Grey to Green Phase 2 project
Frequently Asked Questions
March 2018

1. **Why do we need the Grey to Green Phase 2 project?**
   There are many reasons why the project has become a priority. Mainly because it responds to a number of problems / issues within the area as well as realise some opportunities:

   **Problems / Issues:**
   - The Castlegate area has been in decline for many years;
   - Former inner ring road on Castlegate/ Exchange Street/ Blonk Street largely redundant since 2008, creates an unnecessary barrier from the Wicker shops and restaurants, Hotel District, Victoria Quays, Riverside offices, River and Canal corridors;
   - Yet Castlegate remains a main gateway into the City Centre and has many quality vacant buildings and development sites;
   - It underperforms as a destination or as a business and employment area.

   **Opportunities**
   - Growing new economy of larger offices around Victoria Quays and technology and creative start-ups in converted buildings in Castelgate and Wicker;
   - Prepare the city against extreme weather, flooding and drought resulting from climate change;
   - Increase the wildlife habitat and green space in this otherwise very urban part of the City;
   - Rationalise redundant road space and create a narrowed down highway, high quality pedestrian as well as segregated cycling routes and improved bus travel times into the Wicker, hotels, and Victoria Quays;
   - Supporting the re-invention of Castlegate following the demolition of the Market through rediscovery of the Castle remains, hidden waterways and the Old Town Hall;
   - Building on the success of the Grey to Green Phase 1 scheme in West Bar/ Bridge Street/ Snig Hill;

2. **What is proposed as part of the Grey to Green phase 2 project?**
   The interventions of the scheme can be summarised as follows:

   1) High quality tree, shrub and perennial flower planting throughout the scheme;

   2) Sustainable Urban Drainage (flood mitigation) throughout the scheme;

   3) Pedestrianisation of Castlegate (except for loading and cycles) to create an events space close to the Riverside and Castle site;

   4) Narrowing of the road on Exchange Place to allow easy crossing;

   5) Wide footpaths to improve the links from the Hotels, the Wicker and Victoria Quays to the rest of the City Centre;

   6) Extensive segregated cycle lanes network linking riverside walks, canal towpath, Sheaf Valley Park and National Cycle routes;

   7) Creative, locally themed public art throughout the scheme;
8) Buses only towards the Wicker from Blonk Street to discourage through traffic trying to shortcut the ring road;

9) Remove traffic signals at the Blonk Street/Wicker/ Lady’s Bridge junction to significantly improve bus times and reduce queuing;

10) Proposed servicing of small number of businesses on Lady’s Bridge via Castle Street and Waingate;

11) Removal of redundant carriageway and barriers and greening at the top of Snig Hill, reinforcing links to the City Centre and supporting new use of Castle House;

12) At the crossing of Waingate and Castlegate, reconfigure kerb alignment to enable new cycle crossing to Castlegate and new bus turning movements.

3. Does the project require road layout changes and a formal Traffic Regulation Order legal process?
   Yes. Some of the road layout changes that we are proposing can only be introduced following the making of a Traffic Regulation Order (TRO). In particular:
   
   a) the closure of Castlegate to vehicles (except for loading)
   b) the proposed bus gate on Blonk Street (in the direction of the Wicker)
   c) Environmental weight restriction on Exchange Place (between Furnival Road and Blonk Street) and
   d) revised access arrangements on Castle Street / Waingate

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

   It is recognised that you may have questions or suggestions about the TRO’s. If you do, please email scheme.design@sheffield.gov.uk. If you wish to speak to someone, call Andrew Marwood on 0114 273 6170.

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

4. Does the Road lay-out changes and TRO process has an impact on traffic accessing the Wicker?
   The access change to the Wicker is relatively minor. The only change is for traffic coming from the South (Sheaf Street). This is due to the closure of Castlegate to traffic. There is no need to revisit the existing Wicker bus gate for transport reasons. The ‘access to the Wicker plans’ explain current and proposed access.

5. Does the project require planning consent?
   No. All works are taking place in the adopted highway so it constitutes permitted works.

6. How much is it going to cost? Is all funding secured?
   From the Concept Design that we are consulting on, our cost manager has estimated that the total costs of the scheme (including a contingency) is around £6m. This is a ‘high level’ cost estimate including contingency for diverting some services which we will aim to avoid if
possible as on Phase 1, but we will not know a more accurate cost until after the consultation, better information about utilities which will only come if we progress the project to a detailed/technical design.

We have currently discussed an in principle contribution from Sheffield City Council and the Sheffield City Region to bring circa £4m for the project. We are applying to other funders, such as the European Regional Development Fund, for additional funding.

In general terms, we will always aim to design a deliverable scheme to the budget available.

7. **Works proposed are taking place outside my business or home?. How will these be managed?**

   In general, the scheme should help businesses in the area as it will improve the roads, pavements, traffic signals and make the area more pleasant to work and live in. This should result in further investments, as has happened in the Grey to Green Phase 1 area (West Bar) and other areas where we have carried out similar improvements.

   The contractor for the scheme will keep local residents and businesses affected informed of the schedule of works and possible disruptions during its construction. We will try our best to keep disruption to a minimum.

8. **Are local hotels supportive of the scheme?**

   Yes. We have met with the four the hotels in the area affected and they are very supportive of the proposals. A common complaint from the hotels is the poor environment that hotel guests and visitors to the City have to walk through when they are trying to get to the Heart of the City areas. We have also met with other larger businesses and voluntary groups in the area including the Castlegate Partnership.

9. **A new enlarged public space is proposed in front of the Terminal Warehouse. As part of this is private land, are all permissions in place?**

   No. The proposal is to partly demolish a wall and if possible relocate around 6 private car parking spaces which serve the Terminal Warehouse flats. This would enable linking the building and Victoria Quays to the rest of the scheme by a new activity space and a direct route into the City Centre. However, although the Canal and Rivers Trust is very supportive of the scheme, these spaces are all individually owned and we are only starting to discuss this issue with the owners. So although it is agreed that this would be an opportunity in a generation, there are no guarantees that this particular feature can be delivered.

10. **Does the project include demolitions and digging up areas?**

    There will be ground excavations and digging up the concrete in all the project area, as necessary.

11. **When will the works take place?**

    Subject to the outcome of the Public Consultation, we plan to complete the detailed and technical design by August/September 2018 taking on board local advice. The funding package is expected to be completed around the Summer 2018.

    Provided all the funding is in place, a contractor would be procured in the Autumn 2018 and the project would commence on site early 2019. Construction is expected to take around one year.