

Dear Jacob George,

I am contacting you on behalf of CycleSheffield.

We would like to object to planning application 22/01163/FUL for Lidl at St Mary's Gate proposals. There are five design issues we wish to highlight to officers and members. This is concerning the significant detrimental impact the proposed development will cause on a key section of Sheffield's walking and cycling network, the Cycle Ring Route.

The Sheffield Cycle Ring Route is an important part of the active travel network and must be protected & upgraded accordingly.

We also have concerns about the impact on the Transforming Cities Funded "Nether Edge Cycle Route" as part of Connecting Sheffield.

The main issues are as follows:

1. Cycle Ring Road crossing of site access at Eyre Street
2. Cycle Parking
3. Impact on South Lane Pedestrians
4. South Lane – existing Zebra crossing & lack of drop kerbs.
5. Planning Statement Error

Relevant Planning History:

08/04930/FUL- *Sub-division of retail unit to provide two separate retail units, construction of mezzanine floor, external alterations to front elevation and front access ramp (In accordance with amended information received on the 13/01/09 and 21/1/09) | 200 Eyre Street Sheffield S1 4QZ*

Relevant Planning Policy & Highways Policy:

- LTN 1/20 Cycle Design Standards.
- UDP Saved Policy T10 Cycle Routes
- Sheffield Core Strategy
 - o Policy CS 51 – Transport Priorities
 - o Policy CS 55 – Cycling Routes "Improvement and development of the cycle network will be given priority on strategic links, mainly to key employment locations, particularly on routes:
 - a. providing access to the City Centre from the University, Bramall Lane, Charlotte Road and Granville Street"
- Highways Code – Hierarchy of Road users
- Highways Code – Rule H2 "Rule for drivers, motorcyclists, horse drawn vehicles, horse riders and cyclists"

Objections

1. Eyre Street Entrance – Cycle Ring Road Crossing

The Eyre Street entrance is crossed by the setback, Cycle Ring Road segregated cycle track and pedestrian footway. This is shown in Figure 1, taken from previous planning applications. The current applicant fails to acknowledge this crossing in planning drawing.

In order to meet LTN 1/20 Cycle Infrastructure Design Standards, the junction of Eyre Street and the site entrance needs to be upgraded. This is also reflected in the recent revision of the Highway code which sets Pedestrians and Cyclists above motor vehicles in the vehicle hierarchy. Highway Code H2 also makes very clear that Pedestrians and cyclists have priority at junctions. This should be reflected in the “improved junction” designs by the applicant.

The required design is shown in Figure 10-3 of LTN1/20 and has been presented in Figure 2. The existing layout already features a “full set back” crossing but clear priority for active travel users is needed.

Currently, the proposed layout does not meet these design standards and misses a valuable opportunity to bring this section of the ‘Sheffield Cycle Ring Route’ up to current standards.

An accident involving a car and cycle occurred here on 11/04/2013 according to public “CrashMap” data and shows the danger of the current layout.

We would like to see officers advise that in the interest of public safety, this crossing is upgraded to meet modern standards and highway code priority changes.

It must also be reinforced that Core Strategy Policy 55 specifically mentions this route as requiring improvement.

We strongly urge officers to secure this by condition to ensure safety for vulnerable users and achieve compliance with national guidance.

