

# **SHEFFIELD CITY COUNCIL**

## **CYCLE FORUM**

**Draft Notes** of the meeting held on Wednesday 26<sup>th</sup> February

at 5.00 p.m. online

### **1. APOLOGIES FOR ABSENCE/ATTENDANCE**

Apologies: Peter Marsh

In attendance: Cllr Ruth Mersereau, Cllr Ben Miskell, Cllr Richard Shaw, Paul Sullivan, David Whitley, David Holmes, Colin McCulloch, , Simon Ogden, Neal Byers, Evan Ingold, John Chapman, John Armitage, Ian Carey,, Helen Kellar, Kevin Smith, Sam Gregory, Alex Hinchcliffe, Sarah Weir

### **2. NOTES OF THE LAST MEETING**

#### **i. Highway Maintenance**

Highway maintenance team scheduled to attend the next forum on April 23rd.  
Please think of questions regarding the resurfacing program and other related topics.

#### **ii. East Midlands Railway**

Chase East Midlands Railway regarding signage on platform 6.

#### **iii. West Bar Roundabout**

Concerns about the safety of the roundabout have not yet manifested themselves.

**Action:** Ruth Mersereau to coordinate withn David Whitley to investigate vehicle-activated signs and speed cameras.

#### **iv. Weedon St. Works and Crossing**

Issues with pedestrian safety and signage. On site meeting resulted in solution yet to be implemented

**Action** Paul Sullivan to follow up with network management to ensure agreed solutions are implemented.

#### **v Permanent Arrangements for Weedon St and Penistone Road.**

Concerns about the clarity of planning conditions on the permanent crossing at Weedon Street, and the agreed infrastructure for Penistone Road active travel route

**Action:** Paul Sullivan to clarify conditions and position with highways DC\*. SYMCA have raised the Penistone Road application with ATE

### **Post meeting update**

Weedon Street -still waiting on detailed design but scheme will be a parallel crossing Penistone Road feedback from Sec278 officer - segregated route along the whole length as required by planning. Traffic Regulation Order to ban all parking/loading at any time no objections. S278 is out for signing. Likely a summer build

### **vi Local Access Forum**

**Action** Paul Sullivan to catch up with Nick Blaney regarding attendance.

### **vii City Centre Hub**

option for pay by use

Action Paul to discuss with operator re options, there is the Spokesafe option at £1 a day, located close to Moor Market in the Multi story car park.

## **3. CITY CENTRE ACCESS AND MOVEMENT PLAN**

Neil Byers and Evan Ingold from Nota Bene shared a presentation on the project.

A transport plan for the entire city is imminent, however this piece of work has a focus on the city centre.

The aim is to

- complement the ongoing regeneration
- alter the transport to meet the demands of the new city centre and
- determine what space is available for different types of activity,
- establish how the streets could look

The area of focus, while entitled city centre, will stretch to include Kelham and the Wicker, the University, and London road and Queens Road. The plan will set the vision, the ambitions and some of the aspirations around street hierarchy

So what do we need to actually change and then turn that into an action plan?

What is already happening, significant investment through connecting Sheffield. this is looking beyond the current horizon and beyond current schemes to those that might need to follow next to build on the existing good work.

The objective being to improve the city centre for all different types of users

This is an opportunity to have a bit more of a conversation, in addition to the consultation already undertaken and planned.

We would like the forum members to tell us about

current perspective,

current issues,

current challenges

that can be a specific location, it can be a route, it can be an experience that's been had,

what balance of space would you like to see

And to think about some of those solutions and some of the barriers that might be challenging that change.

**Q1** How this will interact with The Walking Wheeling cycling investment plan(WWCi) that Sheffield City Council are currently working on with WSP

They are aligned, this plan will investigate options for delivery based on the more strategic WWCi Plan, but bring in the other modes of transport as well

**Q2** Does this offer the opportunity to finally finish sorting out Division Street?

Could be the benchmark for the rest of the city it doesn't look as if the shops and bars have suffered from that at all and hopefully benefited from it.

the initial intervention (a temporary scheme now) has been in place for 4-5 years? is crying out to be made into something permanent?

**Q3** will this open up cycling on Fargate and The Moor?

Fargate definitely - that has been designed with a cycling route in mind

**Action** to check on TRO wording

**Post meeting note** Cycling on the Moor is not allowed, instead parallel routes will be developed and short spurs to cycle parking on the edge of the moor incorporated, which includes the hubs

**Q4** how will we protect this new infrastructure, and make sure all users comply to the new arrangements (cyclists, taxis, deliveries etc)

Direct engagement with relevant groups So we're going to the taxi forum, engaged

with the Union Rep for the micro delivery drivers, get their perspective, understand their needs.

**Q5** It was pointed out the city centre feels a lot busier especially in the evening, has there been any counts of pedestrians, cyclists?

We have some baseline numbers from around a year ago, transport tends to monitor on a scheme by scheme basis. We are not aware of what other data is available

**Action** To investigate city centre data (Paul/David) via city centre management automatic counters Pinstone Street and Division street

**Q6** The changes being made and in the pipeline prove a challenge for cycling in Sheffield's city centre. They appear ideal for slow speeds and moving around the city centre but when making arterial journeys across the city due to its geography, which forces them to travel through the flat city centre which is the preferred. speeds are typically 15-20 miles per hour, which isn't ideal in pedestrian-heavy areas. The cycling infrastructure varies in quality, with some good cycle lanes and others that abruptly end, causing cyclists to navigate through bus traffic. Suggestion to improving through route cycling routes and upgrading arterial routes to state-of-the-art standards like those on Gibraltar Street and Shalesmoor.

