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Report of: Edward Highfield
Report to: Councillor Jack Scott
Date of Decision: 02 January 2018
Subject: Knowledge Gateway –Proposed Scheme and Associated Traffic Regulation Orders.

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
- Expenditure and/or savings over £500,000	<input checked="" type="checkbox"/>	
- Affects 2 or more Wards	<input checked="" type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Transport and Sustainability		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environment Wellbeing Scrutiny and Policy Development Committee.		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 46		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		

Purpose of Report:

To approve the implementation of the Knowledge Gateway scheme and associated Traffic Regulation Orders (TRO's)

The report sets out the background to the scheme, consultation comments, remaining objections with officer responses and recommendations.

Recommendations:

That the scheme is approved and implemented

That the associated Traffic Regulation Orders are made.

Background Papers: None

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: <i>Gaynor Saxton – 18/12/17</i>
	Legal: <i>Richard Cannon - 17/11/17</i>
	Equalities: <i>Annemarie Johnston - 02/10/17</i>
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	EMT member who approved submission: <i>Edward Highfield</i>
3	Cabinet Member consulted: <i>Councillor Jack Scott</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: <i>Andrew Marwood</i>
	Job Title: <i>Senior Engineer – Scheme Design and Assurance</i>
	Date: <i>18/12/17</i>

1. PROPOSAL

- 1.1 The proposals seek to transform the corridor running along the Lower Sheaf – Porter Valley, to a similar high standard as the highly acclaimed Gold and Steel Routes in City Centre. It aims to improve links between several key destinations and several potential development sites. For example links within and to the Cultural Industries Quarter, Digital Campus and Sheffield Hallam University. It also seeks to improve accessibility and safety as well as the environment at key locations such as Fitzalan Square and along Brown Street, Pond Street and Paternoster Row in order to encourage new investment and jobs.
- 1.2 The City Centre masterplan 2013 identifies this route and connectivity as a priority intervention. Without intervention, development of sites along this corridor (and benefits that follow) will not be realised or may be taken forward at a much later date in a piecemeal and sub-optimal way.
- 1.3 The area from Sidney Street to Fitzalan Square including Pond Hill suffers from a number of connectivity and setting issues which the knowledge Gateway project will address, these include:
- Poor setting and environment in and around the Nelson Mandela site and Digital campus (phase 2) at Pond Hill.
 - Better connectivity between the three Business Districts of Central, Sheaf and the Riverside.
 - Lack of quality and coherence for pedestrians and cyclists along the emerging new axis of Hallam University Campus and Cultural Industries Quarter.
 - Fitzalan Square and Paternoster Row/Brown Street are key public spaces each with planned investment by partners, but are unable to achieve their potential due to traffic domination and anti-social behaviour.
 - Pond Street / Pond Hill are currently seen as backstreets with many empty, underused or semi derelict buildings which are therefore underperforming economically.
 - The knowledge Gateway is also seen as critical to unlocking the next generation of expansion sites for the Central Business District including part or all of the Roxy and pond Street Bus Station sites.
- 1.4 The scheme seeks to address the above problems while improving the quality of carriageways and footways throughout, either by creating enhanced public space or through including in the Council's core maintenance programme. The whole area should become more welcoming both as a destination in its own right as well as a through route to connect the rest of the City Centre.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The project will contribute directly through its interventions to the overall strategic vision and objectives of Sheffield City Council and the Sheffield City Region.
- 2.2 The scheme contributes to the Sub Regional Vision which promotes the Sheffield City Region as a place to collaborate, to invest, to innovate and grow a business, live, work, play and study. It will be supported by an unrivalled skills base and quality of life.

Local Strategic Objectives

- 2.3 The Sheffield Local Plan (Core Strategy 2009) and the Sheffield City Centre Masterplan (2013) stress the economic importance of the City Centre campuses to the vitality and viability of Sheffield.

Delivery of this project will directly contribute to the City's Corporate Plan Strategic Outcomes both in terms of:

- 'A Competitive City' by contributing to the achievement of a strong and competitive economy and a vibrant City Centre and;
- 'A Great Place to Live', through delivering desirable homes and neighbourhoods, infrastructure and built environment

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 There has been consultation with key stakeholders throughout the development of the project, following approval of the project mandate, in particular with SHU, SYPTE, the Bus Partnership, Site Gallery, The Workstation, Capital Fitzalan, Langdon Properties (developer of the former Post Office building /site) and Taxi Drivers.
- 3.2 More detailed consultation took place in February 2017. All frontages between Sidney Street and Fitzalan Square including key stakeholders listed above received a letter with an invitation to attend an exhibition which was held for two weeks and split between Sheffield Hallam University's Institute of Art (the former head Post Office building) and the Site Gallery on paternoster Row. The exhibition had visuals of how the area is proposed to be transformed, background to the project, information on materials to be used and proposed highway changes together with associated changes to TRO's (shown in Appendix 'A'). The scheme was also shown on the Council's website, had a full page in the Sheffield Star and promoted on the Sheffield City Region's website.

- 3.3 The exhibition was available to view for two weeks while the Cafe at the Institute of Art and Site Gallery were open. During the two week period officers were on hand at allotted times to explain the draft proposals and answer any queries. Over the two week period 171 people attended the exhibition while officers were in attendance with many others viewing the exhibition boards at other times.
- 3.4 All comments about the proposals can be seen in 'Appendix B'. In the main there was a positive view on the proposals by those attending, including support from many stakeholders who saw the benefit of the regeneration project which tackled a number of issues in this part of the City centre.
- 3.5 Two objections have been received and not withdrawn in relation to the changes in highway layout and associated TRO's.
1. Cycle Sheffield have submitted a lengthy objection (see Appendix 'C') which includes collated responses from 53 individuals in response to the public consultation.
 2. The Sheffield Taxi Association representative has submitted an objection on behalf of their members in relation to the loss of the Rank at Esperanto Place. The objection can be seen in Appendix 'D'.
- 3.6 During the consultation an objection from SYPTE was received but subsequently removed following changes to the arrangements of kerb space and bus stops in and around Flat Street. This change which included switching the taxi rank from the lower half of Flat Street to the top and adjacent to Esperanto Place also had support from the Taxi representative – however on submission of the plan to the taxi association members this support was subsequently withdrawn and objection upheld.
- 3.7 Summary of Design developments in respect of cycling and officer response to the Cycle Sheffield objection

The 'Knowledge Gateway' scheme was identified as part of the City Centre Masterplan in 2013 –

“Working with Site Gallery, the Student Union, The Workstation/Showroom, the Paternoster Row/Brown St/Hub Square area will be calmed, narrowed and upgraded to create a series of pedestrian priority streets and spaces which can accommodate events and form the focus of the CIQ.” (City Centre Masterplan, May 2013 draft)

Although not intended to provide cycling infrastructure, and concern were not raised in respect of the Knowledge Gateway concept during the 2013 consultation on the City Centre Masterplan, Transport Planning colleagues raised provision for cyclists as an issue requiring

further consideration.

The view of the City Regeneration Division and Urban and Environmental Design team was that no provision was required for cyclists, and that to make specific provision would undermine a desire for generous footways and space to be used for events, licensed street cafés, etc. The view of the Transport Planning division was that, owing to the frequent use of the street by buses, separate provision was required and this would preferably take the form of a system of one-way cycle tracks on each side of the street.

Given these differences, the matter was escalated to the Director of Development Services, differing views debated, and a number of options discussed. The conclusion of this exercise was –

- At Fitzalan Square, officers across teams agreed it would not be practicable to provide specific cycling infrastructure within the scope of this project due to the difficulty of tying in to the existing arrangements on Commercial Street;
- Between Fitzalan Square and Howard Street, officers across teams agreed that the Knowledge Gateway project was only an upgrade of paving materials and did not materially affect the functionality of the street, and such provision of cycle infrastructure would be beyond scope;

Between Howard Street and Arundel Street, in weighing up competing views the Director ruled out the provision of unidirectional cycle tracks, and asked that provision of a bidirectional cycle track be considered.

During subsequent development of the scheme, it became clear there were a number of issues with the Director's recommendation in respect of the proposed cycle track –

- City Regeneration Division officers felt this proposal undermined the desire for street cafés to be accommodated;
- Transport Planning officers felt a bidirectional cycle track would not be convenient to use and could not be practicably extended in future at this location;
- Concerns were raised at Access Liaison Group about the impact of the proposed cycle track on people with disabilities – both direct (i.e. issues arising from the cycle track itself) and indirect (i.e. issues arising from the removal of facilities to provide space for the cycle track);
- The proposal would require removal of some on-street parking. Parking surveys indicated this is well utilised at times, and consultation on previous schemes in the area found that removal

of parking was strongly opposed by some local businesses;

- Third party land was required. The project did not allow for programme or budget for land purchase;
- Cycle Sheffield voiced objections to a similar bi-directional cycle track proposed as part of the ongoing Charter Square highway scheme, and also to measures provided as part of that scheme to assist people with disabilities and mitigate for their concerns related to the cycle track, and were considered likely to do so again.

For the above reasons, Transport Planning and City Regeneration officers agreed not to progress the length of cycle track south of Howard Street, but instead promote a scheme of advisory cycle lanes here.

In respect of the principle of provision for cyclists, correspondence from Cycle Sheffield, and each of the points raised within it, reflected those issues that were fully considered during the development of the scheme.

Consideration was given to removing the need for separate cycle provision by re-routing buses. This would present an improvement for cyclists and also better support the objectives of the Knowledge Gateway scheme, but also would be a major piece of work and would effectively require or result in closure or downscaling of Pond Street Interchange. This is clearly something beyond the scope of the Knowledge Gateway project.

Introduction of stricter controls on loading were considered. This was found to have the following issues –

- There are many premises along Brown Street that have no alternative but to load from the street.
- It would not be possible to provide dedicated loading facilities without compromising scheme objectives in respect of generous footway width, street cafés. It would also be necessary to remove sections of kerbside parking, cycle lane, or both.
- The need for specific provision for cyclists is driven only by the use of the street by buses. It would stand to reason that any loading ban to protect that provision would need to operate throughout the hours the bus service operates. As buses operate between the hours of 5 am and Midnight, any logical loading ban would leave only a narrow time window, during anti-social hours and well outside of business hours – this would represent a serious impediment to business activity.

- In any event, owing to regulations on how the Council can enforce waiting restrictions we could not effectively enforce any loading ban in practice in this instance. Because of tight scheduling and uncertain time of arrival (owing to disruption upstream), delivery companies in practice operate in a manner that makes an allowance for contravention of loading restrictions. Given these factors, it is unlikely that a comprehensive loading ban would be effective in practice.

The proposed approach of advisory cycle lanes supported by 24 hour waiting restrictions is considered analogous to the Dutch approach of 'suggestion lanes', which are provided in situations as in this case where there is a need for cycle lanes but on-street loading cannot be accommodated outside of these. It is worth noting that CROW 2016 takes a stronger line than CROW 2007, in recommending that cycle lanes are not provided unless supported with a stopping prohibition (i.e. a 24 hour clearway); however, officers do not feel removal of the cycle lanes would be a proportionate response here given the limited periods in which we expect kerbside loading to cause an obstruction.

Officers therefore consider that the restrictions as advertised afford the best balance between providing for cyclists and maintaining frontages' right to reasonable access to their premises.

Officers feel that the best chance for cycling to become a relevant part of Sheffield's transport system is to learn from a replicate practice from places that have succeeded in providing accessible and well used cycling infrastructure. Regrettably, these places are not in the United Kingdom, which has the lowest cycling rates of Western Europe, so we do not feel that advice is best sought locally – we have instead referred to best practice from places more successful in achieving high cycling rates.

3.8 Rationale for Proposed Layout

The proposed advisory cycle lanes layout complies with guidance from the Netherlands, the world leader in achieving high levels of cycling, in almost every respect. The layout has been arrived out with reference to –

- 1) Design Manual for Bicycle Traffic (CROW, 2007 and 2016 editions);
- 2) ASVV (Recommendations for traffic facilities in urban areas) (CROW, 2012); and,
- 3) *Aanbeveling fiets- en kantstroken* (Recommendations for cycle lanes and edge strips) (Fietsberaad, 2016)

Reference has also been made to guidance 2nd best performing cycling nation – Denmark – specifically *Håndbog Tværprofiler I Byer* (Handbook

[Highway] Cross-sections in Towns) (Vejdirektoratet, 2016).

In referring to the guidance above and to Cycle Sheffield's concerns, we would note that –

- Existing 85th percentile traffic speeds are 25mph. The scheme includes narrowing of the carriageway and the introduction of road humps. These measures, in particular the road humps, are intended and expected to reduce 85th percentile speeds to 20mph or less – roughly the 30km/h maximum recommended by Dutch guidance. Danish guidance is content with speeds up to 50km/h / 31mph. (Whilst not expected to have significant impact on vehicle speeds, a 20mph speed limit in the city centre is being progressed in parallel with the Knowledge Gateway project).
- Traffic volumes are well below the limits recommended by the above documents.
 - Observed flows of 2,622 motor vehicles compare favourably against a limit of 6,000 motor vehicles per day given by Fietsberaad 2016.
 - Observed flows of 3,376 passenger car units (PCUs) per day compared favourably against a limit of 4,000 PCUs per day given by CROW 2007.
 - Observed peak hour flows of 289 PCUs favourably against a limit of 600 PCUs per hour given by CROW 2016.
 - Observed flows of 2,622 motor vehicles per day compare favourably against a limit of 3,000 motor vehicles per day given by Vejdirektoratet 2016 (although Officers note this guidance recommends narrower cycle lanes than proposed as part of Knowledge Gateway).
- A safety margin of 500mm is to be provided between parking lay-bys and the cycle lane in accordance with Fietsberaad 2016, mitigating for the risk of cyclists being struck by opening car doors.

Owing to the street being predominantly used by public transport, motor vehicle volumes are more evenly spread throughout the day than is typical. As such, peak hour flows are less than the one-tenth of daily flow rule of thumb that forms the basis for Dutch and Danish practice.

The only respect in which officers feel that the layout is not consistent with the above is that the street is used by buses. Owing to their considerable mass, these present much greater danger and nuisance to cyclists than cars – roughly speaking, a bus travelling at 20mph carries similar kinetic energy to a car travelling at 60mph.

Therefore, CROW 2012 makes various recommendations in respect of buses on 20mph streets (as opposed to 30mph streets with cycle tracks), to the effect of –

- That buses longer than 8 metres should preferably not be routed onto 20mph streets at all (a typical single decker bus is ~12m long, and double decker ~10m long);

That no more than 6 buses per hour call at any bus stop (circa 30 buses were observed to call at stop SS2 (Howard Street towards Pond Street Interchange)).

Whilst for the aforementioned reasons, the City Council has not adopted, and does not intend to adopt, Transport for London's Cycling Design Standards, we do note that Cycle Sheffield have previously requested that the Council do so. Officers note that this guidance indicates that separate cycle tracks do not lie in the range of interventions indicated for streets of high 'Place' function, regardless of 'Movement' function. Noting that this scheme is intended to enhance the important place function of the area around Sheffield Hallam University, officers consider the provision for cyclists proposed as part for the scheme is consistent with Transport for London's approach and, by implication, Cycle Sheffield's previously stated position.