Figure 1 08/04930/FUL – Approved Site Layout showing Cycle Ring Road Crossing

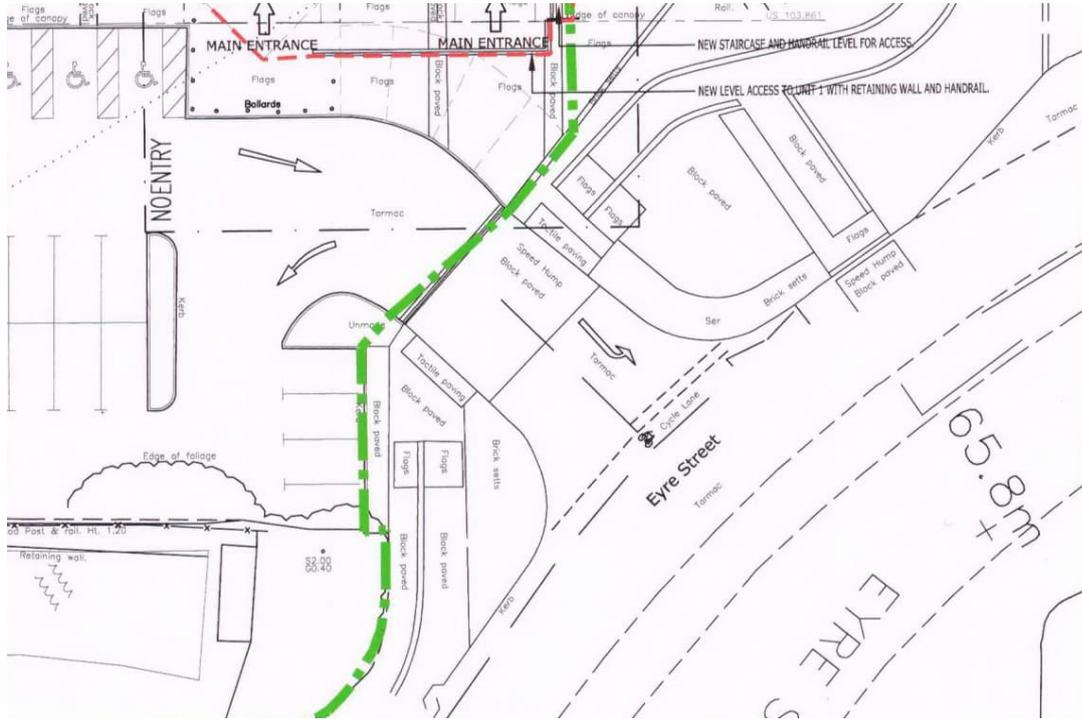
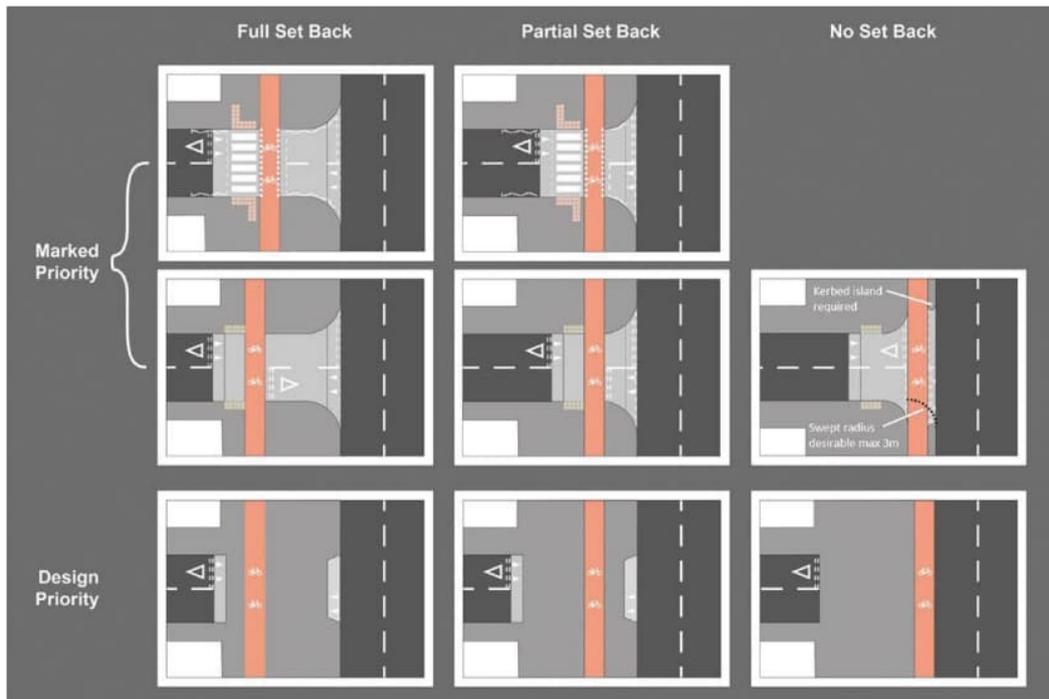


Figure 2 – LTN 1/20 Side Road Treatments

Figure 10.13: Priority crossings of cycle tracks at side roads*



* Note – yellow globes at parallel crossings omitted for clarity.

2. Cycle Parking – Shelter & staff parking

Cycle Sheffield welcomes the provision of 10 Sheffield Cycle Stands which appear to be under the shelter of the existing canopy for use by the public. (Figure 3)

Can the applicant or officers please clarify if the sheltering will be retained as part of the building alterations.

It should also be conditioned that these cycle stands are secured into the floor via concrete footings, rather than bolting down which is a security risk, as identified by the Sheffield Cycle Parking guidance.

