



City Centre Access and Movement Plan

December 2025



Disclaimer

The City Centre Access and Movement Plan (CCAMP) does not form part of the Development Plan, does not introduce new planning policy and does not set requirements for development. Planning applications will be determined in accordance with the statutory Development Plan and other material considerations. The CCAMP is a non-statutory, advisory document. It is intended to support Sheffield City Council in promoting safe, accessible and sustainable transport in the city centre, and to provide guidance on how transport priorities can be considered in planning and investment decisions. It does not, by itself, determine the acceptability of individual development proposals.

Foreword

The city centre is one of Sheffield's greatest assets. It's the beating economic and cultural heart of South Yorkshire – welcoming growing numbers of residents, workers and visitors, day and night.

The city centre is transforming – and its future is looking bright. Over the next 15 years, we'll welcome more cultural, leisure, employment and retail destinations, alongside 20,000 much-needed new homes.

As more people live, work and spend time here, demand for travel into and around the city centre will grow. To meet that demand, we need more attractive, accessible, reliable and space-efficient ways of getting around – so everyone can enjoy all the city centre has to offer without creating more congestion.

That shift is already under way. Our award-winning Grey to Green improvements have transformed Castlegate, Victoria Quays and the area around the Law Courts. Pound's Park has brought a new green space to the heart of the city. We've made walking, wheeling and cycling easier and safer at West Bar roundabout, and launched the free, fully electric Sheffield Connect bus to help people get around the city centre.

In 2025, we reopened a reimagined Fargate with new planting, landscaping and upgraded footways. And we're continuing to deliver Connecting Sheffield, with improvements already being made on Pinstone Street, Surrey Street, Charles Street and Arundel Gate. All of this is helping to create more people-friendly, prosperous streets.

But we know there's more to do. To keep pace with a growing city centre, we need a truly integrated and sustainable transport network that works for everyone.

This City Centre Access and Movement Plan sets out how we'll achieve that together. It sits alongside major changes to public transport in Sheffield – including the introduction of bus franchising from 2027, and investment in tram renewal. Together, these changes will give people more reliable, affordable and joined-up travel choices.

In 2024 and 2025, hundreds of you took part in our City Centre Access and Movement Conversation. We heard – loud and clear – that you want travel to be easier, safer, healthier, better connected, less polluting and accessible to everyone.

This plan responds directly to what you told us, setting out clear proposals for the next 15 years. It's a shared vision – shaped by residents, businesses and the Council – and supported by councillors from across the city.

Delivering it will require bold choices, major investment, and working closely with you to get it right.

Together, we can deliver the city centre transport network Sheffield needs – and deserves.



Councillor Ben Miskell

Chair of the Transport, Regeneration and Climate Policy Committee

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Part A: Context

Why we need a new Access and Movement Plan for the city centre

Sheffield City Centre is entering an exciting period of transformation. It is the economic and cultural centre of England's fourth largest city, with huge potential for growth. It will deliver 20,000 new homes and thousands of new jobs by 2040, and welcome thousands more visitors each day.

As more people visit, work and live in our city centre, the demand for travel into and around the city centre will increase, but we have a finite amount of street space. That's why, to support the growth of our city with new neighbourhoods, new public spaces and new local amenities, we need to plan now for a transport network which makes best use of the space available and enables access for everyone to a more vibrant, resilient, people-friendly, prosperous and healthy city centre.

Planning for growth

Sheffield's [Local Plan](#) will guide the future of the city over the next 15 years, once it is adopted, by setting out how and where development will take place. The Local Plan deliberately locates most of Sheffield's development growth in the city centre, to make the best use of urban land and reduce the demand on Sheffield's wider transport network.

¹ By 'walking and wheeling', we mean the action of moving at a pedestrian's pace, whether someone is walking unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies.

Alongside providing for much-needed new housing, the Local Plan (and the supporting [City Centre Strategic Vision](#)) will strengthen the growing land uses that make up our vibrant city centre: culture, arts, work, leisure and retail. Much of the planned development is concentrated in a number of priority locations, including Neepsend, Wicker Riverside, Castlegate, Furnace Hill and Moorfoot (**Figure 1**).

As the city centre grows, demand for travel on our streets increases. Cars with just one or two people in them make very inefficient use of the available road space (**Figure 2**). To accommodate everybody who will live, work and spend time in the city centre, capacity for tram, bus, cycling, walking and wheeling¹, park & ride, and other space-efficient transport modes will need to be significantly expanded.

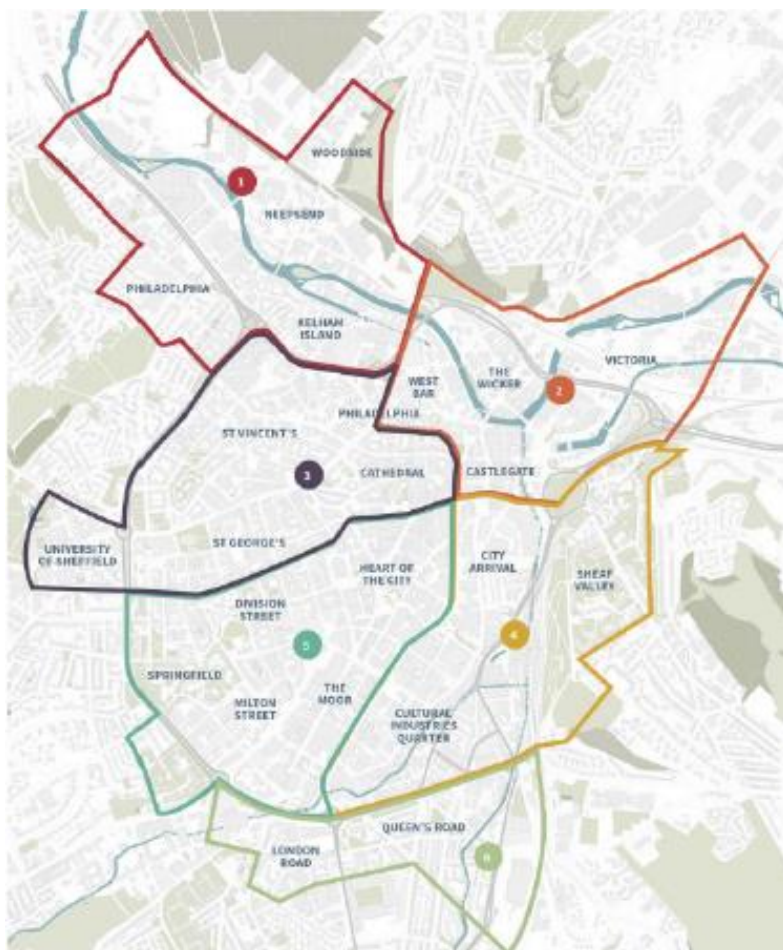
This will also improve safety and air quality in the city centre; improve public spaces and create people-friendly streets; tackle congestion; and contribute towards Sheffield's goals for a safe, reliable and low-carbon transport network.

Building on the Sheffield Transport Vision and Decarbonisation Routemap

Sheffield's [Transport Vision](#), adopted in early 2024, is the city's plan to develop the transport network for everyone in Sheffield. It sets out Sheffield City Council's city-wide transport priorities for the next decade and beyond. It

underpins our ten-year [Sheffield Growth Plan](#), which defines how the Council will drive economic growth in Sheffield.

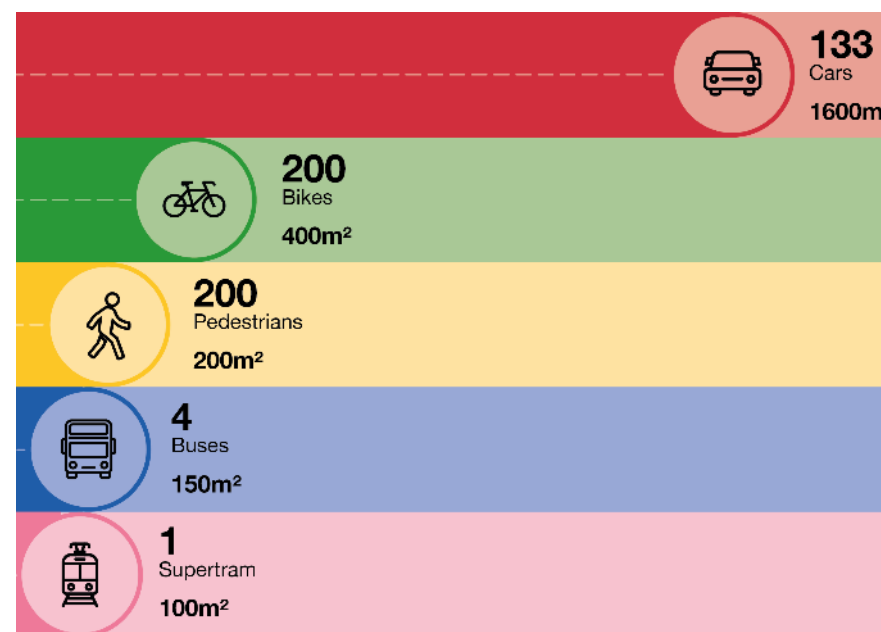
Figure 1: The city centre area



Source: Sheffield City Centre Strategic Vision

The Vision aims to deliver a transport network that works for all Sheffield residents, supports businesses, is resilient to the impacts of climate change, reduces congestion, creates safer, healthier, prosperous, people-friendly neighbourhoods and ensures equitable access to the city centre for all.

Figure 2: Space taken up by 200 people travelling using different modes of transport



Source: Adapted from NACTO Global Street Design Guide

The purpose of this Plan is to define in more detail what this vision will look like in the city centre over the next 15 years.

This Plan is also closely aligned with our [Decarbonisation Routemap](#). Sheffield City Council declared a climate emergency in 2019, introduced a Clean Air Zone in 2023, and has set an ambitious target to become a net zero carbon city by 2030.

By changing how we travel, we won't just help tackle the climate emergency, but we will create a more inclusive city with cleaner air, less noise and congestion from traffic, and safer and more pleasant streets and neighbourhoods.

