

WORKSHOPS TO MAKE PROGRESS ON AIR QUALITY IN THE CITY CENTRE

WORKSHOP TWO

Wednesday 8th May, 2002
Skyline Suite, Ponds Forge, Sheffield

Participants

John Taylor	Chamber of Trade
Mick Empsall	City Centre Forward Planning, SCC
Andy Nolan	Environmental Manager, The University of Sheffield
Steve Simmons	Environmental Protection Service, SCC
Andy Elleker	Environmental Protection Service, SCC
Caroline Turner	Environmental Protection Service, SCC
Mark Daly	Environmental Protection Service, SCC
Simon Fernyhough	EWS Railway
Ben Morley	Objective One
Brian Savage	Operations Standards Manager, Arriva Trains Northern
Cllr Mike King	SCC
Peter Downey	Sheffield Hallam University
Andy Topley	Sheffield One
Debbie Owen	South Yorkshire Passenger Transport Executive
Steve Cinderby	Stockholm Environmental Institute
John Forrester	Stockholm Environmental Institute
Paul Rosen	Stockholm Environmental Institute
Fiona Booth	Student

Facilitators

Rina Jones	Talking Solutions
Ogo Osammor	Environmental Protection Service, SCC

Apologies

Naomi Harold	Westfield Health Scheme
Mr. Smith	IMPACT
Keith Bunting	Taxi Drivers Association
Charles Price	Director of Public Health, West PCT
Cllr Martin Brelsford	SCC
Nick Silvani	Planning Transport and Highways, SCC
Cllr Tessa Hainey	SCC councillor
Bill Gee	Environment Manager, Virgin Trains
Nick Chaplin	Environmental Protection Service, SCC
Cllr Gillian Furniss	Sheffield City Council
Cllr Sylvia Duncley	Sheffield City Council
Duncan Roberts	BOSSY

A complete list of invites is attached as **Appendix 1**.

INTRODUCTION

This report presents a record of participants' discussion at the workshop - everything that was written down by participants or on the flip chart at the front is reproduced here. Any explanations about the stages of the workshop are written in italics.

*First of all, apologies to **Charles Price** (Sheffield West Primary Care Trust) and **Brian Maguire** (Consignia) who attended Workshop 1 but whose names did not appear in the list of participants.*

The programme for Workshop 2 covered the following:

- *Introductions*
- *Participants reactions to write up of Workshop 1*
- *Selecting a shortlist of actions*
- *Designing strategies*
- *Comparing strategies*
- *Next steps*

INTRODUCTIONS

Steve Simmons of Sheffield City Council's Environmental Protection Service welcomed participants to the second workshop of the Clean Air Partnership.

REACTIONS TO WORKSHOP 1 WRITE UP

To kick off Workshop 2 and get everyone up to speed, participants discussed what they thought about the write up of Workshop 1, what stood out and whether anything was missing from the lists of potential actions generated:

- A lack of detail in terms of actions - not much to kick against
- Need to have regard for the City's economic revival and not to work against that.
- Lack of mention of using rail transport as an alternative.
- Needs to be more public engagement in this process - City needs to own the solutions for it to work
- No real discussion about who is going to pay for it.
- Lot of good initiatives but mostly Sheffield City Council initiatives - not a lot about what individuals businesses and other large public bodies could do.
- Surprised at what came out as No. 1 in the table - ranking (milk float) - did it really reflect what people thought?
- Inter-connectedness of the transport systems isn't reflected in the "issues cards"
- Produced a very viable springboard - done the easy bit - will get more and more difficult.

- Very little science in what we did. Link between NO₂ and other things people want (better quality of life, economic development). Is it clear what we're going for? Is NO₂ a clear indicator, a clear goal to go for?
- None of the suggested actions have high positive air quality impacts.
- Difficult to accurately evaluate ideas when there is little detail.
- What single measures would have a high positive impact on air quality?
- Single measures [that had a major affect alone] would probably be or be seen to be draconian.
- Better to have package of measures that together have a major effect.
- We have a target we have to make - we have to show in the action plan that we're moving towards it - the government will decide if that is adequate.

