

SHEFFIELD CITY COUNCIL

CYCLE FORUM

Draft Notes of the meeting held on Thursday 17th October 2024

at 5.00 p.m. online

1. APOLOGIES FOR ABSENCE/ATTENDANCE

Apologies: Tom Collister Simon Geller Simon Ogden

In attendance: Cllr Ben Miskell (Chair), Cllr Richard Shaw, Cllr Ruth Mersereau, Paul Sullivan, Helen Kellar, David Whitley, Sam Gregory, Jo Maher, Sarah Weir, Angela Walker, David Holmes, Colin McCulloch, Kevin Smith, (Andrew Shearer, Mica Marshall, Kelly Snowden (for item 3)) Anna Butler, Peter Marsh

2. NOTES OF THE LAST MEETING

Accuracy

Agreed as accurate.

Outstanding Actions

Forum letter to ATE

On the back of the Penistone Road planning application the Forum to send a letter to the South Yorkshire's ATE representative (Simon Ogden to draft).

ACTION Paul to check with Simon

Highway Maintenance

Someone from Highways Maintenance Division to be invited.

ACTION Paul to invite for December

Living Streets Summit – Doncaster presentation

ACTION Paul to invite Kerry Perruzza for December

Rail Station parking signs

East Midlands Railway (EMR) happy to sign. Need to clarify funding source. Could be done as part of their station cycle hub revamp

ACTION Paul to follow up with EMR

3. WEST BAR ROUNDABOUT/KELHAM/NEEPSSEND ACTIVE TRAVEL ROUTE

The project team introduced the scheme and some general information about the entire scheme. For more info go to

[Connecting Sheffield: Neepsend and Kelham – City Centre | Have Your Say Sheffield](#)

A Transforming Cities Fund Scheme and is predominantly based around active travel improvements with some public transport investment as well.

Scheme is a mix of segregated cycle lanes, improved footways within the Ring Road, and quiet traffic managed roads in the Kelham and Neepsend area. Where appropriate greenery and sustainable urban drainage has been incorporated continuing the theme from Grey to Green. Improvements to crossing points particularly the crossing of Rutland Road at Neepsend Lane and Burton Road. This will improve safety and encourage footfall between the many destinations in that area and benefit the developing mixed-use area, making it an attractive place to live, work and visit.

The traffic management measures should see reductions in rat running and encourage through traffic to use the ring road.

The bus priority measures should improve reliability and journey time through the area.

There was then a focused presentation around the new arrangements at the West Bar roundabout.

The roundabout arrangement gives priority to both cycling and pedestrians through segregation, parallel crossings and give way markings.

[Sheffield's First Dutch-Style Roundabout \(youtube.com\)](#)

The roundabout and links on and off it are close to completion (possibly two weeks away). Some issues to resolve around the emergency services museum. All the planting is complete.

In order to get the message out around the changes and what each type of user should expect, and how they should act we will be using Variable Message Signing (VMS) on both entrances and exits, a banner close to the museum.

Press release has gone out, the project team has presented at a number of different

meetings, so we asking forum members to spread the word amongst their groups and networks.

The roundabout is the centrepiece of the scheme.

Key is to get the message to the motoring community as there will be a significant mix of users, including regular commuters and those who see it as a short cut and may take it at speed. Trickest movement to tackle will be those descending Tenter Street toward the ring road. The priority needs to be clear.

It has felt safer and calmer while the roadworks have been in place, but it will be big act of faith to trust motorises. Will there be some additional signs to make this arrangement clear.

Keen to avoid the issue of collisions at the Cambridge version of this roundabout. The original West Bar roundabout was unsafe before; this should make it safer.

There will be messaging through the roundabout. We have spoken to Cambridgeshire about their roundabout. We have taken some learnings from their experience. The new road layout signs will be used.

We expect the change in environment to impact on a change in driving style through the area, it lends itself to slowing down.

Request for signs to indicate to peds and cyclists which sections they should be on. Yes, there will be some.

Be good to emphasise to residents and business that as well as the active travel benefits there will be a noise reduction benefit, and the extra greenery.

There will be a letter drop to residents. There have been regular drop-in sessions at the emergency services museum

Are we planning on installing a speed camera. Or vehicle active signing?

Any request for a speed camera would need to go through the Road Safety Partnership. SCC does have several VAS units that LAC members determine their location

We need to understand the criteria for deployment

ACTION David to raise with the partnership and investigate options

Is there an opportunity to lower the speed limit?

We would need to look at our current policy, we don't typically place lower limits on distributor roads.

Committee members are interested in getting a wider public perspective on how we tackle speeding.

We need to use the experiences of current users who have had collisions or near misses in this area to highlight why we are making this change.

We also need to ensure consistency in final surfacing to help emphasise the change in priorities but also factor in future maintenance issues.

ACTION David to update on materials at junctions

Could this scheme incorporate better wayfinding and general signing, as it connects into quite a few different options such as the Upper Don Trail and Five Weirs Walk, plus Parkwood Springs. We also need to understand how we can improve the signage/incorporate directions for the NCN routes from the new infrastructure.