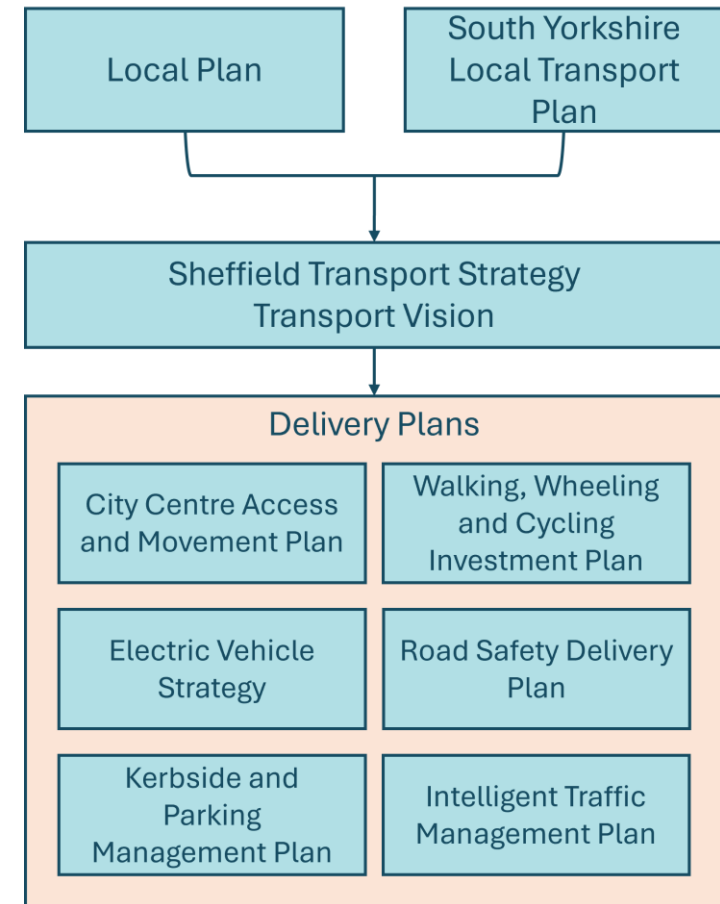
Policy alignment

This plan forms part of the suite of delivery plans sitting beneath the 2024 Transport Vision. The alignment of this plan with related Sheffield and South Yorkshire policy is outlined in **Figure 3**.

The City Centre Access and Movement Plan will work alongside these wider plans, with the rest of the plans involving a city-wide geographical scope.

Alignment with these plans will enable the city centre to join up with surrounding areas, for example connecting walking, wheeling, and cycling routes with those identified in the Walking, Wheeling and Cycling Investment Plan.

Figure 3: Policy alignment



You Said, We Did...

This City Centre Access and Movement Plan has been developed through two key stages of public engagement. Firstly, before we had written a word of this strategy document, we engaged local people in a 'City Centre Access and Movement Conversation' during December 2024 and January 2025.

We didn't present a set of proposals, but instead came to you with a blank sheet of paper, and asked you what your priorities and concerns were about transport in, to and from the city centre.

Then, we reflected on what you had told us, and we wrote a Draft City Centre Access and Movement Plan which reflected the priorities and concerns that you'd told us about. We published a Consultation Draft of the Plan in the summer of 2025, and undertook a wide-ranging public consultation on that draft plan. The results of those two periods of engagement are set out below.

The City Centre Access and Movement Conversation (December 2024 / January 2025)

Over a period of seven weeks in December 2024 and January 2025, we heard from you during our City Centre Access and Movement Conversation. This included:

- An online survey, open to all residents and visitors.
- In-person drop-in sessions in the city centre.

- Focus groups, enabling us to hear the perspectives of Sheffield's diverse communities, including disabled people who face particular barriers accessing the city centre.
- Engagement with public transport operators, taxi and private hire operators, universities, Royal Hallamshire Hospital, and major employers in the city centre.

Across all these conversations, we heard your opinions on the current city centre transport network, what's working well and what isn't, and what you want to see prioritised for investment in the future.

The full City Centre Access and Movement Conversation reports were published in summer 2025 alongside the Consultation Draft of this City Centre Access and Movement Plan. A summary of what we heard is included in this section.

What we heard

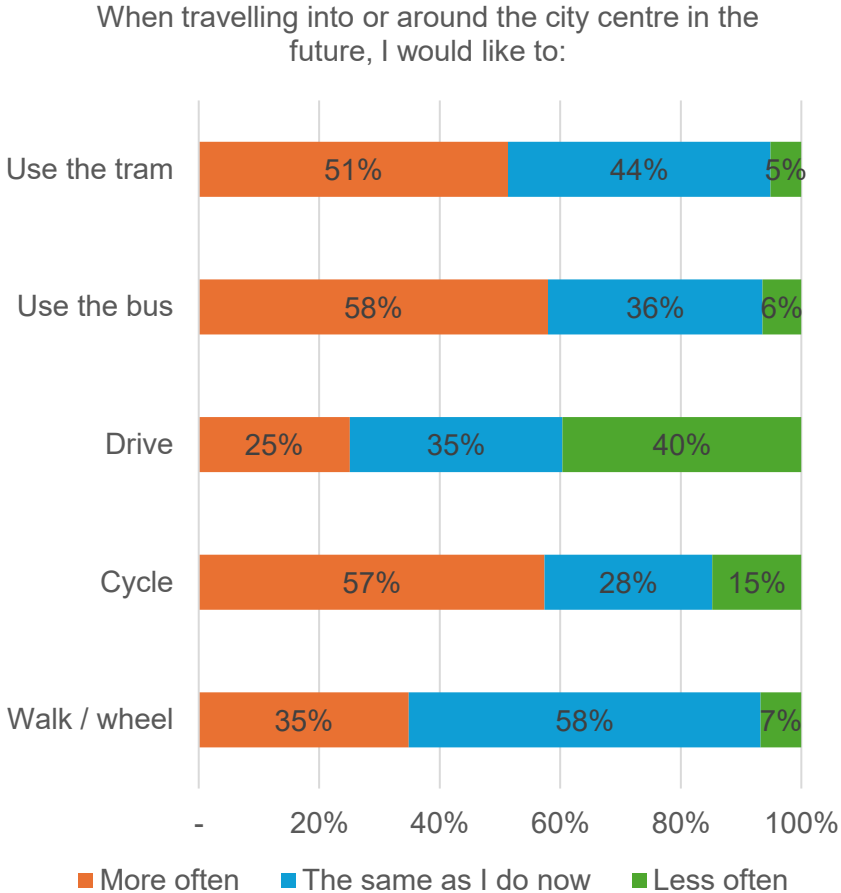
Key themes from the City Centre Access and Movement Conversation included:

- **Safety:** People described feeling unsafe in certain areas of the city centre, particularly around public transport hubs and during evening hours. Suggestions included improving lighting, increasing visibility of walking routes, and better enforcement to enhance perceptions of security.
- **Public transport reliability and integration:** Many expressed frustration with the frequency and

punctuality of bus services. Delays and cancellations disrupt daily routines. There was a clear desire for better coordination between buses, trams, and other forms of transport (which we can deliver from 2027, when bus franchising will start).

- City centre access:** People expressed a strong preference for getting into and around the city centre using transport options that are easy to use, affordable, healthy, less polluting, and better joined-up. In the online survey, clear majorities of respondents wished to use the tram and bus more often, and be able to cycle more often (Figure 4).
- Walking, wheeling and cycling infrastructure:** There was strong support for walking, wheeling and cycling to be given more priority, supported by safe and continuous infrastructure.
- Accessibility and inclusion:** Respondents highlighted the need for infrastructure that supports walking, wheeling, and cycling, with a strong emphasis on ensuring routes are accessible to people with mobility impairments. Focus groups representing disabled residents and older adults identified specific barriers such as uneven pavements, poorly designed crossings, and a lack of resting points.
- Accessible parking:** More parking for Blue Badge holders is needed, both on street and in car parks. This will include a review of Blue Badge enforcement and prevent misuse.


Figure 4: Future city centre travel – online survey results





Among others, three locations were highlighted as critical to improve the overall image of the city centre and to ensure the transport on offer is of the quality required for Sheffield:

West Street	Arundel Gate	City Arrival
Pedestrians, buses, trams, taxis, delivery drivers, and private cars all compete for space on West Street, but there's not enough road or kerb space to go around.	Arundel Gate has become the busiest part of Sheffield City Centre's bus network, but stop facilities are of poor quality, and the limited space often leaves drivers unable to pull up to stops.	The station feels distant from the rest of the city centre. There is a lack of integration between train and bus, the Interchange is under-used, and there is pick-up / drop-off congestion at the station.

As well as specific locations, the following suggestions were raised as ways our transport network could work better to help people get around the city centre:

- 

Walking, wheeling, and cycling routes – There's a clear need for high-quality walking, wheeling, and cycling routes throughout the city centre.
- 

Finding your way around – Signs can be confusing or missing; there is a lack of real-time information on public transport; the free Sheffield Connect bus is not well known.
- 

Enforcement – Across all modes, a lack of consistent enforcement can negate the benefits of new infrastructure. This includes but is not limited to parking enforcement and bus lane enforcement.

Consultation on the Draft Plan (summer 2025)

The findings from the Access and Movement Conversation helped us to shape the proposals outlined in a Consultation Draft of the Plan.

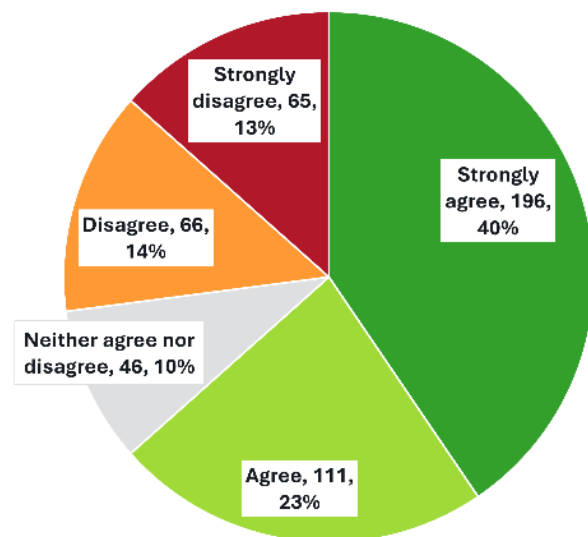
This was published in summer 2025 and subject to a public consultation during August and September. This included:

- An online survey, to which 487 people responded.
- Three public drop-in sessions in the Winter Gardens and the Moor Market in the city centre.
- Engagement with representatives of city centre businesses, including Sheffield Chamber of Commerce and Sheffield Business Improvement District, and larger employers such as the Universities.