This is a compromise arrangement, and officers accept that the level of priority and separation of such an arrangement in the current traffic situation is not of a level that that Council should aspire to, so as to enable cycling as a routine mode of transport for all. Officers are of the view that this interest, and the wider aspiration for the area, is ultimately best served in this instance through the re-routing of bus services – although this will need to be considered in line with proposals in respect of Midland Railway Station and High Speed 2. Re-routing of buses will, unfortunately, not be achievable within the Knowledge Gateway project. As such, the cycle lanes arrangement is considered to be the most appropriate provision that can be made for cyclists within the scope of the Knowledge Gateway project.

The Council will, through the City Centre Masterplan and work being undertaken in respect of transport strategy more generally, seek to progress changes to public transport that will, inter alia, address the remaining cycling issues on Paternoster Row and Brown Street.

More generally, we have found this process an invaluable experience that has taught us that improvement in close co-operation between disciplines and different parts of the Council will be required to deliver cycling, other transport, and regeneration initiatives in a more integrated manner.

3.9 Other Matters

The approach to transport planning of categorisation of streets based on function is an idea currently being developed by the Transport Planning team. The conception and development of this scheme pre-dates that proposal, which is itself being developed and is not yet approved Council policy.

The Knowledge Gateway scheme has been designed to the proposed contra-flow cycling provision on Pond Hill. These are being progressed separately by the developer of the Digital Campus site.

The signalised crossing points on Paternoster Row pre-date the 2006 Sheaf Square scheme, which reduced traffic volumes on the street. Assessed in accordance with *Barrièrewerking van lijninfrastructuur* (Barrier effect of linear infrastructure) (CROW , 2011) the peak hour traffic volume of 266 vehicles per hour at the busiest observed point results in a mean delay to pedestrians waiting to cross in gaps in traffic of 1½ seconds – considered ‘good’, the highest classification. The minimum mean delay achievable with a signal controlled crossing here is notably worse – circa 10 seconds. The signal-controlled crossings are therefore redundant.

3.10 Trees

There were responses received to the consultation which mentioned the loss of trees in Fitzalan Square.

In response to this; The four larger trees in the square will be removed so to create an open and light environment as part of the new scheme, this vision was put forward as part of the consultation. The one nearest the corner of High Street has also to be removed to enable the left turn in for buses. The alternative to this would be that buses continue to go straight on from Haymarket into the square. Without the removal of this tree the Council would not be able to achieve the step change which is needed and the alternative would kill the scheme at this location. It is proposed to put back more trees to address the loss and these can be seen in the revised visual for the square which can be seen in appendix ‘E’.

3.11 Officer Response to the Objection received from the Taxi Representatives

One of the key aims of the Knowledge Gateway project is to provide an open, inviting environment for pedestrians at Fitzalan Square. The design for this area reduces the traffic dominance and also seeks to remove anti-social behaviour. There is also an aim to create a better pedestrian link from Arundel Gate and Norfolk Street which will eventually link with the route down to the old castle market site.

On that basis only servicing within the square will be allowed between

6.30pm and 10am. Access to the car park off Esperanto Place will be allowed but waiting of vehicles will not be promoted in this area including any ranking provision for taxis.

Prior to receiving the objection (shown above) officers had met with both the taxi representatives and SYPTTE regarding the layout and distribution of kerb space at Flat Street and removal of the taxi rank at Fitzalan Square / Esperanto Place. All parties informally agreed to the retention of three bus stops on Flat Street in front of the Old Post Office building and relocation of one stop to opposite the bus station so that a new three bay taxi rank (promoted by calculating current and future demands) could be located prior to the junction with Esperanto Place to replace the existing ones.

This layout was then re-advertised and SYPTTE removed their objection. The Taxi representative following further discussion with drivers maintained their objection.

Officers feel that taxi provision throughout the Knowledge Gateway scheme is well distributed and provides the right kerb space balance between different modes (parking (both accessible and general), taxi ranking and bus stops). This approach was discussed with all parties with only the taxi representative's objection remaining. Officers feel no further changes can be made to the layout to allow a rank in either Esperanto Place or at Fitzalan Square.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

An Equality Impact Assessment (reference 46) has been carried out for the scheme. The conclusion was that the works are fundamentally equality neutral affecting all local people equally regardless of age, sex, race, faith, disability etc. However, some aspects will be positive, e.g. for the young, elderly and disabled as the measures improve accessibility. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

The Knowledge Gateway Initial Business Case was reported to the Strong Economy Board on 22nd April 2016. It was approved subject to some amendments and final sign off by Director of Finance and Director of Creative Sheffield.

The Knowledge Gateway SCRIF 1B full Business Case was approved by the Sheffield City Region Combined Authority on 15th July for £3.815m requested out of the overall budget of £6.532m with the remaining budget funded from SCC, Sheffield Hallam University and other private investor

funds. A request for an additional £300k has now also been approved (30th October 2017) to give a revised funding of £4.115m.

The project will not proceed unless the final price provided by Amey is within the budget, including a client held contingency. Any cost over-run which occurs during the construction phase will have to be funded by the Council, or savings identified. Management of the contract will identify and mitigate / prevent any event which may result in a cost overrun.

A Final SCC Business Case will be submitted once a final price is received from Amey at the end of January 2018.

It is the Council's intention to award the works on a fixed price contract to Amey Contractor (Non-Core Works) in order to minimise cost risk exposure and maximise employer control of project cost. The Council will also require cost control provisions within the selected contract form including change control procedures. Design works will complete by early January 2018 to allow a final 'fixed price' contract to be signed around early February 2018.

The Council has so far appointed a professional design team that will manage any project risks through the development of a risk register, and monitor anticipated project expenditure against project budgets through regular interim cost reports. This will highlight to the Steering Group any projected overspends in a timely manner, and will provide the opportunity to seek cost savings, if necessary, to ensure the project is delivered within budget.

The budget also incorporates a client held project contingency allowance, should there be any unavoidable expenditure that was not foreseen or expected. This allowance will be managed throughout the construction phase to account for any variances that cannot be afforded elsewhere from the project budget.

Maintenance of all of the public highway will be the responsibility of Amey (Streets Ahead). Therefore, there is no additional requirement for funding from SCRIF to meet revenue costs.

4.3 Legal Implications

The Council in exercising its functions under the Road Traffic Regulation Act (including provision of pedestrian crossings and waiting restriction) is required under the Section 122 of the Act to (a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- v) any other matters appearing to the Council to be relevant.

The Council received two objections to the proposal in response to the consultation. The Council needs to consider whether these objections outweigh the benefits of implementing the proposal. If the Council is satisfied that the benefits of implementing the proposal outweigh the objections, it will be acting lawfully and within its powers should it decide to implement the proposal.

4.4 Other Implications
N/A

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Option 1 : – Do nothing

This is taken to mean “leave things as they are”, except for the road resurfacing under the Streets Ahead contract.

Strengths: The Council/SCRIF do not have to incur expenditure and any additional improvements (over and above those undertaken by Amey) would be funded by SHU or other private/public body.

Weakness: SHU having already paid for improvements at Arundel Street and Charles Street (within their campus but on public highways) are unlikely to spend beyond what they see as absolutely necessary in the immediate curtilage of their estate. They are unlikely to be able to negotiate changes to bus and taxi routes e.g. in Fitzalan Square without support and involvement of SCC.

Others such as Esperanto Place developers, CIQ stakeholders (Workstation, Showroom or Site Gallery) or HCA, (the owners of Sheaf Square and NMB sites) are unlikely to commit spend outside a partnership with SCC/SCR and are again unlikely to be able to negotiate changes without the involvement of SCC and so will adopt an incremental approach, focussing primarily on their site rather than adopt a more comprehensive, area wide approach (and will seek to pass the responsibility to a potential developer, whenever this materialises).

This option has therefore been rejected.

5.2 Option 2: Do Minimum based on Streets Ahead and Partners Contributions (No SCRIF)

This can be broken down as follows:

- 1. Fitzalan Square and Flat Street** – work with SHU and s106 funding only to just remove buses from the eastern section of the Square and relocate the taxi rank making good with secondary palette materials. No partnership with or alteration to Esperanto Place/Arundel Gate linkage other than removing taxis
Strengths: reduces costs and maintains the Square in its current format but allows greater priority to pedestrians
Weakness: No transformational change is likely and no stimulus to development beyond SHU plans. Unlikely to achieve the step change that is necessary so the current pedestrian profile (less family friendly, domination by street drinking, cash-converters and betting) is unlikely to change. The construction cost reduction is also marginal in that the bulk of the costs are on the sub base, which are the same irrespective of the finish, primary or secondary palette.
- 2. Pond Street and Pond Hill** – rely on Streets Ahead Repair Programme only, with some tree planting but cycling continuing in existing carriageway possibly delineated by a white line
Strengths: does not necessitate changing kerb line or significant alterations to how this road currently operates, other than improvement to pedestrian environment and comfort.
Weakness: Potential loss of an opportunity for a comprehensive approach to significantly change the look and operation of this road making the most of Streets Ahead but building on it in a cost-effective way.
- 3. Paternoster Row** – As for Pond St confine interventions to Streets Ahead repairs but with a segregated cycle lane demarcated by white lining
Strengths: as above
Weakness: a missed opportunity to make use of surplus road space and achieve the refreshing of Sheffield's Cultural Industry Quarter's main street at a time that could be critical to the future of Site Gallery, Showroom etc. This would not address road safety issues from excessive vehicle speeds particularly at the Howard St crossing.

The above option would cost virtually nothing to the City Council (and SCRIF). The only cost falling on the Council would be towards the closure of a road in Fitzalan Square and contribution towards any enhanced work. The option has been rejected as work is likely to be undertaken in a piecemeal approach and is unlikely to address any highway safety / traffic management issues.

5.3 Option 3: Site only approach

The direct economic benefits of this scheme come from the anticipated development of the sites. One option considered has therefore been to focus on the development work required to unlock these development sites but without the investment in the surrounding public realm. It would theoretically therefore be able to generate the bulk of the benefits, with less investment.

Whilst a detailed, quantitative analysis of each site has been carried out (in order to calculate the overall economic benefits) this analysis does not convey the critical importance of the feel of the area. Knowledge Gateway, as suggested by the name, is more than a collection of buildings. It is a critical arrival and transfer of place for people (increasingly students) and a key economic activity within the Sheaf Valley area of the city. Sites have not been developed out in part because of the physical infrastructure constraints this project will address but also because of the lack of investment in the area as a place and the generally poor physical environment. The public and private funding partners for this scheme have recognised that and the connecting infrastructure and public realm improvements are a critical element of their investment and continued support e.g. Sheffield Hallam University and Fitzalan Square.

It is not felt that addressing the constraints of the sites alone would make a sufficient change to the area that is necessary to see the sites developed out, and therefore the benefits realised.

5.4 Option 4 : “Comprehensive” Approach with SCRIF

1. **Fitzalan Square and Flat Street** – comprehensive upgrade to a consistent quality across the wider space and drawing on the widest partnership available whilst retaining/maintaining as much of existing design and materials as practical; re-configure Esperanto Place including removal of retail units adjacent to and along Arundel Gate to provide links/views from Norfolk St and Arundel Gate.

Strengths: should achieve necessary upgrade to encourage more people including families to use this route, in turn helping to change the profile of Fitzalan Square, and its connectivity to the Heart of the City via Arundel Gate to attract footfall and a wider range of businesses.

Weakness: will cost more, including SCRIF and use of Council capital receipt from Esperanto Place lease extensions to acquire the retail units. May be technically challenging.

2. **Pond St and Pond Hill** – same as ‘Do Minimum’, above other than changes to kerbing on approach to Howard St crossing. This is because of the uncertainty surrounding future of the bus

station and the minimal road widths, reducing our ability/options for increasing footpath widths and or tree planting etc.

3. **Paternoster Row/Brown Street** – Combine SCRIF, s106, LTP and SHU contribution to achieve narrowing road width for vehicles, extending high quality pedestrian areas and event spaces outside key attractions, reducing bus and taxi speeds and introduce cycle facilities.

Strengths: Makes good use of the over-wide carriageway, exploits opportunities offered by existing users on the east side (for outdoor café or spill out space), reduces accident risk at Howard Street by reducing speeds and provides good quality cycling links.

Weakness: will cost more;

Based on the strengths and weaknesses provided above this is the project team's preferred option.

- 5.5 A number of options for providing for cyclists were considered during the development of the proposals. in particular, these included –
 - Not making specific provision for cyclists;
 - Re-routing traffic (in particular buses) to reduce provide separation without physical infrastructure;
 - Providing two unidirectional cycle tracks;
 - Providing a single bidirectional cycle track;
 - Introducing additional loading restrictions;
 - Provision of advisory cycle lanes – this being the recommended approach.

A full summary of the options considered, opinion on them from both Cycle Sheffield and Officers and the preferred approach are included section 3 and appendix 'C'.

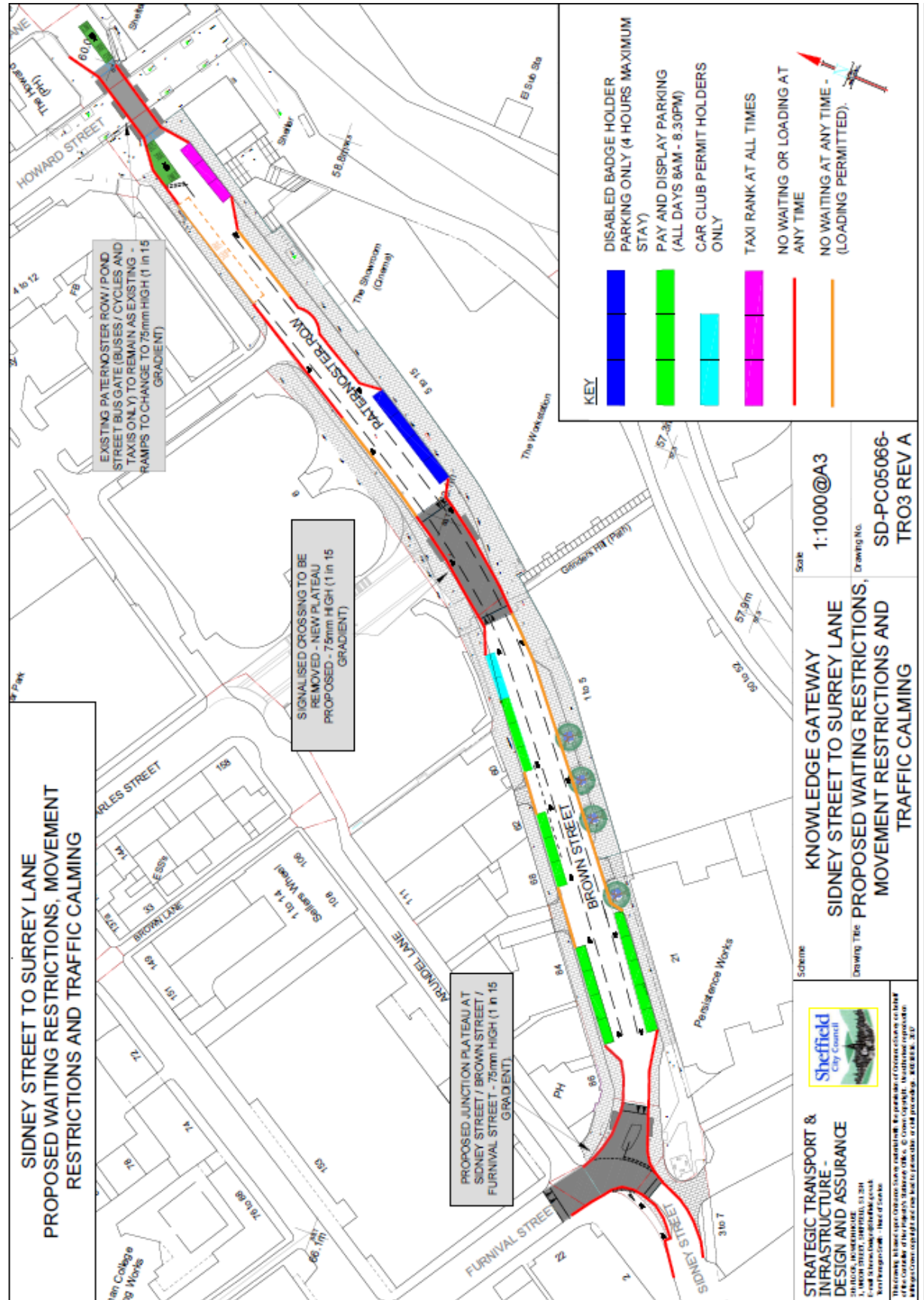
6. REASONS FOR RECOMMENDATIONS

- 6.1 The project team have had lengthy discussions with SYPTE, bus operators and taxi representatives. Officers have investigated all options available and recommend that the layout as legally advertised provides the necessary kerb space for taxis and buses providing a balance of provision throughout the scheme.
- 6.2 Officers feel that the best chance for cycling to become a relevant part of Sheffield's transport system is to learn from a replicate practice from places that have succeeded in providing accessible and well used cycling infrastructure. Regrettably, these places are not in the United Kingdom, which has the lowest cycling rates of Western Europe, so we do not feel that advice is best sought locally – the guidance and design standards