SELECTING A SHORTLIST OF ACTIONS

Participants at Workshop 1 generated a long list of potential actions to improve air quality in the City Centre. After Workshop 1, Environmental Protection Service officers:

- *evaluated each idea for action that was prioritised by participants, in terms of cost, timescale, air quality impact etc (this was sent out to participants as part of Workshop 1 write up)*
- *identified additional ideas that have a high positive impact on air quality from the extended list created by participants (see **Appendix 2**).*

At this workshop, participants worked with the above material in five small groups. The groups chose a selection of ideas or options that would together form a viable, manageable, fundable programme to improve air quality in the City Centre. In addition, they ensured that the programme they designed met the key principles agreed at Workshop 1.

FEEDBACK FROM SHORTLISTING EXERCISE

Before moving on to the next stage in the work, participants commented on what they had done so far:

- Thinking strategically there are some immediate, low cast actions - they all sit with Sheffield City Council.
- We must do 2 things at some time:
 - modal shift for commuters [onto public transport]
 - fuel shift for commercial vehicles [into cleaner fuel]
- Whatever you do, must underpin it with awareness raising - with users and potential users
- Public transport - address issue of quality
- Got to do things [re public transport] that are quality alternatives - they speak for themselves - almost don't need awareness raising.

AGREEING A PLAN OF ACTION - A STRATEGY

At the start of this session the same small groups were each presented with a grid on flip chart paper, which for the sake of simplicity, grouped the possible options into horizontal bands under 3 main headings:

1. *PUBLIC TRANSPORT, CONGESTION AND ACCESS*
2. *QUALITY OF LIFE, HEALTH, SAFETY, POLLUTION*
3. *ECONOMY AND REGENERATION*

The 3 vertical divisions on the grid were short, medium and long term time scales.

The groups then arranged their chosen options onto the grid in a sensible sequence that spread out costs and linked actions over time. They recorded the rationale behind their main decisions on a flip chart sheet.

*Once the five small groups had completed their strategy sheets they had the chance to see the strategies of the other groups and make any adjustments to their own that this may have prompted. The five different strategies and the accompanying rationales are recorded in **Appendix 3**.*

Clearly the next stage is for the strategies to be compared and brought together into one strategy (see below).

FEEDBACK FROM STRATEGY WORK

Once the individual strategies were completed, participants gave their impression of the work done so far.

- Quality - public transport (reliability, frequency) - relatively cheap, immediate solutions eg Park & Ride
- Low emission zones introduced beginning of a process - leading to eg no emission zone
- There is a need for a co-ordinated transport policy within City and regionally
- Need to put pressure on local employers to implement policy - travel plans, incentives, disincentives
- Awareness raising running through
- Alternatives need to be put in place before the sticks
- Similar to table 1 - emphasis on public transport and service vehicles
- Longer term - super tram

NEXT STEPS

The next stage is for the strategies to be compared and brought together into one strategy, referring to the rationale outlined by each group and by using the common themes and the best ideas from the individual versions.

The whole group discussed the best way for this to be achieved. It was agreed that officers from the Environmental Protection Service would do this following the workshop and then report back to the full group.

Other comments were made about how to progress the partnership:

- Roadshow
- Consult and involve more widely, especially with those who are missing eg big private sector employers, hospitals, bus operators

WHAT WILL IT TAKE FROM THIS PARTNERSHIP TO MAKE A STRATEGY WORK?

Finally, participants discussed the above question.

- Need implementation plan - what and who - need buy-in
- Need ownership - need more key players - needs to expand
- People need to say "I will do this much" with regard to this plan eg Travel plans
- Need political acceptability - more likely if broad representation
- Commitment - short and long term follow through
- Needs to be integrated with other City strategies
- Measures need to have broad appeal

HOW USEFUL HAS THIS WORKSHOP BEEN TO PARTICIPANTS

As people left the workshop, they were asked to indicate how useful the morning had been to them.

