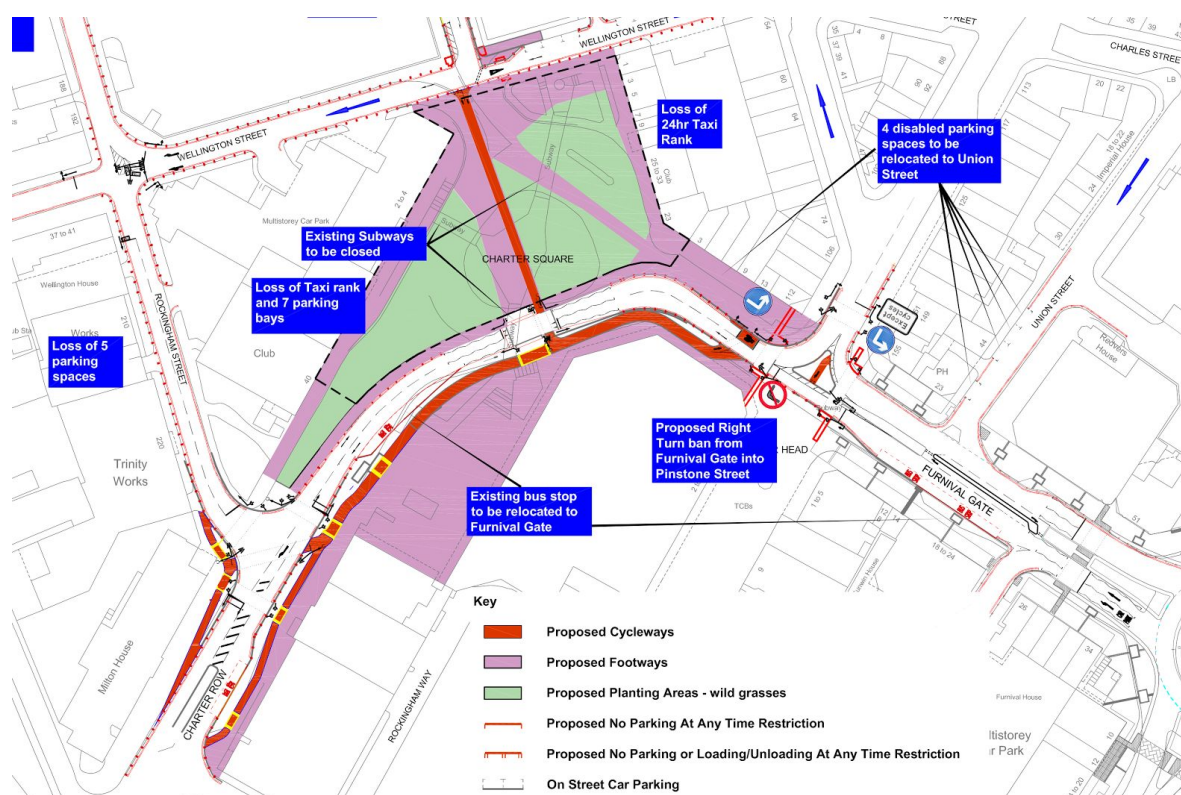


Cycle Sheffield response to the proposed redevelopment of Charter Square



Specific points related to this development.

1. **We believe there will be almost *no use* of the cycle track as proposed.**

The route can be accessed only from a busy major road, and people cycling will have no reason to stop to cross the road to travel only 100m or so on the other side. We understand that this expectation is shared by council officers. Until and unless it is made a continuous part of a useful route we expect that the track will sit unused – with reputational damage when the public, the press and councillors see apparently wasted investment in an unused cycle scheme in the core of the city.

