

Sheffield Cycle Forum

17th June 2021

1. ATTENDANCE AND APOLOGIES

Apologies were conveyed to the Forum on behalf of Rob Mace, (Cycling UK) and David Holmes (Upper Don Trail Trust)

The meeting was conducted online.

In attendance: Cllr Peter Price (Chair), Mike Lupton, Simon Ogden (Upper Don Trail Trust), John Kirkwood, PC Kevin Smith (South Yorkshire Police), Cllr Richard Shaw, Paul Sullivan (SCC Transport Planning), Greg Challis (SCC Transport Planning) Jo Maher, Tom Mutton, Dexter Johnstone, Cllr Ruth Mersereau, Peter Marsh, Colin McCulloch, Darren Hardwick, Emily Griffiths, Simon Geller, Roxanne Maritz, Nick Hall

2. NOTES OF THE MEETING HELD 25 MARCH 2021

The notes of Cycle Forum held on 25 March 2021 were agreed as a correct record

3. MATTERS ARISING

John Kirkwood raised concerns about the estimated cost of repairs and duration of closure of the Five Weirs Walk. He had written to Thessco, seeking access permission to the riverside.

Cllr Ruth Mersereau said that the current diversion via side streets with much parking including on pavements, meaning pedestrians need to walk in the road and mix with large vehicles, including HGVs.

Nick Hall reported that much signposting was in a state of disrepair and suggested lobbying Sheffield City Region and other stakeholders for funding.

Simon Ogden reported that when it was created as a permissive right of way in 1991, it was agreed that SCC Public Rights of Way (PROW) would look after the surface and that Highways Maintenance would be responsible for the structure. It should now be part of the Amey contract. From speaking to Thessco, he said they couldn't understand how Amey had made an estimate given no request for access to the site had been made.

As the original route designer SO offered to speak to Amey design team about ground conditions when it was first built.

Simon Geller said that the change in site use by Thessco meant that 24/7 opening should be possible. The temporary Active Travel lanes on Attercliffe Road that had provided an alternative had been removed. Sustrans Rangers had put up short term yellow diversion stickers.

Colin McCullouch said that, if an alternative was required, the cost of creating a safe and sustainable connection should be evaluated.

Paul Sullivan said that a report had been compiled to SCC Place Senior Leadership Team. This would address the current position and consider options for the future in the absence of maintenance funding and other long running issues. As the way forward became clear, this would be communicated to the Forum.

ACTION PS/GC

4. WALKING AND CYCLE FORUM INTERACTION

Cllr Peter Price reported he had suggested cross representation to the Walking Forum and that minutes be shared. It was agreed that Simon Ogden would attend on behalf of the Cycle Forum.

A joint meeting of the Forums could be convened if this was also thought necessary

5. SCHEMES UPDATE

PS reported that the **Small Schemes** Full Business Case (FBC) for 2021/22 Local Transport Plan budget had been approved for spend. He shared a Google map to highlight proposals as follows

- Protection of Sandford Grove Road cycle lane
- Safety improvements to raised section of cycle way under railway bridge at Prince of Wales Road, Darnall
- Traffic signal retiming of pedestrian/cycle crossing at Leavygreave Road to help cyclists cross in one go. Also looking at Western Bank crossing where users are subject to delays
- Widening access barriers at cycle/ footbridge over River Don at Meadowhall
- Mix of Sheffield and other cycle stands at locations TBC
- Additional bins for Little Don Link at Deepcar.
- More access barrier alterations at locations TBC. Currently working with Sustrans on barriers at Manor and Rother Valley
- Although not included in Small Schemes programme, improvements to the Netherthorpe Road underpass would be designed and delivered this year

Responding to Dexter Johnstone (Cycle Sheffield) regarding the Oughtibridge road safety scheme, PS said he would confirm any progress.

Connecting Sheffield's five Transforming Cities Fund consultations were complete, with a mixed but largely positive response. Feedback on the City centre and Kelham/Neepsend proposals had been given to Members.

The City Centre response was generally supportive, with some big organisations in the city including the Sheffield Property Association and developers in favour, being especially keen on the public realm uplift. There was qualified support from bus operators given some increase in walking distances for passengers. For similar reasons there was concern from disability groups. Car park operators were less keen still and businesses around Surrey Street worried about loss of on street parking.

Kelham and Neepsend – in general there was support for proposals from bus operators and cycle groups along with neighbourhood groups but not individual residents and businesses, due to access concerns.

PS noted that TCF proposals included a Dutch style roundabout at West Bar, making Sheffield the only core city doing so.

The Nether Edge scheme had registered around 75% in favour, the main concerns being around removal of trees and on street parking and Waitrose car park congestion. Retailers at Wostenholme Road also had reservation.

Despite the suggestion from some quarters, space constraints meant that it wasn't feasible to offer both a subway and at grade crossing option for the London Road crossing.

Detailed feedback was to follow on the AMID and Tinsley proposals.

PS concluded that design continued as we move towards formal consultation and implementation. Given how tight the deadlines were and the delay in getting on site, it was likely that an extension to funding would be required beyond 2022/23. Co-ordination with other schemes, added to the delivery challenge.

