

**From:** [Baxter Howard](#)  
**To:** [dcscan@sheffield.gov.uk](mailto:dcscan@sheffield.gov.uk)  
**Subject:** FW: IKEA Sheffield - Request for information  
**Date:** 02 June 2016 14:57:35  
**Attachments:** [IKEA.msg](#)

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Please scan on to the application file 13/01682/FUL.  
Thanks Howard

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**Sent:** 02 June 2016 12:48  
**To:** Johnson Helen (DEL)  
**Cc:** Baxter Howard; Turner Stephen (DEL)  
**Subject:** RE: IKEA Sheffield - Request for information

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S1 2SH

Tel: 0114 2736407

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# Technical Note

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**PROJECT: IKEA, Sheffield**

**DATE: 13 January 2014**

**SUBJECT: Response to Cycling Comments**

## Introduction

- This Technical Note has been prepared by WYG in response to the note received from Sheffield City Council (SCC) in regard to the provision of on and off-road cycling facilities in the area around the application site.
- The comments are reproduced below for ease of reference with the WYG response note below.

## Cycle path link from Tinsley to NCN 67 across IKEA site frontage

- Some existing controlled pedestrian crossings to be converted to Toucan crossings, appropriate signing and lining and the relocation of some street furniture.

*It is agreed that converting some appropriate existing crossing points to Toucan crossings could be beneficial for cyclists; however, specific locations need to be identified in order to determine if it is appropriate that IKEA provides funding towards these measures.*

- Along the site frontage the shared facility should become shared segregated allowing a clear minimum width of 4m in accordance with guidance.

*It is considered that the proposed landscaping area bordering Sheffield Road (and Lock house Road) could be altered to provide a 4m shared path along the site frontage. If this can be achieved without adverse comments from SCC landscape officers, or impacting on any structural element of the building then this will be incorporated. Further discussion with SCC may therefore be required.*

- Some works will also be required within the J34S roundabout (the subways and their approaches are 3m wide).

*Widening or otherwise altering the subways within the J34(S) roundabout would be prohibitively expensive and not of an appropriate scale of mitigation for the level of benefit that could be achieved.*

- Drop kerbs to allow access to the shared facility will be required at some locations.



*It is agreed that this would benefit cyclists the on and off-road sections of the cycleway; however, specific locations need to be identified in order to determine if it is appropriate that IKEA provides funding towards these measures.*

- A few redundant/ little used accesses will require 'kerbing through' with a drop kerb arrangement and give-way markings to the rear.

*Whilst this measure could provide a benefit to cyclists, it is not considered appropriate for the applicant to deliver the reconfiguration of accesses to properties it does not control.*

- The possible relocation of a bus shelter.

*It appears that this refers to the bus shelters on Sheffield Road bridging over the rail tracks. At a high level, an alternative location does not immediately present itself, and given the footway width, the better option, as regards cyclists, is to remove the shelters altogether.*

*Sheffield City Council is in the best position to negotiate alterations to these shelters with the bus providers.*

- 'Kerbing through' the TGI egress with give-way to the rear of the footway.

*The proximity of the bridge parapet to the TGI Friday's egress would appear to hamper right-hand visibility for drivers exiting the car park, should the vehicle give-way line be relocated in line with the back of footway. This proposed modification is not recommended furthermore it is not considered appropriate for the applicant to deliver the reconfiguration of accesses to properties it does not control..*

- At the TGI access where the footway crosses the access road, provide a flat topped hump to footway level with give-way markings on the approach (this may require the relocation of a gully).
- Some footway works required at the access/ egress to the Murco PFS. The egress is a little complicated as it is also an access/ egress for a local business. This area will need some more consideration.

*For both points immediately above, whilst this measure could provide a benefit to cyclists; it is not considered appropriate for the applicant to deliver the reconfiguration of accesses to properties it does not control.*

- The cycle facility should be taken behind the bus stop and shelter on the island at the Meadowhall Retail Park access/ egress.



*This is a reasonable suggestion that would benefit cyclists. IKEA will agree to fund a short section of widened path assuming the land is controlled by Sheffield City Council.*

- A short length of footway widening will be required on the opposite side of the road at Arena Square, to link in to the FWW.

*This is a reasonable suggestion that would benefit cyclists. IKEA will agree to fund a short section of widened path assuming the land is controlled by Sheffield City Council.*

#### Link to proposed cycle facility at canal tow path

- A Dutch Ramp arrangement on the existing pedestrian bridge over the tram and rail lines at the Meadow Hall Retail Park tramstop.