2. We understand that the design is based upon the council's intent is that the cycle route will at some point be continued with a minimum of 3m wide two-way cycle track down the east side of Charter Row and Moore Street (or a 2.5m wide cycle route on each side of Charter Row and Moore Street, with similar provision along Pinstone Street, to meet the university-to-railway station exemplar route. The council expect the latter to be delivered as part of the Sheffield Retail Quarter plan. **We urge the Council to make the cycle route useable by including in this scheme the extension of the cycle route along Charter Row and Moore Street.**

We would like a commitment that Pinstone Street will meet these expectations as part of the Retail Quarter Scheme.

3. We noted the council's intent that there will be a bus gate on Furnival Gate, such that traffic will be limited to only westbound public transport traffic between the end of Pinstone street and Rockingham street. This is anticipated to happen as soon as there is no further need for high volumes of traffic to access the existing John Lewis car park. **We urge the council to entirely redesign this junction at that time, to improve cycling into and out of Pinstone Street from Furnival Gate.**
4. The council has agreed to review and revise the proposed design for the Furnival Gate junction to alleviate the issues for eastbound cyclists at that junction.
5. The council has agreed that the section of cycle route towards Wellington Street, shown as less than 3 meters wide, should be increased to 3 meters.
6. The council has agreed that it would be desirable to extend the southern side of the route to cross Rockingham Gate before rejoining Charter Row when heading south. Whilst this may mitigate some of the issues of exiting the cycle track close to a bus stop, **we urge the council to also include in this scheme, or another scheme to complete at the same time, the extension of the cycle route the full length of Charter Row and Moore Street.**

General and strategic points

1. We believe this design is not compliant with the stated cycling ambition of the council to achieve vastly increased journey share by bike, and therefore reductions in car journeys. The scheme will miss an opportunity to make cycling a *more* appealing choice than driving. Designing roads to support higher levels of road traffic is counter to the council's strategic aims.

Within the design, cycling provision has been treated as a "nice to have" add-on, included only where it will not interfere with the free flow of motor traffic, rather than as an opportunity to address the problems (congestion, traffic flow, parking space) and aspirations (creating attractive space to visit, footfall/business growth, accessibility for all people) of the city centre.

2. The limitations of the scheme, which make it of little value to people cycling, are justified because "it is not a cycling scheme, but a public realm scheme into which cycling is being incorporated". However likewise it is not a "motor vehicle scheme", but nonetheless the boundaries and the design have clearly been determined to enable convenient and fluid motor vehicle movements, and this comes at the expense of, among other things, scope for cycling provision.
3. We noted that the design of the Charter Square open space is subject to further change to accommodate the HSBC building, and potentially to provide a ramp providing subterranean goods access for the Retail Quarter, both of which may erode the public spaces shown in the Charter Square Plans. CycleSheffield was offered and would like to accept, the option to meet the HSBC development project to discuss cycling provision within the HSBC development.
4. We now understand that the Retail Quarter design is not yet stabilised. We urge the council and developers to ensure that the finalised design is modified to improve cycling access, permeability and cycling facilities over the previous design.
5. We noted that the council is examining an option to provide a cycle hub located away from the major car parks in the new Retail Quarter. We urge the council to co-locate substantial secure cycle parking likewise distant from car parking, so it can be more central and so that safe and segregated cycle

routes can be provided from all directions.

6. We urge the council to use the retail quarter development as the catalyst for significant redesign of traffic flow within the city centre to simplify and improve private vehicle/public transport and cycling segregation. In particular we believe that making a number of existing roads one-way for motor vehicles would free space for improved facilities for cyclists and walkers, simplify junctions and improve traffic flows within the inner ring road.
7. We were deeply concerned that the council is considering an option to route traffic exiting from John Lewis car park onto Trippet Lane. This is the location of the city centre 'Exemplar Cycle Route'. At the least this will make the "cycle street" route design option unviable. Another solution is required.

