

SHEFFIELD CITY COUNCIL

CYCLE FORUM

Minutes of the meeting held on Thursday 18th August 2022

at 5.00 p.m. online

1. APOLOGIES FOR ABSENCE/ATTENDANCE

Apologies Jo Maher, Andy Buck, Yvonne Witter

In attendance: Cllr Peter Price (Chair), Cllr Ruth Mersereau, Cllr Richard Shaw, Paul Sullivan, Simon Ogden, Simon Geller, Colin McCulloch, Insp Kevin Smith, David Bamford, Peter Marsh, David Holmes, David Whitley, Natalie Rea

2. NOTES OF JUNE FORUM

i) Accuracy

The notes of Cycle Forum meeting held 14th June 2022 were reviewed and agreed as correct.

ii) Matters Arising

Fox Valley Signing – put it to the Stocksbridge Town Fund **PS to action.**

Upper Don Trail Oughtibridge – is a scheme now, consultation before Christmas? DW to discover Section 106 with the council? Feasibility work on going, not straight forward. Initial Business Case approved. Is it designed? Scope still being explored Concern about river crossings? Is not that the section 106 determines that an active travel bridge is built? We need to go through the options determine whole lifetime costs. Upfront costs vs whole lifetime costs. Building costs increasing so should be accelerated.

Queens Road - meeting still planned to discuss, brief update later.

City centre bus now operational.

Darnall mini Holland - feasibility study has begun.

East Bank Road – no work thus far.

Contacting Emergency services – done twice, some comms issue in Fire and Ambulance – needs communicating out to counter the misinformation.

3. BROADFIELD ROAD

Link to scheme here [Road improvements and requests | Sheffield City Council](#)
David Whitley ran through the National Productivity Funded scheme at Broadfield Road.

Key aims to improve journey times and open up development sites. Scheme identified on back of existing Bus priority schemes Presentation attached

This scheme will fund improvements on Sheaf Valley Active Travel route at Glover Road and a crossing on Wolseley Road.

Start on Site Sept 2022, nine month build period. Sheaf valley elements are scheduled to be early in the process.

Is there an option to use cameras to enforce on Glover Road?

The design should make it more difficult in that area. We are working with the mosque. We can't use cameras on yellows on red routes. Need to understand if appropriate in this instance.

Is this tied in with the Sheaf Valley route funding?

Different funding source so doesn't have the same deadlines as Sheaf Valley.

How is Asline Road progressing?

There is still an outstanding road safety issue to be rectified. We have asked for materials to be pre-ordered so we can start as soon as the safety issue is resolved.

Is there scope for bollards on Asline Road?

Need to speak to the design team but we are exploring options to prevent parking.

No objections to the Asline Road Traffic Regulation Order, so there will be no further delay once road safety issue is resolved.

Traffic signal technology, what does that entail?

Priority for late running buses but needs buses to have transponders. Transponders are kit that talks to our urban traffic control that says I'm running late can you give me priority, green at traffic lights gets called forward quicker or stays on longer for example. Operators need to use transponder fitted buses on the routes for it to work.

The road surface is not great in that area, will it be resurfaced?

Yes, we have delayed Amey until this scheme was ready for delivery.

Cycle lane on Chesterfield Road occupied by parked cars will that be addressed?

No is the simple answer as outside of scope, but we can investigate.

Could a Traffic Regulation Order be used across the city to cover obstructions/moving traffic offences?

We are moving forward on this in the interim we are using raised kerb height for example.

ACTION David Whitley to explore Red Routes at Glover Road.

Can we talk more about enforcement at a later forum?

We are developing and will be going to the DfT to gain those powers when all internal approvals are complete.

4. SCHEMES UPDATE

Transforming Cities Fund

Lots of progress in the background – designs, surveys, hopefully one might start before Christmas, all schemes have contractor in place.

Active Travel Fund 2

Low Traffic Neighbourhoods – issues in **Crookes**, remaining measures planned for September. TTRO being progressed to enforce on parked cars to complete.

Springvale Road one way has been built but being abused averaging around 12 cars an hour ignoring the restriction.

Contractor now in place to install **residential cycle parking** within the Low Traffic Neighbourhoods.

Sheaf Valley

Shoreham Street a couple of road safety issues to be addressed. The more significant delay is with the order. This is to be advertised mid to late sept, build will follow on from that. Funding deadline extended and if missed remaining will be picked up by Gainshare fund.

Cherry Street Bollards raised August, Amey and SUFC have the keys. Within SUFC gift as to when they raise and lower.

ATF 3

Still no funding agreement, Darnall mini feasibility has begun.

ATF 4

We still wait for guidance and allocation information.

Small schemes

Netherthorpe underpass – issue with invasive species resolved

Prince Of Wales Road -significant issue with road safety, now being redesigned

ATF3 Macdonalds planning application – no cycle parking, 22/02371/FUL opportunity **PS to investigate**

Has the creation of Active Travel England had an impact funding, bidding etc?

Still early days, only senior management in place. They are sending through paperwork.

ATF4 What are we submitting?

To be confirmed, both criteria, and funding levels are unknown at this stage. We do know we need to be ambitious. Good chance criteria will request schemes link in with existing/planned schemes.

How can Councillors influence what is submitted?

Councillors need to be proactive and bring issues/ideas to officers.