Stocksbridge Towns Fund: Greg Challis recapped on the proposals for a £3.75m upgrade of the Upper Don/Little Don Trail and the creation of a new route around Underbank reservoir. Together these would deliver a series of continuous routes from Stocksbridge Town Centre and Fox Valley.

The Underbank loop would be delivered in partnership with Yorkshire Water who were investing some £400k to upgrade the route on the southern side on land in their ownership. Other sections were largely on highway to create the new links to and from Underbank and the district centre and to improve the route through the Fox Valley development and onward along Station Road. Funding for a new crossing of Wortley Road was included in the LTP for 2021/22. The scheme proposal included the off- road section through More Hall tip where land was being progressively reclaimed.

SO said that the work offered the opportunity to create a clear hierarchy for route signing and this was being looked at by the Upper Don Trail Trust. This would consider the overarching Don Valley Way (as envisaged by the Don Catchment Trust) and beneath that the Little Don Link/Steel Valley Route and Upper Don Trail. This would tie in with the Trans Pennine Trail (who had been made aware) and National Cycle Network.

SO raised the need for a safe crossing of the A616 to link to Underbank. Highways England would not allow a signalisation at Barnsley MBC's Equitrek crossing. Darren Hardwick suggested that a site to the west nearer Midhonestones would be more useful.

Active Travel Fund: PS said this was progressing through SCR business case process whilst design continues. Consultation was imminent on the Sheaf Valley route via

Connecting Sheffield. This would create a continuous route from Castlegate as far as Woodseats Road if funding permitted. It involved around 14 separate interventions some minor, with road closures, physical segregation and reduced traffic volumes.

The Nether Edge Active Travel neighbourhood focussed on the on local centre, with a similar but larger area earmarked for Crookes. The approach here was much more a “blank sheet” for the community rather than starting with Council proposals.

The tender for city centre, Bike Hub operator was ready to issue. This was tied in with the business case for fitting out the hub to allow the operators input into this in terms of security and other aspects. DH suggested that the University of Sheffield’s experience suggested that additional smaller, secure cycle parking facilities were needed complement the larger hubs.

The Active Travel fund had been topped up with SCR Gainshare funding. All schemes were to be implement by March 2023.

Responding to Cllr RS about the Sheaf Valley routes passing through multiple wards, PS confirmed that details would be sent to all Members in South LAP/LAC before it goes live.

PS said that the **second round of DfT’s Active Travel Funding** information had just been issued. Sheffield could potentially seek £2m-£3m for further schemes plus contest for “mini-Holland” funding (12 areas were to be selected outside London, with one per City Region). Sheffield had already expressed interest to lead on this to SCR in a location to be confirmed. The bid would need to be complete by August, with delivery by 2024. There was also a pilot for social prescribing to be tried in the city.

Collaboration continued with **Sustrans** on alternatives to the proposed Club Mill Road/Herries Road/Livesey Street route. Currently looking at the feasibility of using the footpath by the river to Rawson Spring Road, and an adjoining section to Penistone Road. A discussion ensued on appropriate widths for cycle routes and where, and if, exceptions should be sought from SCR by LTN 1/20. This provided such as guidance on adequate widths for cycle ways. Officers saw delivering this quality provision as important to future proof routes and cater for growing demand.

Sustrans wanted to see improvements to NCN6 south to the Peak District National Park. One consideration was Ringinglow Road as an alternative to the steeper section of the Porter Clough route through Mayfield Valley.

A new Sustrans engineer was in post and surveying the network for resurfacing and access control related issues.

6. CYCLE SHEFFIELD MATTERS

PS said that the crossing response times at the University of Sheffield were being investigated.

The surfacing on Broomspring Lane crossing was post applied and relatively rough. This has previously been raised with Amey contractors as not acceptable, so it was disappointing that it had happened again. In the absence of funding to replace, stringent attempts were being made to stop it happening again.

At the junction of Woodhead Road and Bramall Lane, temporary barriers had been installed to prevent vehicles attempting to turn, and the gap widened as requested

Issue around the locked gate and link at Tinsley (Eon site) remained with Council legal, but with only one person available it could not be said when this might be progressed.

A discussion was held on how routes were determined for funding and the distinction being made between leisure and utility routes. Officers did not determine funding criteria; schemes were being prioritised based on the LCWIP which used PCT modelling to determine where greatest take up of cycling could be achieved

Nick Hall gave an update on the planning application from Outukumpu which crossed the NCN 67 route. Cllr RM said that the soonest it would be considered by the Planning Committee is 27/7.

Jo Maher said that Beat the Street had just launched as a Move More/GP/public health activity via schools. Also aimed at wider public participation, there were 450 beat boxes located around the city to encourage active travel by all. Some 32,000 people, 8% of the city's population had taken part on the first day. Continuing promotion by active travel supporters was encouraged.

7. ANY OTHER BUSINESS

Mike Lupton urged action on a signal crossing to Ecclesall Woods and measures to reduce vehicle speeds nearby at Whirlow Brook Road and Abbey Lane

Dates of future meeting. It was agreed that it was best to avoid March and May due to Member availability

Date of Next Meeting: 19 August 2021.