Overall, the consultation demonstrated a high level of support amongst respondents for the draft plan.

A total of 63% of respondents indicated that they agreed or strongly agreed with the vision for city centre access and movement outlined in the Draft Plan, compared to only 27% who indicated that they disagreed or strongly disagreed (**Figure 5**).

Figure 5: Public survey results, “To what extent do you agree with this vision for city centre access and movement?”



Open responses were also provided to all questions, and these received a high level of engagement, with around 1700 written responses in total.

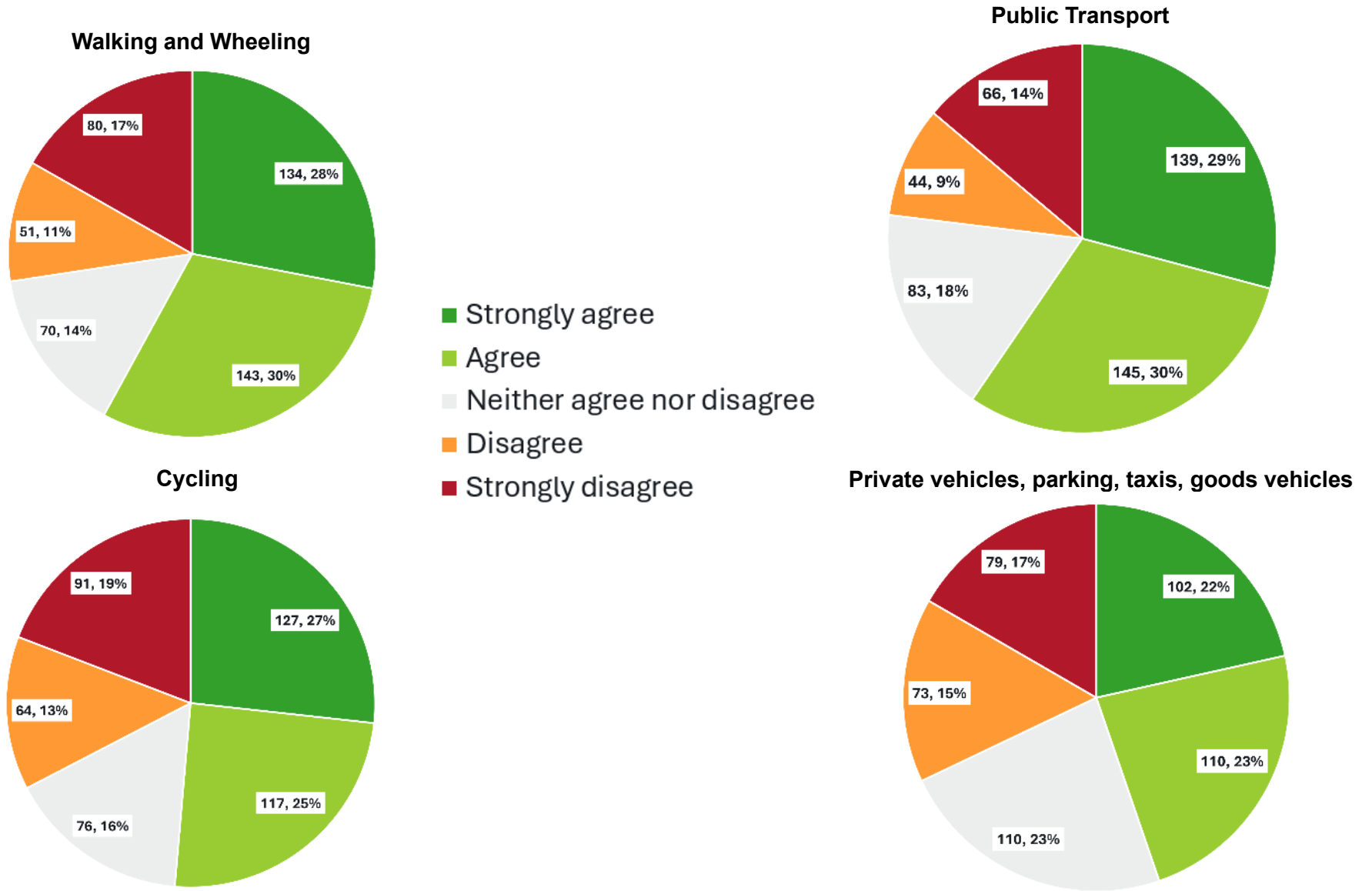
From the written free response questionnaire comments, and our conversations at engagement events in the city centre, we heard a number of key concerns from local people, which we have been able to more fully address in this final version of the plan. In particular people talked to us about:

- **Accessible parking:** It is important that more parking for Blue Badge holders is provided in the city centre, both on-street and in car parks, to enable parking close to intended destinations.

- **Accessibility:** It’s essential that our streets are accessible for all.
- **Ease of Access:** Ease of access to the city centre is essential to the local economy. There is a recognition that the way the city centre is accessed needs to change as the city centre grows, but the ease of access needs to be retained and improved wherever possible.
- **Conflicts between those cycling and those walking:** People were concerned about conflicts between pedestrians and cyclists, and thought that wherever possible we should provide dedicated infrastructure for both modes, and not expect them share space.
- **The importance of connecting walking and cycling routes within the city centre with those to / from it.** In particular, that on-street active travel routes need to connect well with off-street routes, including the National Cycle Network routes in Sheffield.
- **The importance of the ease of bus access** to the whole of the city centre, and that some areas are not as easy to get to by bus as they used to be.

Respondents were also asked whether they agreed that our proposals for each mode will achieve the vision and goals of the plan. In all cases, the proportion of respondents indicating that they agreed or strongly agreed that the proposals would achieve the vision and goals was significantly higher than those disagreeing or strongly disagreeing (**Figure 6**).

Figure 6: Public survey results, “To what extent do you agree that our proposals for each mode will achieve our vision and goals”



Part B: Direction

Our vision for access and movement in the city centre

Our [Sheffield Transport Vision](#) shows how changing the way we travel will benefit people, prosperity and planet:

- **People:** We want all our residents to be able to access the opportunities that enable them to live long, fulfilling, healthy lives.
- **Prosperity:** We want our transport network to support our businesses, help create more jobs and shape a thriving city centre.
- **Planet:** We want our transport network to provide attractive, low emission travel options and be adaptable to a changing climate.

The best way to achieve this is to invest in walking, wheeling, cycling and public transport, alongside better public spaces. As the National Infrastructure Commission says²: “Existing road space is full, and there is no practical way of increasing road space in densely built up areas”.

This makes sense for businesses, too: city centres that are walking, wheeling and cycling friendly are more pleasant to spend time in, and therefore more prosperous³. The evidence is clear that Europe’s most economically prosperous places –

such as Amsterdam, Paris, Munich and Barcelona – are also the most walkable.

That is why Sheffield is investing in programmes such as Grey to Green, which benefit businesses as well as residents by making the city centre more attractive for everyone.

Our vision, therefore, is to deliver an integrated and sustainable transport network, which enables access for everyone to travel into and get around the city centre with ease.

Our plan will make the city centre a great place to spend time in, where people from all walks of life feel safe, as well as radically reducing carbon emissions.

To support our ambitious growth plans in the city centre, we will re-balance the limited city centre street space we have towards more space-efficient modes of transport: public transport, park & ride, walking, wheeling and cycling.

We will create more accessible, people-friendly, and prosperous streets, which support healthy lives and are accessible to all. We will do this gradually, aligned with the Local Plan, to keep pace with the city centre’s expansion.

² National Infrastructure Commission (2022), *Getting Cities Moving: Adaptive transport solutions for an uncertain future*.

³ Living Streets / Transport for Quality of Life (2024), *Pedestrians Boost Business: Highlights from the Pedestrian Pound, 3rd Edition*.

Our wider objectives

Our vision is about enabling everybody to travel into and get around the city centre with ease, by investing in active and public transport, alongside better public spaces. This will not just make travelling easier, but will also contribute to a range of wider objectives for the city centre:



We want to ensure our city centre is **accessible for everyone**, including people using wheelchairs or mobility aids; blind or partially sighted people; and young children and their parents and carers; who often find it difficult to access the city centre.



We want to **ensure everybody is safe from traffic** travelling along or crossing our roads. We believe that deaths and serious injuries from road traffic collisions are preventable, not inevitable. Mistakes will always happen – we are only human – but if our speed is appropriate and our roads are well designed, then we have the best possible chance of avoiding the worst should a collision occur.



We want to use the design of our streets to contribute to a **city centre where everybody can feel safe, particularly after dark**. The City Centre Access and Movement Conversation highlighted that many people, particularly women, do not feel safe in the city centre

alone at night. We need to tackle this urgently. Although an Access and Movement Plan alone cannot solve crime, anti-social behaviour or the fear of this, we know that how we design our streets has a major impact on how safe our city centre feels – and is.



We want to make our city centre streets **more pleasant places to spend time in and enjoy**, following the lead of Europe's most liveable cities. We have already made great strides through recent changes such as the Grey to Green scheme and the creation of Pound's Park, and we want to continue to create more space for outdoor seating, eating and drinking, and play.



We want to create more city centre neighbourhoods which are clean, green, resilient, and where people can live **healthy lives**.

What we are aiming for

By 2040, there will be thousands more workers, residents and visitors travelling to and from the city centre each day. Based on the transport evidence prepared for the draft new Local Plan, we estimate that there will be approximately **30% more journeys** arriving in the city centre than there are today⁴.

⁴ Estimates based on data extracted from the Sheffield City Region Transport Model (SCRTM) modelling which was undertaken for the Sheffield Local Plan Transport Assessment (September 2023). Base year = 2023, interpolated from '2016 Base' and '2029 Reference Case' SCRTM scenarios. End of Local Plan

period = 2039, based on '2039 Local Plan' SCRTM scenario. Peak-hour to daily trip conversion factors have been used to convert SCRTM modelled peak hours to daily trip estimates. For further details on the SCRTM-based Local Plan Transport Assessment, see Local Plan Evidence Base Reference Documents TR03-TR07.

Given that street space in the city centre is constrained, the only way to create the capacity for this growth in journeys is for more trips to be made by the most space-efficient modes: public transport (including park & ride), walking, wheeling and cycling. More of these journeys will also contribute to the wider goals of the Sheffield Transport Vision: People, Prosperity and Planet.

