Council adopt a 'road user hierarchy' putting the most sustainable modes at the top and cars towards the bottom.

As a general principle, all highway-based schemes should follow the road user hierarchy in terms of how they prioritise the modes, while recognising that some schemes are more mode-specific.

There is a need to ensure that all the Council's departments, processes, contracts and policies support the objectives of the Strategy. At present this doesn't appear to be the case. For example, the planning system is not being used as effectively as it could be to secure improvements for sustainable transport as part of new developments. In many cases, such improvements are not provided even where they are required by planning conditions. The lack of provision for cycling at the IKEA development is a case in point, while in other recent cases cycle parking has not been provided as required by condition. These are cases where the developer should have funded improvements, so it is not a case of lack of Council funding, but a lack of Council planning enforcement. Opportunities for third party-funded improvements should be maximised.

Enforcement is another issue that is neglected, by both the Council and the Police. The Council needs to secure more powers over moving traffic offences, and make use of the powers it has, e.g. through greater use of cameras to enforce bus lanes and gates. The Council also really needs to up its game on parking enforcement, which is sadly lacking in most areas of the city, leading to parking 'anarchy' with vehicles frequently parking on pavements and double yellow lines, and blocking cycle tracks, cycle gaps and bus lanes. If sustainable transport is to be prioritised, this needs to be supported by robust parking enforcement that targets obstructive vehicles.	
Specific Points	
There are a number of references to 'faster' movement of traffic and public transport. Whilst speeding up journeys in general is a good thing, on many roads traffic goes fast enough and to encourage it to go faster could increase road danger and casualties, severance, noise and emissions. Speed of traffic needs to be appropriate to the road hierarchy, with local residential roads being made 20mph, with traffic calming where necessary. There should be a city-wide review of speed limits, with adjustments where necessary.	The strategy says this.
It is unclear what is meant by high speed mass transit corridors, but in general we support efforts to get more people out of cars onto public transport for journeys into the city centre and on other key corridors. by either bus, tram, tram-train or train. This needs to be supported by park and ride car parks on the outskirts of the city, and greater priority for public transport, including at traffic signals.	Mass transit proposals include park and ride where appropriate, and may take the form of bus rapid transit, guided buses, tram, tram train, local heavy or light rail or another mode, to be determined by future work.
Parking policy is a key issue that is not given much prominence in the Strategy, although there is reference to a Parking Strategy. The availability and price of parking is a key factor in influencing whether people drive or use an alternative mode. Whilst the Council does not own and control all car parks, it does have considerable influence over parking, particularly on-street. There are still places in and near the city centre where people can park for free due to a lack of controls or enforcement, including widespread footway parking, and uncontrolled streets east of the station in the Norfolk Park / Park Hill area. The Council	The parking strategy deals with parking, including regulation, enforcement and pricing. This addressed these points, and is outside of the scope of this engagement.

needs to eliminate all free daytime on-street parking in the city centre, except for Blue Badge holders (which need to be enforced), and with the support of local residents introduce CPZs and charges where they do not currently exist in and around the city centre.

Parking time limits and charges should also be reviewed in district centres, to support local businesses while deterring all day employee parking. We would support introduction of a Workplace Parking Levy, subject to the revenue being spent on improving sustainable transport and traffic demand management.

Whilst the Strategy references the air pollution breaches and need to introduce a Clean Air Zone, which we support, it seems to place too great an emphasis on expanding highway capacity to accommodate growing volumes of traffic. For example, on the Inner Ring Road, new capacity on the inner ring road and elsewhere should be prioritised for public transport and cycling, or at the very least high occupancy and low emission vehicles, including taxis and motorcycles.

The Inner Ring Road is about routing traffic away from from destinations (in particular the city centre) which need to provide an attractive environment. Public transport, walking and cycling needs to penetrate and access those areas – hence the focus for those modes on crossing the ring road rather than circulating around it.

There is little reference to reducing the need to travel, through technology, demand management and the land-use planning system.

The reference to deprivation on page 21 could refer to the proportion of households without access to a car, generally around 30% in Sheffield but probably higher in inner-city and deprived wards, and amongst groups such as the elderly and students. It could also refer to the fact that the more deprived areas tend to suffer more from air pollution and heavy traffic.

Additional text has been included in the Health and Wellbeing section to acknowledge adverse distributional impacts of transport system.

In terms of technology, Sheffield is behind the curve, with inadequate coverage of real time information at bus stops, and electric vehicle charging points. It is disappointing that Sheffield is only just "developing a plan for charging and re-fuelling infrastructure", while other cities have already installed extensive charging infrastructure. Better use could also be made of the electronic information screens on main roads to convey messages about safer driving and sustainable travel. The city's traffic signals also need a major overhaul to make them more 'intelligent' and responsive to demand and specific road users i.e. prioritising sustainable modes.