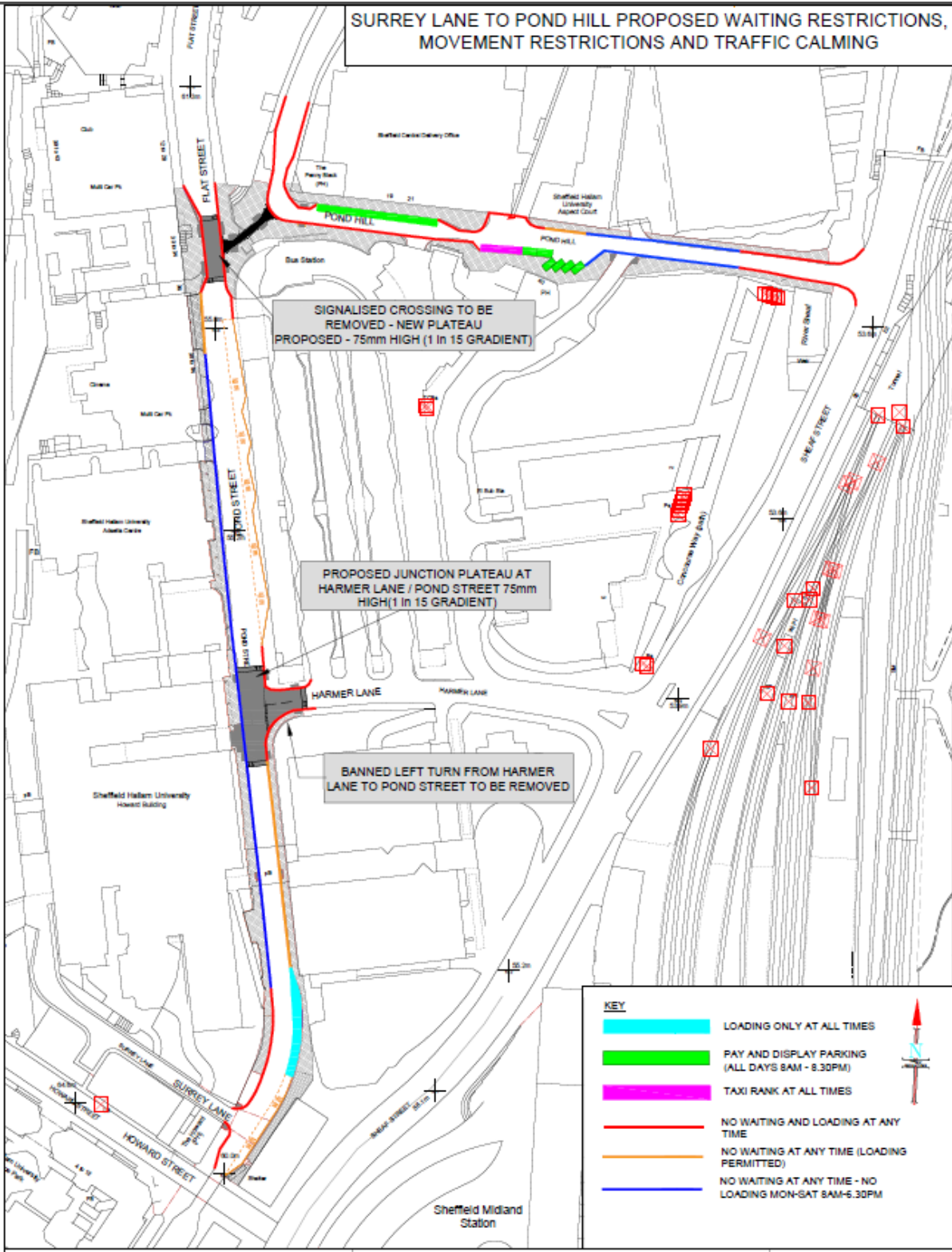
used for the scheme are included in section 3. The proposed layout complies with the guidance referred to in almost all respects, and is considered the most practicable means of providing for cyclists given scheme objectives and site constraints.

- 6.3 The evaluated 'comprehensive' approach to the scheme's development and design using SCRIF and contributions from developers and SHU will transform the corridor running from Sidney Street to Fitzalan Square, improving accessibility and safety as well as the local environment in order to encourage new investment and jobs. It is therefore recommended that this approach is approved so that the scheme can be delivered in the necessary timescales.

APPENDIX 'A' LAYOUT CHANGES AND TRAFFIC REGULATION ORDERS (TRO'S)



SURREY LANE TO POND HILL PROPOSED WAITING RESTRICTIONS, MOVEMENT RESTRICTIONS AND TRAFFIC CALMING



KEY	
	LOADING ONLY AT ALL TIMES
	PAY AND DISPLAY PARKING (ALL DAYS 8AM - 6.30PM)
	TAXI RANK AT ALL TIMES
	NO WAITING AND LOADING AT ANY TIME
	NO WAITING AT ANY TIME (LOADING PERMITTED)
	NO WAITING AT ANY TIME - NO LOADING MON-SAT 8AM-6.30PM

STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE
 28 FLOOR, HORNBY HOUSE
 1, UNION STREET, SHEFFIELD, S1 2SH
 E-mail: Scheme.Design@sheffield.gov.uk
 Tom Ploegman-Smith - Head of Service



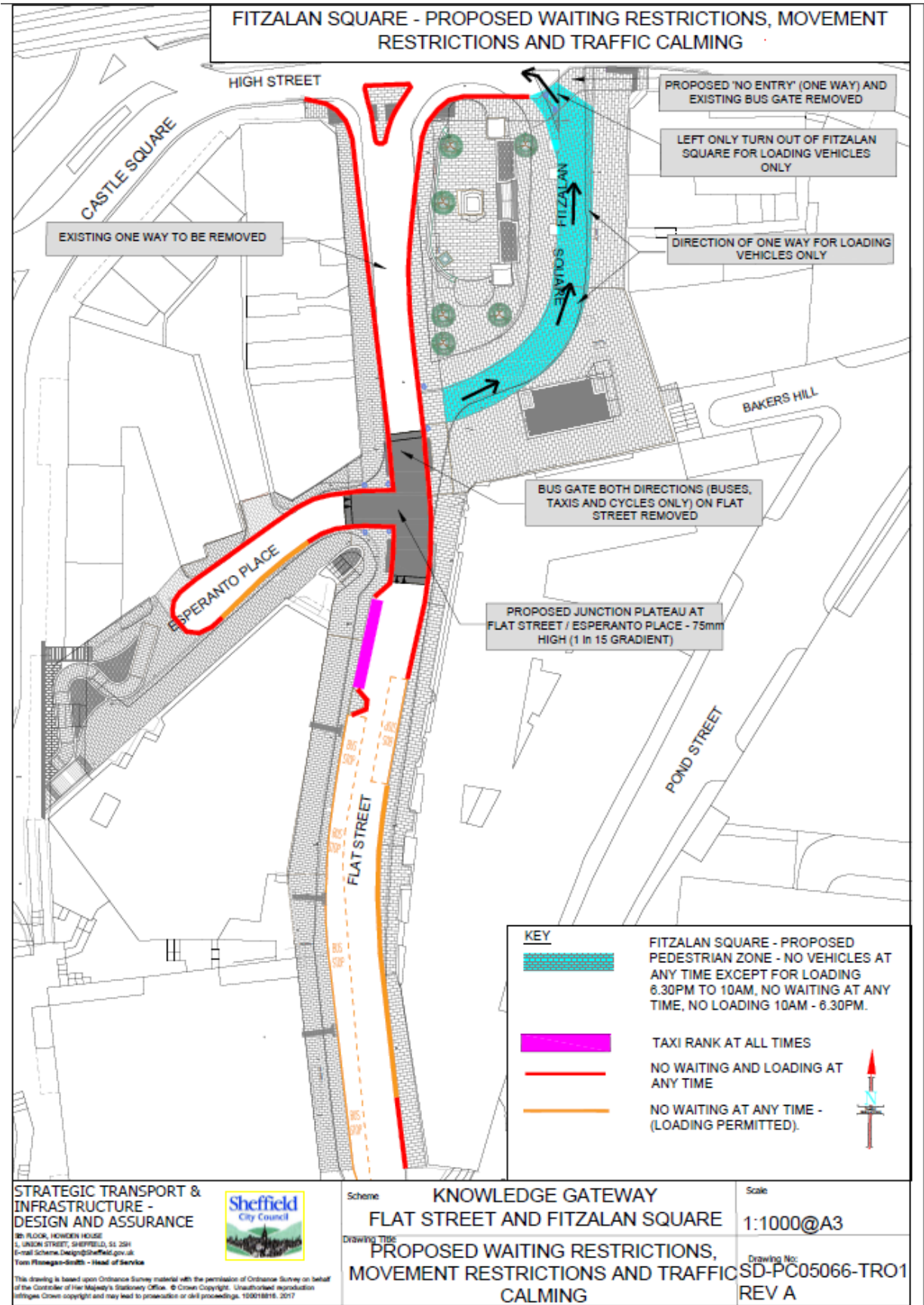
Scheme: **KNOWLEDGE GATEWAY SURREY LANE TO POND HILL**

Scale: **1:1250@A3**

Drawing Title: **PROPOSED WAITING RESTRICTIONS, MOVEMENT RESTRICTIONS AND TRAFFIC CALMING**

Drawing No.: **SD-PC05066-TRO2**

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APPENDIX 'B' – Comments Made during the Public Consultation

Ref no.	Like	Dislike	Suggestions
F1	Improved pedestrian access on Pond St	Cycle routes	Put the buses in the bus station – no pick up on Pond St
F2	Tables and chairs for outdoor dining. There should be a lot more of them	Please do not cut now the existing trees! Most Important, this is a green city	Some historic information about the WWII bombing of the Marples. Incorporate the trees within the plans, work around them. Some interesting sculptures, maybe some of them could be interactive
F3	Tree, nature, Animals, Care, Environment, Artists Nature	More City waste building never use it, don't need more building, yes recycle building old on repairs	Make create plants garden park or sculptures. Nature like Andy Goldworthy. More beautiful create more trees, lots of fresh air natural, Save massive big trees is family trees histories
F4	I like the extra planting, smaller lollipop trees surrounding the 4 large trees would look great. I like the pedestrianisation of the road, I like the potential art space	Too bland at the moment, the risk is that the 4 large trees will be removed during redevelopment	Please retain the four large trees, they provide shade in the summer and give the location gravitas. Yes, prune them, but please retain them. Please create some planted areas too.
F5	Proposals for square. Demolition of shops and top of Esperanto Place	Road access through Fitzalan Square (can this not be pedestrianised?) Curly Ramp from Arundel Gate	Please remove betting shops and narrow alleyways off Fitzalan Sq. as they support anti-social behaviour
F6	Proposed changes to Fitzalan Square and Esperanto Place		Create a U-turn area on Paternoster row for cars facing a dead end at end of Howard St, make sure there's enough width for cycles and buses to co-exist on Paternoster Row and Pond Street etc.
F7	The proposal to upgrade and invest in quality public space is great	not sure about real interest around Fitzalan Square. The scale and scope of ambitions (for £6m!!). Possibly better to do this in a number of phases with a series of specific investments	An urgent need to change the user demographic. Put pressure on betting shops to re-locate. Create a template for the type of retain in Fitzalan Square. Help 'fund' a street café piazza.

