

CYCLE FORUM NOTES

Meeting Held on Thursday 21st March 2019

Present:

Cllr Richard Shaw

Cllr Martin Phipps

Dick Skelton - SCC (Chair)

Paul Sullivan – SCC

Dexter Johnstone – Cycle Sheffield

John Chapman –Cycle Sheffield

Peter Marsh – University/BANG

Simon Geller – Sustrans

John Kirkwood –Sustrans

Angela Walker – Recycle Bikes

For Item 1 only

Margaret Kirkland HS2

Wole Odetola HS2

1. APOLOGIES FOR ABSENCE

Rob Wormald

2. HS2 – Two sets of notes –apologies for any duplication

Notes by Paul Sullivan

Wole Odetola gave a presentation on HS2 starting with the back ground, route development, history, phasing and key dates for the future. Please see end of notes for bulleted points.

However the crux of the presentation and discussion was about the electrification of the spur from Clay Cross through to Sheffield (Midland) Station and associated works involving around a dozen bridges that currently cross the rail track. In order to fit in the Overhead Electrical Lines (OEL) a number of the bridges would need to be raised by up to 6m. Each of the bridges will be shut for anywhere between 6 and 12 months. Lowering the track (the other option) brings about flooding risk especially around the station area. Given that royal ascent is likely in 2024 work will start soon after that and be complete around 2033.

The Walking Forum has already raised the idea of temporary footbridges to be built alongside the existing (as it is likely diversion routes will be too far for walkers). The cycle

forum asked if the bridge could be ramped and widened to accommodate cyclists (and be DDA compliant).

The Forum also asked if improved provision for cyclists in line with the newly approved Transport Strategy could also be considered

Wole explained that there was a budget that they had to keep to and all schemes need to come in or on that budget, this could rule out making improvements to the bridges as they are replaced – please note all bridges are to be rebuilt in their existing form.

It was asked of HS2 if they had considered making the temporary footbridge permanent and diverting all the stats from the original road bridges into the new 'temporary' pedestrian bridge. Doing this has proved cost effective in some cases before, as this involves only moving the stats once, fewer track possessions, etc. This then makes one footway on the original bridge redundant and it may then be possible utilise this additional space for other uses (e.g. cycle path provision).

They would look at this as part of their recommendations to government.

There then involved a discussion around numbers of cyclists using each bridge it was determined that some especially those around the station and just off the Sheaf Valley route would be busy and likely to be busier as cycling levels continue to increase

It was also asked if options for keeping the bridges either closed for motorised traffic (thus requiring no segregation for cycling) or made one way to be able to build in a reasonable width for a cycle track could be considered

HS2 were in discussion with highways at SCC around this and diversion routes.

It was also pointed out that access across the rail lines near to the station was poor. This, combined with the proposal to at some point in the future install barriers, meant that there was an opportunity to create a much improved access from South Park across to Sheaf Street, perhaps replacing the Cross Turner Street bridge which is currently not very attractive and consequently very lightly used.

It was noted that any station remodelling was not funded and is still an aspiration. HS2 as of today only had funding to deliver the routes.

The Cycle Forum also noted that consideration be given:

- to the diversion routes as some of these may be popular with cyclists because they are currently quiet
- signing the diversion routes well in advance and not on top of the closure
- construction traffic on the diversion routes (HGVs, buses etc do not mix well with cyclists)

HS2 were to return to the Cycle Forum in the autumn to present their diversion proposals. Estimates of current and proposed traffic flows on diversion routes would be helpful.

Notes provided by HS2

1. WO provided an overview of the scheme including timeline and key significant milestones.
2. WO advised of the 2 options to enable electrification of the MML. (i) Heightening bridges to enable installation of OLE. (ii) Lowering the track bed – this has largely been discounted due to deeming the railway inoperable during works and also significant risk of flooding.
3. Road closures and diversions will be in place for 6 – 12 months during work to bridges.
4. Temporary bridges would be provided for pedestrians during construction, therefore for pedestrians there would be little impact. Cyclists asked if it would be possible to provide ramps to these bridges to enable cyclist and wheelchair access. HS2 advised in some instances space may be an issue, but we are aware that taking away a bridge with wheelchair access and replacing with steps will need to be looked at.
 - a. **Action:** HS2 to feed back to design engineers.
5. The Forum asked if rather than building a temporary footbridge, could we consider building a permanent footbridge, with possible cycle lane – relocating utilities permanently, thereby avoiding a second relocation at a later date onto new bridge. The new bridge would then be built for traffic only.
 - b. **Action:** HS2 advised our remit is provide like for like, but will take back for consideration.
6. When HS2 replace bridges can improvements be made for cycling i.e. 1m wider? HS2 advised that widening bridges equates to going beyond our scope of works. However, associated impacts could provide an opportunity for the local authority to piggyback works and provide an extra lane in the new bridge.
7. There are currently no segregated lanes for cyclists.
8. Construction will be sequenced, taking into account traffic flow into/out of the city.
9. Advised cyclists HS2 are working with both SCC Regeneration Team and Atkins – we are keen to understand masterplan aspirations and will take consideration of same, but HS2 remit is to provide electrification to MML.
10. Station bridges: the meeting were advised that HS2 are looking at the option of combining the footbridge and luggage bridge into one single wider bridge. One bridge would remain open to users while work is undertaken on other.
11. HS2 were advised that the current passenger bridge is considered useless to cyclists and must have ramps to made is significantly better. People are carrying luggage next to cyclist, and also others are taking bikes onto trains.
12. The Forum advised Granville Road is used a lot, but cyclist ride on the pavement as there is no direct route.