Dealt with by the action in respect of Network Management Policy

A replacement needs to be found for the Ofo cycle hire scheme, which

Action in strategy has been revised to reflect

despite some misuse, proved very popular. This could include development of 'park and cycle' car parks on key arterial roads into the city centre. Sheffield also needs to expand its car club coverage to provide an alternative to car ownership, particularly in areas of parking stress.

Page 36 refers to "providing for it [car travel] and mitigating…" which contradicts efforts to discourage car use, while page 38 refers to pedestrians and cyclists being potentially prohibited from arterial roads, which we strongly oppose, except on fast dual carriageways.

Cycling needs far greater high-quality provision, including more segregated and traffic-free cycle routes, contra-flow lanes on one-way streets, cycle gaps in road closures, and greater priority at crossings of main roads, including the inner-ring road. Far more public cycle parking is required in the city centre and district shopping parades etc, to accommodate existing levels of cycling let alone significant growth. All public realm schemes should make provision for cycle parking close to key destinations. It is disturbing that the Strategy raises the possibility of banning cyclists from bus lanes, without any alternative provision.

Buses can be speeded up significantly by reducing cash payments on board, through greater roll out of pre-paid ticketing and card payments. A pay as you go Oyster-style ticket would help. Bus stop infrastructure in Sheffield is very dated and needs significantly upgrading to provide Sheffield with a modern attractive public transport system as in other neighbouring cities. More modern, cleaner buses help attract more users and reduce air pollution. We support a wider review of the bus operating model with a view to the City Region Mayor introducing a franchising system to ensure a high quality and frequent bus service. This should include the re-introduction of the city centre orbital bus, possibly free and electric, and additional outer orbital bus routes, as well as additional limited stop buses from the outer suburbs. We support the proposals for bus only (plus cycles / taxis) streets in the city centre and greater priority for buses at traffic signals and on arterial roads.

current position in respect of cycle hire schemes in Sheffield.

Car clubs are currently commercially led in Sheffield. The Council makes available highway space to support this, and remain supportive of any potential future commercially led expansion, although this is not a priority for the strategy

This is referring to relative priorities – that we should act to encourage drivers to use

We would consider prohibitions of pedestrians and cyclists being limited only to those roads that do not provide access to adjacent land or premises, where it is not practical or proportionate to make safe provision and where there is suitable alternative.

This refers to the relative attractiveness of the two street types for motor vehicle users (including public transport) – for a given motor vehicle trip intent is to encourage the use of distributor roads, and discourage use of access streets. This is key to providing for active modes and so managing car trips.

To be determined by the bus lane review action. As with arterial roads above, if taken forward this would likely be conditional on there being suitable alternative.

To be considered as part of bus network review.

We also support the renewal, modernisation and extension of Supertram. It is disappointing that Sheffield has done nothing to expand its tram system since it was opened about 25 years ago, while other cities have introduced and then significantly expanded their tram systems since then, such as Manchester, Nottingham and Birmingham. The Supertram ticketing system is also very dated, with only cash payment on board accepted, no card payment or off-vehicle ticket purchasing availability. This must result in significant revenue loss at busy times, undermining the viability of the service.	It is intended a city centre shuttle bus is included as a part of the Public Transport Priority Box proposals, to mitigate for loss of penetration. We have amended the text to make explicit reference to this.
We support improvements to rail serving Sheffield, although the Green Party does not support HS2, which will reduce capacity for local services and bring little benefit to Sheffield. More needs to be done to increase capacity on local trains, particularly at peak times and on key routes. The possibility of opening old lines such as the Don Valley line to Stocksbridge and the Barrow Hill Line to Chesterfield, should be examined, as well as opportunities for new stations and expanded park and ride capacity e.g. at Dore and Meadowhall.	HS2 is pre-existing Council position outside scope of this engagement. Potential for these lines is to be considered as part of mass transit proposals.
A number of issues that are striking by their absence from the Strategy are:	
- any reference to school travel, a significant source of travel demand and one which there are many tried and tested methods to address, including through 'school travel plans'. The city's two universities also generate significant travel demand, yet there is no specific reference to student travel, for which cycling must have significant potential.	We consider that travel to school and for students requires improvements to infrastructure. Work to date strongly suggests travel to school is quite dispersed arounds schools, and so we propose this is picked up through broader area-wide cycling initiatives to provide this infrastructure for journeys generally.
- any reference to the needs of the disabled and mobility / visually impaired, and their access needs, including those who rely on mobility scooters to get around [and face lack of dropped kerbs, and cars blocking footways in many places].	We have included a number of additional paragraphs, actions and policies to better reflect disability access considerations.
- road safety, the need for more traffic calming and 20mph zones, safe routes to schools etc. There appear to be no specific casualty reduction targets.	Is covered under the sustainable safety