It is important to manage the mix of pedestrians and cyclists, especially in terms of behaviour and speed. We have had feedback from various forums, including the Disability Access Forum, about how cyclists and pedestrians can coexist safely. There's a need for clear guidelines on behaviour and design to help users navigate shared spaces. It is important to connect routes to create a comprehensive network

**Q7** Have you had much input from wheelchair users with regards to city centre?

We have undertaken some user group sessions with small numbers of wheelchair users

To note there are regular meetings that are happening with a steering group of councillors on the city centre Access movement strategy

There is an upcoming public consultation from June to August and encourage feedback during this period.

**Punctuated in amongst the discussion around the strategy the issue of roadworks and diversions was discussed.**

Summary below

**Point 1** the narrowness of footways in some locations as a result of scaffolding and hoarding, do we work with contractors in these situations

**Point 2 The use of cycle dismount signs** – believed we were no longer using them, as not helpful and can be discriminatory, as not all cyclists can dismount or remount without help. Diversion signs need to be more obvious

Worth noting that what is often discussed with contractors on agreed signing, guarding and diversion routes does get lost in translation. Any temporary traffic management does need regular inspection. There will be people that ignore diversions and do their own thing. Any specific issues feel free to send them through as was done for Weedon street.

#### **Post meeting note about specific issues raised**

Weedon St now in place.

Flat St – SCC never envisaged it being this long in place but the original developer went out of business so work has gone on longer than anticipated.

Pinstone Street diversion routes should now be signed, slightly different routes depending on direction of travel. Some changes planned at Charles St/Pinstone Street in order for all traffic to avoid the works

## **4. SCHEMES UPDATE**

### **Penistone Road**

A fuller update to come in April, section from Rutland to Claywhwheels is close to completion and is subject to review by the TP team

### **Sheaf Valley route**

Providing a challenge on costs, so looking at options to use technology alongside infrastructure, but is progressing in the background

Transport Committee will be briefed on final design, any Traffic regulation order will need to go back to committee, as would any changes to funding.

## **East Bank Road**

Work continues in the background, assessing options with a focus around Granville gyratory and Farm Road as this will determine how the rest of the route looks.

## **Making Walkley ATN permanent**

Some changes and additions required as a result of the public drop in session we held in December

## **Cycle Hub**

Associated highway works will be issued for construction in early summer

## **Kelham/Neepsend route**

Snagging, and some planting

## **Magna Tinsley**

on site and under construction

## **SW bus corridors pedestrian improvements**

construction on going

## **Darnall Attercliffe route**

Traffic regulation orders being advertised possible autumn start for construction

## **Nether Edge route**

Traffic regulation orders to be advertised in early April, intention is to start construction in October

Question raised on cleaning regime for Rotherham section of Magna Tinsley as it appears there isn't one

We are aware RMBC have invested in some equipment and should be clearing/cleaning it regularly

Sheffield are working through options on different machines to do the same job

The construction period is for 9 months, starting at the boundary with Rotherham

**Action** David to confirm phasing

## **Northern communities active travel**

4 routes connecting Northern General hospital in design including a route to the city centre, not all 4 will be built as part of this funding stream.

### **Oughtibridge route**

scheme progressing some ecology risks, requires planning consent requires an agreed funding package as the cost is over and above the developer contribution. The funding package needs committee agreement. This will be determined in March

### **Shalesmoor gateway**

Still waiting on OBC approval from Dept for Transport, we've been asked to undertake some additional modelling. Quite a bit of back and forth

### **Five weirs walk**

EA issues resolved, report due soon

## **5. CYCLING DATA 2024**

More detailed paper will be circulated after committee members have been briefed  
Headlines from 2024 based on 25 automatic counters we have out on the network,  
11 count cycling only, 14 count all modes

the initial 7 counters installed in 2016 showing an increase of 3% in cycling levels,  
add in the 5 installed in 2021 increase is 5% and then if we include the Vivacity  
counter then it's a 6% increase

Irrespective of which set of counters you look at the increase is contrary to the  
reported decrease in cycling across the UK

Short term Increases in locations where we have made improvements over the last  
few years are more significant and range from 11% to 30%, and over the longer term  
those increases are even greater

The improved crossing at Bromspring lane has seen cycle traffic increase 26% over  
the last 7 years

Cycling on the Sheaf valley has close to doubled since the interventions were  
installed in spring 22

Investment does get people cycling and walking

The infrastructure also benefits cycling in Winter, the general public perception is  
that winter cycling drops to very little

Comparing 3 popular cycling corridors, Sheaf valley, Penistone Road and  
Clarkehosue Road

Winter cycling on Sheaf valley with its temporary but significant infrastructure is  
only 35% lower than summer cycling

On Penisotne Road where the infrastructure exists but is not as good the levels drop by 40%

On Clarkehouse no dedicated infrastructure bar some painted lanes levels drop by 78%

Better infrastructure reduces the impact of bad weather

### **Do we have an idea on modal share**

Not for the city other than through the cordon counts but it should be noted 6% on an existing 1% modal share isn't going to make much of a difference

We can use vivacity counters to understand mode share by location

**ACTION ; Paul to check data on vivacity and with SYMCA**

## **6. CYCLE MATTERS/AOB**

Concern about all the works at the Wicker and Blonk street impacting on cycle routes. Length of time it is taking and lack of signs for diversion routes

Northbank House scaffolding and closure in place for 2 years

Footbridge closed across the river

Archway access from Effingham Road shut

**Action:** Paul to get latest on each see below

Archway access is closed for works, all paperwork is complete

Bridge is not adopted

Northbank House awaiting update

With the consultation on dogs on trams and in light of the Manchester bike on trams trial are SYMCA looking at something similar for bikes?

Bikes on team is still being discussed with the mayor

**Date of next meeting: 5pm Wednesday 23<sup>rd</sup> April**

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