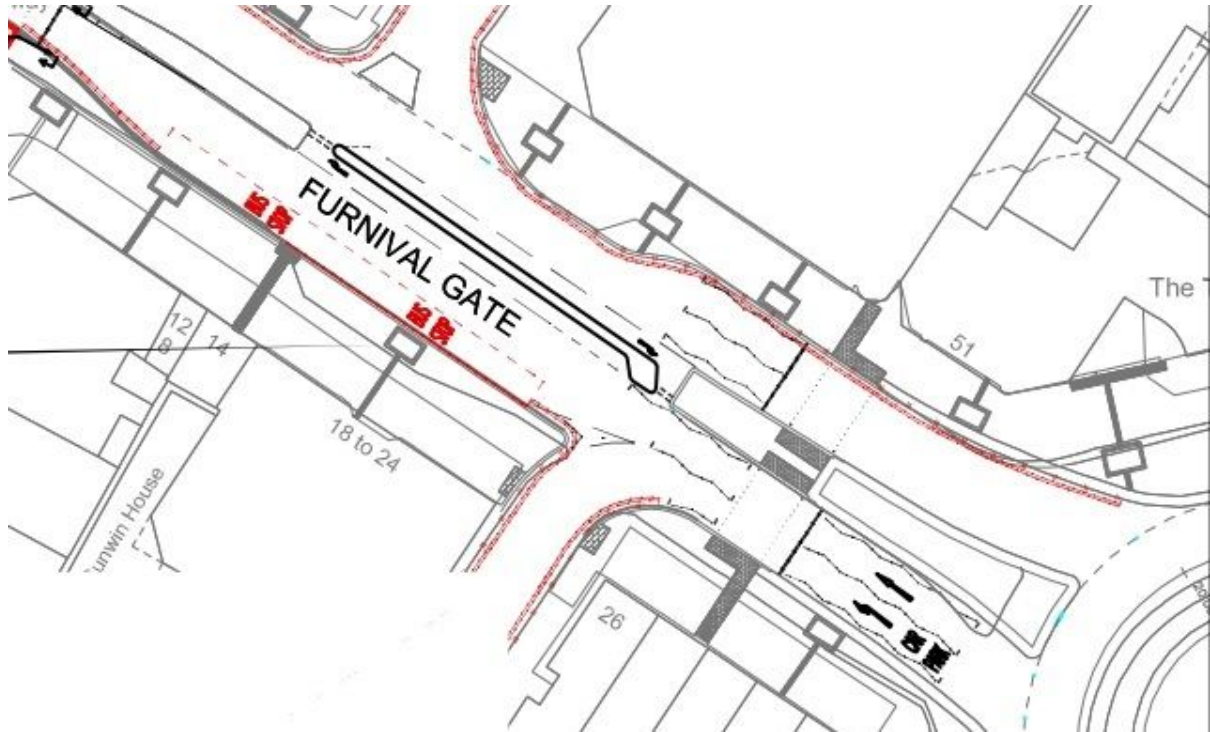
Detailed comments on Charter Square development designs

- The designs create new hazards for people on bikes which did not exist before. These are
 - on Furnival Gate with new two-lane layout,
 - where the cycle path through Charter Square joins Wellington Street and
 - where the southbound cycle path joins Charter Row.
- The new infrastructure does not link up well with existing infrastructure and does not provide continuous routes.
- Changes to motor traffic flow in city centre will have detrimental effect on existing routes used by people on bikes (Division Street and Wellington Street for example).