		approach. There is a conditional output for casualty reduction.
	- there do not appear to be any modal split targets, only targets for journeys by specific modes.	Modal splits are derived from numbers of journeys by specific modes.
	- nothing on how the planning system can be used to reduce the need to travel, manage travel demand and influence mode choice, through travel plans, and provision for sustainable modes, including through section 106 and CIL contributions and planning conditions.	This is a planning matter to be dealt with by the Local Plan. Transport planning colleagues are liaising with planning colleagues as they continue to work towards delivering the Plan

Equalities and Inclusion Stakeholder workshop

For the equalities and inclusion aspects of the Strategy an afternoon workshop at The Circle on 23 January 2019 brought together representatives of the Equality Hub network, Access Liaison Group, Transport4All and public health along with individual disabled people, their carers and others with lived experience or specialised knowledge of transport related equalities issues.

Comments are grouped under the series of questions that were considered during the workshop.

How can travel be made to feel safer for you or your community / communities?	Will this Transport Strategy help you to get to work / volunteer /access services more easily?	Will the Transport Strategy improve your social life / ability to overcome isolation?	What single think would make public transport more accessible to you?	What would make active travel (walking and cycling) more possible for you?	What can be done to communicate transport options more effectively to your community / communities?
working with people more closely to understand the needs / demands on infrastructure. User experience is critical for informing new plans.	Circular bus routes to connect areas	Design of rolling – stock. 2 Wheel chair spaces and 2 WCs per train is not enough	Allow disabled people travel for free in peak times	Walking - ageing population	to communicate that there are other options, make those other choices more visible and make trials available so that people can see that there are other travel

					options - to encourage more take up of active travel.
faster public transport and a reasonable cost	Cost of travel to people living of benefits etc	Plan ahead for rail travel, Sheffield to Newcastle on the day £300 3 months in advance, £28	First don't listen to customer views – web current 52 complaints all showing First bus has not responded	Walking - maintenance of pavements - street lighting	realtime information needs to be much better and needs to be updated when there are incidents which affect services to direct people to alternatives
reliability of public transport is important. Especially when the service isn't frequent - if it doesn't turn up it's not just an inconvenience it's a safety issue and could be a health issue if you are left waiting in the dark for a long time for the next one.	How to improve accessibility for pwd's – screens – info Glasgow people signing on screen	Bad – the withdrawal of peak travel passes for disabled people has led to a lot of distress to people I know	Disabled persons travel card "I am without speech" : Transaction conducted with this known to the driver	walking - more corssings at busy junctions	realtime info isn't helpful if it isn't correct, or isn't working - it can make travel harder.
announcements on buses should be rolled out to all services now - there is a trial on service 120 but trials waste time when we already know they work on trams etc.	Training for bus drivers / tram conductors	Good – when I travelled by bike in Holland this year I saw several people riding adapted trikes around town (I have yet to see the same in UK)	Travel Training for people with Autism and other issues	walking - design guidance/criteria - with examples	use signs to direct people to alternatives such as P&R before they drive all the way into the city centre.
announcements on buses and trams should be consistent,	Be clear about what can/can't do / how	Taxis and £450 congestion charge! Effect on Disabled	A smile!	walking - reducing pollution	need to cover all needs when putting out travel information

and if the system is fitted should be used (some drivers don't).		access			/ realtime etc - including voice recordings etc.
need better inclusive cycle infrastructure to make it a safer option.	Partnership working	Suburbs – Mosborough (Sheffield) only Stagecoach for main routes, limited stops started, bus routes cancelled e.g. Killamarsh 71	More time to get on and off. Bus and Train – 3 minutes	walking - network exists	use apps such as Move It, which is a very good
inclusive cycling - need to provide active travel infrastructure that is fit for different cycle types. Including cycle parking. By just catering for standard cycles rules out people using trikes, trailers, load carrying cycles.	National trend – using transportation less fundamental charge needed	Frequent Free 'Nipper' service – Access to the wheelchair space …. More than 1	Safety issues with other commuters: conductors are important to have!	walking - width of pavement	listen to transport users - more engagement with people who are actually using the services.
the issue of safe parking of trikes and electric cycles - this affects travel choices	Freebie – accessible vehicle good	Oyster Card style travel – A Sheffield Transit System	Confidence in help onto trains; booking ahead but arriving with no help expected	walking - camber	make more use of social media for travel information.
should have inclusive hubs in more places where people can try out different types of bikes before buying their own - encourage people to have a go. High cost of adapted trikes means you are asked to make an	Supertram extensions?	Frequency of buses throughout the day – into the night. Castle college bus from Chesterfield '53' goes down Duke Street not Granville Road – A longer walk,	Wheelchair charging points – as part of policy. – on vehicles : bus/train – at interchanges	walking - street furniture	Not just digital! Will exclude many