F8	I agree that the spaces need to be renovated to accommodate the new visitors and residents of the area. Closing off and regenerating the area is exactly what we need		for now the rendered suggestions seem a little late. New seating, possibly stone sculptures for seating? Exhibition process / statues / display pieces?
F9	The fact that Castlegate is happening at last		transparent covered walkway for winter
F10	I like that the Council are considering to develop an alternative to the existing traffic circulation around Fitzalan Square	I think the proposal is lacking in a lot of information about the space, the Council's vision on who the space will be used? What the lighting going to be like? How does the proposal relate to the Post Office? What's the plan for grass outside the Post Office? What the relationship between Fitzalan Square and the wider context of the City Centre?	I think the proposal should reflect the above comments! There needs to be a more careful understanding of how the square is being used currently and how the new proposal will deal with or accommodate what's currently happening? What's the wider agenda for the Square. It would be good to get our students involved with aspects of the proposal?
F11	The open space to allow students and residents to mix	the lack of permanent seating to encourage people to stay longer (and spend more)	This square doesn't reflect the vibrant creativity of the Act School - Creative Sheffield! Be smart with your budget and create a vibrant commercial space for students to meet and work by day and an event space by night - An amphitheatre
F12	The proposed redevelopment		Have some clear covered areas, similar to a car port, so customers can still eat outside and enjoy a coffee in inclement weather
F13	Uncluttered pedestrian		Please include a memorial to the people who died in Marples during the Sheffield Blitz. Tell the story of why the area looks as it does. During the blitz bombing and rebuilding
F14	A very positive step to open this important part of the City		

F15	The whole initiative - the proposal looks to link a number of unloved spaces		As with all these exercises "The devil is in the detail". Sheffield has a wrong track record of delivering high quality public realm. Keep up the good work. The budget is not huge for a large transformational project and his this hasn't allowed deign and quality standards to fall
F16	I like the idea of pedestrianising the space - but this should offer more opportunities might then be used for a gateway - suggests movement	I can't see how the proposals will have any positive effect on how people currently use the spaces in Fitzalan Square. In recent years this has become an hand out for disruptive behaviour	Could there be more concentration of lighting throughout the space, potential for a water feature / lighting. A suggestion of more flow / leading people through the space - or sense of occasion. Potential of working with Sheffield Institute of Arts to showcase work or impact of Sheffield as a creative space
F17	Opening up the space, making it lighter and more pedestrian friendly		Offer favourable terms and rents for some interesting shops and cafes, reflecting the 'knowledge and cultural industries' theme. Carry on improvements to include the old Castle Market Area - by the way, Stop cutting down trees
F18	Regeneration of Fitzalan Square is overdue and very welcome	There is an awful lot of anti-social, unpleasant and intimidating behaviour in the Fitzalan Square - some of which I have seen / experienced	Concerted effort by the Police, Council and other agencies to deal with the above mentioned people
F19	I like the fact that Fitzalan Square is being proposed for development and this area of the city is a focus for improving Sheffield regards leisure, retain, tourism and commercial investment	This development seems a little safe and limiting in aspiration, removal of a road to encourage people to engage with the area is a good start. However you must follow this with facilities and landmarks that pull and develop the use of the area and thus attracts further investment and people	The development would benefit from design regard landscaping to inspire people to shop and engage with area, many major cities do this and I can't help but think this proposal inspires or pushes people to keep on walking that than embrace and engage with this area of the city? (Dream Bigger)
F20	Impressed that original features retained and enhanced - café very good (and seating)		A display of historical pictures of original Post Office would be of interest to Sheffielders. Need to advertise widely to inform public as most not aware of current improvements

F21	Making it more for our community. Getting rid of bus route to create a more open space especially redevelopment of Castle Market plus getting artists involved	No Not Really	A connection between Fitzalan Square and Castle Market. Just generally make that space nicer
F22	Developing river near Station - more wild space in the City Centre. Opening up view to Crucible from Fitzalan Square		
F23	Outside seating/café area look attractive and will hopefully improve the public footfall in the Sheffield Institute of Arts (Barista Café)		
F24	Plans for Esperanto Place and Fitzalan Square. As a Sheffield Hallam employees, this would make a big difference to the area making it feel safer and more pleasant	Plans to potentially get rid of only 2 properties at the top of Esperanto Place. If more properties were demolished, it would open the area up more and make it feel safer	See above for Esperanto Place suggestion. More CCTV Cameras needed in this area urgently as there is opportunity for lots of crime and lots of anti-social people hanging around
F25	Cycle Improvements, open spaces and tree planting to encourage nature. Smooth pavement slabs. Opening up river Porter as much as possible	Please don't include the small cobbled stones currently above Peace Gardens and at other sites - a trip hazard	Thanks for organising this display

F26	Opening up the Sheaf, the importance of art / culture along CIQ area, opening up Esperanto Place to Arundel Gate	The proposals for Fitzalan Square, very underwhelming - essentially amount to some paving. How could the plans engage with the antisocial behaviour in the Square - not just changing space to move it on, but engaging with vulnerable people there	How can plant / soft landscaping be used better in Fitzalan Square - thin amount (No Suggestions) incredible project, or Sarah Price's design for Olympic Park, or Nigel Dunnett at University of Sheffield. How can events be staged in front of HPO building - performance space? Projection Screen eg City Screens - more work with Sheffield Hallam University artists / designers can create content and engagement
F27	Excellent idea as this area has been neglected for too long	Need to be aware of other projects in the City Centre to ensure joined up planning (ie future Castlegate Project) - maybe include some tourist information kiosks as it is near the station and café in Fitzalan Square	
F28	Road layout change. Open aspect of the Square	Betting shops!	Upgrade to Esperanto Place and removal of the buildings over the steps is crucial. This area has become a location for anti-social and illegal behaviours transferred from the square
F29	Regenerating Fitzalan Square, removing the road to create public space	Lack of planting. Huge areas of paving that will increase surface water run off or not improve on the present. Adding trees is good, but what about other planting	More planting and greenery, less concrete and paving. How about putting in trampolines like Copenhagen waterfront to bring people into the area
F30	Pedestrianisation	Underwhelming. Fitzalan Square will not change unless the gambling shops move	

F31	Pedestrianised areas, new trees, less traffic, cycle links	Large amounts of paving	More plants (could add eco features, eg rainwater harvesting), cycle parking (secure parking would be good) Public Artwork / sculpture, street gym equipment/ things to encourage walking - signposting, lunchtime walking routes, play equipment
F32			Student Parking
F33	I like that attention is being brought to this area. There is still so much more that can be done with an area that is used so much by public transport, pedestrians etc		I think the potential to liven this area up with art work could be a good opportunity for the Institute of Arts building located in the area
S34	Better impressions of Sheffield when arriving at the bus station - links to retail areas. Definitely a need for start-up business spaces - however these should be linked to existing businesses and education as a support network		Regeneration of the types of shops in Fitzalan Square needed - Italian Plaza. New retail / showroom spaces for creative start-ups as well as workspaces
S35	The revamp of Fitzalan Square sounds fantastic and is a much needed change to the area	Nothing - I think it sounds a fantastic plan and being an art student in the new Post Office an improved square in particular would be very welcomed	A student led café in the square or somewhere for students to sit at lunch near the post office seating and maybe some kind of shelter? But very open and inviting
S36	Tidy up and opening site for pedestrians	None really, nice to see improvements	none
S37	Slow traffic down, more space for people and things to happen outdoors	Paternoster Road still too fast	Make Paternoster Row more twisting to slow down traffic
S38	Slow traffic, making more room for people	still too much room for cars. Make road more twisty to slow them down	

S39			20 miles per hour speed limit. No car parking spaces along the side of "Pinball / Festival Square"
S40	Trees and paving	Can we have a plan to reduce the number of buses, especially those using it as a through route and not servicing the area. And reduce speed limit to 20mph	
S41	Great that Fitzalan Square is being upgraded	Nothing - I think it sounds a fantastic plan and being an art student in the new Post Office an improved square in particular would be very welcomed	
S42	The concept of improving the flow from Rutland through to Fitzalan Square makes sense to have more attention paid to immediate vicinity of Station / Interchange		
S43			<ul style="list-style-type: none"> • Generally I welcome the proposals to improve a rather shabby area. The opening up of the top of Esperanto Place is especially welcome. • Fitzalan Square proposal lacks any real focus or eye-catching feature. The proposal will certainly be an improvement, but it doesn't generate the same excitement as other public spaces. One idea could be a barrier sculpture or raised planting to the north and east side. This might be curved, with seating facing south and east. It would help to reduce the impact of passing traffic, and orient everything around open space to the south and east. • There is no image of Esperanto Place. It would be especially interesting to have some idea of what the view from Fitzalan Square will be like. The width of Arundel Gate causes a steep slope at this point and may create a horizon, which in turn could benefit from either a focal point visible from both above and

			<p>below or a gateway structure (perhaps just trees or green walls either side - anything built risks creating clutter), acting like a hilltop waymark such as Stanage Pole.</p> <ul style="list-style-type: none"> • Esperanto Place would be better with the same pedestrian-friendly paving throughout, rather than having a small piece of roadway to serve only a few buildings.
S44	<p>Wider Paving / better quality materials. Reduce Traffic, removal of traffic lights</p>		<p>More trees along Paternoster Row and different types of tree (linear arborium). Reduce speed limit along Paternoster Row / Brown Street. Remove car parking in front of "Festival Square" and open up the Square to pedestrians. Add benches and informal seating. Develop "Festival Square" as put in the scheme to ensure it is integrated into the streetscape</p>
S45	<p>The CIQ Agency welcomes the proposed work described as the Knowledge Gateway However We believe it's a Long overdue investment in the public realm / highway improvements along paternoster</p>		

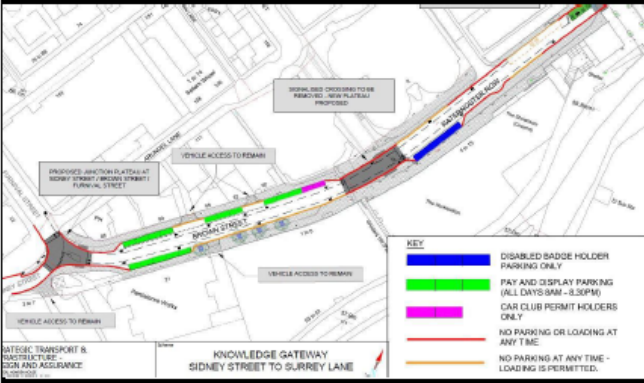

, brown st , pond
st Work already
agreed for the
CIQ square
(Paternoster
Square/ Charles
st) re design and
improvements
need to be
brought forward
and be
undertaken in
parallel with the
Fitzalan Square
upgrade and
timetable This
work has been
too long delayed
and should have
been completed
2015/2016The
massive vote in
confidence by the
arts council in the
Site Gallery and
the proposed
enlargement of
the gallery needs
to be equally
respected by the
Square opposite.
We recognise the
Square serves
many businesses
and cultural users
and should
enable the
greatest
assistance to
festival and live
entertainment as
possible to create
a distinctive
destination space
with a special
focus on early
stage creative
work reflecting
the production of
original and
experimental
work The
Knowledge
Gateway impact
especially within
the CIQ should
enable and
improve the
conditions for
cultural creative
and digital

	<p>businesses to grow and develop We believe place making for the creative and digital economy is a core feature in growing Sheffield's future so the the Agency welcomes this continuing investment in public realm and highway improvements.</p>		
S46	<p>The removal of traffic island that is Fitzalan Square, the removal of the taxi rank as it causes problems for the buses returning to Pons Street. Bus Station and changing over of bus crews opposite the taxi rank. This can cause more delay to traffic on the High Street and affect traffic back down Commerical Street and Waingate with blocking of that junctions and delays to trams. The introduction of more young, less vigorous type trees in the proposed pedestrian areas, the removal of the awkward pedestrian crossing at the threeway junction</p>	<p>The level plateau in place of the Flat Street in conjunction with the proposed cycle access is asking for trouble and making a possible traffic bottleneck at peak times, buses need to be two way at this point and I would respectfully suggest that cyclist do not need this link. Where are the cyclists coming from? If from the East, they would surely use Flat Street, if from the Wst would use either Peternoster Row or Sheaf Street to reach the Lower Hallam University site and Arundel Gate for the Upper Site. Also buses are entering the Bus Station just</p>	<p>The ramp on Esperanto Place needs to be constructed in such a way as to deter skateboarding. The spacing of the new trees could be better if put further away from the existing mature trees. This would lend itself to replacing the mature trees at a later date without impacting too much on the surroundings. The idea of attracting new shops, restaurants, cafes is ok, but where would they go? Currently only one shop on Fitzalan Square is empty (the old Halfords Store). What is to happen to the rest of the Old Post Office Building and adjacent demolished building site? Could that be reused / developed for say a History of Sheffield facility for the local area and Sheffield as a whole? I think there should be less advertising display units / stands than has been put up in the other pedestrian areas in the City and suburbs, these tend to be placed in across the direction of the flow on footpaths and pavements instead of one side and in line with the travel of pedestrians. The new paved areas and permanent seating would be constructed with raised edges to deter skateboarders etc. One point I was asked about at the presentation i visited was the access stairs at the corner of Fitzalan Square down to Baker Lane, these are currently fenced off and dangerous, so I think they should be blocked off / removed.</p> <p>SHEFFIELD STATION SITE - I understand from my conversation with the guys at the display in the Cafe that the derelict site at the side of the Station cannot be included in the plans. I suggested space for the taxi rank etc to alleviate the pressure at the Station, because at this stage it's earmarked for HS2. It is going to be at least 2033 before this happens, if at all, which means it will remain a blot on the landscape at a major entry point to the city for the next 15 to 20 years. Why not use it in the interim</p>

	<p>of Esperanto Place, Flat Street and Fitzalan Square. The idea of attracting new shops to the square. The introduction of a ramped access from Flat Street to Arundel Gate along Esperanto Place.</p>	<p>beyond this junction with a pedestrian crossing from the Main Building to Stand A. On Flat Street you propose a Taxi rank, does this not mean the removal / relocation of several bus stops? To where? Has SYPTE been consulted on this</p>	<p>period to alleviate the pressure of traffic and the station? Surely this makes sense in the short term (it may prove to be longer). There is also a discussion for HS2 which is to see the old Victoria Station site, which to me makes little economic sense as there is even more problems with access and very little in the way of additional sites for parking. The idea of using an elevated station for HS2 is ridiculous and would probably cost more.</p>
S47	<p>Improvements to the aesthetics and accessibility of the area. Maintaining bus links and parking is important. Encouraging to see focus on the edge of the city centre. Lots of potential for better shops / cafes / bars at Fitzalan Square</p>	<p>Concerns about disruption to trade during busy periods for work to take place. We would hope to be able to display 'open as usual' signs around work to ensure continued custom</p>	<p>Signpost attractions / businesses to increase visibility. Public outside art / art displays. Attempts to encourage more businesses into the area - independent shops, cafes, bars to increase vibrancy (especially at Fitzalan Square)</p>

Appendix 'C' Objection From Cycle Sheffield and Officer Response

Knowledge Gateway Consultation - CycleSheffield Responses

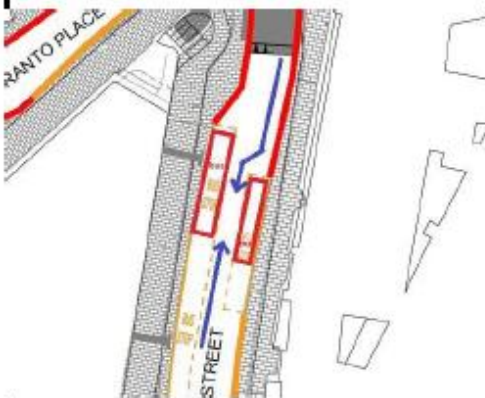
	Comments
1	<p>Hello, Here is CycleSheffield's response to the Knowledge Gateway scheme. Improving public space for people is to be encouraged but in its present form the Knowledge Gateway scheme creates serious problems due to a lack of transport planning. There will continue to be heavy bus and taxi traffic in the area, it gives less priority to pedestrians crossing, and undermines the safety and convenience of people cycling. This is already a well-used and signed route for people on bikes and the scheme needs to reflect this. Sheffield also has ambitious targets for cycling and so any new scheme needs to anticipate significantly increased cycle traffic and include high quality provision to both enable and accommodate this. To expand cycling beyond current cyclists it is vital to provide convenient routes for people who do not wish to mix with heavy traffic. However, high-quality cycle provision which enables this is missing from the current designs. The designs appear to be old and are out of date with current council transport policy and ambitions, as well as acceptable design practice. If they are implemented they would degrade the current cycle route. Specific points: A 'dooring' hazard would be created which does not currently exist for people using red painted cycle lanes alongside on-road parking along Brown Street and Paternoster Row. There will be an unhelpful expectation from some drivers that people on bikes should only be using marked lanes, despite this being unsafe. On the design below a dooring hazard exists where there are green, blue and purple boxes (indicating parked vehicles).</p>
	 <p>KEY</p> <ul style="list-style-type: none"> █ DISABLED BADGE HOLDER PARKING ONLY █ PAY AND DISPLAY PARKING (ALL DAYS 8AM - 8:30PM) █ CAR CLUB PERMIT HOLDERS ONLY █ NO PARKING OR LOADING AT ANY TIME █ NO PARKING AT ANY TIME - LOADING IS PERMITTED
	<p>Painted cycle lanes interrupted by bus stops are especially inadequate when the carriageway width is reduced to a bi-directional single centre lane. A parked bus will obstruct sight lines and it becomes hazardous to overtake as there may be vehicles approaching in the opposite direction. Painted cycle lanes in this two-way layout encourage drivers to assume against cycles approaching in the centre of the road when going around stopped buses. See image below:</p>
	 <p>Loading is permitted in the cycle lanes along most of Brown Street and Paternoster rendering these lanes useless. People on bikes will have to pull out into the centre of the road to pass loading vehicles.</p>



Servicing/loading for the Showroom café and cinema will take place on-street, where road is narrowed, and with a bus stop opposite. This creates further hazards for cyclists and could also result in the road being entirely blocked. Pond Hill is not wide enough to include all of: a traffic lane, a contraflow cycle lane and 2 taxi ranks (one on either side of the road). The Knowledge Gateway scheme does not include the improvements which should have been delivered as part of the Digital Campus development (see image below).