Cycle Sheffield objects to staff being advised to use this cycle parking which is unsecured, and provision should be made within the building or a secure outdoor compound, fenced in. This is against the guidance shown in Figure 4.

Figure 3 Proposed Cycle Parking

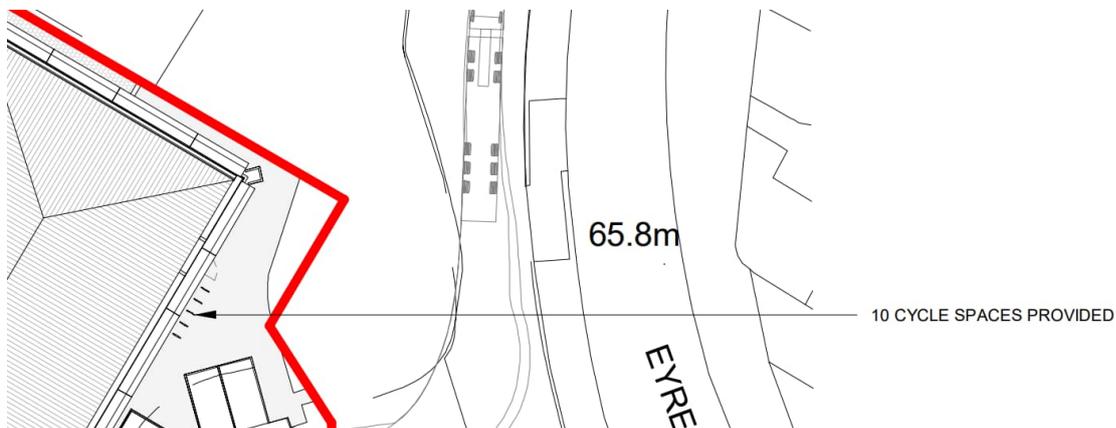


Figure 4 Sheffield Cycle Parking Guidance

Sheffield City Council - Highway Development and Adoptions

When cycles are likely to be parked for over 1 hour, then some form of weather protection is recommended, this should include a roof and protection on 3 sides, and designed to deter theft.

For larger developments the provision of shower/changing/drying facilities and lockers (to enable the storage of clothing and equipment) are important to encouraging cycling.

The Council has adopted cycle parking standards for a number of different types of developments, the minimum standards are set out below and are rounded upwards:-

Use	Short stay	Long stay (covered)
Food and Retail Warehouses	1 space/1000m ²	1 space per 40 staff
Small Shops	1 space	1 space
Cinema's/Bingo Halls etc.	1 space per 80 seats	1 space per 20 staff
Other D2 uses	N/A	Operational only
B1 including Offices	1 space/1000m ²	1 space/350m ²
Industrial/Warehouses	1 space/5000m ²	1 space per 40 staff
Higher Education	1 space per 10 students	1 space per 40 staff
Housing	N/A	1 space per dwelling
Student/Nursing Housing	1 space per 20 residents	1 space per 2 residents

Long stay parking is mainly for commuting cyclists. Security and protection from the elements is essential. Ideally this should be provided within a building.

3. Impact on South Lane Active Travel & Public Transport

a. The applicant is proposing a new access point along South Lane, at the current location of the servicing yard. The existing layout is shown in Figure 5 and the proposed layout in Figure 6.

While infrequent HGV access along South Lane is considered to be acceptable, the proposed left turn for car drivers from the car park on to South Lane is not acceptable in its current arrangement.

Cycle Sheffield in its role as a champion of walkers & wheelers has issues with the use of a new left turn on to South Lane without mitigation measures or banning this left turn for car users.