uniformed choice because of lack of access to trial trikes.					
we should be building infrastructure fit for potential use rather than having to retrofit in future	More joined up e.g. interchange no longer works	night time safety issue	More frequent bus and tram services in the evening and at weekends (including late night services after 11.30 pm)	walking - dropped crossings	Printed timetables on buses (not limited as current)
addressing congestion would have a positive knock on effect for public transport and taxi users.	Where new tram extensions go e.g. to hospitals (rather than shopping centres at present)	Mosborough cut out of routes	Extending the tram network to areas currently without it (but appreciating it may not be possible due to physical constraints in many areas)	walking - seats to rest	All languages / formats
cut down car travel to the city centre - need better public transport	Low cost public transport to entice people out of cars	Equality means lots of things: Poverty, Disabled Access, Health		cycling - needs a network including safe parking, for all types of bikes	Make benefits more obvious / convenient, cheaper, quicker etc
safety on roads - there is conflict between different modes particularly at junctions.	Public transport staff attitude can take away people's independence (needs training)	No reference in the strategy to taxis : making taxis the service they need to be		cycling - businesses to provide for staff - include shower facilities	More local info points (hubs in communities) not just central interchanges
improve train station - trains never on time	Car journeys often faster than bus – needs changing to get people out of cars	Disability equality training for drivers …. Bus and Taxi		cycling - tramlines are very slippy and dangerous for bikes	Local media – magazines, forums, TV, news
make tram lines not accessible for cars.	Stop competition/profiteering by private bus companies	Booking accessible taxis as easy as 1 – click		Greater width for footways so people can pass one another freely for both more functional journeys e.g. in town as well as	Public engagement sessions

				for footpaths	
buses need to be bigger / longer	Only one wheelchair space per bus(Government requirement not local). Does this mean a husband and wife should travel separately?	Need for all taxis to be accessible TX 1,2,3s £40K cost		Availability of inclusive cycles – e.g. trikes and infrastructure to accommodate them	Workplace (transport plans, car sharing)
more cycle lanes	New tram – really big wheelchair space – fit two on together	Cycle Barriers that block adapted cycles. No barriers – policing of miss-use		More places to rest/ for refreshment, accessible seats at bus shelters	Continued partnership / forums
need to improve consistency of pricing - some drivers overcharge	Are we complying with the law in all this?	Needs to deliver more frequent bus and tram services in the evening and at weekends		Not removing controlled pedestrian crossings	Better cycle maps
improve quality of public transport	Having to book way in advance for community transport – not an adequate service – needs better funding			Continuity of cycleways	Incentivising options (deals, discounts)
need to improve provision of dropped kerbs and think about where they are located - for both wheelchair users and adapted bikes. They are not always in very helpful places, if there at all.	Wheelchair users need to be confident they will be able to get on the bus – free / low cost taxi back up as on railways – have the same right to transport as everybody else			Inclusive/accessible infrastructure for all pedestrians	Info on tickets (onward travel / deals)

frequency of public transport varies throughout the day - less in evening which makes getting out more difficult	People who can't/don't work/volunteer etc. still need equal right to access transport			Dropped kerbs/controlled crossings on all four legs of road journeys – so don't need to go around three sides to cross one road	Informing personal carers
role of conductors on trams to manage capacity issues	Large wheelchairs/scooters find space on bus too small			Cyclists stopping at pedestrian crossings	Bus connectivity
stop prioritising traffic over people	Drivers/conductors still not moving buggies out of wheelchair space – they need the confid3ence that they will be backed up			Dropped kerbs in the right place, not parking on dropped kerbs of footways, no overhanging vegetation, direct routes/desire lines being accessible	Back on board ½ price bus travel for jobseekers (not widely advertised)
freedom from sexual harassment in public transport	New single decker Stagecoach buses have marked wheelchair and buggy space separately – should be rolled out more widely			Controlled crossings need to prioritise pedestrians over vehicles – pedestrian only phases at junctions	A single web-site where you can purchase tickets for all the different public transport companies
Perceptions of safety – fears of being out (crowds, school kids, gangs, lighting, night time)	No right turn by Hallamshire car park needs enforcing			More active Shopmobility service in city centre	
Increase in cycling	Buses need to be more direct, reliable and quicker			Bigger/faster scooters should be on road where safe	
Know the line	Better education for staff public rather than relying on signs – face			Disable people to point out where public transport links are	