The route from Haymarket to Flat Street would be made even less appealing for people on bikes given the numbers of buses, as the straight-on route will be removed. A 'dog leg' manoeuvre will be required on Commercial Street. Flat Street has been narrowed but retains bus stops on either side of the road. If both bus stops are in use the highway is effectively reduced to one lane. This design is hazardous for people on bikes but creates problems for all road users.



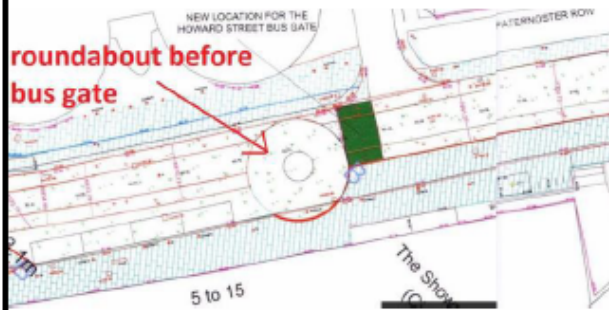
The removal of three signalised pedestrian crossings without a reduction of traffic levels makes using these crossings difficult and potentially dangerous for pedestrians, particularly visually impaired people.

Taxis will wait on footway along Paternoster Row when collecting and dropping off customers for the train station if no measures are included in this scheme to prevent this.

Moving the bus gate creates a new rat run from Furnival Street to Sheaf Street. Vehicles will be able to travel along Arundel Lane through the car park onto Paternoster Row – bypassing the new bus gate location – then Pond Street, Harmer Lane to Sheaf Street. This is shorter than the correct route and will increase traffic at the bottom of Howard Street where there is a busy pedestrian crossing.

More traffic will cross Howard Street pedestrian crossing as a result of the bus gate changes even if vehicles do not cut through the car park.

Large vehicles will not be able to use the mini roundabout before the new bus gate so they will either need to ignore the bus gate, or reverse long distances back along Paternoster Row/Brown Street which would be hazardous for other road users.



How to improve scheme:

1. Segregated cycle lanes are required given the volume of traffic, especially buses. These would also resolve the issues with cycling past parked cars, buses and loading vehicles by providing separate, safe space for cycling. These would need to run north-south through the scheme but also link to the train station.

If a segregated cycle route cannot be provided then:

2. no parking and no loading restrictions are required for the painted cycle lanes.
3. The bus stops need to be relocated or bus stop bypasses installed.

Further Consultation Comments with regards to cycling:

2	<p>Please find below some comments on the Knowledge Gateway Scheme.</p> <p>I am concerned about the layout of the cycle provision along Paternoster Row. Currently I cycle regularly along that route and am concerned that your current proposals will put myself and other cyclists at increased risk.</p> <p>Please consider segregated cycle lanes rather than painted lanes in close proximity to parked cars and loading areas and bus stops.</p> <ul style="list-style-type: none"> • Segregated cycle lanes are required given the volume of traffic, especially buses. These would also resolve the issues with cycling past parked cars, buses and loading vehicles by providing separate, safe space for cycling. These would need to run north-south through the scheme but also link to the train station. • Cycle Sheffield
3	<p>I would like to register that whilst I think that a lot of good work has gone into your plans to improve the city centre, I concur completely with the concerns raised by CycleSheffield here: http://www.cyclesheffield.org.uk/2017/02/25/knowledge-gateway-response/</p>

4	<p>In response to plans made for the much- needed redevelopment planned for the Fitzalan Square and associated city centre development I wish to contribute my concerns regarding provision for cyclists.</p> <p>I commute by bike each week and frequently come to town from Crookes to shop and get to the station. Sheffield is a challenging city to cycle in, hence low uptake of cycling as a method of transport. It seems to me this new development has the potential to make life a little easier for existing cyclists and perhaps encourage others in turn.</p> <p>In order to achieve this the redevelopment needs to take heed of concerns raised by cycling organisations such as Cycle Sheffield. Across the city bike lanes are poorly thought out- suddenly stopping, going across busy loading areas, in inaccessible areas that no one actually riding a bike could use. Cycle sheffield has highlighted multiple examples of this in their report to you, suggesting no actual cyclists have been consulted in the design stages.</p> <p>I agree with their concerns and ask that you pay heed to the cyclists of the city in redevelopment planning at an early stage.</p>
5	<p>Hi, I've seen your plans for paternoster row and other roads. I'd like to express my concern that the planned traffic scheme does not address the issues for Sheffield cyclists.</p> <p>Given the councils aims for cycling in Sheffield in the coming years, shouldn't we have proper segregated cycle lanes, with no parked car door dangers, no loading in the cycle lanes.</p> <p>I was witness to an incident on brook hill roundabout on Tuesday, where a cyclist was knocked off his bike by a small car. He was fortunately only slightly wounded. This is because routine routes for students and other cyclists are mixed with car traffic. I hope the new crossings by the tram stop there will solve that particular problem, but this thinking needs to be city-wide.</p>
6	<p>I live in Hillsborough and am concerned about the safety of cyclists and pedestrians in Sheffield.</p> <p>Pollution from car emissions is also a serious problem. Surely cycling should be encouraged. Please reconsider these plans which appear to be anything but safe or forward thinking. Cycle Sheffield is a huge organisation with support growing from many local inhabitants. Please consider their suggestions and meet with representatives before making your planning decision</p>
7	<p>With reference to the council's plans for regeneration along Paternoster Row and surrounding area. Obviously upgrading the street environment is welcome, and there are some good elements, but I have serious concerns that the poor traffic planning and flawed design means it risks actually making it a more difficult place to walk and cycle.</p> <p>It includes painted cycle lanes either side of two-way bus traffic on a single centre lane, with loading permitted in the cycle lane. This is a recipe to end up with problems like The Avenues in Norwich.</p> <p>Please reconsider in the light of what happened in Norwich.</p>

8

Please find my general comments on the proposed Knowledge Gateway scheme below.

1) The regeneration of the area is to be applauded, and it will make a welcome extension to the improvements delivered by the Gold Route and Grey to Green..

2) The road layouts proposed do not meet the scheme's requirements or align with the City Council's Strategic aims, and should be revisited. Please take this note as a formal objection to the scheme in its current form. I understand that the aim of the council is to categorise routes and develop them in ways appropriate to their usage - it is clear that these roads are intended to be 'Pedestrian/Cycling combined with 'access-level' Public Transport. - this prioritisation is not apparent.

2) Investment at this level is a unique opportunity. It is unlikely that mistakes made now will be easily or cheaply rectified later.

In particular:

1) The Scheme brief says ' Paternoster Row is the main street of the Cultural Industries Quarter, home to the Showroom, Workstation, Site Gallery, Yorkshire Artspace and Sheffield Hallam's Student Union building, but it is also dominated by fast-moving busses and taxis with little pedestrian space.' - however the scheme appears to continue the attempt to squeeze a quart of traffic into a pint pot of road space, catering for bidirectional bus, car and taxi traffic. There is a brave attempt to provide better facilities for pedestrians and cyclists, but these are inherently compromised. To deliver a high quality 'Art Street', with good pedestrian and cyclist access would, I believe require:

- Bus (and Taxi of necessary) traffic to be one-way only. Bear in mind that there is a major two-way bus corridor 50 meters away to the east (Sheaf Street), and another 100 meters to the west (Arundel Gate).

- Removal of on-street parking except for the disabled spaces. Use the resulting space for an 'off-lane' bus stop, and for very short-term loading. There is space to provide off-road parking in the unused land in front of the Station (I think some of this might also be earmarked for Taxis to get the off the access routes to the Station.)

- If this route was restricted to cycling, pedestrian, one-way busses, loading and access, with disabled parking retained, the layout could be revised to have more space sharing/flexibility and to be much more 'user-friendly', a 10MPH speed limit would not be unreasonable.

2) All opportunities for cars to 'rat-run' should be clearly prevented.

3) The scheme brief says that 'Pond Street is a poor pedestrian environment dominated by bus stops and service entrances, but has now become a key access through Sheffield Hallam University's campus' Again this is correct, but it is not clear that the dominance of Busses and Taxis will be reduced significantly by the scheme. Pond Street and Flat Street form the natural pedestrian and cycle route From Fitzalan Sq to Howard Street (and to connect the Grey-to-Green development to Paternoster Row and beyond). This route also brings together the Hallam University City Centre Campus. A similar treatment to that outlined above should be considered:

- All streets to be one-way traffic only - safer for pedestrians, less passing space required.

- Reviewed and streamlined access for busses into and out of the Interchange, aiming to avoid Pond Street and Flat Street.

- Rationalising (reducing/removing) private vehicle access to the Pond St Multi-Storey Car Park from the East side - could this ultimately be from Arundel Gate side only?

- Critical examination of the need for taxis to use and park on these streets.

- If this route was restricted to cycling, pedestrian, one-way busses, loading and access, with disabled parking retained, the layout could be revised to have more space sharing/flexibility and to be much more 'user-friendly', a 10MPH speed limit would not be unreasonable.

I would be pleased to discuss these thoughts with you. Be aware that while I am still a supporter of CycleSheffield I no longer represent them formally. However I doubt that my thought will differ markedly from those of C/S.

9	<p>I write with concern about the current plans for the above. Provision for safe cycling and walking is clearly inadequate. In particular,</p> <ol style="list-style-type: none"> 1. cycle lanes are shown which overlap with parking, loading and bus stops near to narrow road sections, inevitably producing dangerous situations. 2. It is really necessary for all new traffic plans to provide segregated cycle lanes in order to give confidence to existing cyclists and and encourage would-be cyclists 3. Flat Street, Paternoster Row and Brown Street are part of a significant cycle route as well as being busy roads.
10	<p>Please act upon the response to your consultation from cyclesheffield, of which I am a member,</p>
11	<p>I regularly cycle from Nether Edge to the Showroom or Station through the cultural industries quarter. I am very concerned that the proposals for the 'Knowledge Gateway' seem to increase the likelihood of traffic and parking on these roads which are currently quite good for cycling. I am worried about the risks to cyclists when seeking to overtake buses stopped at bus stops, and also from 'dooring' by cars parked along the route. Sheffield claimed intention to increase the rates of cycling do not seem to me to be matched by your actions, which appear to be constantly down-grading the quality of cycle provision in the city.</p>
12	<p>From the plans I have seen the Knowledge Gateway scheme is wholly unsatisfactory in its provision for cyclists. Cycling reduces traffic, reduces pollution, and makes for a healthier and more productive population, and therefore should be properly catered for and encouraged.</p> <p>I support all of the points put forward in the response of Cycle Sheffield, which I have read through.</p> <p>Being near the Sheffield Hallam University, the bus station, train station, cultural industries, and the Showroom Cinema, the redevelopment of this area needs to be in line with the cleaner, greener, healthier aims of the city. As potential investors visit the area they need to see that this is the place to be, where happy people enjoy the street, instead of battling through busses and vehicles stopped in cycle lanes.</p> <p>Your work in remedying the issues raised by Cycle Sheffield will be much appreciated.</p>
13	<p>I am a regular cyclist and cycle to work daily and at weekends. I have just read CycleSheffield Knowlede Gateway response and am deeply concerned that motor traffic is being prioritised over cyclists & pedestrians. A segregated cycle lane would be by far the safest option for cyclists, not cycle lanes in which busses can stop & vehicles can unload.</p> <p>Sheffield claims to want to encourage more cycling and it has significant health benefits, particularly important in these times of increasing obesity. These road use proposals require a rethink if these aims are to be achieved.</p>
14	<p>I'm no traffic engineer but I ride a bicycle a lot around Sheffield. I have seen Cyclesheffield's response to the consultation about the Knowledge Gateway redesign along Brown St, Paternoster Row, Pond Hill, and Flat st. I agree with them that it creates hazards for cyclists. The two-way traffic along a single lane on Paternoster Row seems particularly daft.</p>

15

I am a regular cyclist in the city, including making journeys to and past the train station and Showroom. I strongly support Cycle response to these plans (reproduced below). I very much hope that you will take their response clearly, and adapt your proposals accordingly. I would be grateful if you would keep me informed about the action you take, and why.

Improving public space for people is to be encouraged but in its present form the Knowledge Gateway scheme creates serious problems due to a lack of transport planning. There will continue to be heavy bus and taxi traffic in the area, it gives less priority to pedestrians crossing, and undermines the safety and convenience of people cycling.

This is already a well-used and signed route for people on bikes and the scheme needs to reflect this. Sheffield also has ambitious targets for cycling and so any new scheme needs to anticipate significantly increased cycle traffic and include high quality provision to both enable and accommodate it. To expand cycling beyond current cyclists it is vital to provide convenient routes for people who do not wish to mix with heavy traffic.

However, this is missing from the current designs. The designs appear to be old and are out of date with current council transport policy and ambitions, as well as acceptable design practice. If they are implemented they would degrade the current cycle route.

Specific points:

- A 'dooring' hazard would be created which does not currently exist for people using red painted cycle lanes alongside on-road parking along Brown Street and Paternoster Row. There will be an unhelpful expectation from some drivers that people on bikes should only be using marked lanes, despite this being unsafe. On the design below a dooring hazard exists where there are green, blue and purple boxes (indicating parked vehicles).