Not at all useful				Extremely useful
1	2	3	4	5
	✓	✓	✓	
		✓	✓	
			✓	
			✓	

Any other comments:

- *A broad range of personal/commercial & political support will be essential if these plans are to work.*

City Centre Clean Air Partnership INVITEE LIST

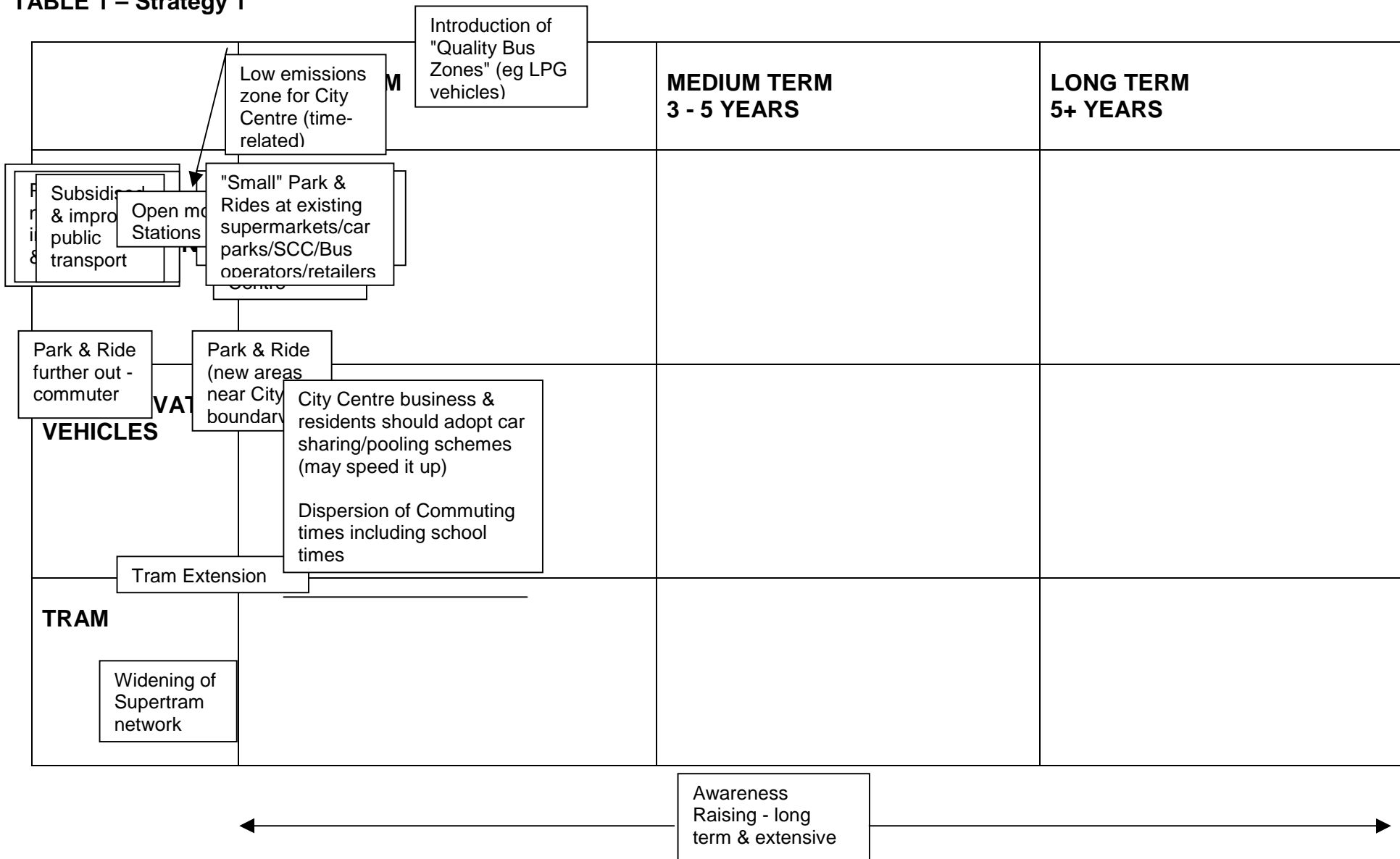
FirstName	LastName	Organisation or Company
Cllr Sylvia	Duncley	Sheffield City Council
Cllr Tessa	Hainey	Sheffield City Council
Cllr Martin	Brelsford	Sheffield City Council
Cllr Gillian	Furniss	Sheffield City Council
Mr Charles	Price	Director of Public Health
David	Topley	Sheffield One
Mr Nick	Silvani	Transport Policy Unit
Mick	Emsall	City Development Unit
Mark	Gamsue	Healthy Sheffield
Ms Debbie	Owen	South Yorkshire Passenger Transport
Mr Allan	Lyons	Representation and Policy Manager
Mr J	Taylor	° Chamber of Trade
Mr Allen	Marsden	English, Welsh and Scottish
Mr Duncan	Roberts	BOSSY
Rebecca	Higman	Sheffield Friends of the Earth
Mr S	Gosling	Black Community Forum