	to face communication			missing (all journeys start and finish by walking)	
Lighting	Criteria for bus passes need to be more transparent and process easier to navigate (ditto blue badges)			Continuous consultation on improvements	
Guards/staffing	Ticketing is a key issue – need cheaper, simpler, integrated ticketing across all forms of public transport			Better cycle routes. • Cycle routes segregated from motorised traffic (but also why not allow cyclists to cycle on pavements in rural areas where there are few pedestrians).	
Reporting	Extending the tram network should be a top priority				
Mechanisms					
Find hotspots					
Design of public spaces					
Design of new development					
Transport schedules + frequency of services					
Extension of supertram					
Joined up cycle education					
Segregated cycle ways					
Shared awareness +					

dialogue + education early study				
Misuse of disability protected space eg seat, car parking				
The sensory environment on public transport				
Harassment				
Awareness signage our responsibility multi – media quiet coaches "concept"				
Intervening "culture				
Cctv				
Subsidised travel for more groups (uni credit, etc)				
Bus reliability				
Taxi access / understanding				
Lack of seats on trains				
Bus pass				
Price				
Cyclists using bus lanes				
Inner city walking routes				
Parking on pavements				
HGV's on city routes				
Better enforcement of speed limits				

Summer 2022

Cycle routes segregated from motorised traffic (but also why not allow cyclists to cycle on pavements in rural areas where there are few pedestrians).				

Some 30 people attended the workshop for a presentation on the Strategy followed by two sessions with workshop groups focussing on key questions set by transport planning and equalities officers. These considered how to improve aspects of transport for people who are excluded or with protected characteristics focussing on aspects including safety, access, connections to jobs, services and opportunities, how to enable active travel and overcoming isolation. Again, this brought to light a range of issues and especially detail about the barriers to travel including for people with protected characteristics.

Valuable insights were gained from people with lived experience from equality and inclusion perspectives.

The sessions helped confirm that current transport provision is far from suitable or adequate for disabled people and/or those who experience exclusion. Fundamental change in how transport is designed and delivered would be required to enable fuller participation in Sheffield's economy and society more broadly, something that will be captured through the development of future projects and through the specific engagement on them.

We have included additional text in strategy and an additional action in respect of ensuring we do not disadvantage, and that we advance equality for, people with protected characteristics and other disadvantaged people, including disabled people.

We have also included additional text in our review of aims and objectives to reflect that the design of infrastructure and services needs to address the needs of disabled people, and that they are actively involved in achieving this. We have also included a new policy (9C) to this effect.

Additional comments received after the workshop

Name / organisation	Comments	Response
Access Officer	"Disabled people are distinct from others with protected characteristics in the steps that may need to be taken to advance equality of opportunity for them. In summary, the need to eliminate unlawful discrimination and to advance equality of opportunity between disabled people and others by meeting their different needs involves taking steps to take account of disabled people's disabilities, and may involve treating them more favourably than others. This has obvious implications for the inclusive design of proposals. " Walking and cycling (or travelling by foot or bicycle) are grouped together at numerous places in the strategy, not least within the Sustainable Safety approach and the 'Healthy Streets' themes. It is a frequently made comment, but I believe it bears repetition, that the needs of those two user groups need to be considered and provided for separately. The emphasis on cycling in the responses to the transport vision raises concerns about not disadvantaging different user groups as cycling provision is rolled out - for example, by removing parking spaces that could be used by disabled people or providing for cyclists within pedestrian areas. The grouping together of walking and cycling (1C) and pedestrian and cycle provisions (5A) raises concern as described above. Inclusive design is noticeably absent from the Healthy Streets themes within the Sustainable Safety approach. That is in contrast to NICE's recent briefing paper on encouraging physical activity within the general population and their guidelines referred to in it for example. The concern to avoid 'digital exclusion' is welcome as it is particularly likely to affect disabled people, with the disproportionate prevalence of low incomes and the anticipated inaccessible design of some websites and apps The reduction of reliance on the private car (2A), the improvement of air quality (7), and the shift away from carbon intensive modes of transport (8A), need to be achieved in ways which do not impact	We have included additional text and an additional action in respect of ensuring we do not disadvantage, and that we advance equality for, people with protected characteristics and other disadvantaged people, including disabled people. We have also included additional text in our review of aims and objectives to reflect that the design of infrastructure and services needs to address the needs of disabled people, and that they are actively involved in achieving this. We have also included a new policy (9C) to this effect. Strategy intendeds to separate pedestrians and cyclist. However, this was not necessarily clear from the text – text has been included to make this more explicit. We have revised the text of these policies (now 1C and 8A) to better reflect the distinction between, and need for separation