Furnival Gate going west

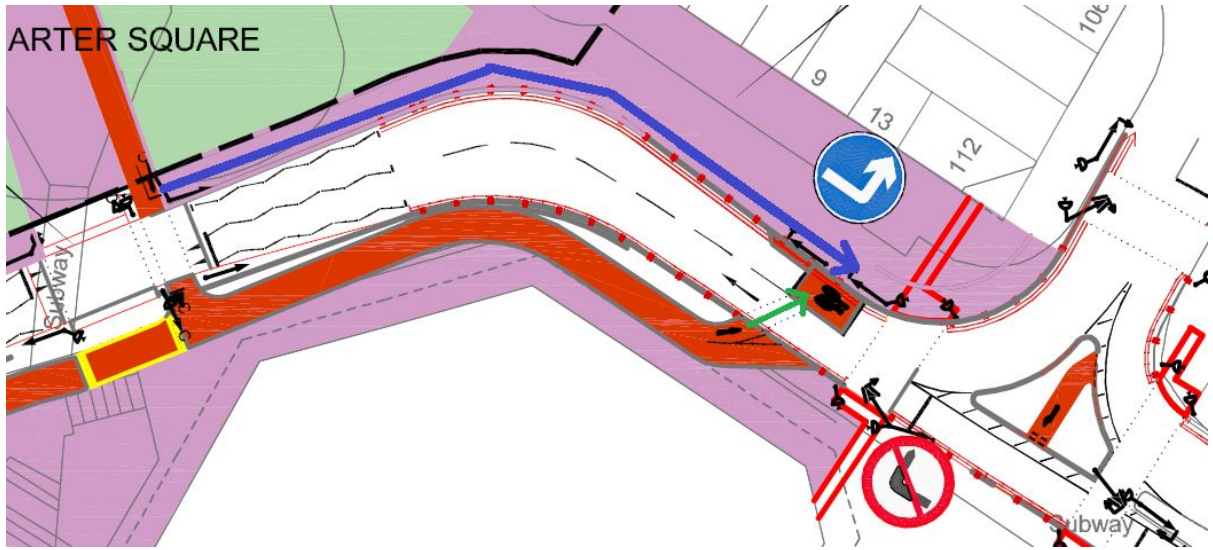
The road narrowing on Furnival Gate has created new hazards for people on bikes. The inside lane from Furnival Gate roundabout has become left turn to the car park only, therefore cyclists coming off the roundabout will have to move into the outside lane. The road then widens again to allow for two bus stops which creates a problem with buses pulling in and out. The road then narrows again at the pedestrian

crossing at Moorhead. This stretch has become more difficult and dangerous to cycle along and needs to be redesigned.

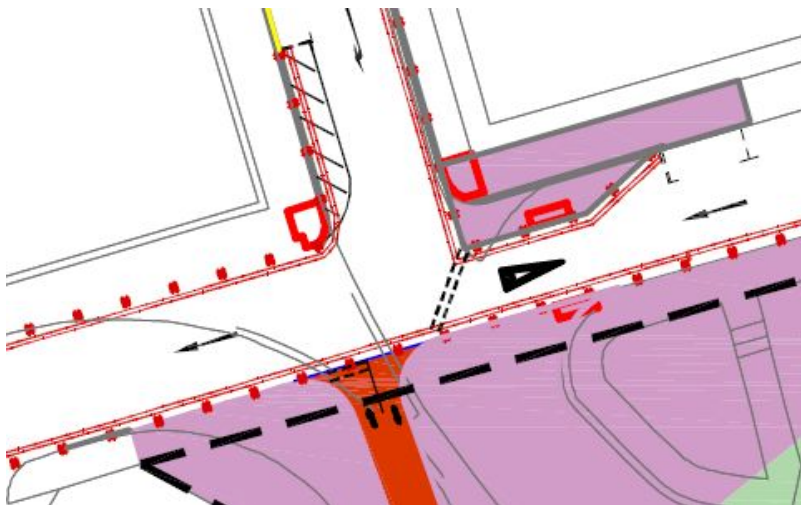


Furnival Gate going east

People cycling east along Furnival Gate will have to cross into the ASL box on the other side of the road and then go up Pinstone Street (see map below, green arrow). This is very poorly designed. All motor traffic going to the John Lewis car park will be travelling east along this road and buses will be travelling west. It will therefore be difficult to get into the ASL. Drivers will not be expecting people on bikes to enter the ASL from this direction. It would make far more sense to have an off road cycle path on the northern side of Furnival Gate going at least from the cycle path on Charter Square into an enlarged ASL box (blue arrow, map below). Ideally the entire junction should be redesigned.



