

Sheffield Cycle Forum **19th August 2021**

1. ATTENDANCE AND APOLOGIES

No Apologies

The meeting was conducted online.

In attendance: Councillor Peter Price (Chair),
Yvonne Witter, Paul Sullivan, Councillor Richard Shaw,
Lucia Lorente-Arnau, Emily Griffiths, Sam,
David Holmes, Matthew Reynolds, Simon Ogden,
Colin McCulloch, Councillor Ruth Mersereau,
Tom Mutton, Simon Geller, Lauren Barker,
Ben Smith, Angela Walker

2. NOTES OF THE MEETING HELD 17 JUNE 2021

Changes requested and made to words regarding the accrual of the Five Weirs Walk. The surface of the route is the responsibility of Public Rights of Way. Amey/Highways structures are responsible for the actual structure. Simon Ogden to send Matt Reynolds detail on this matter.

3. MATTERS ARISING

The Walking Forum was cancelled hence no invite for the Cycle Forum rep

What has happened to the report being submitted to senior management about the current situation re the Five Weirs Walk - Transport Planning have not yet had sight of it.

This is being led by flood management.

4. CASTLEGATE FLOWER MARKET (G2G II closure)

Lucia Lorente-Arnau introduced the proposals for the Castlegate G2G flower market. Lucia was the client for the G2G in the area which included the segregation as well as planting and drainage. The aim is to attract people to the area. Already being well used. Flower market an early idea to showcase and celebrate the scheme. It will take place Once a month 3rd Sunday of the month. Routing options have been discussed with Cycle Sheffield. Will start in 19th September. It may block the cycle route, which will need to be closed with a diversion. Cyclists are welcome to walk through the market with their bikes.

Organisers Lauren and Ben reiterated arrangements, diversion via Blonk Street and Bridge Street.

They welcome this engagement with the Forum.

Comments / Questions

It might be helpful if Furnival Road was closed as part of the flower market in advance of the permanent closure

It was explained that we cannot close Furnival Road as part of this, but does form part of the connecting Sheffield programme

There might be quite a few cyclists, can the diversion be protected as possible. Can we accommodate those who can't dismount?

Stewards will be on site and will be briefed to help anyone in that situation

There was discussion around the walkway between Blonk Street and Ladys Bridge (Hancock and Lant site). It is not a public right of way so we couldn't sign but can be used, though there are some obstacles (pillars), plus supermarket entrance so maybe not that attractive?

Chair suggest this will be a tremendous asset.

Lucia then covered the opening ceremony the day before (18th Sept) It will combine with waterways festival at Victoria Quay. Some refreshments and entertainment. Attendance unknown but should be less impact than flower market. Hoping to have some ebikes on display, and hope those cycling come to both events.

The question of whether the route should be closed or remain open was put to the forum?

Suggestion as to leaving it open with some appropriate signs to advise on slowing through users.

5.FUNDING UPDATE

Mini Holland/Active Travel Fund 2 (ATF2)

SCC have submitted a Mini-Holland expression of interest which was selected by SCR as the city region's proposal to government.

The Mini Holland scheme will focus on Darnall. At concept stage, but will contain Active Travel Neighbourhood interventions - one ways, point closures, improvements to street scene, sustainable urban drainage). Plus active travel improvements to and across the ring road and rail line. Darnall has a lot of localised motorised trips. Ties into the broader work.

12 EOIs will be selected by from DFT. It will be a tough competition.

In addition, it was explained the ATF 2 bid will include a scheme linking Attercliffe Darnall Connecting Sheffield scheme through to Europa link (AMID/AMRC). This will then tie in with Levelling Up Fund bid to develop cycle hub at OLP. The route will start around Wilfred Road and run through Darnall and along Tinsley Park Golf Course with connection into the back of the AMRC.

All consultation will be undertaken through Connecting Sheffield.

A second scheme is also being proposed within ATF2 – namely City Centre to Heeley via East Bank Road, this will link to Sheaf Valley ATF 1 proposal.

Still at concept but route would run via Granville Square, Farm Road, and East Bank Road, with feeders from Heeley and Arbourthorne. Segregation on the uphill section will make that route much better.

In addition, the third proposal submitted contains a package of proposed crossings to improve access to green /recreational space these are

- Better crossing facility between Crookes Valley Park, Ponderosa and Weston Park, format to be designed, location also needs to be identified
- A number of crossing points on Abbey Lane to connect Ecclesall Woods. Not ideal to create one crossing as demand occurs along the entire stretch. These are likely to be refuges in a number of locations

Some informal consultation suggests a number of circular routes are used, Investigating options reduce the speed limit down to 30mph.

Some parking will need to be removed.

Questions

Can this funding be spent on cycle parking?