16	<p>Please find below my response to the Knowledge Gateway redevelopment proposal:</p> <p>Overall my response is to welcome the opportunity to redesign these streets to take better account of the needs of people on foot, on bike and on public transport. However as someone who regularly uses a bike in this area (it's where I work), I have concerns about the quality of provision.</p> <p>(1) Brown Street proposal:</p> <p>(i) PROPOSED JUNCTION PLATEAU AT SIDNEY STREET / BROWN STREET / FURNIVAL STREET: Cycle traffic on the Sidney Street contra-flow frequently crosses Furnival Street and enters Arundel Lane, where there is bike parking and a route to Howard Street and the City Centre. Sidney Street forms a significant access point for cyclists arriving in the town centre from the Sheaf Valley Cycle Route, so the numbers of cyclists are high. Extend the junction plateau to cover the junction of Furnival Street and Arundel Lane.</p> <p>(ii) Cycle lanes and car parking on Brown Street: it is no longer acceptable good practice to provide for cycle traffic by painting a line on a road. On Brown Street, it is a particularly poor solution, because it causes the following risks:</p> <ul style="list-style-type: none"> -- the lines proposed lead cyclists to risk car doors opening into their path. -- bus stops: cyclists will be forced to move from the left hand side of the lane to round a bus, into oncoming traffic. -- loading: cycle lanes will be blocked by vehicles unloading, and again be forced to move out of the lane into the road. <p>Segregated cycle lanes are required given the volume of traffic, especially buses. These would also resolve the issues with cycling past parked cars, buses and loading vehicles by providing separate, safe space for cycling. These would need to run north-south through the scheme but also link to the train station.</p> <p>(iii) The improvements which should have been delivered as part of the Digital Campus development need to be implemented.</p> <p>(iv) The proposal removes signalised crossings without reducing motor traffic.</p> <p>(v) Moving the bus gate creates a new rat run from Furnival Street to Sheaf Street. Vehicles will be able to travel along Arundel Lane through the car park onto Paternoster Row – bypassing the new bus gate location – then Pond Street, Harmer Lane to Sheaf Street. This is shorter than the correct route and will increase traffic at the bottom of Howard Street where there is a busy pedestrian crossing.</p>
17	<p>I'm responding to the consultation on the plans to regenerate the city centre area known as the Knowledge Gateway.</p> <p>I'm pleased that there are proposals to upgrade the area and bring it in line with the quality and pedestrianised streetscape of the Heart of the City. However I am also very concerned about the road design through this scheme.</p> <p>I wish to formally object on the grounds that the design of road layout is not suitable. There appear to be no changes planned which will reduce heavy bus and taxi traffic, or loading and parking along Paternoster Row. This will mean that the cycle lanes each side of the two-way road are of little or no value, and could cause extra hazards due to dooring and passing vehicles obstructing the width of the road.</p>

	<p>I have concerns about the convenience and safety of signalised pedestrian crossings being removed with no reduction in current traffic. The current crossing of Paternoster Row at Howard Street is too easy to misread and feels awkward every time I use it, with bus and taxi traffic coming from both directions on a single width area, and this appears to remain.</p> <p>This route has the potential to become a very attractive place for walking, cycling and spending time along the length between University buildings, galleries and a revived Fitzalan Square. I would love to see this happen. But from what I can see on the existing plans the transformation will be superficial and this opportunity will be missed, with it remaining dominated by traffic and not giving priority to people.</p> <p>I would like to see an approach much more similar to the University of Sheffield campus' recent cycle and pedestrian improvements, with streets like Leavegreave Road closed to traffic, and dedicated and separated cycle space forming a continuous route through the area where necessary. It would seem a shame for SHU to not get the same degree of people-focused improvement as UoS has achieved.</p> <p>I also endorse the response of Cycle Sheffield and share the points raised.</p>
18	<p>To whom it may concern.</p> <p>As a daily cycling commuter in Sheffield between Mosborough and the city centre, I can tell you that all of the concerns raised in the folliwng video apply fully to your proposals:</p> <p>https://www.youtube.com/watch?v=TFkyEZ8iyCY</p> <p>This design is fundamentally flawed as it assumes some intelligence on the part of all users. I have witnessed time and time again the fallacy of this assumption. There is a common misconception that drivers hit cyclists because they can't see them - the truth is that car drivers see us just fine - they just don't care. I would go one step further and say that a good percentage of drivers are openly hostile towards cyclists. The same criticism could be levelled at the relationship between cyclists and pedestrians.</p> <p>Hence, the only cycling infrastructure design that really works to keep cyclists safe, and to ease traffic flow for vehicles, is physically segregated cycleways. White lines don't cut it.</p>
19	<p>This would be a waste of council money, which could be spent, for example, on keeping libraries open. As demonstrated in Norwich, this scheme does not work, causing more problems for cyclists and also for pedestrians. There needs to be a rethink in terms of design, where a proper segregated cycleway would be of better use and a lot safer for all road users. Also, driver education needs to be addressed: as seen in this video, most drivers either ignore the Highway Code or are ignorant of the fact that they should give way to pedestrians and cyclists, thinking it their right to have precedence on the road.</p> <p>Please, listen to the public voice and do not instigate this scheme.</p> <p>https://youtu.be/TFkyEZ8iyCY</p>

20

I am writing in support of Cycle Sheffield's response to the planned changes to road space around Paternoster Row.

As a regular and frequent cyclist between Sharrow and SHU and the Uni of Sheff I consider your proposed plans to be extremely hazardous to cyclists; this ever-growing group of road users has evidently not been taken into account at all in your plans. It is impossible to credit that anyone who has ever ridden a bicycle in Sheffield and especially ridden a bike in this section of town could have devised such a plan.

I attach several pages of images taken of hazardous road use by car, van and lorry drivers -- most of which bears on the section of road you address. I have further pictures from this area, and the original jpg images which I am prepared to forward at your request.

SCC have shown no sign over the past five years that I have been using Sidney Street, that they are competent to ensure cyclist safety along this stretch of road.

I particularly want to draw your attention to the daily infringement of the law that occurs on Sidney Street, near your proposed changes.

I understand from the SYP traffic dept that parking/waiting in a contra flow cycle lane with an unbroken white line is illegal. That the only case in which this is permissible is in the case of an emergency vehicle - ambulance, fire engine or police car.

However, everyday on my journey using the marked cycle route from Sharrow ie past Decathlon along Sylvester Street and Sidney Street, and back along Paternoster Row, I encounter hazards that put my life at risk as a cyclist.

There is no need for anyone to park here as the organizations housed on Sidney street have several spaces of allocated parking on Matilda Street. Further to this there are parking spaces on the other side (non-contraflow side) of Sidney Street; and there is a car park. (Pictures attached to email of parking)

nevertheless I encounter vehicles in the bike lane, which a) either pushes me into oncoming motorised traffic and I am forced to move onto the pavement. SCC Parking services and the taxi licensing department chose not to take action. Just as the city authorities do nothing about parked taxis chugging out diesel fumes at the railway station and Fountain Precinct.

Having seen no positive action taken by Parking services or the police, when a driver is in a vehicle I have firmly and courteously addressed the person involved; generally they have only moved when I have taken out a phone and struck a pose of taking a picture; several taxi drivers have been abusive - sometimes threatening to take my camera and smash it; other drivers have threatened to hit me or knock me off my bike.

As this is the present disregard cyclists are paid, it strikes me as utterly irresponsible for any attempt to be made to develop this area. It will put cyclists and pedestrians at risk to have a heavier traffic flow, especially involving painted cycle sections that are multi-use, in car-orientated culture in which drivers are not obliged to be familiar with the practice of cycling. I trust that any future plans will involve proper consultation with CTC recognised organisations to ensure that local, regional, national and international standards are met.

Perhaps having you committee members spend a week, Monday to Friday from 8-9.30 am and 4 - 6 pm on bikes in the city centre and main thoroughfares would be the quickest way for you to understand these issues.

21	<p>I am responding to the Knowledge Gateway consultation.</p> <p>I object to the scheme in its current form.</p> <p>If the current designs are implemented there will continue to be heavy bus and taxi traffic in the area, it gives less priority to pedestrians crossing, and undermines the safety and convenience of people cycling. It introduces rat runs for motor vehicles.</p> <p>The current designs degrade an existing well used and signed cycle route, introducing hazards which do not currently exist for people on bikes.</p> <p>The current designs do not align with Sheffield Councils target for increasing the numbers of journeys made by bike (increasing to 10% of all journeys by 2025, 25% of all journeys by 2050). These targets were adopted by the council cabinet in 2014. To expand cycling beyond current cyclists it is vital to provide convenient routes for people who do not wish to mix with heavy and /or fast moving traffic, including buses.</p> <p>It does not meet the council's aim of categorising transport routes according to their purpose and designing them accordingly.</p> <p>Specific details on why the scheme is unsuitable can be read here: http://www.cyclesheffield.org.uk/2017/02/25/knowledge-gateway-response/</p>
22	<p>I have come across the details of your proposed knowledge gateway and I have a few comments that I feel are important to convey to ensure this redevelopment avoids obvious pitfalls before being signed off.</p> <p>I commute along Paternoster row every day to and from the office and looking at these plans this does little to reduce the risks, if not increasing them for cyclists and pedestrians.</p> <ul style="list-style-type: none"> • You are creating a dooring hazard along paternoster row by allowing parking meaning cyclists will likely have to use the single carriage way road rather than the cycle lane • You are allowing vehicles to park in the cycle lanes, thus making the lanes useless and force vulnerable users into the centre of the road to pass • The cycle lane is interrupted by bus stops, again making the cycle lane useless and forcing cyclists to the middle of a single carriageway road with two-way traffic. • The busses stopped will likely cover half of the cycle lane and the road forcing cars travelling in both directions to move into the cycle lane <p>How this could be improved:</p> <ul style="list-style-type: none"> • Segregated cycle lanes are required given the volume of traffic, especially buses. These would also resolve the issues with cycling past parked cars, buses and loading vehicles by providing separate, safe space for cycling. These would need to run north-south through the scheme but also link to the train station. <p>If a segregated cycle route cannot be provided then:</p> <ul style="list-style-type: none"> • no parking and no loading restrictions are required for the painted cycle lanes. • The bus stops need to be relocated or bus stop bypasses installed.

23	<p>I'm emailing about the Knowledge Gateway scheme consultation to provide feedback.</p> <p>I wanted to say that I fully support the points made in the CycleSheffield response to the scheme (available here).</p> <p>It's unbelievable that in 2017 you would propose painted cycle lanes which allow vehicles loading to block them, separate loading facilities need to be provided, or loading needs to take place outside the cycle lanes. You've proposed painted cycle lanes that stop where there are on road bus stops which will force people cycling to overtake into potentially oncoming traffic, the bus stops need to be relocated, or bus stop bypasses provided.</p> <p>This is no-where near best practice, the design is atrocious for cycling. I don't understand how you think this design will encourage more people to cycle.</p> <p>I object to the current design of this scheme.</p>
24	<p>We both agree wholeheartedly with the comments made by Cycle Sheffield.</p> <p>We rely totally on cycle or foot journeys (plus occasional bus and tram use) to travel withing Sheffield and have extensive experience of the roads covered by the proposals: all the points in Cycle Sheffield's response chime with our use of these roads.</p>
25	<p>I am emailing in response to the consultation about above scheme.</p> <p>I would like to express my full support for the detailed response that you have received from Cycle Sheffield.</p>
26	<p>I've just been looking at plans for the Knowledge Gateway scheme and am writing to respond to the consultation.</p> <p>I'm really concerned that these plans will make the area worse for walking and cycling. Paternoster Row is not currently perfect for cycling, but at least it's wide and I rarely encounter many problems when riding along there as there's normally always room for drivers (especially bus drivers) to overtake me safely. However the new plans narrow the road significantly, with only paint cycle lanes for 'protection'. I notice that loading will be permitted in the cycle lanes which will make them worse than useless! Mandatory protected cycle lanes or paths are needed and there is plenty of width to put them.</p> <p>It seems that nothing is being done to limit the volume of motor traffic using the area which is key to making designs like these work in real life. (The new Grey to Green scheme looked pretty on paper but is choked with traffic for this reason.) I'm especially dismayed to see that some pedestrian crossings will be removed - a backward step.</p> <p>I know that there are planners working for the council who have the ability and interest to design much, much better schemes than this - ones which won't work against the council's own policies to increase walking and cycling levels. I wonder why these plans are so at odds with the council's stated aims? It's something that needs to be tackled.</p> <p>For detailed, specific feedback, I wholeheartedly support all of the points made in CycleSheffield's response to the consultation.</p>
27	<p>I support the ideas brought forward in the response to this consultation by Cycle Sheffield.</p> <p>Please draw inspiration from planning ideas and positive feedback from the people of a growing number of busy European cities.</p> <p>Put simply, city space is for people, not motor vehicles.</p>

28	<p>Having looked at the plans and the 'cyclesheffield' response I think it's quite a dangerous scheme that is proposed.</p> <p>I've cycled around sheffield for over 30 years and seen many bad changes to road junctions/access (and don't forget the tram rails!!)</p> <p>Sometimes it's like you don't care about cyclists or pedestrians, when this is actually the future of transport in our inner cities.</p> <p>Look forward! Be brave!</p>
29	<p>Improving public space for people is to be encouraged but in its present form the Knowledge Gateway scheme creates serious problems due to a lack of transport planning. There will continue to be heavy bus and taxi traffic in the area, it gives less priority to pedestrians crossing, and undermines the safety and convenience of people cycling.</p> <p>This is already a well-used and signed route for people on bikes and the scheme needs to reflect this. Sheffield also has ambitious targets for cycling and so any new scheme needs to anticipate significantly increased cycle traffic and include high quality provision to both enable and accommodate it. To expand cycling beyond current cyclists it is vital to provide convenient routes for people who do not wish to mix with heavy traffic.</p> <p>However, this is missing from the current designs. The designs appear to be old and are out of date with current council transport policy and ambitions, as well as acceptable design practice. If they are implemented they would degrade the current cycle route.</p> <p>Specific points:</p> <p>A 'dooring' hazard would be created which does not currently exist for people using red painted cycle lanes alongside on-road parking along Brown Street and Paternoster Row. There will be an unhelpful expectation from some drivers that people on bikes should only be using marked lanes, despite this being unsafe. On the design below a dooring hazard exists where there are green, blue and purple boxes (indicating parked vehicles).</p> <p>Painted cycle lanes interrupted by bus stops are especially inadequate when the carriageway width is reduced to a bi-directional single centre lane. A parked bus will obstruct sight lines and it becomes hazardous to overtake as there may be vehicles approaching in the opposite direction. Painted cycle lanes in this two-way layout encourage drivers to assume against cycles approaching in the centre of the road when going around stopped buses. See image below:</p> <p>Loading is permitted in the cycle lanes along most of Brown Street and Paternoster rendering these lanes useless. People on bikes will have to pull out into the centre of the road to pass loading vehicles.</p> <p>Servicing/loading for the Showroom café and cinema will take place on-street, where road is narrowed, and with a bus stop opposite. This creates further hazards for cyclists and could also result in the road being entirely blocked.</p> <p>Pond Hill is not wide enough to include all of: a traffic lane, a contraflow cycle lane and 2 taxi ranks (one on either side of the road). The Knowledge Gateway scheme does not include the improvements which should have been delivered as part of the Digital Campus development</p>

(see image below).

The route from Haymarket to Flat Street would be made even less appealing for people on bikes given the numbers of buses, as the straight-on route will be removed. A 'dog leg' manoeuvre will be required on Commercial Street.

Flat Street has been narrowed but retains bus stops on either side of the road. If both bus stops are in use the highway is effectively reduced to one lane. This design is hazardous for people on bikes but creates problems for all road users.

The removal of three signalised pedestrian crossings without a reduction of traffic levels makes using these crossings difficult and potentially dangerous for pedestrians, particularly visually impaired people.

Taxis will wait on footway along Paternoster Row when collecting and dropping off customers for the train station if no measures are included in this scheme to prevent this.

Moving the bus gate creates a new rat run from Furnival Street to Sheaf Street. Vehicles will be able to travel along Arundel Lane through the car park onto Paternoster Row – bypassing the new bus gate location – then Pond Street, Harmer Lane to Sheaf Street. This is shorter than the correct route and will increase traffic at the bottom of Howard Street where there is a busy pedestrian crossing.