*Given the potential cost this is not considered to form an appropriate mitigation measure in relation to the IKEA application.*

- Utilising the existing private bridge in the north-eastern corner of the IKEA site and then connecting to the canal tow path.

*There are numerous issues with this suggestion including landownership, maintenance liability and potential structural integrity of the bridge, the way in which a cycle path on the bridge would connect with the canal towpath and the overall cost of achieving this versus its usage. It is not considered to form an appropriate mitigation measure in relation to the IKEA application.*

#### Five Weirs Walk at Weedon Street

- Access to/ from the FWW, where it crosses Weedon Street, should be investigated bearing in mind the BRT proposals. It should be possible to provide an on-carriageway facility to/ from IKEA with cycle lanes etc as appropriate.

*As there is no direct route between Weedon Street and IKEA, development traffic does not have a material impact on Weedon Street. Therefore this is not considered to form an appropriate element of the IKEA mitigation package.*

#### IKEA Site (based on Drawing No PL003 Rev. B)

- As outlined in above, along the site frontage a shared segregated cycle facility should be provided allowing a clear minimum width of 4m in accordance with guidance – clearance will also be required between the carriageway of Sheffield Road and the adjacent cycle path.

*It is considered that the proposed landscaping area bordering Sheffield Road (and Lock house Road) could be altered to provide a 4m shared path along the site frontage. If this can be achieved without*



*adverse comments from SCC landscape officers, or impacting on any structural element of the building then this will be incorporated. Further discussion is required.*

- The car park access to the east of the site. The pedestrian (zebra) crossing points at the access/egress to Sheffield Road should be raised to footway level with give-way markings on the approaches, giving pedestrians and cyclists clear right of way. The pedestrian crossings within the car parking area would also benefit from a similar treatment and help reduce speeds and increase pedestrian and driver safety and convenience.

*Whilst this is a detail design issue, this can be accommodated notwithstanding any design issues that may be identified at detailed design stage.*

- The interaction of the bus stop and shelter with the cycle path will need some consideration.

*The footway width is approximately 5.5m in this location, this should be sufficient to allow a cycle lane to pass the bus stop and shelter.*

- The lift and stair core from Sheffield Road. It is not clear if there is any access from here to the car park and should it exist, whether this is suitable for (dismounted) cyclists to use. If there is no access to the undercroft car park here, then it appears that in order for staff and customers to access the cycle parking they will have to cycle a tortuous route through the car park (with many turning and reversing manoeuvres taking place). This is not good, safe, practice and will discourage cycle use. Cycle access to the car parking should be provided and signed from Sheffield Road. If this is not possible the shared segregated cycle facility should be continued along Lock House Road and into the car park. The wide pedestrian area can then be shared to access the cycle parking areas.

*Access to the cycle parking stands within the car park from Sheffield Road is possible via the pedestrian / cycle ramp to the west of the entrance area and steps on Sheffield Road.*

- Home Delivery Yard access. A lorry waiting to access this area will block the footway. The gates should be set back to ensure that this does not occur. The radius entrance should be replaced with a drop kerb arrangement and give-way markings to the rear of the footway crossing, giving pedestrians (and cyclists clear right of way).

*The entrance to the Home delivery yard will be open at all times that the yard is operational and therefore lorries will not need to wait to access the yard. This point is therefore not valid as blocking of the footway will not occur.*

- Access to the car parking area behind Aldi on Lock House Road. This again should be given pedestrian/cycle priority in a similar manner to the above.



*This area of land is outwith the ownership of IKEA or local highway authority and therefore not within the ability of the development scheme to deliver*

- Signalised junction of Lock House Road/ Sheffield Road / Weedon Street. All the controlled pedestrian crossings should be converted to toucans with drop kerbs at appropriate locations to facilitate (1) above, to allow cycle access to the store from all directions together with other manoeuvres made worse for cyclists as a result of the new junction arrangements. This will also require short lengths of shared pedestrian/ cycle facilities along various footways around the junction.