To achieve our vision, our aim is to grow the number of daily public transport, walking, wheeling and cycling journeys arriving in the city centre by **two-thirds** – that’s **56,000 additional journeys by public or active transport** every day. This is very ambitious, but with the right investments in the right places over the next 15 years, we can achieve it.

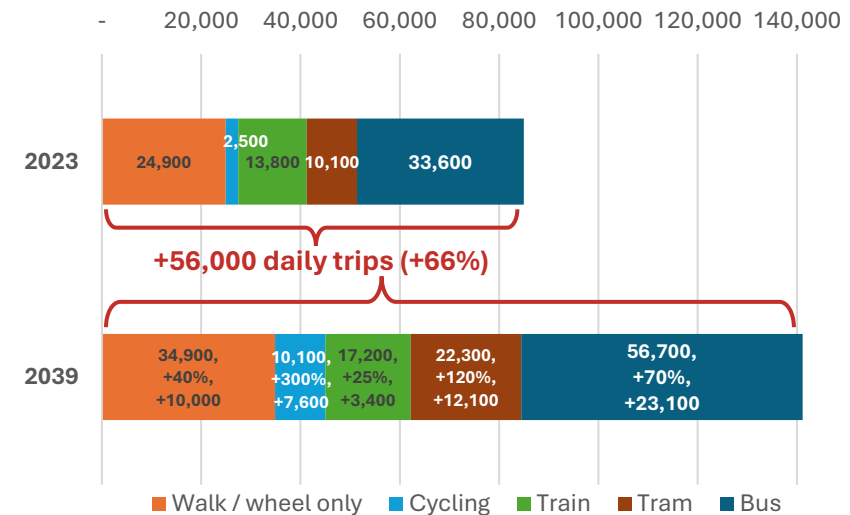
By aiming for a major shift to public transport – supported by bus franchising from 2027, tram renewal and expansion, and a significant expansion of park & ride – alongside enabling more walking, wheeling and cycling, we can cut city centre traffic by at least 20%. Through traffic will be directed to the Inner Ring Road, helping free up city centre streets for people. By shifting to more space-efficient ways of getting around, we can make our streets more people-friendly and reduce congestion for everyone. Major UK cities like Leeds, Manchester and Glasgow are setting similar ambitious goals as they reshape their city centres for the future.

We also want to ensure that goods can be delivered into and out of the city centre in the most efficient and sustainable way. This will support the growth of our city centre businesses. We will support low-emission goods delivery vehicles (including cargo bikes for smaller parcels), and the grouping of deliveries

to avoid multiple trips to the same locations. This will minimise the impacts of goods vehicles on the quality of life of city centre residents and visitors, while keeping goods moving to support the prosperity of our economy.

Figure 7 illustrates that, in 2023, around 85,000 people travelled into Sheffield City Centre every day by bus, tram, train, walking, wheeling or cycling. By 2039, we expect that number to have increased to over 140,000 due to the growth of the city centre, and the need to accommodate that growth through modes other than cars.

Figure 7: Current and future target mode distribution for trips to the city centre



Note: 'Walk / wheel only' means journeys that are undertaken from door to door entirely by walking or wheeling. Train, tram and bus passengers will also be walking or wheeling to their final destination when they arrive in the city centre, so we will need to create more pedestrian space in the city centre for all of these journeys.

What we are already doing

Reaping the rewards of recent city centre investments

We are already working hard on ways to make our city centre more accessible for everyone. In the past few years alone, we have completed a range of major investments, focused on improving the street environment and making our city centre easier to access for all.

Grey to Green

Together with the University of Sheffield, we have worked to revitalise our city centre streets by introducing new planters and seating areas around Castlegate, Victoria Quays, and the Law Courts. Not only has this made these areas more attractive to visit, but we have added much more greenery, including new trees which make the city centre more resilient to heat during the summer. Surface water management has also improved, reducing the risk of flooding.



West Bar Roundabout

In December 2024, we were delighted to open Sheffield's first pedestrian and cycle priority roundabout at West Bar. Part of our wider project to link Kelham Island and Neepsend with the city centre core, the new roundabout makes it much easier and safer for pedestrians and cyclists to travel around.

The public realm improvements also link with the Grey to Green infrastructure at the Law Courts and Castlegate.



Pound's Park and Rockingham Street bus hub

In 2023 we opened Pound's Park, an award-winning new green public space located in the heart of the city centre. The park is located on the site of a former fire station and offers spaces for play, relaxation and socialising.

On the west side of the new park, a new 'hub' of high-quality bus stops has been created, alongside a new bus gate south of Devonshire Lane to improve bus journey times and cut congestion.

The new bus routing enables people to directly access more destinations within the city centre, including Division Street, Moorhead and Moorfoot, within just a few minutes' walk.



Fargate

In 2025, we completed the transformation of Fargate, connecting the Heart of the City to Castlegate. We have replaced the old cobbling with high-quality paving, making the area more accessible for those walking, wheeling, and cycling.

We have also installed new benches and created small pocket parks with high-quality planting and landscaping to bring the Outdoor City into the city centre, making the area a more attractive place to spend time. The pocket parks also provide sustainable drainage to slow the flow of water and reduce the risk of flooding.



Sheffield Connect free city centre bus service

In 2024 we relaunched the Sheffield Connect city centre bus services, following the delivery of four brand new, fully electric buses.

In the first year following the relaunch, more than 78,000 passengers used the completely free hop on, hop off service, which runs two routes around the city centre.



Committed schemes

We have a number of major projects in the final phases of design, or currently under construction. These will continue to make the city centre a better place for people to live, work, and visit.

Connecting Sheffield: City Centre

Connecting Sheffield: City Centre is a wide-ranging programme of improvements to improve public spaces and streets, and create vibrant and attractive places for people to spend time in.

Similar to the Grey to Green initiative, the programme will create new green spaces and new spaces for people to walk, wheel, cycle, and use public transport to get into and around the city centre.



Shalesmoor Gateway

Shalesmoor Gateway is a key junction at the north of Sheffield's Inner Ring Road. The junction provides access to Kelham Island, Neepsend, and the city centre, as well as key locations such as Northern General Hospital, Royal Hallamshire Hospital, and the University of Sheffield.

The Shalesmoor Gateway project will help to improve the flow of traffic and reduce severance on the Inner Ring Road, alongside enabling housing growth. The proposals are subject to securing government funding.

Tram and bus improvements

Following the decision by South Yorkshire's Mayor in March 2025 to bring South Yorkshire's buses back under public control, we are working with South Yorkshire Mayoral Combined Authority (SYMCA) to deliver a franchised bus network.

A franchised network will give SYMCA and the four councils within South Yorkshire control over the frequency and routing of buses in the city and improve the passenger experience. For example, we will be able to create integrated fares and ticketing with the Supertram network, which was also brought into public ownership in 2024.

We are also currently working with SYMCA on the much-needed renewals programme to keep the Supertram network up and running and fit for the future, and on expanding park and ride options into the city centre.



Part C: Delivery

To achieve our vision for access and movement in, and to, the city centre, we will need to make major changes to many of our city centre streets. We will do this gradually, aligned with the development of new homes and space for new businesses which is set out in the draft Local Plan. Over 15 years, this will transform the choices we have in how we can travel to, from and within the city centre.

From the City Centre Access and Movement Conversation, we know that there are currently a lot of city centre streets which try to cater for all, or nearly all, modes of transport at the same time. As a result, they do not work particularly well for anybody, as different transport modes conflict with one another.

This Access and Movement Plan therefore proposes to create more accessible, people-friendly, and prosperous streets. To achieve this, we want to establish more clearly defined space for different modes of transport in the city centre, in line with our vision to gradually re-balance street space to walking, wheeling, cycling, and public transport.

This section sets out our proposals for how we will do this. For each mode of transport, we propose a series of 'priority corridors': city centre streets where that mode of transport will be prioritised. Over the life of the Access and Movement Plan, these corridors will see investment in improved facilities for these modes and, where appropriate, re-allocation of road space to these modes.

Some of these proposals are already being developed in greater detail and will come forward within the next five years. Other proposals are longer-term and will be introduced in the 2030s. So, the proposals on the maps that follow do not mean that investments are already committed, nor that the streets highlighted won't be accessible to any other modes of transport. Rather, this section defines how we will prioritise decisions about our city centre streets over the next 15 years.

We will also align this plan with other delivery plans currently in development to ensure effective travel into the city centre as well as improving conditions within the centre itself.



Walking and wheeling proposals

Our proposed walking and wheeling priority corridors are shown on **Map 1**.

'Primary' priority corridors are those along which we expect the highest number of pedestrians, and therefore where we should ensure the highest quality of pedestrian provision.