More traffic will cross Howard Street pedestrian crossing as a result of the bus gate changes even if vehicles do not cut through the car park.

Large vehicles will not be able to use the mini roundabout before the new bus gate so they will either need to ignore the bus gate, or reverse long distances back along Paternoster Row/Brown Street which would be hazardous for other road users.

How to improve the scheme:

Segregated cycle lanes are required given the volume of traffic, especially buses. These would also resolve the issues with cycling past parked cars, buses and loading vehicles by providing separate, safe space for cycling. These would need to run north-south through the scheme but also link to the train station.

If a segregated cycle route cannot be provided then:

no parking and no loading restrictions are required for the painted cycle lanes.
The bus stops need to be relocated or bus stop bypasses installed.

30	<p>Regarding the knowledge gateway development scheme consultation.</p> <p>I have seen the formal response to this proposal made by CycleSheffield and would like to support their points completely.</p> <p>Prioritising active travel ie cyclists and pedestrians should be the main focus of any traffic planner, and this scheme does not do so.</p> <p>I hope the scheme will be reconsidered with cyclists and pedestrians being made a priority over motor traffic.</p>
31	<p>im writing to express my disappointment with the proposed designs for The Knowledge Gateway Redevelopment scheme.</p> <p>once again, 'improvements' for cycling provision are limited to meaningless painted gutters - which will do nothing to protect cyclists, or encourage cycling.</p> <p>if anything, the designs will increase the dangers to cyclists, as can be seen in Norwich where a similar design has been used</p>
32	<p>Response to proposals for knowledge gateway scheme:</p> <p>In general I support the Cycle Sheffield response. Specifically that not enough has been done to ensure the safety and convenience of cyclists and pedestrians in the scheme. More consideration should be given to segregated cycle lanes and better pedestrian access and crossing points. The danger for cyclists in the current scheme is for increased danger of car doorings and the lack of parking and loading restrictions in painted cycle lanes leading to cyclists having to move to the centre of the carriageway.</p> <p>Look at some of the new schemes in Manchester, London and Bristol for examples of good well designed schemes that assist with the ambition to increase walking and cycling in the city.</p>

33

I would like to register some concerns about this scheme. I have seen the detailed response you will have received from CycleSheffield, and I agree with the points raised.

While the scheme appears to deliver some attractive public space, the current design appears to be yet another missed opportunity to deliver the kind of infrastructure and design changes that are really needed to address the transport faced by modern cities.

The lack of protected cycle lanes, combined with narrow roads, two way traffic, no loading restrictions and high numbers of buses and taxis means this scheme will make this area even worse for cyclists than it is now. Removal of pedestrian crossings presents similar issues for pedestrians.

Given the poor provision for cycling elsewhere around Sheffield, and that schemes like this make further development in the near future unlikely, the real message appears to be that the council is actively discouraging cycling, contrary to stated policy. Schemes such as this should aim to help reduce existing problems with congestion, air quality and public health by contributing to a move to active transport, but this scheme does the opposite.

As an additional point, the concerns raised are fairly obvious, and should have been identified by a cycling audit that I understand is supposed to be performed during design of schemes like this. Has such an audit been performed here? If so, were any concerns raised or addressed?

The basic design of the scheme looks appealing, but I hope substantial changes can be made to the road designs to deliver the environment that Sheffield deserves.

34

I am writing to state my support for the issues raised by Cycle Sheffield concerning aspects of the proposed regeneration of the 'Knowledge Gateway' area of the city (<http://www.cyclesheffield.org.uk/2017/02/25/knowledge-gateway-response/>). There is much that is excellent and long overdue in the proposals for the area - in particular Fitzalan Square and the issues of access around the station, which has been a shambles ever since the redevelopment of the station concourse many years ago. And more broadly, the attention being given to pedestrian routes and traffic reduction/calming is all good. What is disappointing is the minimal thought that seems to have gone into taking progressive and proactive steps to develop the cycle infrastructure.

Sheffield has an ambition to reach a target of 10% of all journeys being by bike in 2025 - but shows little real drive to achieve that and certainly at the current rate of growth in cycling seems very unlikely to do so. The recent 'Green Commitment' report from the Sheffield Green Commission hearings places improved safety, quality and quantity of cycling infrastructure as a major component of the 'connected city', holding up examples from Europe and elsewhere in the UK as models to learn from. But these models show us that to achieve this ambition proactive planning for cycle routes, incorporating dedicated, or, if shared, consistently thought out prioritisation of cycle route continuity is key. Opportunities such as the regeneration of an area of the city such as the Knowledge Gateway are the critical opportunities to do this. If cycling infrastructure is to make the difference needed, then it needs to be at the heart of regeneration and development plans, not simply some paint and red tarmac where it is possible to fit it without too much inconvenience to vehicles. I'm afraid I see little evidence in the proposed Knowledge Gateway Plans that there is any real vision for cycling - it seems to be an 'add on' not a core principle. The proposed cycle lanes in Paternoster Row are a good example - essentially it is going to remain a road for buses, taxis, deliveries etc, carrying much the same traffic as it does now, with the cycle lanes painted on, but interrupted by bus stops, parking for deliveries etc. This type of infrastructure brings some small advantages to the experienced cyclist, but provides none of the encouragement or confidence needed in those who are wary of cycling in the city.

I would urge those involved in the plans for the KG regeneration to look carefully at the details of Cycle Sheffield's response and rethink the approach to cycling infrastructure in this part of the city before the opportunity provided by the proposed regeneration scheme is lost. Having any chance of reaching ambitious targets for 2025 means taking radical and ambitious action now.

35	<p>As a road user as a car driver, pedestrian, passenger on public transport and cyclist I feel we now have a fantastic opportunity to improve conditions for all of the above. We all want to reach our destination as quickly as possible and we would all like priority at every junction but overriding this we all want to get to our destination safely.</p> <p>As a motorist and bus passenger I get frustrated in traffic but I am happy with my journey on most occasions and never feel at risk.</p> <p>As a pedestrian there are things that could be better, I need to know when I am crossing or walking in a dedicated cycle path, I want footpaths clear of street furniture in vulnerable areas, I want crossings that allow me to cross the full width of the road rather than wait on a central reservation, and I want crossings that give me time to do so. Overall I want to feel comfortable and safe as a pedestrian.</p> <p>It is as a cyclist I feel most at risk, we have cycle paths on main roads that suddenly cease and start up again 100 meters further along, we have cycle paths that are often blocked by parked vehicles, we have cycle paths that are not clearly marked and put us in conflict with pedestrians, there is street furniture that causes risk, we have cycle paths that are rarely cleaned, we have drop kerbs that do not line up from side to side. All in all we have too many barriers to encouraging the novice to be confident cycling.</p> <p>If we are to continue with our aims to get Sheffield active then this gateway offers a great starting point to make sure we have a system that is safe for pedestrians and cyclists, giving us a model to take further across the city and encourage active citizens.</p> <p>I fully support the response from Cycle Sheffield, but this scheme must be catalyst for change to protect and encourage pedestrians and cyclists across our city.</p>
36	<p>I wish to voice my support for Cycle Sheffield's response to the Knowledge Gateway Redevelopment scheme. Their response and thoughts are well laid out and presented (see below). I strongly feel that pedestrians and cyclists need to be priorities over motor vehicles. Increasingly motorists are using pedestrian and cycling spaces for their own uses (I've parking on pavements and cycle paths). You have an opportunity to redress the balance with schemes such as the knowledge gateway redevelopment scheme and I urge you to take on board Cycle Sheffield's response.</p>
37	<p>I support Cycle Sheffield's response to the above scheme and agree whole heartedly with their submission. Summarised as:</p> <p>Improving public space for people is to be encouraged but in its present form the Knowledge Gateway scheme creates serious problems due to a lack of transport planning. There will continue to be heavy bus and taxi traffic in the area, it gives less priority to pedestrians crossing, and undermines the safety and convenience of people cycling.</p> <p>This is already a well-used and signed route for people on bikes and the scheme needs to reflect this. Sheffield also has ambitious targets for cycling and so any new scheme needs to anticipate significantly increased cycle traffic and include high quality provision to both enable and accommodate it. To expand cycling beyond current cyclists it is vital to provide convenient routes for people who do not wish to mix with heavy traffic.</p> <p>However, this is missing from the current designs. The designs appear to be old and are out of date with current council transport policy and ambitions, as well as acceptable design practice. If they are implemented they would degrade the current cycle route.</p>

As it stands, the Knowledge Gateway scheme creates serious problems due to a lack of transport planning. There will continue to be heavy bus and taxi traffic in the area, it gives less priority to pedestrians crossing, and undermines the safety and convenience of people cycling.

Given the current lack of heavy traffic, this is already a well-used and signed route for people on bikes and the scheme needs to reflect this. Sheffield aims to increase cycling dramatically and so any new scheme needs to anticipate significantly increased cycle traffic and include high quality provision to both enable and accommodate it. To expand cycling beyond current cyclists it is vital to provide convenient routes for people who do not wish to mix with heavy traffic.

However, this is missing from the current designs. As the designs are out of step with current council transport policy and ambitions, as well as acceptable design practice, I wonder if they are old ones that have not been updated. If they are implemented they would actually make the current cycle route worse.

Specific points:

- A new 'dooring' hazard would be created which does not currently exist for people using red painted cycle lanes next to the on-street parking along Brown Street and Paternoster Row. Cyclists may cycle further out into the road to avoid this risk but there will be an unhelpful expectation from some drivers that people on bikes should only be using marked lanes, despite this being unsafe.
- Painted cycle lanes interrupted by bus stops are especially inadequate when the carriageway width is reduced to a bi-directional single centre lane. A parked bus will obstruct sight lines and it becomes hazardous to overtake as there may be vehicles approaching in the opposite direction that a cyclist can't see. And the painted cycle lanes in this two-way layout encourage drivers not to expect any cyclists overtaking the buses to be coming at them
- Loading is permitted in the cycle lanes along most of Brown Street and Paternoster rendering these lanes useless. People on bikes will have to pull out into the centre of the road to pass loading vehicles. This is already a problem on the Portobello cycle route and it is stupid and dangerous to start replicating this across the city
- Servicing/loading for the Showroom café and cinema will take place on-street, where road is narrowed, and with a bus stop opposite. This creates further hazards for cyclists and could also result in the road being entirely blocked.
- Pond Hill is not wide enough to include all of: a traffic lane, a contraflow cycle lane and 2 taxi ranks (one on either side of the road). The Knowledge Gateway scheme does not

	<p>include the improvements which should have been delivered as part of the Digital Campus development</p> <ul style="list-style-type: none"> • The route from Haymarket to Flat Street would be made even less appealing for people on bikes given the numbers of buses, as the straight-on route will be removed. A ‘dog leg’ manoeuvre will be required on Commercial Street. • Flat Street has been narrowed but retains bus stops on either side of the road. If both bus stops are in use the highway is effectively reduced to one lane. This design is hazardous for people on bikes but creates problems for all road users. • The removal of three signalised pedestrian crossings without a reduction of traffic levels makes using these crossings difficult and potentially dangerous for pedestrians, particularly visually impaired people. • Taxis will wait on footway along Paternoster Row when collecting and dropping off customers for the train station if no measures are included in this scheme to prevent this. • Moving the bus gate creates a new rat run from Furnival Street to Sheaf Street. Vehicles will be able to travel along Arundel Lane through the car park onto Paternoster Row – bypassing the new bus gate location – then Pond Street, Harmer Lane to Sheaf Street. This is shorter than the correct route and will increase traffic at the bottom of Howard Street where there is a busy pedestrian crossing. • More traffic will cross Howard Street pedestrian crossing as a result of the bus gate changes even if vehicles do not cut through the car park. • Large vehicles will not be able to use the mini roundabout before the new bus gate so they will either need to ignore the bus gate, or reverse long distances back along Paternoster Row/Brown Street which would be hazardous for other road users. <p>How to improve the scheme:</p> <ul style="list-style-type: none"> • Segregated cycle lanes are required given the volume of traffic, especially buses. These would also resolve the issues with cycling past parked cars, buses and loading vehicles by providing separate, safe space for cycling. These would need to run north-south through the scheme but also link to the train station. <p>If a segregated cycle route cannot be provided then:</p> <ul style="list-style-type: none"> • no parking and no loading restrictions are required for the painted cycle lanes. • The bus stops need to be relocated or bus stop bypasses installed.
39	<p>I have read and agree with all of the feedback provided by Cycle Sheffield.</p> <p>There are multiple, significant issues likely to increase risk to road users with the plans as outlined.</p> <p>My view is that current plans should be amended to address the issues identified by Cycle Sheffield.</p>
40	<p>I'm writing to let you know that I agree with all the points made by Cycle Sheffield here http://www.cyclesheffield.org.uk/2017/02/25/knowledge-gateway-response/</p> <p>All I want, as a cyclist, pedestrian, and user of public transport is to feel safe out on the streets of Sheffield, and it appears that the Knowledge Gateway redevelopment scheme will not enable that - in some cases making no improvement on the current situation and in many ways making it worse.</p> <p>We need separate cycle infrastructure, or, failing that, restrictions on the proposed painted cycle ways to disallow parking or loading.</p>

41	<p>A brief response to the design, which has laudable aims. I have also seen the cycleSheffield response (http://www.cyclesheffield.org.uk/2017/02/25/knowledge-gateway-response/) which also has sensible aims and some valid arguments.</p> <p>My background is a personal one, based on my experience and knowledge as a professional cycling consultant, having worked with CycleBoost and other schemes for some years.</p> <p>Simply put: bad or severely compromised on-road cycle lanes are worse than no cycle lanes at all.</p> <p>Virtually all cyclists who haven't undergone training (i.e. most Sheffield cyclists) gravitate towards lanes, even if such facilities place the cyclists in a dangerous position or a position of poor visibility. Examples: lanes narrower than 2-3 metres wide crossing the head of a junction, lanes passing close to parked cars, lanes passing close to bus stops, lanes remaining at the edge at a narrowing carriageway or pedestrian island. (Check govt. approved National Standard Training for more info).</p> <p>If this scheme concentrates on slowing traffic, making all drivers feel and understand that they are driving through an area prioritising pedestrians and cyclists, and if it has a clear 20mph or less speed limit, it would be far better to leave out some of the unhelpful cycle lanes painted on the road that appear to be on the current design - e.g. Brown Street.</p>
42	<p>I cannot pretend to know the answers but I can see the errors of your thinking for the future. I an effort to reduce cars from city centre you have already created a death zone of buses who pull in where they like, park where they like, obstruct multiple lanes and other road users at will, move in and out of lanes without regard for anyone. as a car driver this is frustrating, as a cyclist this is seriously scary, we have designated walkways for pedestrian, lets have designated parking "lanes" for buses and then use the what was the bus lanes for cyclists. Then for the love of all lets enforce the rules. Taxis do not follow even the basic Highway Code, how can we hope to improve the Highway Code to improve safety with such shoddy driving.</p> <p>If nothing else I hope this email shows their are people who care about the city centre</p>
43	<p>I am horrified by your proposals and fully support cycle Sheffield's response detailed below. CycleSheffield's response to the Knowledge Gateway scheme</p> <p>Improving public space for people is to be encouraged but in its present form the Knowledge Gateway scheme creates serious problems due to a lack of transport planning. There will continue to be heavy bus and taxi traffic in the area, it gives less priority to pedestrians crossing, and undermines the safety and convenience of people cycling.</p> <p>This is already a well-used and signed route for people on bikes and the scheme needs to reflect this. Sheffield also has ambitious targets for cycling and so any new scheme needs to anticipate significantly increased cycle traffic and include high quality provision to both enable and accommodate it. To expand cycling beyond current cyclists it is vital to provide convenient routes for people who do not wish to mix with heavy traffic.</p> <p>However, this is missing from the current designs. The designs appear to be old and are out of date with current council transport policy and ambitions, as well as acceptable design practice. If they are implemented they would degrade the current cycle route.</p> <p>Specific points:</p> <ul style="list-style-type: none"> • A 'dooring' hazard would be created which does not currently exist for people using red painted cycle lanes alongside on-road parking along Brown Street and Paternoster Row. There will be an unhelpful expectation from some drivers that people on bikes should only be using marked lanes, despite this being unsafe. On the design below a dooring hazard exists where there are green, blue and purple boxes (indicating parked vehicles).

