

CYCLE FORUM (YA tracked)

Meeting held on Thursday, 19 January 2017

PRESENT	Dick Proctor – SCC	(pp chair)
	Dexter Johnstone	Cycle Sheffield
	Ian Carey	- Cycle Sheffield
	Angela Walker	- Recycle Bikes
	Paul Walton	- CTC
	Yunus Ahmed	- SCC
	Nat Porter	- SCC
	Paul Sullivan	SCC
	Dick Skelton	SCC
	Rob Wormald	Sheffrec
	Alex Gunn	Bike Rehab
	Richard Shaw	Councillor
	Pam Walton	Pedal Ready

1. APOLOGIES FOR ABSENCE

Cllr Steve Wilson, Ken Woodhouse Peter Hayward, Peter Marsh,

2. MINUTES OF LAST MEETING (Sept 2016)

The last meeting covered the proposed infrastructure schemes SCC would be delivering . These are listed below with current status

STEP funded

Blackburn Valley Butterthwaite to Loicher lane– ready to build, fencing issue to be resolved with land owner

Little Don Link – Deepcar – in outline design

Little Don Link – Oughtibridge – feasibility

Hallam central – Collegiate to city campus – split into phases. Phase 1 is Charter Sq on site now, phase 2 is Collegiate to Hanover Way – in outline design, further phases to be programmed

Darnall cycle route – Parkway markets phase in outline design

Brightside Lane – Improved Crossing at Weedon St –awaiting SCR approval to build

SCRIF SRQ funded

University central – Mappin St to City Hall in outline design

3. KNOWLEDGE GATEWAY (presentation)

Nat and Yunus introduced the Knowledge Gateway concept, a scheme that has been in planning since 2013. The scheme largely funded from Sheffield City Region, and will run from Fitzalan Square through to Brown Street. The schemes purpose is to help unlock development sites by creating a better environment, improve connectivity, and to turn areas into key destinations. It is not a transport scheme per se, though it does have an impact on transport. There will be a public consultation in February which will run over 2 weeks

Section 1 Fitzalan Sq

Creating a significant and attractive pedestrianized square by removing traffic from the southern and eastern sides. All traffic wishing to access Flat St will be required to use the western side of the square. This means there will be no straight ahead movement from Haymarket

Q. Will this scheme help to achieve the council endorsed targets?

In all likelihood no. This scheme pre dates the cycle inquiry and the scheme is not being funded to achieve that aim. The bigger issue - the current arrangement of all transport in the area needs addressing.

Q. Was cycling considered within the scheme ?

Whilst this scheme was identified, and its development commenced, prior to Cabinet making its resolution to the Cycling Inquiry, exhaustive discussions were held at Director level, with a view to ensuring appropriate provisions were included in the scheme in light of the Cycling Inquiry.

The Director considered that, having regard to both the Cycling Inquiry, and also the economic and public realm objectives of the scheme, that it would not be appropriate to provide unidirectional, bilateral cycle tracks throughout the scheme – this was the Transport Planning preferred option to protect cyclists from the nuisance and danger posed by the significant flow of buses on this street (up to about 70 buses per hour). Instead, the Director instructed that a bidirectional cycle track be provided between Furnival Street and Howard Street only, with no specific provision made for cyclists in the remainder of the scheme.

During the development of proposals in line with the Director's wishes, it became apparent that such an approach was unlikely to provide a useful facility in the short term, due to the conflicts that arise where cyclists would have to cross to the offside of the highway to use the facility. Moreover, there appeared relatively little scope for future works to address this issue. Consultation with stakeholders also identified that this would have an adverse impact on other road users, in particular people with disabilities. It was also noted that proposals for a similar two-way cycle track, then proposed elsewhere in the city centre, had been on the receiving end of adverse lobbying from cycle campaigners.

As such, the cycle track proposal was felt to be unviable, and advisory cycle lanes were introduced in its place.

The forum felt this was going to make it worse for cycling. Cyclists would ignore the pedestrianized space and use it, as it would be safer than mixing with buses and general traffic on the High Street. This would bring them into conflict with pedestrians.

Q. Was an economic and or health assessment undertaken on this scheme?

Yes as part of the Sheffield City Region (SCR) economic assessment

The forum felt that SCR are not making the connection between improved health and improving the local economy.