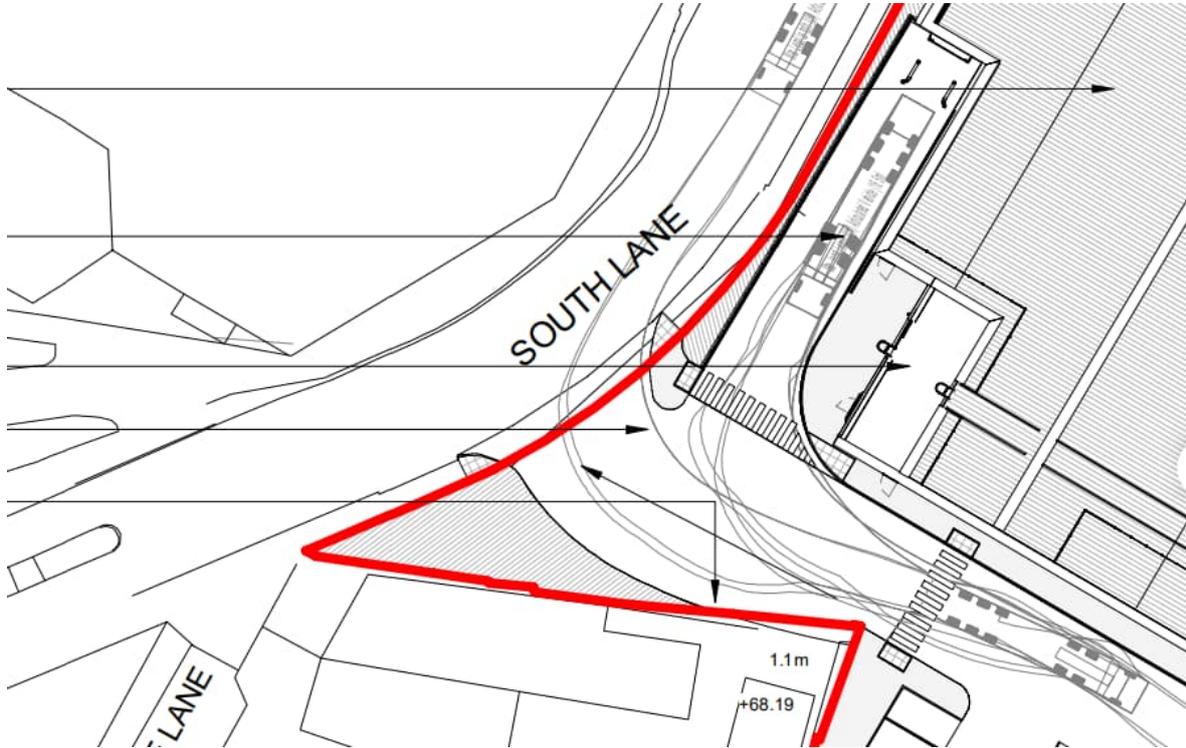
Similar to the previous comments about Eyre Street, Highway Code Rule H2 states “At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.”. If egress from the site is allowed here, mitigation should be added in the form of a zebra crossing, to reinforce pedestrian priority, at top of the road user hierarchy.

The current routing exit route via Eyre Street, Cumberland Street and South Lane, although longer for car drivers, provides safer crossing facilities for vulnerable road users.

Figure 5 Existing South Street Layout



Figure 6 Proposed South Street Layout with HGV turning path.