Ms E	Pratt	Devonshire Quarter Community Association
Mervyn	Smith	Pedal Pushers
Ms Zoe	Greaves	Women Forum
Andy	Nolan	Environment Manager Facilities Management Directorate
Mr T	Stacey	South Yorkshire Housing Association
Mr J	Whitehead	Post Office Property Holdings
Inspector Trevor	Bichard	S. Yorkshire Police
Mr G	Rusling	Cathedral Quarter
Cllr. Matthew	Dixon	Chair, Netherthorpe, Hillsborough
Cllr. I	Hussain	Chair, Burngreave Area Panel
Cllr. Andrew	White	Chair, Nether Edge, Sharrow, Broomhill Area Panel
Cllr. Mike	King	Chair, Manor, Castle Area Panel
Keith	Bunting	Secretary Sheffield Taxi Trade Association
Peter	Downey	Special Project Co-ordination
Neil	Cameron	Cycling Forum, Facilities Directorate
Ms. Sarah	Dewbury	Deputy Environment Manager
Brian	Savage	Operations Standards Manager
Mr. Bill	Gee	Environment Manager
Simon	Fernyhough	Safety Quality and Environment Assurance Manager (Central)
Ben	Morley	Programme Executive Priority 5
Mr. Smith		IMPACT
Ms. Harold	Naomi	Westfield Health Scheme