	negatively on the use of private vehicles by disabled people who are reliant on them. Regarding the types of street outlined on pages 37 and 38 - • cycle routes in access streets need to be located in the carriageway • pedestrian and cycle paths in arterial roads need to be separated by a level difference - 'step down to danger' • public transport corridors and streets with limited use of vehicles need to provide access to local premises (and parking) for blue badge holders • great caution will be needed in adopting shared surface schemes even for streets with limited vehicle access, particularly considering the current moratorium on shared surface schemes requested by the DfT - paragraph 8.11 of 'The Inclusive Transport Strategy'. Improvements to public transport - and securing the future of the supertram system - will be of particular value to those disabled people who are unable (or cannot afford) to drive assuming both infrastructure and vehicles are inclusively designed. The masterplan for Sheffield station needs to place a strong emphasis on inclusive design - particularly on sufficient suitably located and designed accessible parking and drop off facilities for blue badge holders and on safe and convenient access to the trains for disabled people however they arrive at the station. As with other interventions, bus priority measures, new bus lanes, the extension of hours of operation of bus lanes, the public transport priority box, the prohibition of cars from some sections of street, improvements to the cycling infrastructure, strategic active travel and other interventions, enhanced conditions for cycling, management of parking and the use of kerbside space, reduction of kerbside parking, introduction of CPZ's, reduction in the number of parking permits issued, development and review of parking and traffic enforcement policy, any workplace parking levy and other demand management measures, congestion charging, and so on all need to be achieved in ways which do not disadvantage disabled people and (in most cases) be accompanied by sufficient suitably located new parking facilities reserved for blue badge holders to replace parking opportunities which are displaced. Although 'ofo' engaged positively with access officers and the ALG, the previous dockless bike hire scheme highlighted some concerns	of, pedestrians and cyclists. We have introduced an overarching policy (9C) to reflect this need. We have included additional text in the 'Our Approach' section to this effect. We have included specific reference to this consideration in the action regarding bike hire

	for the safety of disabled pedestrians - not least the location and guarding of hubs and where and how cycles were left on footways and so on outside of hubs. The access officers and ALG need to be involved from the earliest possible stage of any new scheme. References to the Local Cycling and Walking Infrastructure Plan and the Sheffield Parking Strategy highlight the need for the access officers and ALG to be involved in the development of them. The focus on pedestrian accessibility for walking improvements is welcome, as is the programme of local safety and accessibility schemes, assuming they will be designed inclusively	schemes.
	there is a need to improve the internal consultation process for proposed schemes to give due weight to the requirements of all road users - particularly disabled and older people - regardless of the intended main beneficiaries. Is that something the strategy and actions could cover?	We have included an additional action and policy to this effect.
C Sterry, Sheffield Carers	there needs to be a strategy that produces a good flow of traffic throughout Sheffield, Currently there is either no strategy or not one that provides for a good flow of traffic, in fact the opposite for all I find is traffic chaos	We have included a specific reference to needs of disabled people in actions on city centre traffic restrictions.
	cars have never been welcome in Sheffield, however, there is a section of the community that depends on cars that are adaptable for disabilities or cars that are used by persons with disabilities, Mobility vehicles. Any restrictions place on cars are also placed on these vehicles and this should not be so, Reasonable adjustments need to be made for mobility vehicles	
	by putting restrictions on road usage for public transport this is creating traffic log jams. This is especially so by diverting buses down Clarkson Street at the same time as creating the Q Park on Durham Street. When this car park is full it only takes 4 vehicles to be waiting for entry to block the traffic proceeding down Clarkson Street to connect with Glossop Road. This not only creates problems on Clarkson Street, but also, on numerous occasions for traffic to queue into the Broad Lane/University Roundabout, then causing traffic to build up on the Ring Road from both Glossop Road and also from West Street and maybe Broad Lane. At rush hour this could cause problems to extend to Derek Dooley Way and other areas. This could be remedied by banning left and right turns	Detail in respect of specific parts of the highway network beyond scope of this engagement.