*IKEA would consider the implementation of Toucan crossings along the east-west corridor of Sheffield Road as part of the construction of the IKEA site access. This provides the most appropriate cycle facilities to link with Sheffield City Council's suggested cycle corridor and integrates with the combined cycle/footway across the IKEA site frontage.*

- The 'slip' road between Sheffield Road and Carbrook Hall Road (the left turn outbound before Weedon Street) seems to serve little purpose in the new junction layout. Perhaps this should be closed up to the car park egress point? This would remove the need for a (further) controlled pedestrian crossing and make the area a little more pedestrian/ cycle friendly.

*The removal of this link is not considered an appropriate measure as the alteration does not produce a significant enough benefit to outweigh the cost involved.*

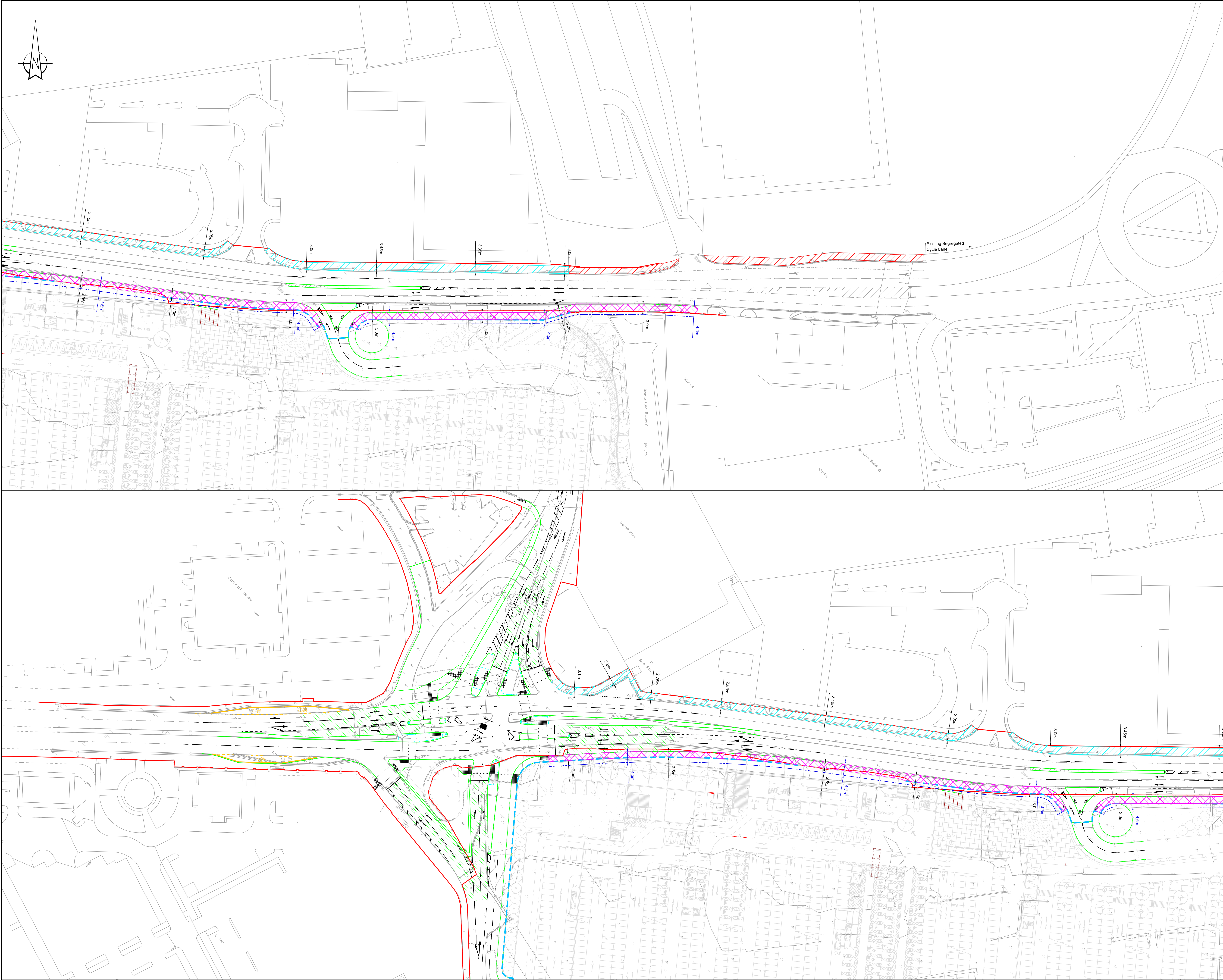
- The controlled crossings and linking footways at Lock House Road and Weedon Street. Vis: get off the bus at the inbound bus lay-by, walk round the corner to press a button. Walk back on yourself and along the footway turn right to press a button, turn left and walk back on yourself again, press a button, walk back on yourself again. Ditto across Weedon Street. Pedestrians will simply island hop in a straight line – it happens now. The pedestrian islands all seem wide enough to allow direct crossings without the need for the staggers. It also seems possible to allow pedestrians to cross more on their desire lines and not have crossings at right angles to the kerb. Allowing pedestrians to not cross at right angles appears to be acceptable in the middle of the junction. Pedestrians don't necessarily need to cross the carriageway over the shortest distance – most will take the shortest route instead.