Q. Has the scheme gone through a cycle audit?

Yes, this has been submitted and a response is imminent

Section 2 Pond Hill

The improvements here consist of –

- Widening of footways and repaving in higher quality materials
- Provision of bus stops and a taxi rank to facilitate the Fitzalan Square proposals
- A better demarcation of the cycle link between Flat St and Pond Hill
 - level separated from pedestrians to make it more obvious a cycle route. The tie in would be the same as exists today (i.e. cyclists to give way to traffic on the carriageways) as traffic flows on both roads are low enough for there to be plenty of time to join the carriageway.

There are also separate proposals for contraflow cycling to be facilitate on Pond Hill and Pond Street, to be brought forward as part of the redevelopment in the area. The Knowledge Gateway team is liaising with developers to ensure these works are co-ordinated.

Section 3 Pond St Flat St

Works here consist of repaving of footways, to provide a higher quality environment and improved conditions at private vehicular accesses.

Section 4 Howard Street to Furnival Street

Again, the design here is aimed at improving the environment to encourage development/investment. The works consist of widening footways, with the intention some of these would be available for 'spill-out' space for adjoining businesses. The carriageway would be narrowed, and advisory cycle lanes provided to guide drivers to provide adequate clearance when passing cyclists.

There is an idea to move the bus gate to aid Hallam University movements between sites, following concerns raised by the University regarding the impact of increased mileage required to avoid the bus gate in its current position.

Q. Once built how long will the scheme be in place before it can be altered. Will there be scope to alter in the future?

Things can be changed but this can only be addressed once we have a strategic overview of how the transport operates in the city centre. The idea being progressed as part of the City Centre Masterplan seeks to remove, or at least greatly reduce, the number of buses on Paternoster Row, something that would create safe cycling conditions to a high standard without requiring separate cycle tracks, as well as supporting and possibly freeing up additional space for the wider vision for the street. However, this requires much more strategic work, and unfortunately cannot be delivered as part of the Knowledge Gateway project.

Q. Will the scheme provide more cycle parking

Yes options to increase cycle parking in the area will be investigated

Q. Will the scheme be tied in at the Furnival Street end, current arrangement coming from Sidney Street is poor if wanting to proceed along Brown Street

Yes this will be improved

General comment around the city centre masterplan, and how that will help cycling

Key for officers to explain the economic benefits of cycling including the numbers of people that can be moved through a space if cycling as opposed to driving

The economy is currently the number one priority for investment and funding in the city, and this will necessarily be the case given proposed changes to Local Government funding arrangements.

4. KELHAM ISLAND/RING ROAD

There are 2 schemes being proposed (but no detail) at the moment that have a bearing on each other. They are Kelham Island improvements to create a better and more welcoming environment, and the ring road between Wicker and Shalesmoor to make improvements for all users. The forum were asked as to what they would like to see happen

The group felt the issues were

Speed of the through traffic

The current poor surfacing

The lack of cycle parking

Q was the experimental closure going ahead

The ETRO was proposed to improve the transition between the cycle path and the road at Old Penistone Road, a consequence of this may have been a reduction in through traffic, there are other options to bypass the ring road.

At the moment this is pending the resolution of the issue on Cornish Street. Once this is resolved we will consider the closure as per the ETRO or moving the closure to maintain suitable access to West Pack. One of the objections was difficulty in using Cornish Street for larger vehicles to access the West Pack unit.

Action: Forum to suggest ideas

5. REVENUE FUNDING IDEAS TO SPEND

Hypothetically the council will receive up to £1million to invest in revenue to promote sustainable transport from April 17 for three years— (a decision from the government on this will be made public shortly).

The council currently funds things such as adult cycle training, cycle

loans, bike hire, events and offers a grant scheme to employers to encourage cycling. These schemes come to an end in March, and will end at that point in their current format. The group was asked for ideas on how they would spend the money –would they do anything different?

Ideas that were suggested and discussed briefly
Campaign around driver awareness training targeting all drivers
Implementing a similar version of the Birmingham big bike giveaway

The group felt it needed more time to ponder this and would like to come back to the next forum with some ideas

Action: Forum to consider

6. CYCLE AWARENESS TRAINING for BUS DRIVERS

Dick Proctor agreed to take this to the bus partnership meeting and will report back on the level of training offered by the 2 main operators in Sheffield

Action: Dick Proctor as above

7. FUTURE ITEMS

A discussion on the relationship between Cycle Forum and Cycle Strategy group

8. AOB

Could a risk assessment be undertaken on the Penistone Road cycle route

Action: Paul S to request road safety audits

Next meeting:

Thurs 16th March 2017