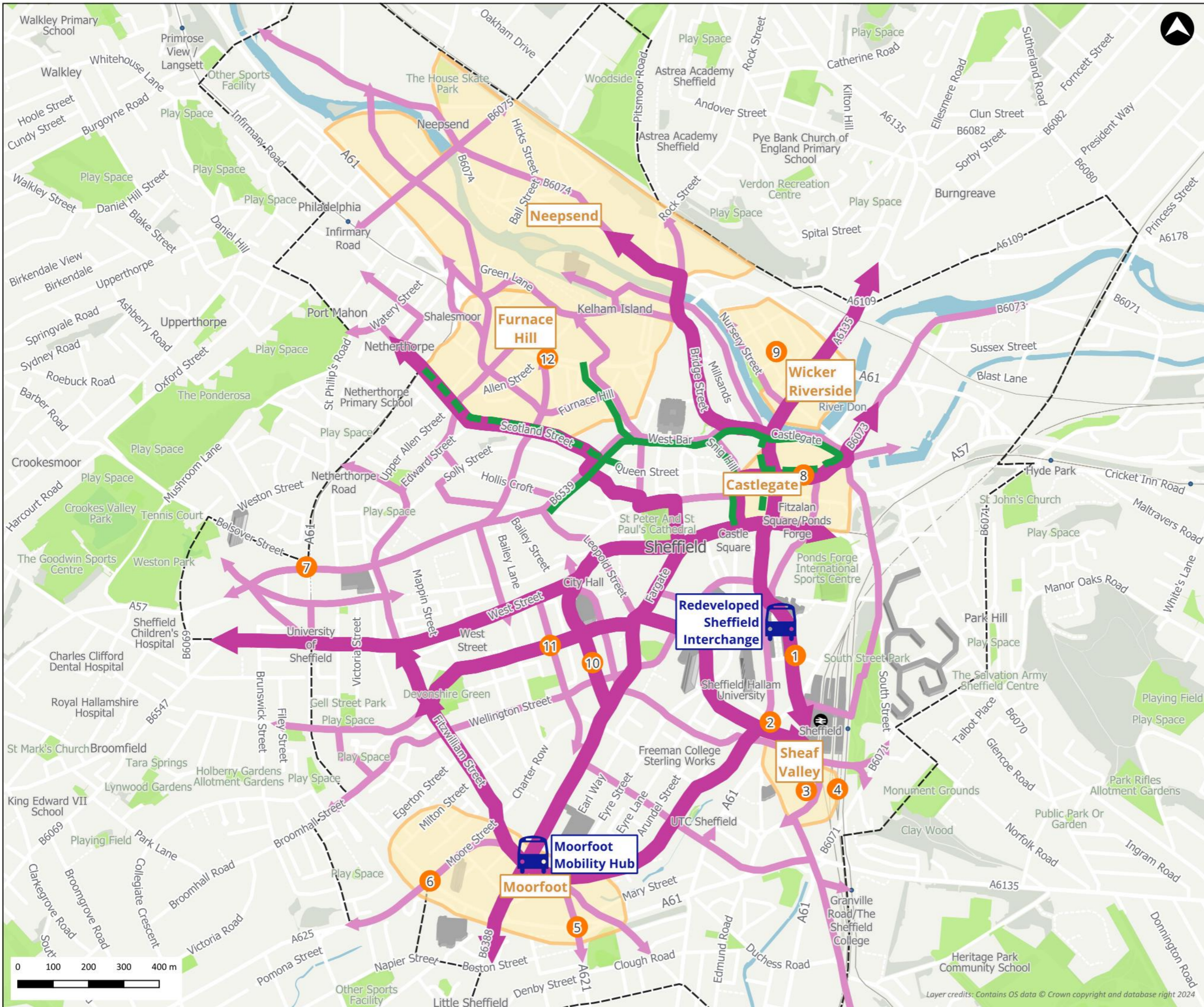
Locations where this quality is not met would represent the highest priorities for walking and wheeling investment.

'Secondary' priority corridors complement these primary corridors and represent a second tier of priority for investment to ensure high quality pedestrian provision.

To achieve our vision, our priorities for walking and wheeling are to:

- Maintain and enhance the existing north-south pedestrian spine through the city centre, from Fargate to Pinstone Street and to The Moor.
- Expand the core of pedestrianised streets in the heart of the city centre, such as by pedestrianising the remainder of Cambridge Street.
- Strengthen pedestrian connections to the station to improve the sense of arrival for visitors, including heading north (to the Bus Interchange), west (to Arundel Gate), south (through Sheaf Valley), and east (with a new bridge over the railway).

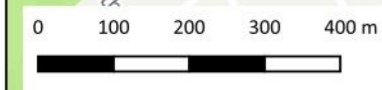
- Redesign the Bramall Lane and Moore Street roundabouts, at either end of St Mary's Gate, to create safe and attractive pedestrian crossings at road level into a transformed Moorfoot.
- Cater for increasing pedestrian demands in the Castlegate and Wicker areas, by expanding the successful Grey to Green scheme and improving crossing facilities across Wicker, aligned with new developments.
- Create multiple east-west corridors to cater for higher volumes of people walking and wheeling between the city centre core and the University of Sheffield, particularly Division Street, West Street, and crossings over the ring road on Upper Hanover Street.
- Better connect a transformed Moorfoot to the University of Sheffield.
- Create new pedestrian connections through Furnace Hill and Neepsend to help support walking, wheeling, and cycling for people in new residential developments.
- Invest in a new pedestrian signage system to help visitors to Sheffield orientate themselves upon arrival, and to help everybody find their destination easily.
- For all new proposals, consideration will be given during the design of new walking and wheeling infrastructure to ensure that neither cyclists nor pedestrians are endangered by interactions with one another.



Sheffield City Centre Access and Movement Plan

Map 1: Priority walking and wheeling corridors

- Key**
- Primary priority walking and wheeling corridor
 - Secondary priority walking and wheeling corridor
 - Investment in interchanges
 - Project locations
 - Existing Grey to Green sites
 - Potential Grey to Green sites
 - Areas of transformational land use change
 - City centre boundary



Scheme numbers refer to Table 1 on Page 36.

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Cycling proposals

Our proposed cycling priority corridors are shown on **Map 2**.

To achieve our vision, we plan to:

- Create a more comprehensive network by complementing existing cycling infrastructure with new infrastructure. Much of the existing cycling infrastructure is good, sometimes even excellent, but it is fragmented and does not yet form a complete network. We will work to ensure city centre routes join up with existing routes outside the centre, including off-road routes and the National Cycling Network
- Create an 'inner city orbital cycling route' within the Inner Ring Road, which ensures the city centre is accessible by bike from all directions.
- Complete a north-south cycling spine through the city centre, connecting West Bar, Pinstone Street and Charter Row.
- Redesign the Bramall Lane and Moore Street roundabouts, at either end of St Mary's Gate, to create safe and attractive surface-level cycle routes into a transformed Moorfoot. This will draw from currently ongoing work on the Connecting Sheffield: Nether Edge - City Centre project making crossing the Inner Ring Road easier.
- Connect the east of Sheffield to the city centre with a new pedestrian and cycle bridge south of the station.
- Deliver enhanced east-west cycle corridors on Portobello Street and Division Street. We will avoid West Street, guiding bikes down a more appropriate route to reduce the conflict between bikes and trams.
- Create new cycling connections through Furnace Hill and Neepsend to help support walking, wheeling, and cycling for people in new residential developments.
- Invest in developing an e-bike hire scheme, an e-cargo bike delivery hub, a new cycle wayfinding programme, and a city centre-wide cycle parking programme.
- Ensure that, through all our investment in cycling, we prioritise space for infrastructure for those cycling which is separate both from busy motor traffic, and from pedestrians.
- We will avoid space which is shared between cycles and pedestrians on main cycle routes. Where cycle access is permitted in pedestrianised streets for access, we will seek to provide alternative, faster cycle routes to these.
- Build on the new secure bike hubs and city-wide cycle hangars already delivered and provide more secure cycle parking in the city centre.
- Strive to best connect new cycling infrastructure with existing routes, including off road routes and the National Cycle Network routes 6 and 627.

Sheffield City Centre Access and Movement Plan

Map 2: Priority cycling corridors

- Key**
-  Primary priority cycling corridor
 -  Secondary priority cycling corridor
 -  Investment in interchanges
 -  Project locations
 -  Areas of transformational land use change
 -  City centre boundary



Scheme numbers refer to Table 1 on Page 36.

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City Centre-specific public transport proposals

Our proposed priority corridors for bus are shown on **Map 3**, and our proposals for tram in **Figure 8**. To achieve our vision, we plan to:

- Complete the Supertram Renewals programme to ensure the existing Supertram network is fit for purpose for decades to come.
- Support the development of a second Supertram route within the city centre that connects key growth areas and destinations, including Royal Hallamshire Hospital and Moorfoot.

This proposed loop will enhance the operational resilience of the network by ensuring that disruptions in the city centre do not impact the entire Supertram system. It will also create opportunities for future extensions to additional destinations, subject to further study by SYMCA.

- Create a bus priority corridor on Arundel Gate to recognise its importance as the busiest part of the city centre's bus network.
- Redesign Sheffield Interchange to ensure it is attractive for passengers and fit for the future, with a focus on how land use can be managed to seamlessly connect passengers up and across to Arundel Gate as well as Sheffield Station.

- Retain West Street as the primary east-west bus and tram corridor. Prioritise public transport over car traffic and general parking on West Street, including in the evening and at weekends.
- Create a small new mobility hub interchange at Moorfoot to provide more space for bus passengers getting on and off and to provide high-quality links with other forms of transport.
- Deliver additional bus priority and passenger facilities through Castlegate and Wicker, building on existing infrastructure.
- Create more prominent infrastructure to make the free Sheffield Connect bus more visible and easier to use, including distinctive bus stops.
- Support the expansion of park & ride options into the city centre using both bus and tram, to enable more residents to access the city centre without having to drive all the way. We will work with SYMCA to determine the best locations for expanded bus and tram park & ride facilities for travel to the city centre.
- Ensure that bus services continue to provide access to the whole city centre and, through bus franchising, support the evening economy with more frequent and more reliable evening bus services.