We are working on a strategy on residential cycle parking, at design concept so can be integrated into design. Parking needs to be consistent across the city. Paper will be taken to executive member.

Support from Friends for the Crookes Valley crossing can go through SO to start with.

Consultation hopefully by the end of the year

Any chance of a crossing at Hutcliffe/ Abbey Lane?

That crossing is on the radar, but subject to cost

Clarity on design standard of off-road routes?

We can build off road if LTN1/20 compliant

If refuges are built can cyclists be protected through them on road?

Can we include all of Abbey lane in the speed limit review?

Subject to funding -we will stretch scope so some may stay as design for future funding.

Will include Cllr Richard Shaw in discussion.

There should be opportunities to look at other pots to fund this.

Darnall Well Being(DWB) strongly support mini holland bid/idea - Pleased to hear that the Connecting Sheffield scheme is being extended into Darnall

Greenland Road is a barrier to accessing High Hazels Park, busy fast traffic. Covid testing site car park what does the future hold for that?

Unsure, that will be fleshed out in design.

It's critical that we get significant engagement in terms of consultation, DWB will be significant for us in this, and developing the scheme.

Issue raised about flooding on the off-road route.

We will design and build out this issue.

SCC also want to improve access to and across the rail line especially at the station.

Chair asked about investment in the north of Sheffield.

It's an in to out network development from the city centre, but Northern Communities on our radar. Hope to have an idea on the next set of interventions by the next forum.

6.SCHEMES UPDATE

Connecting Sheffield (TCF)

Kelham Island – green light to go to next stage of design, design and build tender being prepared, out to the market soon.

City Centre – same status.

Darnall Attercliffe -still with Sheffield City Region – delayed by modelling.

Magna Tinsley – first step approved, this irons out all the issues so in essence approved to move to next stage but still needs signing off from board in October. Rotherham already building their section, through a different fund.

Nether Edge – as Magna Tinsley.

SW bus corridors still being developed.

Connecting Sheffield (ATF1)

Sheaf Valley– consultation complete, business drop in/engagement session done. Controversial. Some confusion from businesses, but explanations helped, and some views changed in a positive way. Will be objections to Traffic Regulation Orders (TRO). Members onboard. While March 22 is the deadline for delivery, we think we will need to extend the deadline given the level of interest. Overwhelming support via the online responses.

Questions

When do we expect to see work start?

Some big interventions Shoreham Street, but Little London Road is the game changer, and quite a simple intervention but reliant on TRO that could take up to three months subject to objections and sign off. We also have to bear in mind implications around football matches at Bramall Lane.

Aim to complete March 22, detailed design under way.

Cost of material will have an implication, much as doubled in price.

There is business support from south side of the closure and residents in the area.

Can we not use Edmund Road rather than Shoreham Street, given the limited time and budget?

We looked at options, but we want to tackle the mini roundabout which is a road safety issue.

Edmund Road is still available as a quiet road option.

7.CYCLING MATTERS

West bar development implications - Temporary arrangements

Talked through diversion routes while works take place

We will lose the contraflow out of Bridge Street, diversion routes via riverside route

Crossing remains open.

Cyclist still able to cycle into Bridge Street.

Shared use path closed alongside the Ring Road

Multiple options for diversion but using opposite footway is the preferred

Questions

There is parking on the footway of the proposed diversion route, causing an obstruction, requires enforcement.

Ruth to email Parking Services.

West bar development implications - Permanent arrangements

Initial proposals for active travel underwhelming, but we are now involved in developing improved designs.

When the drawings are available, we will share with the forum.

School Streets - All information on the website.

4 schools in line for treatment for 6 months, Temporary TRO, could become permanent on the back of the trial.

[School street closures \(sheffield.gov.uk\)](http://sheffield.gov.uk)

Questions

Are there plans for walking buses?

Not yet, we can investigate that with each school, but need school on board.

Cycle Hub - Tender docs ready to go, confirmation on rental required. Funded through ATF

Abbeydale/Ecclesall Road TCF Bus Corridor Schemes - These are PT schemes, improving priority, reliability, some improved ped access to bus stops, some crossing upgrades.

Following the principle of routes by mode, Chesterfield and Abbeydale will be for Public Transport, Sheaf vVlley for active travel. Consultation next month.

Level of enforcement needs to be stepped up. Some particular hotspots. We are looking at Red Routes, and we can enforce through camera.

8.AOB

Oughtibridge section 106 - will be picked up by resource in September

Wortley Road crossing on site now, narrowing the road

Feedback is that it felt safer, a welcome step

Cycle parking - City ward councillors spent most of their funding on cycle parking

Cycle stand (Bike Port) due for Kelham Island still looking at options as original location not suitable.

Beauchief and Greenhill councillors are also installing bike stand across the area

End.

Next meeting – 21st October 2021online