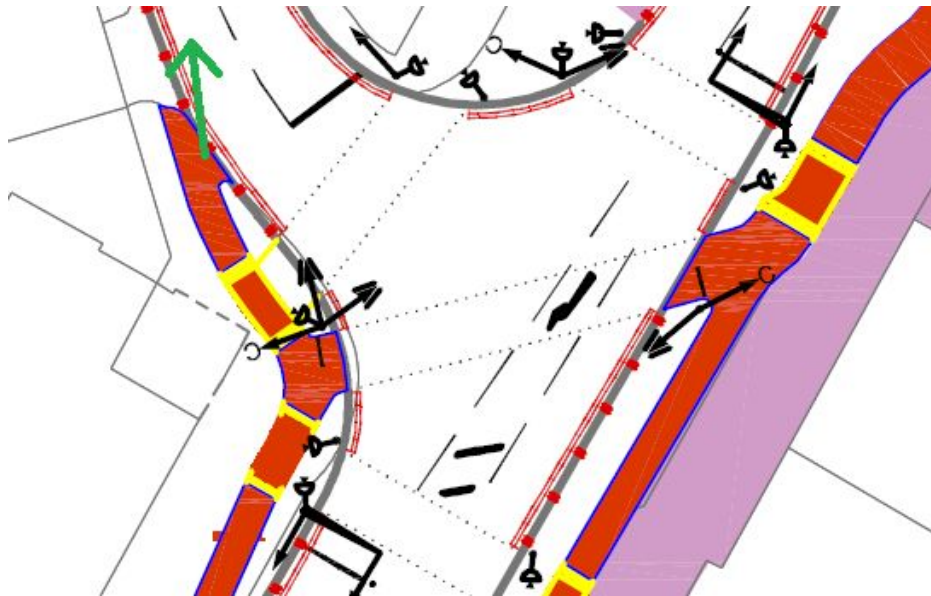
Charter Square cycle path joining Wellington Street



This is very poor. Wellington Street and Carver Street will be very busy with traffic going to/from the John Lewis and Wellington Street car parks. What safe or convenient route is there for people on bikes being taken north into this traffic and why would people on bikes going south be needing to enter the Charter Square development from this area, given the likely unsuitability of these access roads for cycling? If people cycling are going to be directed here then a segregated route along Wellington Street is required, and another down Carver Street joining Charter Square.

Charter Row / Rockingham Street junction going north

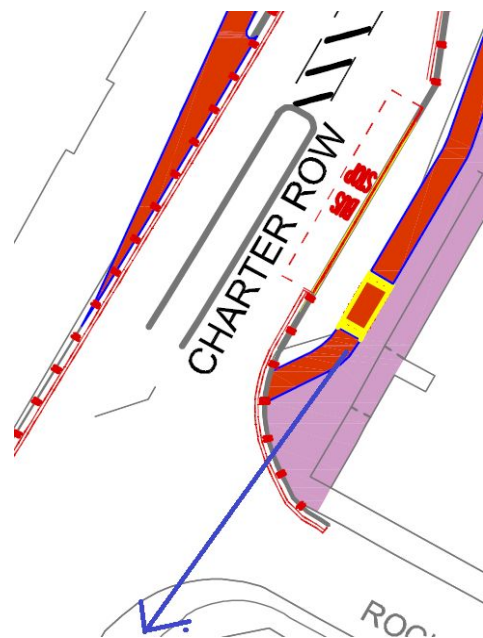
A brief section of segregated cycle path along Charter Row leads people cycling north onto Rockingham Street (green arrow, map below). This road will be busy with motor traffic going to the car parks. A segregated route up Rockingham Street is needed.



Charter Row going south

The segregated cycle route going south leads people cycling onto Charter Row just before the Rockingham Gate junction and just after a bus stop. This will be hazardous. The road will be busy with traffic from the car parks and buses will obscure the view.

The segregated route will ultimately need to continue all the way to St Mary's Gate roundabout, however at the very least the segregated route needs to be extended so that it crosses Rockingham Gate *with priority over the side road* (see map below, blue arrow) and then joins Charter Row.