List of potential actions that would have a high positive impact on air quality in the City Centre

(Drawn out of the long listing of ideas by participants at Workshop 1)

1. Fuel shift to zero/low emission vehicles
2. Car Free residential development especially student residents
3. Car pools
4. Zero emission delivery vehicles for city centre
5. Deliveries from City centre out - reduce car journeys into city
6. Congestion charging/workplace charging
7. Emissions testing?
8. Off-peak - pedestrianisation - Sunday carnivals/other cultural events
9. Low emission zone for City centre zone
10. Continue with car free residential development
11. Extend city heating & power (to reduce area sources)
12. Expense of workplace Parking £1,500 per space + business rates = £2,300 ish (Leeds)
promoting business case for Green travel plans (link to promotional campaigns)
13. City centre zones - Park & Ride; bus routes - car free; pedestrian zones
14. Low emission zone
15. Night deliveries (supertram)

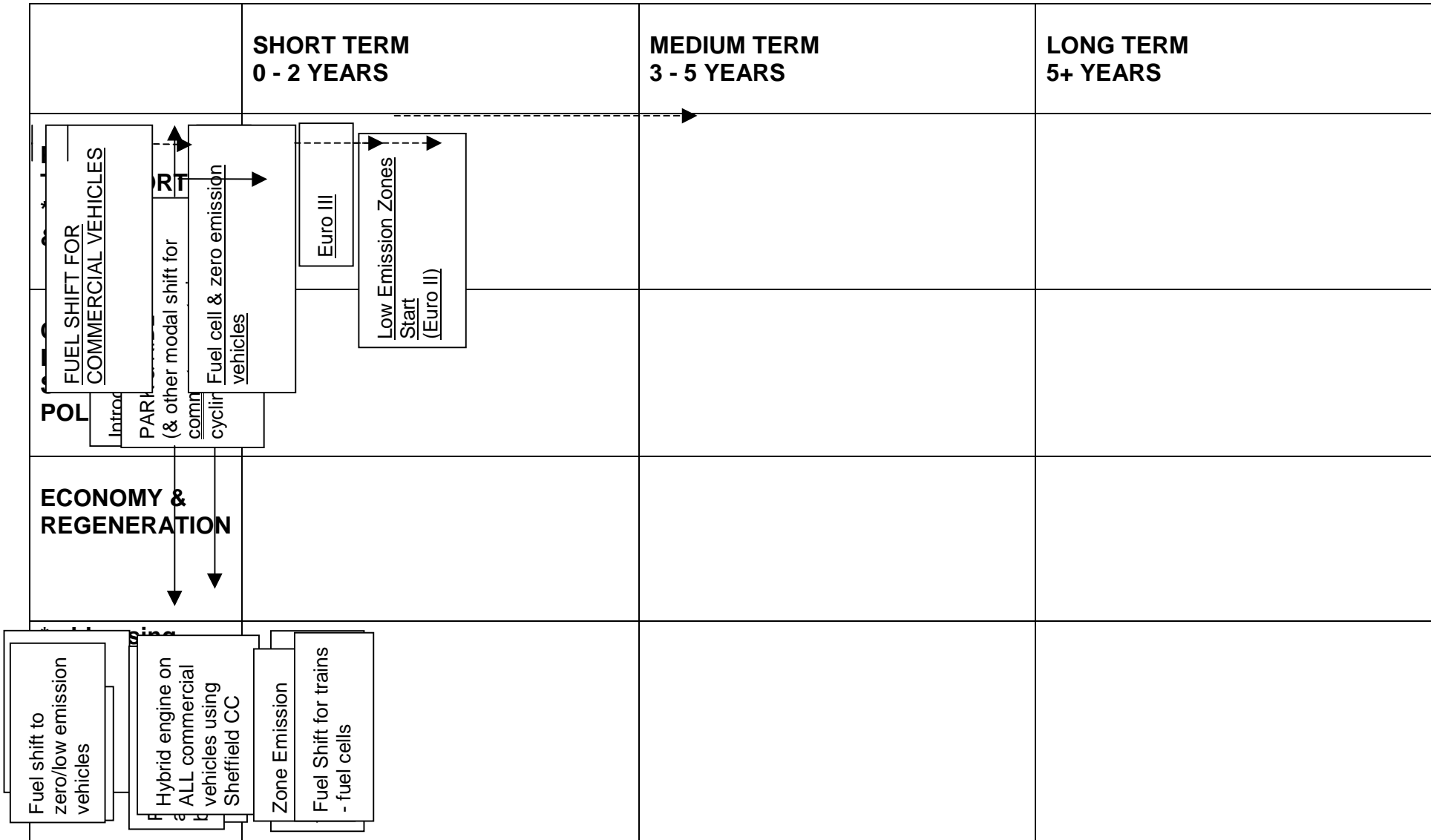
TABLE 1 – Strategy 1



Rationale Behind Strategy 1

- Take there any ideas that didn't make the cards
- Public awareness has to underpin everything else
If people don't know of choices schemes won't work
- Choices have to be promoted
- Not awareness → knowledge
- Real -time information
- Partnership between public & private sector
- Integrated transport has to be of high quality
→ coherent planning with real commitment
→ Quality park & ride schemes
- Joined up transport policy for whole city
- with input from private sector
- Have a City-Centre area with low emission zone for public transport
- High Quality Public Transport
→ that people know about
- Enforcement of bus lanes to make systems work effectively
- Ranking of companies green travel plans
- publicity for success stories – promotion

