

## **Appendix 2 – List of proposed amendments to the transport strategy**

A number of amendments have been made to the Strategy following the stakeholder engagement events. These are summarised below.

- Typographical errors throughout the document have been amended
- Significant changes have been made to the Carbon and Climate Change section to reflect evidence that has emerged since June 2018, and Sheffield City Council's declaration of a 'Climate Emergency.
- Additional text added 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.
- 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. The objective under Being Inclusive now includes 'Ensure that the design of transport infrastructure, services and information removes and minimises inequality, and to actively advances equality – which requires disadvantaged people are actively involved in achieving this.'
- Also includes a new policy 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. New policy 9C 'We shall involve disadvantaged communities and their representatives in the development of our interventions, to ensure they reduce inequality, and actively advance equality, and to ensure inclusive design.'
- Revised the text of these policies (now 1C and 8A) to better reflect the separation of, pedestrians and cyclists.
- Additional text in the 'Our Approach' section with respect to shared surfaces, and access.
- Arrival date of HS2 amended from 2034 to 2033.
- The Rail lobbying action is amended to include reference to working with East Midlands authorities
- The National and pan Northern Connectivity actions are updated to include an additional action to support the City Region in their study into reintroduction of passenger services on disused or freight lines
- Strengthened the language in Our Approach to clarify the separation of pedestrians and cyclists

- Additional text has been included in the Health and Wellbeing section to acknowledge adverse distributional impacts of transport system
- The action in the Active Travel section of the strategy has been revised to reflect current position in respect of cycle hire schemes in Sheffield.
- The action relating to the Public Transport Priority Box has been updated to include that it will be supported with a shuttle bus to maintain penetration within the box.
- The action relating to bus updated to include “How bus services, including vehicles and information, can be improved to facilitate access to public transport for disabled people.”
- Actions relating to city centre updated to include “ensure accessibility for disabled people is maintained and improved.”
- Policies have been updated to reflect the amended and now adopted Sheffield City Region Transport Strategy policies. This has not resulted in the loss of any policies, but has required re-numbering and re-ordering of the policies, and policies 10, 11 and 12 have been incorporated into the remaining updated policies.
- In response to comments received from the Peak District National Park Authority (PDNPA), the National and Local Context section has been updated to acknowledge the policy context in relation to the National Park. Further amendments have been made to the Economy section in order to acknowledge the valuable role of the National Park in relation to the ‘Outdoor City’, and the contribution of this to Sheffield’s economy, as well as the importance of sustainable links.
- Policy 8B (formerly 5B) has been amended to include the ‘availability’ of public transport, in response to comments raised by PDNPA.