South Yorkshire-wide public transport proposals

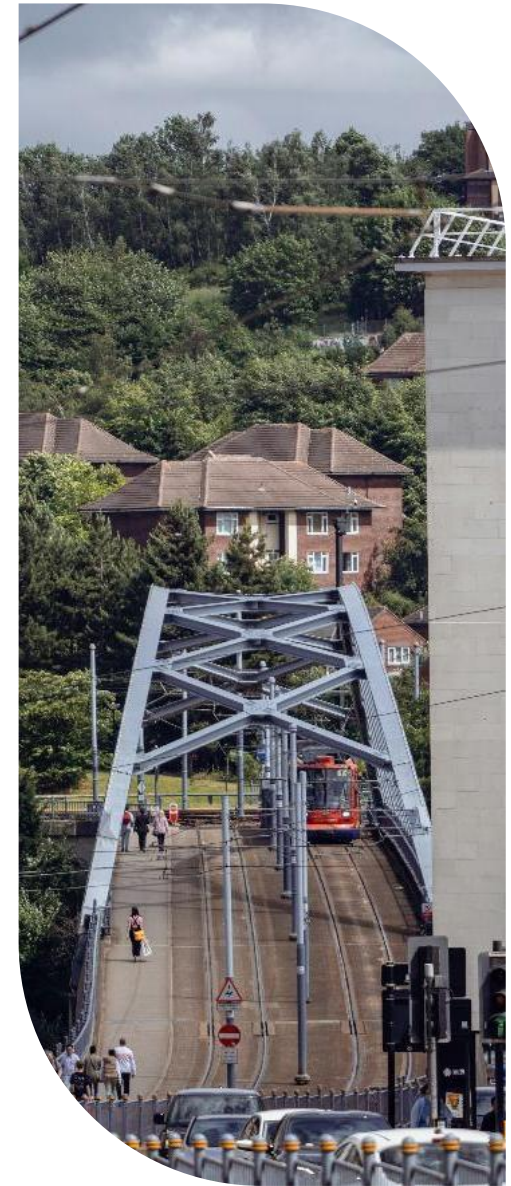
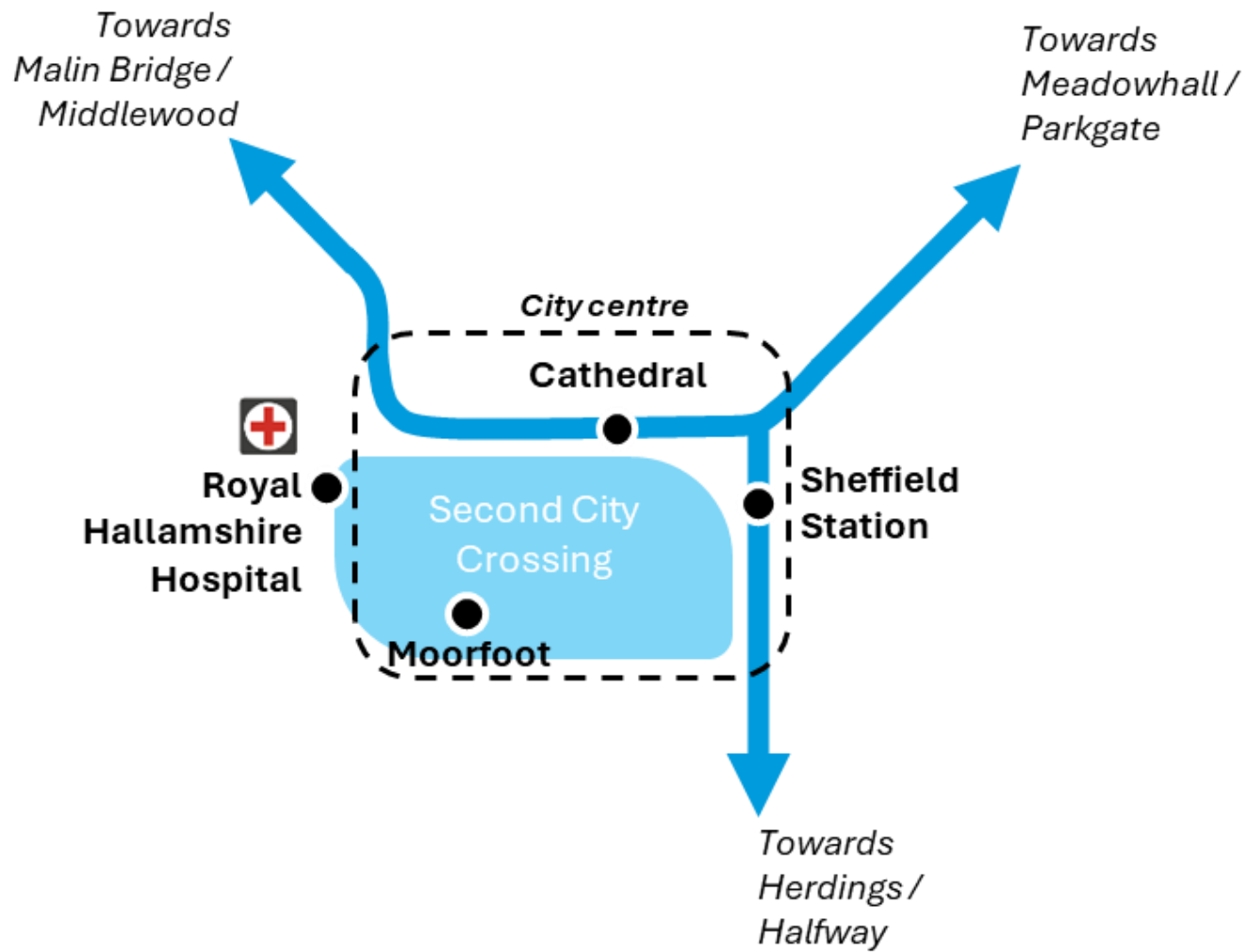
Sheffield city centre sits at the heart of the wider South Yorkshire region, and to achieve our vision, we will also need to work closely with our partners to make the most of a number of transformational South Yorkshire-wide initiatives being led by SYMCA:

- As noted above, SYMCA is embarking on a wide-ranging renewal programme of the Supertram network. This will see significant investment and improvement across all aspects of the system over the coming years, including an entirely new fleet of trams.
- SYMCA will also take back control of South Yorkshire's bus network, following the decision by South Yorkshire's Mayor to proceed with bus franchising. Under bus franchising, SYMCA will take control of the bus network including depots, bus fleets, routes, timetables, service standards, tickets and fares. We will ensure that the people of Sheffield are fully engaged and able to have their say as part of the franchising process. Publicly controlled buses will start to be introduced in South Yorkshire from September 2027.
- Once bus franchising has been implemented, SYMCA will then also be able to implement London-style integrated fares and ticketing on public transport, including single fares for combined bus and tram journeys.
- We will work with SYMCA to prioritise improvements to bus stop waiting environments in the city centre.

- These major public transport proposals have the potential to be transformational for the public transport network in Sheffield. Sheffield City Council will be working closely with SYMCA to bring them to fruition and to ensure that their benefits for Sheffield city centre are maximised.



Figure 8: Supertram Second City Crossing search area

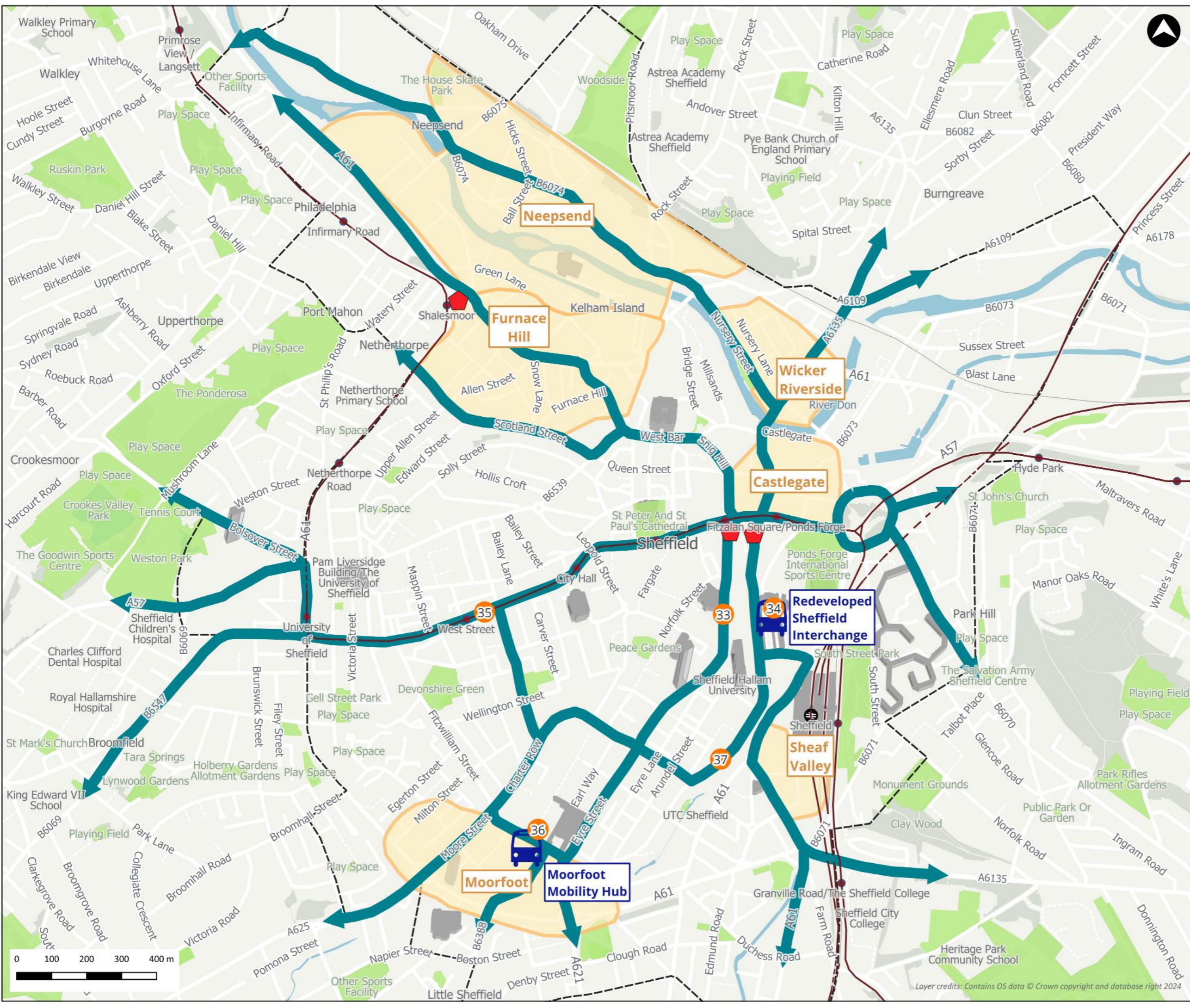


Sheffield City Centre Access and Movement Plan

Map 3: Priority bus corridors

Key

- Priority bus corridor
- Investment in interchanges
- Bus-tram interchange
- Train / tram tracks
- Project locations
- Areas of transformational land use change
- City centre boundary



Scheme numbers refer to Table 1 on Page 36.

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Private car, taxi and goods traffic proposals

Our proposed private vehicle traffic corridors are shown on **Map 4**. To achieve our vision, we plan to:

- Encourage vehicular traffic to use the Inner Ring Road to access destinations across the city centre, and as the conduit for all through traffic.
- Deliver the Shalesmoor Gateway improvement scheme (see p.14).
- Review the West Street – Church Street – High Street corridor as an early priority in the Plan period, including:
 - Prioritising public transport and pedestrians.
 - Consideration of private vehicle restrictions later at night, not just 4pm to 6:30pm.
 - Consideration of opportunities to direct more vehicle traffic north-south across, rather than east-west along West Street.
 - Consideration of taxi routing and placement of taxi stands, as well as enhanced enforcement of taxi stands.
 - Consideration of private hire vehicle pick-up and drop-off.
- Review Arundel Gate as an early priority in the Plan period, to create better facilities for bus passengers (while maintaining vehicle access to car parks and the cultural quarter).