The intention is to apply any new wayfinding strategy to Kelham/Neepsend as a pilot/trial/first attempt, but that is running slightly behind the infrastructure build. It would be good to look at alignments through the city centre in terms of the NCN

Points raised in the chat

Will SCC be monitoring the impact of the roundabout, study the behaviour - more general will poor driver behaviour be enforced as it currently isn't?

Whilst operational decisions are a matter for police officers, the Mayor now set the strategic priorities for SYP (now he's taken on the role as PCC) and he is currently developing a new Police and Crime Plan, which is the document that outlines these priorities.

I'd expect a new Police and Crime Plan to have an even greater emphasis on road safety and how we enable active travel and what SYP does to support this. There will be consultation events and opportunities for you to make the case on issues like this and I'd encourage you to do so. It's a great opportunity to see more alignment, with SYMCA now leading on regional active travel and policing.

A Different Gear have offered to take those being cycle trained through the roundabout to show them how to use it correctly.

4. CRSTS CITY CENTRE CONNECTIONS

At the last forum we introduced a block of schemes entitled City Centre Connections. We would like to add a little more detail to those elements that make up that scheme. Primarily its around plugging the gaps, upgrading existing routes, and making some temporary arrangements permanent. There is no detail for these schemes, this is purely an introduction (presentation attached).



CRSTS CC
Connections.pdf

There are five elements within this overarching project.

Division Street – making the long-standing temporary arrangements permanent, with the City Centre Access strategy in mind (upcoming) seeks to bring high quality public realm, alongside through traffic reduction and a safe active travel environment.

Townhead St/Leopold Street Key crossing point of the tram tracks we expect this to become much busier with the completion of City centre and Kelham schemes - obvious and logical crossing point given the limited opportunities in the city centre to cross tram tracks at 90 degrees given bus routes and trams tracks. Townhead Street connects (Neepsend / Kelham Scheme) and onwards to Penistone Road and into the City Centre, as well as existing routes along Campo Lane and Portobello/Trippet Lane. Will require changes to signals, possible restricting certain movements,

Castlegate/Castle Street connecting Grey to Green 2 and Castlegate site into Castle Street, currently not a legal manoeuvre. The intention is to provide an improved crossing and two-way track along Castle Street linking to Snig Hill and Angel Street.

Sheaf valley cycle route Shoreham St to Matilda Street. Required significantly more funding than ATF2 provided so not taken forward within that funding stream. Developing proposal to cross the ring road and link into Matilda Street. The plan is to build this element with this funding.

Northern Communities Inner ring road crossing Design only, as requires a major intervention to get any route from the north across the ring road to Nursery Street

Strategic outline business case has just been submitted to the Combined Authority.

5. ILLEGAL EBIKE/MOTORBIKES

Concerns raised about the increase of illegal e bikes (motorbikes) predominantly for food delivery companies but also some private use. Question centres around what the authorities are doing to tackle this issue?

We know SY Police have undertaken at least one operation to confiscate bikes, and in West Yorkshire the fire brigade have done some work around dangerous batteries

This is UK wide issue, concern that these bikes will be a danger to those using the new infrastructure and drive legitimate users away. The illegal bikes can travel at speeds over the 15.5mph assist and require minimal effort so are cruising around at between 20-30mph.

Typically, the riders are vulnerable themselves, relatively new migrants to the country, the business model doesn't help but it is giving legitimate e bike users a bad name.

SYMCA mayor is looking at this issue, it does appear we need to make the food delivery companies accountable.

Police state there is no organised gangs behind this, but needs tackling at a national level, it's a Road Safety issue for others but also the riders. SYP have been issuing warnings. Home office and UK Police are concerned, and it is included on the UK police risk register. Officers don't want to be chasing people so easier to tackle while they are waiting. It's tricky to give chase using cars is not ideal and conventional bikes even e bikes can't keep up.

6. CYCLE MATTERS/AOB

Request for an update on the **Stocksbridge Towns Fund** – we await a response from the project manager.

A625 Road safety fund -what will be funded, there are two drop ins planned one has taken place second one is on **Thursday 24 October, from 4pm-7:30pm at the Jubilee Centre at the City Church Sheffield, Wilson Road, Broomhall, S11 8RN**
A61 Chesterfield road scheme which is coming to the end of consultation, I've put

the client directly in touch with the person who made the query and they can feed back to the relevant networks.

Works at Weedon street reducing the safety of the crossing point. Paul to raise with highways.

Why the police are reluctant to enforce the right turn ban from **Glossop Road into Claremont Crescent**. This could be a site for SCC enforcement cameras, but they are still waiting deployment on the initial set of sites.

Local Access Forum there is no cycle rep on the local access forum, 4 meetings a year, so keen to see if here are any volunteers within the forum/wider network?

POST MEETING NOTE

Date of next meeting: Online 5pm 19th December