*The staggered crossings are required to maximise the efficiency of the junction, i.e. pedestrians can cross in some areas while traffic is moving in others. Pedestrian guard rails can be installed to prevent 'island-hopping'.*

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**DISTRIBUTION:**      **Ian Wheeldon (SCC), Paul Jacobs (IKEA)**





**NOTES:**

**GENERAL**

1. Do not scale from this drawing.
2. All dimensions are in metres, unless stated otherwise.
3. All coordinates are based on the topographical survey stations information.
4. This drawing to be read in conjunction with other contract drawings.
5. This drawing to be read & printed in colour.

**CONSTRUCTION**

1. Works shall comply with the current Department of Transport Specification for Highway Works.
2. All street furniture to be set back from face of kerb 450mm minimum.
3. All road markings refer to the "Traffic Signs Regulations and General Directions 2016".
4. All tactile paving to be installed in accordance with the "Guidance on the use of Tactile Paving Surfaces".
5. Contractor is to allow for the removal of all existing road markings affected by the works.
6. Contractor is to ensure that all sign faces, whether re-used or new, are correctly handed for their intended position.
7. All inspection covers / service valve covers to be raised / lowered to suit proposed levels.

**CDM (RISKS & HAZARDS)**

1. Prior to commencement of construction the contractor is to liaise with all relevant statutory undertakers and protect / divert apparatus and to protect the workforce during the works. Any damage caused to the apparatus to be the responsibility of the contractor.
2. Contractor to undertake their own statutory plant checks on site prior to the commencement of excavation exercise.
3. The contractor is to make sure that any excavation should be adequately covered at night to protect both public and wildlife from becoming trapped.

**DISCLAIMERS**

1. Drawing based upon topographical survey completed in December 2015.
2. All Manholes and highway drains shall be conducted and laid in accordance with current edition of sewers for adoption.
3. New Road Gully as shown in Road Gully Detail, DWG No.13/20, Gully Frame and Grating shall be Type 3 as shown in drawing No.13/16 and in accordance with the specification. (Standard details produced by Sheffield City Council)

**KEY:**

- HIGHWAY BOUNDARY - SHEFFIELD CITY COUNCIL OWNERSHIP
- PROPOSED HIGHWAY BOUNDARY
- PROPOSED NEW KERB LINE
- SCC CYCLE ROUTE ASSUMED PHASE 2 EXTENSION WORKS
- CYCLE EXTENSION NORTHERN FOOTWAY OPTION
- CYCLE EXTENSION SOUTHERN FOOTWAY OPTION
- SCC 4.5m WIDE SEGREGATED FOOTWAY/CYCLEWAY OPTION

**NOTE: HIGHWAY BOUNDARY SHOWN INDICATIVELY. SHEFFIELD CITY COUNCIL TO CONFIRM LOCATION OF HIGHWAY BOUNDARY.**

LINE OF SCC 4.5m WIDE SEGREGATED FOOTWAY/CYCLEWAY ADDED TO SOUTHERN FOOTWAY		KM	NS	01.06.16
PROJ	DETAILS	DRAWN BY	CHECKED BY	DATE
CLIENT:				
PROJECT: <b>Ikea Sheffield</b>				
DRAWING TITLE: <b>Cycle Route Proposals</b>				
SCALE: <b>1:500</b>		SHEET SIZE: <b>A0</b>		
DRAWN: <b>KM</b>	CHECKED: <b>NS</b>	DATE: <b>May 2016</b>		
<b>WYG Transport</b> part of WYG group 100 St. John Street London EC1M 4EH t: 0207 260 7500 f: 0207 260 7501 w: transport@wyg.com				
DRAWING NUMBER: <b>A094197_SK004</b>				REVISED: <b>A</b>