13. Archer Road is also very well used by cyclists as there is no through way into park.
14. It was pointed out that appropriate measures need to be in place to safely divert cyclists.
15. Discussion continued around the legacy for cyclists. It was concluded that if done right, there would be more cyclists. The Forum were reminded of HS2 scope of works - to heighten the bridges. However, as discussed earlier this could create an opportunity for Sheffield.
16. Questions were asked if some bridges could be closed to traffic, and can some be made 1 way? HS2 are looking to attend a synergies workshop in April, where consideration may be given to incorporating 1 way etc. Budget restraints may exclude such potential schemes.
17. No additional costs. The question was posed – if cost neutral i.e. provision of temporary bridge and Turner bridge not used. Could HS2 consider not replacing Turner bridge, and making the overbridge better.
 - c. Turner bridge has PROW status. It is considered to be underused due to not being in a natural desire line, and is an unattractive place to be. The new bridge would be more attractive. However, we are in discussions with SCC who are keen to see a ramp installed.
18. It was agreed that HS2 would attend a further Cycle Forum to provide a technical presentation detailing proposed diversions and construction routes.
19. Future Cycle Forums are to be held:
 - 18th July
 - 19th September

3. NOTES OF THE LAST MEETING /MATTERS ARISING

At the January Forum the chair Steve Wilson agreed to write to the cabinet member to express the Forum's concerns over lack of progress regarding cycling and tram track safety. Steve has left the Labour party and therefore it was concluded he would no longer chair the Forum and the cabinet member had changed.

Paul to speak with Head of Transport Tom Finnegan-Smith about options.

4. CYCLING USA

Simon and John gave a very informative presentation around cycling in Washington DC and Fort Collins Colorado. Presentation attached but the focus was on trails, integration with Public transport, and bike parking.

Fort Collins (cycle modal split (6.2%))

No rail station but PT connections from Denver all accommodate bikes. Bike buses popular and there are a significant number of off road trails of varying distance. Incorporates a sustainable transport corridor. Clear signing.

Washington (cycle modal split 4.4%)

A significant number of trails that also link to key destinations. Started to build light segregated routes. Trails of varying lengths, including intercity of some considerable distance. Bike parking app to locate nearby parking. Car drivers tolerant and give way at crossings. Users of the trails very disciplined – stick to their sides so minimal conflict with walkers, joggers, dog walkers

Both cities rank highly in the states in terms of cycle friendliness/provision.

5. TCF/LCWIP/HUB Updates

The LCWIP initial draft is to be complete by the end of March, process to go through before consultation later in the year. The two cycle corridors are City Centre to Nether Edge and City Centre to Penistone Road, these along with City Centre routes and the AMID corridor (Greater Darnall) are included within the long list of schemes to be considered for Transforming Cities. Transforming Cities submission is November, to cover this year a smaller bid was submitted and Sheffield were successful with the four schemes proposed:

- Connecting the city centre from Charter Row through to Broomhall
- Crossing of Mappin Street
- Crossing of West Street at Holly Street allowing cyclists to go from City hall onto
- Trippet Lane (avoiding Leopold Street)
- Purchase of 200 e bikes, detail of a scheme to be determined

The location for the cycle hub (Under the car park on Charter Row) contains asbestos and that needs to be removed before any work can be undertaken, There are some issues with floor levels but this shouldn't be a problem for cycle storage. Still hoped that the hub will be open soon after HSBC complete their move to Cavendish in September.

6. AOB

Project Cavendish (HSBC). There was a planning condition requiring the developers to suggest ideas for extending the new segregated cycle path (along part of Furnival Gate and Charter Row) across Pinstone Street towards Furnival Square. This has now been provided and there are a number of useful suggestions contained in the report.

Notes by: Paul Sullivan and Dick Skelton