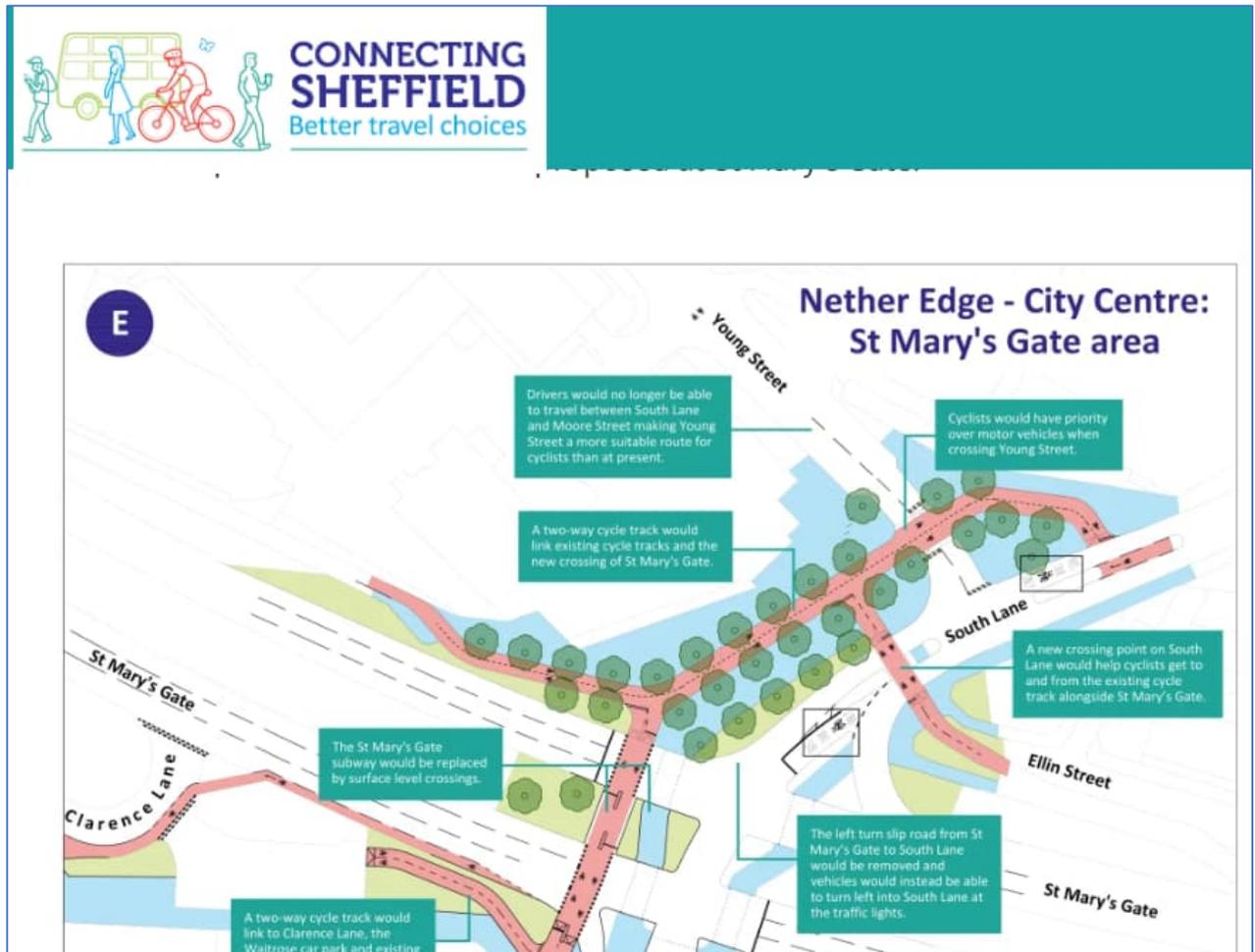
b. The HGV path appears to conflict with the dedicated cycle right turn on South Street, as shown in Figure 7. This needs further consideration by officers to ensure the safety of vulnerable road users mixing with heavy goods vehicles.

Figure 7



c. Further to these comments around pedestrian priority, the applicant has not considered the impact of the Connecting Sheffield Nether Edge scheme (Figure 8) which will be constructed before the Lidl store is opened to the public. Please ask the applicant to demonstrate awareness of these proposals and mitigate accordingly. A sensitivity test including the revised London Road junction would be beneficial.

Figure 8 Connecting Sheffield – South Lane arrangement



4. South Lane – Existing Zebra crossing

The Cycle Ring Route continues towards South Street, along a red paved cycleway which aligns with the existing Zebra Crossing on South Lane, shown on Figure 9.

We propose that Lidl should provide a drop kerb at this location, to allow cyclists to turn left on to South Lane, bypassing the zebra crossing. This is demonstrated in Figure 10 & Figure 11

This would also compliment the Connecting Sheffield schemes for ‘Nether Edge to City Centre’ which would directly increase the number of active travel users along this route, especially those wishing to access Lidl’s proposed Cycle Parking at Eyre Street.

There is a clear precedent for minor highways mitigation measures to be required of an applicant.

The provision of a single drop kerb is a proportionate and appropriate design response.