	onto Durham Road from Clarkson Street. This would require that the only access would be from Glossop Road/Durham Road junction. There will be other such areas all over Sheffield. the traffic on Glossop Road is further complicated by many vehicles purposely ignoring the right turn from Glossop Road onto Claremount Crescent. One day last week I saw at least 3 vehicles undertake this manoeuvre in the space of one or two minutes, but it occurs regularly on a daily basis. buses and bus routes need to be co-ordinated to provide good link connections with other buses, especially if this is needed to persuade people to use public transport people using wheelchairs need to be given priority to access the wheelchair spaces on all vehicles and not allow other passengers to claim these areas when they are needed for the persons they are intended for. I have personally witnessed bus drivers who are not willing to engage on this subject, even though I pointed out the cases that have been brought to court on this subject. It is not correct or right that they are ignoring the rights of persons using wheelchairs.	Include point in action regarding reviewing bus operating model so scope includes improvements for disabled people. Passed to SPYTE for their consideration in interim.
M Parry	"the need for seating (ie, at transport for all & when I've given talks to new drivers & managers at First bus company) to be installed to all bus stops where possible. This needs to be viewed as an priority, a reasonable adjustment, health & safety etc, rather than a luxury (as there's been a few things said about why not, including affordability). For people with certain illnesses disability's & conditions, including many elderly people, even a few minutes on their feet is too long & can have negative & long lasting impact, eg, pain, exhaustion, & there's numerous other issues i could get examples from others. Also, if someone is not equipped to sit down on the floor, (not that anyone should have to, hence the need for seating)! eg, should they feel faint ;this is obviously dangerous if they were to collapse & fall. Situations like this occur sometimes even on high frequency routes, when there are unavoidable incidents & buses cannot get through. Additionally, I've often raised at transport for all that drivers at the terminus where we live, sometime dont let passengers on the bus when the bus has a few minutes to wait. i was told that the driver is	Issues acknowledged as important but a level of detail below the Transport Strategy. Will pass to SYPTE who deal with these matters day-to-day.

	supposed to let people on , as it is not their break time. i've raised this problem & the impact it has on people a few times, but it still doesnt appear to reach all drivers. I've always viewed it as a courtesy issue, as we wouldnt want to stop a driver having a quick break leg stretch if need be, but we need to be treated with consideration & this needs to be known.(often when drivers do this they are just sitting in the bus, when they could easily allow the passengers on).	
J. Martin	Having looked at the strategy and with recent observations it is vital that care is taken with the concept of mode segregation. In general it is a good principle, however, this is not appropriate in some locations on the inner ring road. With the large increases in private motor vehicles filling up many sections within a roughly 10 year period. This indicates that there are many flows which are not appropriate for commuting using public transport where car drivers still arrive quicker even if they are held up in slow traffic. Therefore whether for poor speed comparison or other factors there comes a point where new service creation is required and follows the primary private car flow in prioritised lanes. This should deliver fast and reliable transport options which could never be met by the existing bus network. Any road expansion should be for public transport or starting change with 2+ lanes or zero-emissions vehicles. If buses cannot run on such routes because of an absolute segregation policy then it seems less likely that the full possible modal shift can be achieved and neither will vulnerable groups be able to experience the same journey times that those able to drive can on poorly served flows. This should be considered in line with the following example driving at main commute time when travelling from the new Waverly estate to the West Bar areas in the city centre. With current buses being slow and unreliable taking about twice as long compared with a 15 min drive which is never anywhere near as slow as the bus trip. This is a factor of both stop locations for this flow and a very indirect flow in to the city through many other areas. A mixture of a 'congestion' free alternative using the freight only line to Stocksbridge being	Position on separate routes is not an absolute position – but 'as far as practical'. No change required.

Page 226

	brought back to passenger standard to serve this flow, but also ensuring that buses can provide a near like for like door-to -door journey as part of helping improve everyone's experience and air quality too!"	
Peak District National Park Authority (Summary only, Officers are responding directly to the Peak District National Park Planning Authority)	The Sheffield City Council Transport Strategy shows a positive approach in that it seeks to improve the availability of alternative to the private car, with associated benefits for air quality, amenity and carbon emissions. However, the lack of regard to a National Park, which forms more than one third of the area of Sheffield City is wholly disappointing. Similarly, key parts of the strategy focus on measures within Sheffield or as part of the Sheffield city Region and Transport for the North plans and strategies aimed at transferring road traffic onto routes across the National Park. It is somewhat ironic that the impacts that Sheffield City Council are so keen to avoid within the city are seen as being acceptable within the UK's oldest National Park. In summary, the National Park Authority would wish to see the Strategy give full acknowledgment to the Peak District National Park; the Council's statutory Duty under Section 62 of the Environment Act; and the potential impact of its proposals on the special qualities of the National Park.	Support for TfN is pre-existing Council position beyond scope of this engagement. Majority of transport challenges anticipated in Sheffield arise from city's growth aspiration within the built-up part of the city, hence focus on this rather than the PDNP.
Age Better in Sheffield - Delivery Partners Transport Priorities	Age Better Sheffield response - main themes identified - public transport routes, Active Transport, Reducing mobility, accessing information, accessibility, regularity of services, transport anxiety or low confidence, social participation. Details below: Our Better Journey project helps older people to do more of the things they love by increasing confidence using local transport across Sheffield. This is done through personalised travel planning and befriending. Our Ageing Friendly Sheffield project are creating a charter for an Age-Friendly City alongside older people, residents, communities, professionals, and partners across the city. The World Health Organisation describes an Age-friendly City or Community as a place where "the physical and social environment are designed to support and enable older people to "age actively" – that is, to live in security, enjoy good health and continue to	To be picked up as part of bus network review. Include text giving specific reference to access to meeting needs of elderly people.