- Review exemptions to bus gates to ensure these are appropriate, consistent, easily understood and enforceable.
- Maintain the 20mph speed limits within the Inner Ring Road and, subject to a review of speed limits, introduce 20mph speed limits on the few remaining streets within the Inner Ring Road which are still 30mph.
- Consider additional traffic calming in Neepsend, aligned with the creation of new neighbourhoods.
- Consider traffic reduction in the city centre to complement the operation of Supertram, particularly at key intersections and potential future tram routes.
- Ensure that, through all proposals, access is maintained for Blue Badge holders so that people with limited mobility are always able to park close to their destinations.

Car parking proposals

To achieve our vision, we will need to review car parking within the city centre to determine how much car parking the city centre will need in the future, both on-street and off-street.

We are committed to making it easier for Blue Badge holders to park within the city centre, in convenient locations for required destinations.

The Council's kerbside and parking management plan will undertake a review of car parking supply and demand in the city centre. We will aim to:

- Increase accessible parking provision for people with specific mobility needs, both on-street and in car parks, to ensure disabled people have suitable access to the city centre at all times of the day.
- Support the expansion of park & ride options into the city centre (see 'Public transport proposals' above).
- Gradually reduce the supply of on-street parking, by prioritising off-street parking and more space-efficient transport modes. In doing this, we will ensure that overall accessible parking availability is improved through compensating for any loss with additional on-street blue-badge parking bays
- Gradually reduce the supply of surface car parks, by prioritising larger, strategic multi-storey car parks.
- Deliver more electric vehicle charging points.
- Provide dedicated spaces for car clubs (cars located at reserved parking spaces which you can book by the hour).

More specific proposals for city centre parking will be set following the completion of the current review of car parking in the city centre.

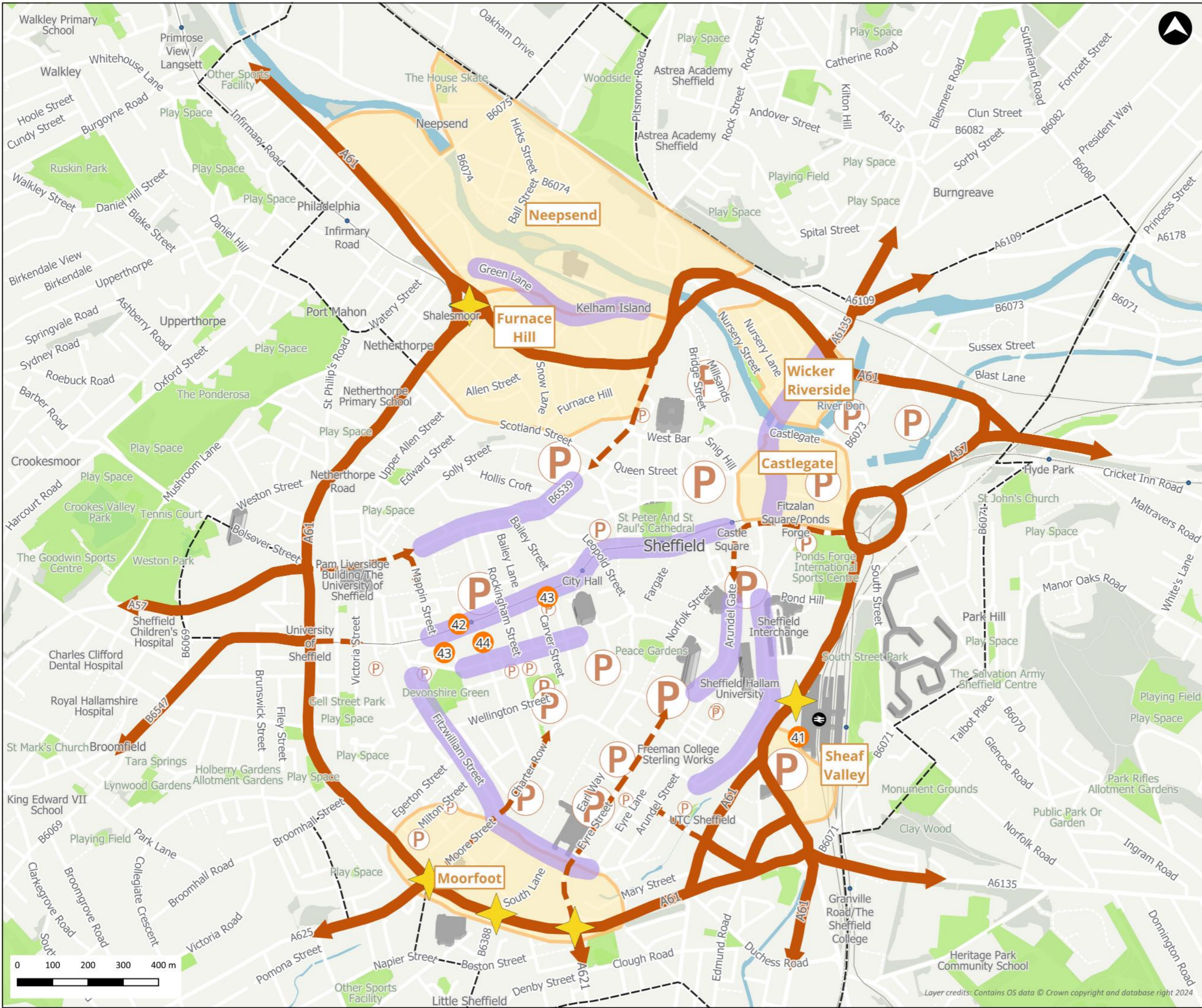
Freight and servicing proposals

To achieve our vision, we plan to:

- Provide appropriate loading areas to serve city centre businesses.

- Ensure new developments include appropriate loading and servicing facilities, and appropriate restrictions to manage delivery times, in line with the Local Plan, to reduce the demand for kerbside space.
- Consider the introduction of bookable loading bays and dual-use loading / parking bays at different times of day.
- Create an e-cargo bike delivery hub for smaller parcels (see 'cycling proposals').
- Encourage the grouping of deliveries and collections to avoid multiple trips to the same locations, especially at peak times.





Sheffield City Centre Access and Movement Plan

Map 4: Priority private vehicle traffic corridors

Key

- Through traffic
- Local traffic (access loops / access to car parks)
- Priority areas for road space re-allocation to more space-efficient modes

- Major junction changes

- Car parks (>50 spaces)
- 50 - 100
 - 100 - 200
 - 200 - 300
 - 300 - 500
 - > 500

- Project locations
- Areas of transformational land use change
- City centre boundary



Scheme numbers refer to Table 1 on Page 36.

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Putting our proposals into action

Our action plan

Table 1 shows our action plan: our plan for delivering on the proposals introduced in the previous section. An important factor in determining the action plan has been ensuring alignment with the changes in land use which the draft new Local Plan has defined. Therefore, not all interventions will happen immediately, but they will be delivered gradually, as the city centre grows over the next 15 years.

Some proposals, particularly larger investments such as new bus interchanges and Supertram expansion, will take many years of planning before they can be delivered on the ground. Sheffield City Council and SYMCA will start planning for these investments now, even if construction is not expected to start until the 2030s.

All interventions in the action plan are subject to further development work to identify specific options. They are also subject to further consultation and confirmation of funding. Once further feasibility studies have been undertaken and designs identified, Sheffield City Council will consult on the proposals again.

Further details of examples of key schemes we will deliver through our action plan are shown below.

Putting our proposals into action: examples

Arundel Gate bus priority corridor

Arundel Gate has increasingly become the primary focus point for bus services in the city centre, as more and more services have switched from Sheffield Interchange to Arundel Gate. However, passenger facilities and road space for buses on Arundel Gate have not yet caught up with the demand.

We therefore propose a significant redesign of Arundel Gate to create a high-quality bus priority corridor: a street prioritised for buses in both directions. This will ensure Arundel Gate is suitable as the primary north-south bus route through the city centre. We envisage that this redesign will include:

- Significant improvements to passenger facilities along the length of Arundel Gate.
- A review of the use and function of the Interchange building.
- Better onward pedestrian connections.
- Maintained vehicle access to car parks and the cultural quarter.

Extension of the pedestrianisation of Cambridge Street

Cambridge Street has already been pedestrianised between Pinstone Street and Cross Burgess Street. This has created a pleasant and attractive street for pedestrians, which has supported the regeneration of the surrounding area from low-

grade and partly derelict buildings to a vibrant retail, leisure and food and drink destination.

Creating more pedestrianised spaces for residents, workers and visitors to enjoy is key to the objectives of the Access and Movement Plan. We therefore plan to build on the success of the existing pedestrianisation, by pedestrianising the north of Cambridge Street from Cross Burgess Street to Barker's Pool / Division Street.

Figure 9: Existing layout of Cambridge Street



Figure 10: Proposed redesign of Cambridge Street



Note: This image shows how Cambridge Street could look in future, but any project will be subject to design and consultation.

E-bike hire scheme

As other UK cities have successfully shown, a well-planned cycle hire scheme can open up the city centre's cycle routes to visitors and residents who do not own their own bike. Cycle hire also provides opportunities for flexible first and last mile trips to and from public transport, without the need for private cycle parking.

Sheffield has not had a cycle hire scheme since the closure of the previous cycle hire scheme in 2018, which was privately

operated without oversight from the Council and suffered from high vandalism and theft rates.

To unlock the benefits which cycle hire schemes can bring, we plan to use funding from national government to introduce a new electric cycle (e-bike) hire scheme in the city centre. Lessons learned from the previous scheme in Sheffield as well as newer successful schemes in cities like Leeds and Manchester will inform the development and delivery of the scheme.

West Street taxi, bus and tram priority improvements

There are conflicts between many different modes of transport along West Street and Glossop Road, which often lead to delays for buses and trams. The existing bus and tram gates on Glossop Road are only in operation from 4pm to 6:30pm, Mondays to Fridays, whereas West Street is often at its busiest later in the evening and at weekends.

We therefore propose increased priority for buses and trams on West Street. We will review access for private vehicles and taxis, including in the evenings and at weekends, to tackle bus and tram journey time reliability. We also plan to improve pedestrian and bus passenger waiting facilities.

We are also aware of misuse of a number of taxi ranks on West Street. To give motorists a clearer understanding of the restrictions and to reduce abuse of the taxi ranks, we propose to prohibit stopping in this area except by taxis and look to review the feasibility of camera enforcement in these locations.