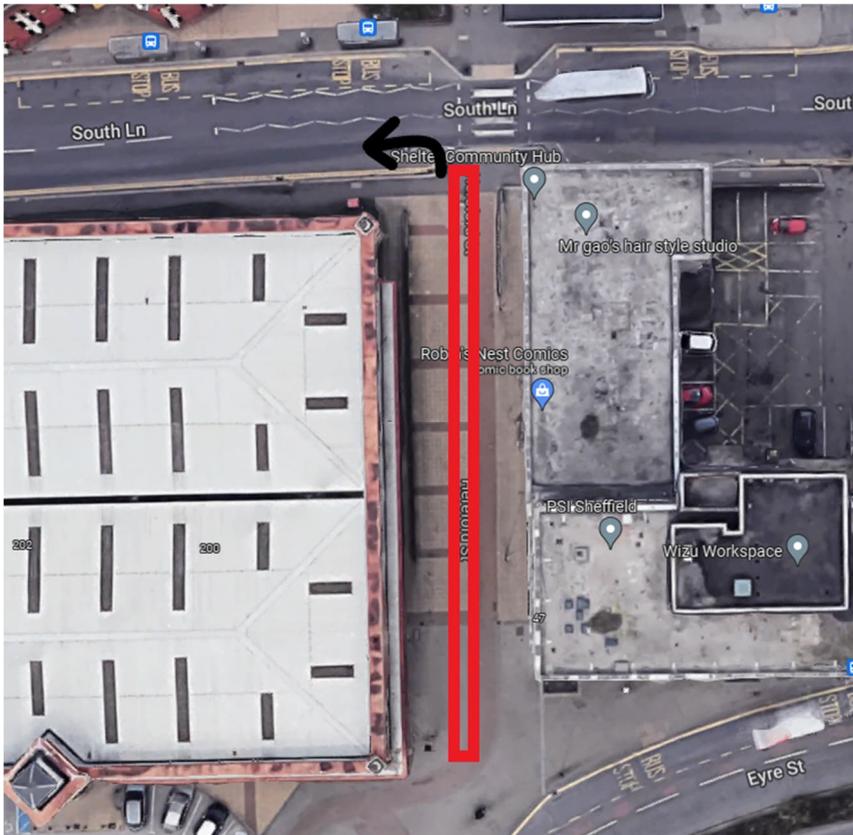
Figure 9 – Existing Conditions



Figure 10 – Proposed Drop Kerb- Street View



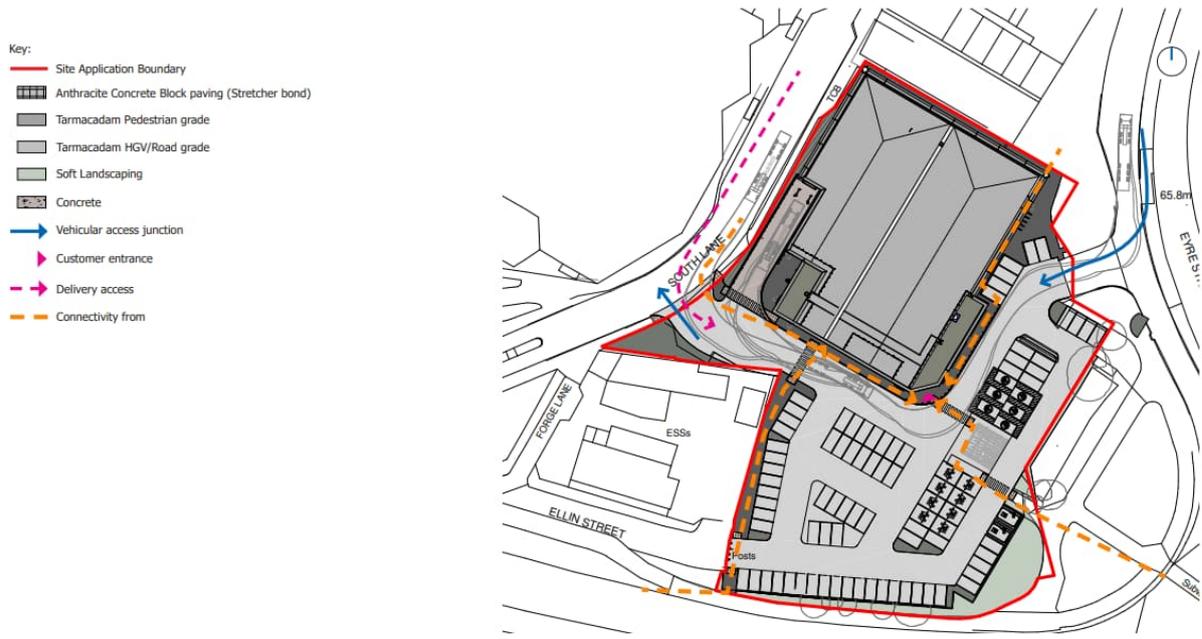
Figure 11 – Proposed Drop Kerb – Overhead View



5. Planning Statement

The Planning statement marks an access route from Eyre Street heading southbound, right turning into the site. This appears to be an error which requires correction.

Figure 12 – Existing Conditions



Summary

We believe that in order for Lidl and its Agent to meet its required planning and safety obligations the following actions are required:

1. Upgrade the Cycle Ring Road crossing on Eyre Street to a Parallel Zebra Crossing
2. Retain Shelter above Cycle Parking & provide secure indoor or secure outdoor staff long stay cycle parking
3. Impact on South Lane due to the new car access point requires further assessment and mitigation measures for pedestrians.
4. Provision of a drop kerb adjacent to South Lane Zebra Crossing
5. Planning Statement Error

We also strongly recommend this application is referred to the planning committee.

Best wishes,

Dexter Johnstone

Cycle Sheffield

07/07/202