TABLE 2 – Strategy 2

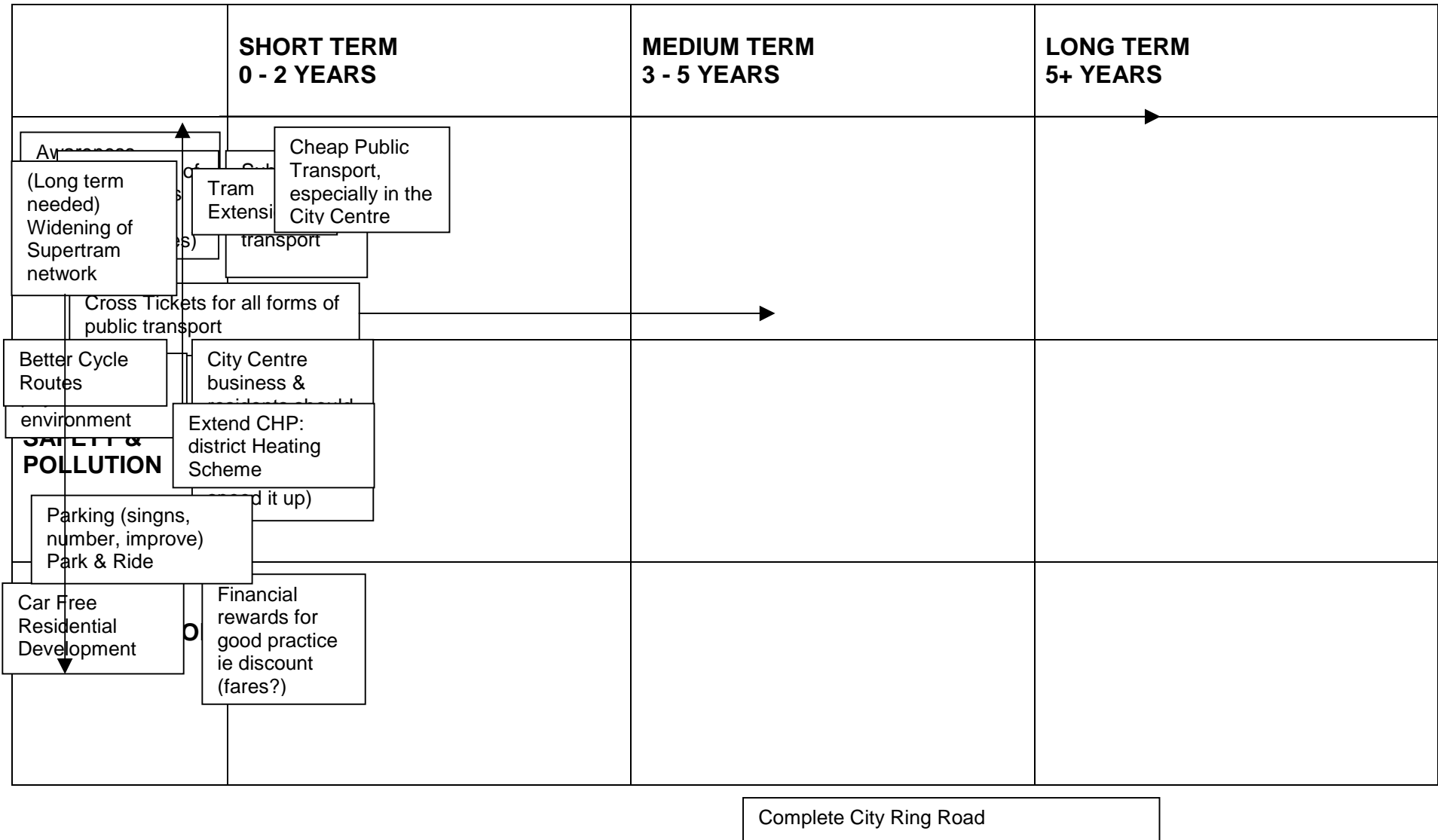


Rationale Behind Strategy 2

- Trying to objectivise target (NO₂)
 - What a "real" problems? (noise, dust, smell,)
 - Congestion real problems
-

Short term "solutions" = introduction of zones in principle and a move to night deliveries. Longer term, as technology improves and take-up increases, the low emission zones can be made stricter leading eventually to zero emission vehicles only in City Centre.

TABLE 3 – Strategy 3



Rationale Behind Strategy 3

1. Countywide travel between modes of transport single ticketing: - 1/ 2/?
3/ 4/ 5/ 6/ 7/ 8/ 9/ 10/ 11/ 12/
2. Fuel Shift 2/?