Some significant corridors are not being tackled. When they are chosen, they need

to be what cyclists want, not what is easiest to deliver. Ecclesall Road is a good example where a difficult issue could be tackled.

Ultimately who makes the executive decision?

Councillors will be involved in the bid, but it should be the transport committee that decide.

Starting point for any bid is the Transport Strategy – this document highlights the four areas for investment. Large scale schemes unlikely to be included as they need larger sums of money and longer delivery timescales.

Those larger corridors are on our radar, just need appropriate funding source and lengthy timescales to deliver.

Does the 40:20:20:20 split still apply when splitting the funding across the region? The split was relevant in this situation as only Doncaster and Sheffield received funding.

Is there an argument to help adjacent authorities?

Active Travel England will be there to help.

We have been working with Rotherham on schemes including the A6178 segregated cycle track linking Meadowhall to Rotherham centre.

Are we (Transport) attending LAC meetings?

We have had scheme drop ins and there will be transport attendance at LACs where appropriate.

It would be great to see a proposed cycle network for Sheffield.

5. CYCLING MATTERS

a) Issue raised as to why **red surfacing** was being replaced with black surfacing. This was a -supply chain issue now resolved

b) Historic issue around resurfacing on **Summerfield Street** report from the Highways inspector

“I’ve had a look on but unfortunately I cannot find anything which is within the guarantee period. I agree the condition isn’t fantastic especially for the length of what this reinstatement is and is nearly all within cycle lane. There is nothing that we would deem “dangerous” but for a cycle lane the condition isn’t great.”

c) **5WW viewing platform** This structure was vandalised but not repaired. Friends of the Trans Pennine Trail have some funding to look at feasibility study for restoration. Not sure who owns it? Is this a viable scheme?

Transport would not have any funding to take forward. Structures would be a start point. It is on someone’s radar as emails are circulating.

ACTION One to bring in at the adoptions meeting later in the Autumn.

Suggestion to approach Gripple to see if they will sponsor?

d) **NCN627 proposal** to extend from Richmond to take it to Waverley/AMRC. There are issues in Handsworth.

Sustrans rangers could put stickers on the route, get it on Sustrans map, may be lever for more funding to improve, a ranger could be added to the area.

WRT Signing the route, just need to factor in Sustrans route rationalisation, and route prioritisation. Our priorities re NCN repair of 5WW, and widening, Chapeltown Greenway extending the route from Chapeltown Park, completing Smithywood, realignment of the Porter route to Ringinglow, Upper Don Trail north of Oughtibridge.

ACTION PS to check who approves sticker placement

e) **Tinker Ave Beighton to Rother Valley** resurfaced in Red, why has this bit been improved as opposed to other worse sections.

Amey still undertaking core works, we had opportunities team to make changes to improve network for active travel during the core period, we no longer have that budget.

We are aware of other routes in Beighton being resurfaced and barriers being reinstated. We are looking at altering but Amey needs to inform us in advance. That said any missed, can be added to our list. Communication Issue raised with Amey via HMD.

Barriers are a big issue that needs resolving.

Update on the city centre barriers – changes made to allow bus route, access open from Barkers Pool onto Leopold/Pinstone Street. Access is a little tight to get onto Pinstone street, will investigate widening.

Parks installing K frames at Skye edge, not a transport issue but could we speak and advise them?

f) Is there an ambition to extend **Sheaf Valley** down toward Chesterfield at least to Dronfield, idea for an ATF 4 scheme? There is a Sustrans ambition to do this but timescales always problematic for big schemes. Could we also look at a higher-level route bordering the peak park via Holmesfield?

g) **Cycle hub -Attercliffe** – Colleagues working on that scheme, less pressure on that particular budget, things are moving, looking at some interim storage options.

City Centre hub – Russells Bike shed will be running it working with CDS re final design, and fit out. Moving forward slowly.

6. ANY OTHER BUSINESS

Repair of 5WW. can we receive details of the design costs. Amey have completed the estimate and it's come out at £1.2m. The solution involves installing piled piers supporting a series of short span bridges/walkways. The total length of the structure is around 90m. An alternative and potentially cheaper solution using a sheet piled retaining wall has been ruled out following the ground investigation

Its unlikely to be to LTN1/20 standards so rules out bids to DfT and ATE, also need to include an increase in maintenance costs. Inspection alone cost £25k. Probably looking at £2million for build and maintenance.

Amey's proposal is expensive, who is making the decision in SCC on next steps, can we meet to discuss, can we cover this off at the adoptions meeting.

What width can be achieved on that? 3m would be ideal we can then go to ATE, Sustrans can add to the fund.

Cycle Sheffield don't want funding from ATE/DfT spent on 5WW route

There then entailed a discussion on leisure routes, and utility routes.

Herries Road crossing, developer on site. Opportunity to fund a crossing been missed, can we revisit the absence of a crossing as the rest of the route being upgraded.

In terms of the actual works The shared use path alongside Penistone Road will be closed, so looking at temporary route for peds and cycling. Dismissed constructors proposals to use opposite footway.

Network management have asked for ideas from the forum

No option to take a lane out. How long is the closure likely to be in place?

Are we looking at building Herries Road crossing?

PS to investigate

7. ANY OTHER BUSINESS

Transport committee representatives attending next forum will be Q and A.

Date of next meeting: **5pm 20th October 2022**
