

SHEFFIELD CITY COUNCIL CYCLE FORUM

NOTES OF THE MEETING HELD ONLINE 25 MARCH 2021

1. ATTENDANCE AND APOLOGIES

Cllr Peter Price, Chair of the Cycle Forum, welcomed everyone to the meeting
In Attendance: TBC
Apologies: none had been received

2. NOTES OF THE MEETING HELD 21 JANUARY 2021

These were agreed as a correct record.
Matters arising: Simon Geller reported that he had contacted Kevin Smith, regarding Sustrans rangers and was working with Robert Mace from Cycling UK on developing rides for community groups.

3. REPORT FROM SCR ACTIVE TRAVEL DIRECTOR

3.1 Pete Zanzottera provided an overview from Sheffield City Region (SCR) on the second anniversary of the appointment of Dame Sarah Storey as active travel commissioner. It had been a somewhat momentous time, with thanks due for the collective effort by the wider cycling community for the progress made on the active travel agenda.

3.2 The next year would see the start of the Transforming Cities Fund (TCF) programme delivering infrastructure in excess of £90m across South Yorkshire. Despite the shortage of local authority officers on the ground, Sheffield had produced excellent plans meeting LTN 1/20 and the Mayoral Combined Authority standards, or with minor exemptions agreed. Proposals were currently at Outline Business Case stage, so much detailed design was still to be done, which would likely mean changes to the final version to be implemented.

3.3 The engagement process had started with the SCR interactive map and the aim now was a regional survey to understand what people think about the volume of traffic in neighbourhoods and better opportunities for active travel. A much-improved conversation was needed about how people get about – crucially including walking – but whilst there would always be friction in this process, people were capable of change. Threats to delivery of the programme included lobbying from roads interests so it was important that people got involved in the public consultation.

3.4 Looking further into the future, the pressing need was to create a pipeline of active travel schemes ready to be implemented, with communities active and ready to support them.

Responding to questions, PZ said the £90m comprised TCF and Emergency Active Travel Fund and an element of the Towns Fund.

Kevin Smith highlighted a current objection by opponents of LTNs, about emergency vehicle access. To counter misinformation, emergency services needed to state publicly how the new arrangements work for them. PZ added that there was also an attempt to suggest that LTNs/ANs restricted access for disabled people that should be countered.

Cllr Peter Price noted that Walking Forum were keen to link up with the Cycle Forum.

4. 2020/21 SUSTRANS RANGERS ANNUAL REPORT

4.1 Simon Geller summarised the work of Sustrans Rangers locally. Recruitment of more volunteers had been the priority and the group doubled in number during 2020. This enabled more work to be done on routes across the local area. Porter to the Rother currently had 13 rangers with 2 vacancies, Upper Don (including Five Weirs Walk) 10 rangers (1 vacancy for a co-ordinator, currently being filled by SG); Lower Don centring on Meadowhall 6 rangers (4 vacancies).

4.2 The group's main functions were

- Liaison with SCC including around signing
- Compiling defect reports
- Monitoring funding opportunities
- Liaison with police about motorcycle misuse
- Campaigning for access control removal
- Linking up with other community groups for route clean ups and workdays,
- Improving biodiversity
- Developing network links

4.3 For 2021/2, the programme included stalls at festivals, habitat management and tree planting, rides for community groups, workdays, on and off-road safety and community payback with offenders. It was also hoped to install a container for tools (the group had a lock up in Nether Edge already)

4.4 Priority routes sections for improvements had been identified. SG finished by highlighting the ongoing closure of the Meadowhall to Rotherham canal towpath where a gate had been locked for three years. Responding, Paul Sullivan said that to ensure access required a legal agreement with EON which had thus far not proved possible.

5. SCHEMES UPDATE

5.1 Connecting Sheffield (TCF) – PS said that the AMID consultation went live last week and Nether Edge remained open and comments were still invited. Feedback has generally been majority positive; schemes did not show all details as this was still to be worked up.

5.2 Stocksbridge Towns Fund – a successful bid had been made for funding and, on successful completion of the Business Case would mean £3.75m for

cycling and walking trails in the area. This included upgrades to the existing Little Don Link/Upper Don Trail and a new loop around Underbank Reservoir. Responding to a point about the absence of a signal-controlled crossing on an adjoining section in Barnsley Council's area which traversed the A616, Kevin Smith from South Yorkshire Police, said that the Highways Agency would not consider this on a section with a 60mph speed limit.

6. CYCLE SHEFFIELD MATTERS

Paul Sullivan shared Google maps showing a series of routes and invited people to feedback directly to him on the issues raised.