Above run together, thinking this is cornerstone of getting people out of their cars.
3. Planning conditions no commuter parking to be provided with Residential and Office Development. Green Business. Difficult Politically to sell, anti car attitude, ? Encourage business.
Must be linked to attractive pedestrian access and transport.
4. Train network must be examined in conjunction with improving existing and building new custom.
5. Planning conditions - service deliveries restricted for hours, whole City Centre.

Strategy

1. Awareness Raising - Immediate
2. Integrating, modes, means and inter service ticketing. Improve the quality of transport, ie routes, trains, companies.
3. Encourage car share, pooling via financial incentives and planning restrictions to residential and business development - medium
4. Fuel shift linked to public transport - medium term possibly long term knock on effect on car transport.
5. Supertram extension Long term
District Heating long term
6. Deliveries shift to night time via tram to City Centre from Meadowhall using the spare parking areas as a distribution centre long term.

TABLE 4 – Strategy 4

	SHORT TERM 0 - 2 YEARS	MEDIUM TERM 3 - 5 YEARS	LONG TERM 5+ YEARS
ENVIRONMENTAL QUALITY	<p>Co-ordinated Transport Policy Green Travel Plans - Extensive Programme</p> <p>Ride further Ride (nearby Bourne)</p> <p>Zone City Centre with pedestrian areas and bus-only cross routes Off-peak pedestrianisation</p> <p>Introduction of "Bus Zones" eg (LPG)</p>		
QUALITY OF LIFE, HEALTH & SAFETY & POLLUTION	<p>Low emission for City Centre (time-related)</p> <p>More trees & green open space Improve physical environment</p> <p>Linked</p>		
ECONOMY & REGENERATION			
ALL	<p>awareness Raising - Long term and extensive</p>		→

Rationale Behind Strategy 4

one side of sheet

- Segregate ideas into different categories
Cost low = Timescale - Low, quick to achieve
Cost medium = Timescale - Medium - Longer term
Cost high = Timescale - Long term
- Identify other issues from workshop 1 not documented
- Need for additional information, large employers, current travel/transport arrangements, etc
- Then eliminate other ideas based on the criteria/building blocks
- Looking at travel to the City Centre, and then how to travel around City. (Separate Issues)
- Identify issues and how they link together

Other side of sheet

- Plans & policy form the basis for implementation/adoption of issues raised
- Identified short term/medium/long term issues and most applicable section.
- Identify awareness raising as an issue that covers all aspects.
- Some issues classed together, need to be actioned as part of a process.
- Identified need to implement alternatives prior to introducing specific measures.

Note neither side of sheet was labelled - no indication of which side came first

TABLE 5 – Strategy 5

	SHORT TERM 0 - 2 YEARS	MEDIUM TERM 3 - 5 YEARS	LONG TERM 5+ YEARS
<p>Improve cohesiveness of City Centre "milk</p> <p>Tram Extension</p> <p>Introduction of</p> <p>Subsidised & improved public transport</p>	<p>Widening of Supertram network</p> <p>(boundary)</p> <p>Low emission zone for City Centre (time-related)</p>		
<p>QUALITY OF LIFE, SAFETY & POLLUTION</p> <p>Better Cycle Routes</p> <p>More trees & green open spaces</p>			
<p>ECONOMY & REGENERATION</p> <p>Improve physical environment</p>			

Rationale Behind Strategy 5

Group 6

Discussion of some of the actions:

- Car sharing/pooling
good idea; would it be effective if
 - 1) people reluctant to give up cars
 - 2) employment base is City Centre may not match residentialNeed for culture shift
- Tram extension - to W Sheffield; to Rotherham
Potentially could make a difference, but cost implications
Doesn't infringe on accessibility for car drivers
Improves image of City
- Cheap public transport - good idea but can't happen
Park & Ride - something to consider, needs right location, targeting
Commuters, linked to excellent public transport\
Potentially deliverable and affordable - connections are the thing → Quality
Bus
- Low emission zone - present as an option in advance or ensure alternatives
are in place so zone isn't needed?

Strategy

Short term - things happening now or can be done cheaply, quickly, but not likely to have a big impact but deliverable and ongoing.

Medium term - putting in alternatives to car transport too long - require a lot of planning, generally expensive

Long term - having provided options, restrict traffic/access