Charter Square cycle path width

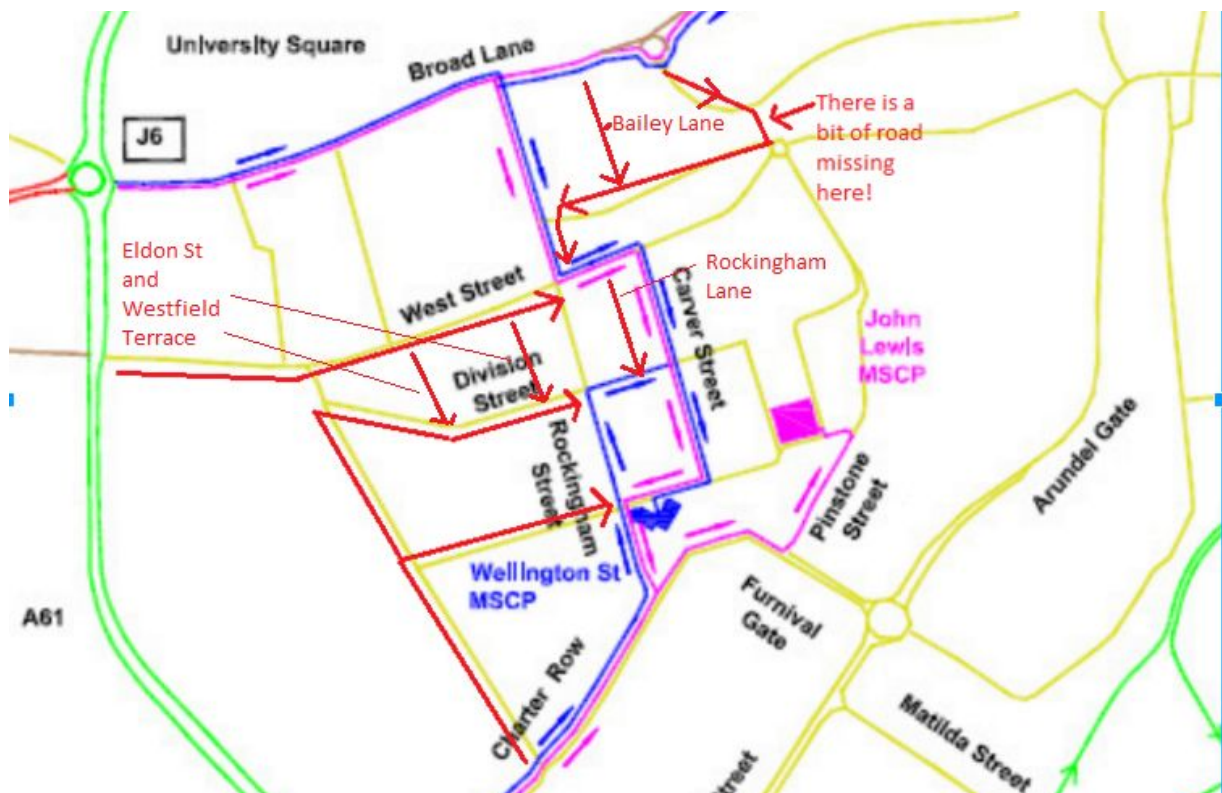
Design shows two-way cycle path through Charter Square as 2.5m wide, it needs to be at least 3m wide.

Traffic flow in city centre as a result of changes

By removing the Furnival Gate access to the car parks the changes will increase motor traffic on the roads south of West Street which are used by people on bikes trying to avoid the tram tracks.

Proposed access to car parks with arrows

Potential routes and roads which have been missed off have been added in red (see map below). The council needs to prevent rat running through the town centre, not enable it.



Proposed access **from** car parks with arrows

Potential routes and roads which have been missed off have been added in red (see map below). The council needs to prevent rat running through the town centre, not enable it.