6.1 Blackburn Valley, SE via Smithywood Business Park and Chapeltown Greenway to roundabout is linked by an unofficial track off road, as well as to the rear of the DPD warehouse. For the missing link to the south, planning permission means that the route is constructed in sections as development plots are built out. Currently a site planning application was awaited for the missing link, so an interim solution was required given there was no immediate plan to connect with a sealed surface/asphalt path. At the nearby development site by M1 to the south, the planning application has not been determined but there were objections to the proposal because of its impact on the cycle trail.

6.2 At Nursery Street / Johnson Street junction an adjoining development would remove the existing cycle lane. A proposal to use Nursery Street instead was rejected as it reduced the value of the site if space was taken for a cycle track. However, an alternative route could be requested via the planning process.

6.3 At Herries Road "triangle" and Club Mill Road development, client discussions had been held with Highways Development Control colleagues to see if more could be asked for; in particular to preserve a strip of land on Penistone Road for a segregated cycle route. However, there was also the opportunity to join up with the Upper Don Trail (UDT). One possibility was to request removal of the left turn into Herries Road, subject to funding being secured for wider improvement. This would enable a better route along Herries Road south from the trail to Claywheels Lane.

6.4 Some discussion followed on applicability of LTN 1/20 for privately led developments. Matt Reynolds, SCC Transport Planning Manager, clarified that it was highway guidance only for developers – negotiations around individual sites would boil down to questions of viability and willingness of individual developers to adopt.

PZ added that Active Travel England was being established nationally and would include planning related infrastructure as part of its inspectorate function. Clear direction from Government would be helpful in removing the need for supplementary planning guidance as LTN 1/20 cannot currently be enforced.

6.5 PS said SCC is still planning to go ahead with the Bridge Hill scheme at Oughtibridge - unfortunately it has been delayed by Covid19 and an estimated cost which is more than the budget available. We are reviewing the scheme to see how we can reduce the cost, for example by removing some of the “nice to have” but not essential features such as planters. The scheme would still have the primary objective of collision reduction, so any alteration must be an effective road safety solution.

Due to this delay, a temporary sign had been installed to warn drivers that the junction has a collision record for cycles and motorcycles.

6.6 The development of the cycle route from the paper mill site into the village is tied in with levels of housing development and occupation and it won't be built in advance of initial occupation. Simon Ogden said that there should be S106 funding available so public consultation would follow.

6.7 PS confirmed that building the new crossing of A6102 Wortley Road at Deepcar was included in SCC's 2021/2 Local Transport Plan programme.

6.8 Bike Share – E-bikes were not included presently but support was there in principle and, cost permitting, they would be part of the scheme.

6.9 Cycle stands at Co-op store on Derbyshire Lane – this is with Co-op architects for design.

6.10 Cycle Stands at Ozmen's store – this was still with SCC Legal Department.

6.11 Tinsley Park flooded section – SCC Public Rights of Way and PWC were devising a solution but there was no date for works yet.

6.12 Locked gates on Coppice Rise, Chapeltown Park route – the gate is on private land but was being used by the public, so residents got the landowner to lock the gate. It would have to be adopted as public highway to change this. A better option was an emerging proposal to consider development of the wider High Green and Chapeltown area cycle routes.

6.11 Five Weirs Walk, section by Thessco – permission to work from within the River Don would need to be given by the Environment Agency but the cost is significant and needs to be evaluated against return given that path here is permissive and shut for much of the year. Simon Ogden (Upper Don Trust) was unconvinced that a better investment might be to create a more permanent diversion that would be open at all times, unlike this section of riverside path which was locked shut every evening. He suggested an approach to Thessco to make it permanent right of way

6.12 Shalesmoor Gateway – Matt Reynolds (MR) said he was working with Highways England to bring forward a development proposal in the Shalesmoor area – previously the subject of Housing Infrastructure Fund bid. MR shared a sketch showing the area between Rutland Road and Shalesmoor and invited feedback from the Forum. Improvements included at

the junction of Rutland Road and Penistone Road where preliminary designs for a new crossing had been drawn up as progress towards the Outline Business Case.

6.13 The Kelham Island/Neepsend TCF scheme provided for cycle movement through that area, but there was also the potential of the bi-directional track on the north side of the A61 Penistone Road and how this could be developed as a complimentary route. Using the Propensity to Cycle modelling tool showed likely potential routes but it was helpful to get a better feel for how it could all work on the ground. Pedestrian movements through junction were also important particularly in order to make better use of the Shalesmoor Supertram.

Following an initial discussion, MR invited co-ordinated feedback from the Forum and said that there would be further engagement around the emerging ideas.

7 ANY OTHER BUSINESS:

There was none.

Cllr PP closed the meeting and thanked everyone for their attendance.