participate fully in society." One of the major factors in an Age Friendly City is transport. We believe the SCC cabinet would benefit from refocusing the policy lens upon an Ageing Friendly Sheffield and would be happy to support and influence this	
City bus routes are often tailored to those who work. Routes mainly go in/out of the city centre and follow a hub and spoke model. More radial routes are needed for older people who want to travel between communities	
Rerouting/cancelling bus routes for profit rather than meeting community needs (example given is Lowedges access to health centre)	Communications issue beyond scope of Transport Strategy. Passed to SYPTE for their consideration
the lack of direct bus routes to Supermarkets means people having to spend a lot of money on taxis. Therefore, having less money to spend on food and essentials	
not receiving enough information about changes to routes and said that timetable changes occur frequently - people reported occasions where bus numbers and routes had changed without them knowing.	
Active transport needs to be actively fostered in transport strategy, as it has particular benefits in reducing social isolation and social exclusion in the over 50s. Provision of a safe/segregated walking and cycling infrastructure is of key importance to the over 50s and should include the availability of electric cycles, electric charging points in petrol stations and supermarkets, and widely available secure cycling storage facilities.	Actions re: active travel are already covered by strategy – no changes required
often find themselves using the car for short journeys as otherwise they must catch 2+ buses to access key services.	
However,sometimes not always feel confident driving so often decide not to go out on days where their confidence is low, i.e. due to health, weather.	
using taxis to get to Dr's appointments and key activities such as coffee mornings due to lack of suitable transport service or lacking the mobility to walk to bus stops.	
Bus drivers do no always consider needs of older passengers, setting off before they had found a seat which made them feel unsafe. Also bus driver not stopping for them as they had remained seated on the bus, waiting for the bus to come to a stand-still and	

the driver thought that they weren't wanting to get off the bus at this stop, so continued driving.

would like the bus driver to lower the steps to aid them when boarding the bus but reported that this happens very infrequently.

Accessing public transport timetable information is an issue and suggested that they would prefer paper copies of timetables. Feedback states that paper timetables can only be obtained from transport interchanges with helpdesks

People are aware that they can call the travel helpline for information on routes and services, but some people report a negative experience of using the service stating that it was unhelpful and being on hold for long periods

10 members of a feedback group (all aged over 70) reported that they find out information on bus times by going to the bus stop to read the timetable. They also indicated that they didn't know how else they would find out the information

Participants under the age of 64 (4 participants) felt more confident about using public transport and had better knowledge of how to access timetable and route information. This group used work computers to access transport operator websites so that they could print information rather than using mobile phones to access the information. This does highlight a risk to this age group after retiring when they may have more limited access to timetable information.

There is often limited wheelchair/pram access. Those who use a wheelchair have no guarantee that they can get on a bus that they are waiting for.

Lack of spontaneity and reliability for community transport

Lack of confidence after a fall or change in health or mental health problems have been identified as a big barrier.

Reduced confidence due to change of circumstances e.g. bereavement meaning women in particular may lose their usual mode of transport. Or retirement meaning that someone needs to try different routes to do different things

Perceptions of safety in the local area

One of the main themes we have seen is people not going out as much is because of transport issues; particularly a lack of buses in an evening, limited space on buses for wheelchair users, and older

buses being harder to access. This is all this contributing to a possible increase in visits to GP or hospital admissions and pushes the demand on to community transport. Reducing invisible barriers to public transport, as ABIS has advocated from the beginning, is a key factor in reducing social isolation in the over 50s. Any city-wide transport strategy must address this issue, both in terms of ease of access and availability of low-cost public transport networks. A recent publication in the Britihs Medical Journey details the effects of transport isolation on health Helen Salisbury: Social prescribing and the No 17 bus, BMJ 2019;364:1271 - https://www.bmj.com/content/364/bmj.l271	