Table 1: Our action plan

		Timeframe	Cost*
Committed schemes: Connecting Sheffield City Centre & Shalesmoor Gateway			
CS1	Surrey Street: pedestrian improvements, cycle parking hub and outdoor seating	Short term	££
CS2	Pinstone Street: cycle routes, servicing bays, greening and public realm improvements	Short term	££
CS3	Charles Street: pedestrianisation, cycle routes, greening and seating	Short term	££
CS4	Arundel Gate (South): cycle routes, footway widening and bus stop improvements	Short term	££
CS5	Rockingham Street / West Street: bus routing and pedestrian crossing improvements	Short term	££
SG	Shalesmoor Gateway	Short term	£££
Walking and wheeling interventions			
1	Improved pedestrian connections between Sheffield Station and Sheffield Interchange	Short term	££
2	Improved pedestrian crossing of the Inner Ring Road at Sheaf Square / Howard Street	Short term	£
3	New pedestrian connection south of Sheffield Station through Sheaf Valley	Short term	££
4	New pedestrian and cycle bridge across the railway south of Sheffield Station	Medium term	£££
5	Surface-level pedestrian and cycle crossing of the Inner Ring Road at Bramall Lane Roundabout	Medium term	£££
6	Surface-level pedestrian and cycle crossing of the Inner Ring Road at Moore Street Roundabout	Medium term	£££
7	Improved pedestrian crossings of the Inner Ring Road at the University of Sheffield, including University Square Roundabout	Medium term	£
8	Extend the Grey to Green scheme onto Exchange Street	Short term	££
9	Improved pedestrian connections through Wicker	Medium term	££
10	Extension of the pedestrianisation of Cambridge Street	Short term	££
11	Extension of the pedestrianisation of Division Street	Short term	£
12	New pedestrian connections through Furnace Hill	Medium term	££
13	New pedestrian wayfinding programme	Short term	££
14	Street lighting improvement programme	Short term	££
15	Pavements and street furniture improvement programme	Short term	££
16	Dropped kerbs and tactile paving improvement programme	Short term	££

		Timeframe	Cost*
Cycling and scooting interventions			
17	Inner city orbital cycling route	Medium term	£££
18	North-south city centre cycle spine	Short term	£££
19	Division Street / Devonshire Street / Broomspring Lane cycle corridor	Short term	£
20	Wellington Street / Broomhall Street cycle corridor	Short term	£
21	Broad Lane cycle corridor	Medium term	££
22	Hallam Square to Sheffield Station cycle corridor	Medium term	££
23	Active travel improvements to the roundabout at Furnival Square	Medium term	£££
24	Sheaf Valley cycle corridor	Medium term	££
25	West Bar to Kelham Island and Neepsend cycle corridor	Short term	££
26	E-bike hire scheme	Short term	££
27	Cycle parking improvement programme	Short term	£
28	New cycle wayfinding programme	Short term	££
29	Last-mile e-cargo bike delivery hub	Short term	£
30	E-scooter hire trial	Short term	£
Tram and bus interventions			
31	Supertram expansion with the city centre	Long term	££££
32	Supertram expansion outside the city centre	Medium term	££££
33	Arundel Gate Bus Priority Corridor	Short term	£££
34	New Sheffield Bus Interchange	Medium term	££££
35	West Street bus and tram priority improvements	Short term	££
36	Moorfoot mini-bus interchange / mobility hub	Long term	£££
37	Paternoster Row / Brown Street bus priority improvements	Short term	£
38	Review of bus gate signage and exemptions	Short term	£
39	Sheffield Connect distinctive branding	Short term	£
40	Real-time information at bus stops	Short term	££

		Timeframe	Cost*
Taxi and private vehicles interventions			
41	New Sheffield Station taxi rank	Medium term	£
42	West Street taxi rank improvements	Short term	£
43	West Street surface car parks review	Short term	£
44	Review of one-way restrictions on Westfield Terrace	Short term	£
45	Completion of 20mph speed limit within the city centre	Short term	£
46	On-street car parking review	Short term	£
47	Off-street car parking review	Short term	£
48	Disabled parking provision review including spaces for rear-loading vans	Short term	£
49	Car club parking spaces	Short term	£
50	Enhanced parking enforcement	Short term	£
51	Inner Ring Road traffic signal improvements	Short term	££
Complementary South Yorkshire-wide transport initiatives			
W1	Supertram renewal	Short term	££££
W2	Bus franchising	Short term	£££
W3	Integrated public transport fares and ticketing	Short term	££

***Costs:**

£ – less than a million

££ – millions

£££ – tens of millions

££££ – hundreds of millions

Funding the plan

The total cost of our action plan in Table 1 runs into many hundreds of millions of pounds. Over the next 15 years, funding the plan will require a coordinated approach to transport investment between Sheffield City Council, SYMCA, and National Government.

South Yorkshire is already in the process of obtaining increased funding for transformational local transport improvements from National Government: for the period 2022-27, South Yorkshire was awarded £570 million of funding⁵. In June 2025 the Chancellor confirmed that for the period 2027-32, South Yorkshire will receive nearly three times that amount – £1.45 billion⁶, though only a proportion of that will likely be able to be spent within Sheffield City Centre.

Although some of the funding for the plan will come from National Government, a proportion will need to be raised locally. As the city centre grows, the Council will expect appropriate contributions from developers to ensure the growth of the city centre is acceptable in planning terms, in line with the National Planning Policy Framework. This includes the use of the Community Infrastructure Levy (CIL), a planning charge which the Council can use to help deliver the infrastructure needed to support development.










⁵ City Region Sustainable Transport Settlements (CRSTS) funding.

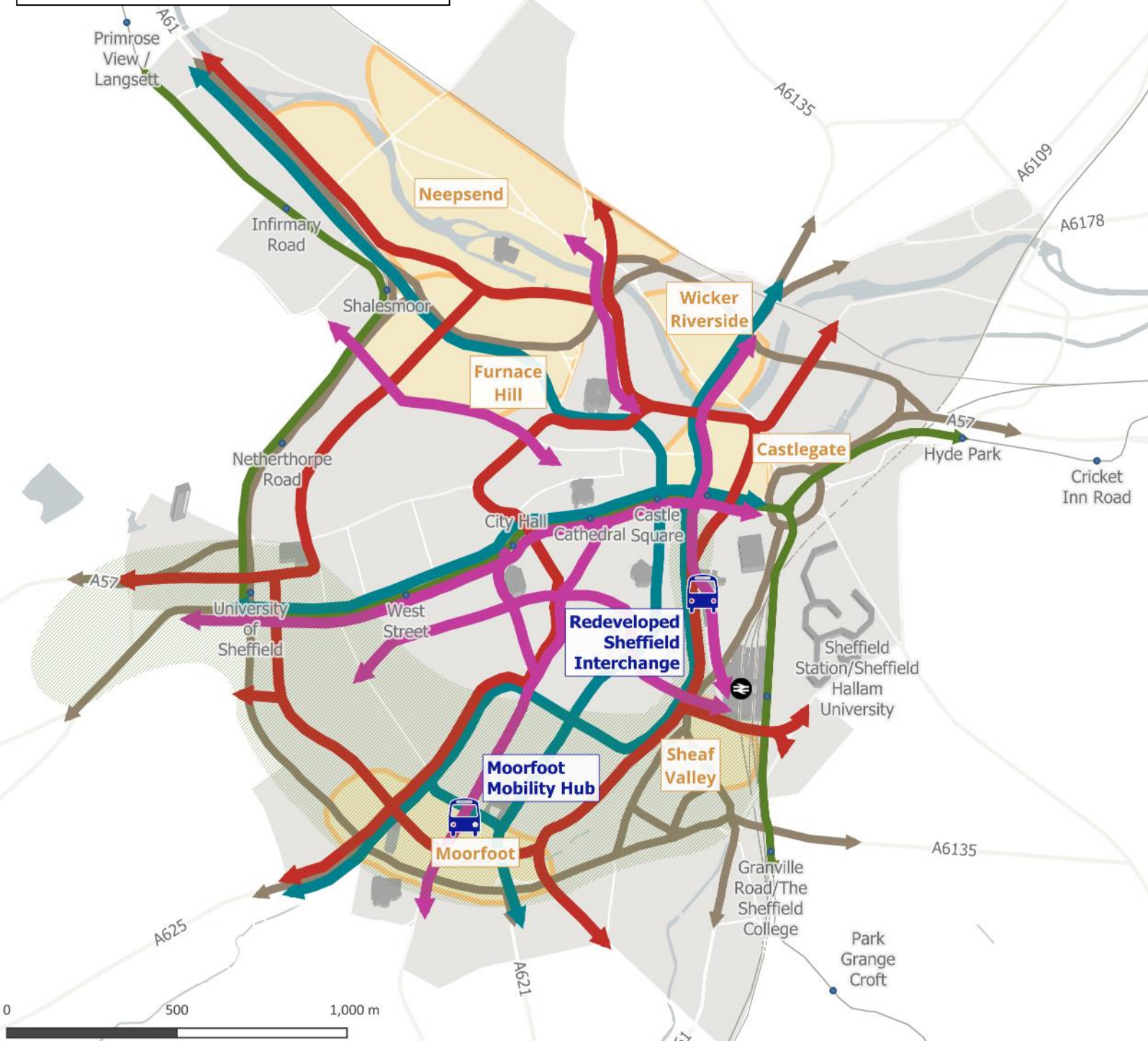
⁶ Transport for City Regions (TCR) funding. TCR is the successor to CRSTS.

Summary of Key Proposals



Key

-  Walking and wheeling proposals - including better connections to / from the station, across the Inner Ring Road, increased pedestrianisation in the city centre core, and more
-  Cycling proposals - including an 'inner city cycling route' within the vehicular Inner Ring Road, completion of a north-south cycle spine, and more
-  Bus proposals - including a bus priority corridor on Arundel Gate, a redeveloped Interchange, greater priority on West Street, a small new interchange at Moorfoot, and more
-  Tram (existing)
-  Tram expansion (proposed search area)
-  Vehicle traffic proposals - including an Inner Ring Road that functions as the primary way of accessing the city centre, while allowing pedestrians and cyclists to access the city centre, with through traffic within the Inner Ring Road rerouted
-  Areas of transformational land use change





City Centre Access and Movement Plan