44	<p>In response to your consultation on the proposals fro the Knowledge Gateway Scheme I would like to echo the comments made by CycleSheffield in their response to your consultation, namely that,</p> <ul style="list-style-type: none"> • Segregated cycle lanes are required given the volume of traffic, especially buses. These would also resolve the issues with cycling past parked cars, buses and loading vehicles by providing separate, safe space for cycling. These would need to run north-south through the scheme but also link to the train station. <p>If a segregated cycle route cannot be provided then:</p> <ul style="list-style-type: none"> • no parking and no loading restrictions are required for the painted cycle lanes. • The bus stops need to be relocated or bus stop bypasses installed. <p>As somebody who cycles through this are of the city on a regular basis I feel the creation of segregated cycle lanes in key to cyclists feeling safe as road users and encouraging the safe growth of cycling in the city.</p>
45	<p>I am writing to provide my response to the above consultation. I have read, agree with and support the response put forward by Cycle Sheffield. I cycle along this route very regularly and am concerned by the lack of quality provision for people who travel by bicycle and the well-examined issues raised by Cycle Sheffield.</p>
46	<p>I am a bus passenger and I use the bus for leisure and work. I am also a cyclist who finds it difficult to commute in Sheffield because I feel at risk for my own safety and for pedestrians. Some of the busy roads should have a cycle lane that will help and encourage me to cycle more for example, Staniforth Road. On the other hand I do not feel safe when I am cycling on some of the roads in Sheffield. There used to be marked cycled lanes (red painting) on some roads and some of them are no longer that colour. I feel at risk because drivers sometimes feel they own the road and I as a cyclist do not have any say about cycling and sharing he road. There are cycle lanes that do not join up. They start at one point and then they cut off and it is not clear where they start again. It can be very confusing at times. I find it very frustrating when I am commuting and there is a vehicle parked on the cycle lane. A typical example is on the Wicker outside a barber shop. Something needs to e done about parking on cycle lanes that cause obstruction to cyclists. I would recommend that the cycle path between the university form the train station up to Arundel Gate be made very clear – paint it. This path is not an easy path to cycle when people are all over the place and there is no clear indication that cyclists use it. Something needs to be done about it and very soon before there is a serious accident/death. Some of the crossings are ridiculous, by the time you get pedal ready to cross the road the light changes especially when you have to manoeuvre around pedestrians. We need safe cycle paths and crossings for cyclists and pedestrians. Well marked cycle paths and lanes for safety. This will increase my confidence and encourage me to cycle more around Sheffield for work and leisure purposes. By implementing safe and well marked cycle paths and lanes Sheffield streets can be safer for pedestrians and cyclists alike. I also support Cycle Sheffield response to Knowledge Gateway consultation</p>

47

I hope I'm not too late for this consultation. I urge you to consider cyclists in your proposal. Cycling is only a good thing, we should be strongly encouraging it as a city, making our roads attractive routes for cyclists is the first step.

Specific points:

A 'dooring' hazard would be created which does not currently exist for people using red painted cycle lanes alongside on-road parking along Brown Street and Paternoster Row. There will be an unhelpful expectation from some drivers that people on bikes should only be using marked lanes, despite this being unsafe. On the design below a dooring hazard exists where there are green, blue and purple boxes (indicating parked vehicles).

Painted cycle lanes interrupted by bus stops are especially inadequate when the carriageway width is reduced to a bi-directional single centre lane. A parked bus will obstruct sight lines and it becomes hazardous to overtake as there may be vehicles approaching in the opposite direction. Painted cycle lanes in this two-way layout encourage drivers to assume against cycles approaching in the centre of the road when going around stopped buses. See image below:

Loading is permitted in the cycle lanes along most of Brown Street and Paternoster rendering these lanes useless. People on bikes will have to pull out into the centre of the road to pass loading vehicles.

Servicing/loading for the Showroom café and cinema will take place on-street, where road is narrowed, and with a bus stop opposite. This creates further hazards for cyclists and could also result in the road being entirely blocked.

Pond Hill is not wide enough to include all of: a traffic lane, a contraflow cycle lane and 2 taxi ranks (one on either side of the road). The Knowledge Gateway scheme does not include the improvements which should have been delivered as part of the Digital Campus development (see image below).

The route from Haymarket to Flat Street would be made even less appealing for people on bikes given the numbers of buses, as the straight-on route will be removed. A 'dog leg' manoeuvre will be required on Commercial Street.

Flat Street has been narrowed but retains bus stops on either side of the road. If both bus stops are in use the highway is effectively reduced to one lane. This design is hazardous for people on bikes but creates problems for all road users.

The removal of three signalised pedestrian crossings without a reduction of traffic levels makes using these crossings difficult and potentially dangerous for pedestrians, particularly visually impaired people.

Taxis will wait on footway along Paternoster Row when collecting and dropping off customers for the train station if no measures are included in this scheme to prevent this.

Moving the bus gate creates a new rat run from Furnival Street to Sheaf Street. Vehicles will be able to travel along Arundel Lane through the car park onto Paternoster Row – bypassing the new bus gate location – then Pond Street, Harmer Lane to Sheaf Street. This is shorter than the correct route and will increase traffic at the bottom of Howard Street where there is a busy pedestrian crossing.

More traffic will cross Howard Street pedestrian crossing as a result of the bus gate changes even if vehicles do not cut through the car park.

Large vehicles will not be able to use the mini roundabout before the new bus gate so they will either need to ignore the bus gate, or reverse long distances back along Paternoster

	<p>Row/Brown Street which would be hazardous for other road users.</p> <p>How to improve scheme:</p> <p>Segregated cycle lanes are required given the volume of traffic, especially buses. These would also resolve the issues with cycling past parked cars, buses and loading vehicles by providing separate, safe space for cycling. These would need to run north-south through the scheme but also link to the train station.</p> <p>If a segregated cycle route cannot be provided then:</p> <p>no parking and no loading restrictions are required for the painted cycle lanes. The bus stops need to be relocated or bus stop bypasses installed.</p>
48	<p>Please find below, my response to the Knowledge Gateway Consultation. I fully support the following comments made by CycleSheffield:</p> <p>Improving public space for people is to be encouraged but in its present form the Knowledge Gateway scheme creates serious problems due to a lack of transport planning. There will continue to be heavy bus and taxi traffic in the area, it gives less priority to pedestrians crossing, and undermines the safety and convenience of people cycling.</p> <p>This is already a well-used and signed route for people on bikes and the scheme needs to reflect this. Sheffield also has ambitious targets for cycling and so any new scheme needs to anticipate significantly increased cycle traffic and include high quality provision to both enable and accommodate it. To expand cycling beyond current cyclists it is vital to provide convenient routes for people who do not wish to mix with heavy traffic.</p> <p>However, this is missing from the current designs. The designs appear to be old and are out of date with current council transport policy and ambitions, as well as acceptable design practice. If they are implemented they would degrade the current cycle route.</p> <p>Specific points:</p> <ul style="list-style-type: none"> • A 'dooring' hazard would be created which does not currently exist for people using red painted cycle lanes alongside on-road parking along Brown Street and Paternoster Row. There will be an unhelpful expectation from some drivers that people on bikes should only be using marked lanes, despite this being unsafe. On the design below a dooring hazard exists where there are green, blue and purple boxes (indicating parked vehicles). • Painted cycle lanes interrupted by bus stops are especially inadequate when the carriageway width is reduced to a bi-directional single centre lane. A parked bus will obstruct sight lines and it becomes hazardous to overtake as there may be vehicles approaching in the opposite direction. Painted cycle lanes in this two-way layout encourage drivers to assume against cycles approaching in the centre of the road when going around stopped buses. See image below: • Loading is permitted in the cycle lanes along most of Brown Street and Paternoster rendering these lanes useless. People on bikes will have to pull out into the centre of the road to pass loading vehicles. • Servicing/loading for the Showroom café and cinema will take place on-street, where road is narrowed, and with a bus stop opposite. This creates further hazards for cyclists and could also result in the road being entirely blocked. • Pond Hill is not wide enough to include all of: a traffic lane, a contraflow cycle lane and 2 taxi ranks (one on either side of the road). The Knowledge Gateway scheme does not include the improvements which should have been delivered as part of the Digital Campus development

	<p>(see image below).</p> <ul style="list-style-type: none"> • The route from Haymarket to Flat Street would be made even less appealing for people on bikes given the numbers of buses, as the straight-on route will be removed. A 'dog leg' manoeuvre will be required on Commercial Street. • Flat Street has been narrowed but retains bus stops on either side of the road. If both bus stops are in use the highway is effectively reduced to one lane. This design is hazardous for people on bikes but creates problems for all road users. • The removal of three signalised pedestrian crossings without a reduction of traffic levels makes using these crossings difficult and potentially dangerous for pedestrians, particularly visually impaired people. • Taxis will wait on footway along Paternoster Row when collecting and dropping off customers for the train station if no measures are included in this scheme to prevent this. • Moving the bus gate creates a new rat run from Furnival Street to Sheaf Street. Vehicles will be able to travel along Arundel Lane through the car park onto Paternoster Row – bypassing the new bus gate location – then Pond Street, Harmer Lane to Sheaf Street. This is shorter than the correct route and will increase traffic at the bottom of Howard Street where there is a busy pedestrian crossing. • More traffic will cross Howard Street pedestrian crossing as a result of the bus gate changes even if vehicles do not cut through the car park. • Large vehicles will not be able to use the mini roundabout before the new bus gate so they will either need to ignore the bus gate, or reverse long distances back along Paternoster Row/Brown Street which would be hazardous for other road users. <p>How to improve scheme:</p> <ul style="list-style-type: none"> • Segregated cycle lanes are required given the volume of traffic, especially buses. These would also resolve the issues with cycling past parked cars, buses and loading vehicles by providing separate, safe space for cycling. These would need to run north-south through the scheme but also link to the train station. <p>This corridor serves an important movement function, and is a key route linking the station with the Cultural Industries Quarter as well as routes to the west. It is vital therefore that any plans to improve it incorporate best practice provision for cycling and walking. Where sufficient flows of large and heavy vehicles exists, this means segregated space is required. The width of the Road at most point along the corridor means that this is not only possible, but would improve the street immeasurably for public transport users as well as people on cycles and on foot. The drawing, attached, is an example of how the space along Brown Street could be utilised, including space for a bidirectional cycleway, footways wide enough for place functions.</p> <p>It's only a preliminary drawing but it represents an example of how the space could be utilised to provide a space that allows for the efficient movement of people without compromising on safety and still provides an attractive setting that could attract further investment.</p>
49	<p>I am writing to express my support for the points given by Cycle Sheffield with regard to the Knowledge Gateway, in full here: http://www.cyclesheffield.org.uk/2017/02/25/knowledge-gateway-response/</p> <p>As it stands, I am concerned that the scheme is not merely not as well developed as it could be, but actually poses a danger to cyclists and to pedestrians in the area.</p> <p>I believe that the only way that this scheme can properly work is with segregated lanes for cycling. Segregation in other cities in the UK and across the world has increased cycling from non-cyclists as a result of the increased feeling of safety in cycle users. In order to reduce car use and therefore reduce pressure on our roads and pollution in our air, more cycling and more cyclists will be a benefit to our city.</p> <p>I am not a cyclist in Sheffield because I do not feel safe on the roads. I am a cyclist when segregated cycle infrastructure is created in the busy centres of cities, and when I am able to access that infrastructure without difficulty.</p> <p>Thank you for considering my response, and I hope very much that you will consider the expertise of the cyclists and infrastructure planners who work with Cycle Sheffield</p>

50	<p>Read this article before making any decisions about the Paternoster Row and surrounding area regeneration. I makes some very good point worth considering.</p> <p>https://therantyhighwayman.blogspot.co.uk/2016/02/the-myth-of-shared-space.html</p>
51	<p>As a cyclist who would love to see the Council reach its targets of 10% journeys by bike by 2025, I've been looking at the plans for the Knowledge Gateway development and the CycleSheffield response, and have to say I agree wholeheartedly with them. I don't have any detailed suggestions to add, but would like to underline the point that cycling can often feel dangerous, that to get more people cycling we need infrastructure where people can feel safe and enjoy cycling, and that a built environment that is enjoyable to move around in on foot and by bike needs to have a non-car-centric design.</p> <p>I hope you'll be able to take account of the CycleSheffield suggestions in your plans and create a space that can be enjoyed by everyone, rather than a rat run that we all try to get through as quickly as possible.</p>
52	<p>I am writing to support Cycle Sheffield's response to the Knowledge Gateway redevelopment scheme consultation. See http://www.cyclesheffield.org.uk/2017/02/25/knowledge-gateway-response/.</p> <p>I frequently use the roads affected by this scheme and would not like to see my safety, both as a cyclist and a pedestrian, put at risk as a result of implementing the current proposals.</p> <p>Please put in segregated cycle lanes. This would be the safest solution for all road users.</p>
53	<p>I cycle, walk, use busses, run and drive.</p> <p>I like cycling into town but do feel that the people who have overall responsibility for deciding on cycle lanes do not understand what a cyclist needs. The cyclist is very vulnerable . Too often in Sheffield cycle lanes on roads run out and the cyclist cannot see where to go . Cyclists are expected to stop and start too often ,cross roads to join cyclepaths at awkward angles.</p> <p>I broadly agree with the detailed comments put forward by "Cycle Sheffield"</p>

Appendix 'D' – Taxi Representative Objection

Submitted Objection following lengthy discussions with the Taxi representative and SYPTE:

'We are glad to learn that SYPTE and bus operators are supportive of the changes to Flat Street/Pond Street.

Following a lengthy discussion with the drivers about the proposed changes, we have come to the conclusion that we wish to retain the taxi rank on Esperanto Place.

We believe if the proposed changes work for the area then this may create extra demand for taxis and we believe that three spaces will not suffice.

If the taxi rank was to be retained on Esperanto Place then this would suffice, if we were to lose this taxi rank then it would be impossible to reintroduce it at a later date.

We are happy with the introduction of the taxi rank on Paternoster Row.

We would be happy to withdraw our initial objections to the proposal subject to retention of Esperanto Place taxi rank'.

Appendix 'E'

Fitzalan Square – Existing



Fitzalan Square – Proposed

