

APPENDIX A

**CYCLE TRACK ORDER**

**CYCLE TRACKS ACT 1984**

**SHEFFIELD CITY COUNCIL**

**CITY OF SHEFFIELD**  
**(FOOTPATHS SHE/270, SHE/271 AND LINK AT**  
**HUTCLIFFE WOOD)**  
**CYCLE TRACKS ORDER 2017**

The Sheffield City Council, in exercise of its powers under Section 3(1) of the Cycle Tracks Act 1984, having undertaken the consultations required by Regulation 3 of the Cycle Tracks Regulations 1984, hereby makes the following Order: -

1. The length of footpath described in the Schedule to this Order and shown by a bold black line on the annexed Map is hereby designated a cycle track.
2. This Order may be cited as the **City of Sheffield (Footpaths SHE/270, SHE/271 and Link at Hutcliffe Wood) Cycle Tracks Order 2017** and shall come into operation from the date on which this Order is confirmed.

Given under the Common Seal of the Sheffield City Council this 27<sup>th</sup> April 2017.

The Common Seal of )  
The Sheffield City )  
Council was hereunto )  
affixed in the presence of :- )

  
**David Hella**  
Duty Authorised Signatory



APPENDIX A

**CITY OF SHEFFIELD**  
**(FOOTPATHS SHE/270, SHE/271 AND LINK AT**  
**HUTCLIFFE WOOD)**  
**CYCLE TRACKS ORDER 2017**

**SCHEDULE**

Between Points A and B on the Order Map

That length of public footpath SHE/271, having a width of 2.5 metres, commencing at a point marked A on the Order Map, that point being located at the northern boundary of Hutcliffe Wood Road and 140 metres south of its junction with Archer Road, then continuing for a distance of 65m in a south westerly direction to a point marked B on the Order Map (grid ref. 433628:383046).

Between Points B and C on the Order Map

That length of the unnamed public footpath, having a width of 2.5 metres, commencing at a point marked B on the Order Map, then continuing for a distance of 277.48m in a south westerly direction to a point marked C on the Order Map (grid ref. 433482:382825).

Between Points C and D on the Order Map

That length of public footpath SHE/270, having a width of 2.5 metres, commencing at a point marked C on the Order Map, then continuing for a distance of 870m in a south westerly direction to a point marked D on the Order Map (grid ref. 432889:382195), that point being where the path joins Abbey Lane.

**NOTE:** The above lengths of footpath are, by this Order, designated a 'shared facility' cycle track as described and indicated on the Order Map.





Highway Records  
Regeneration and  
Development Services  
Howden House  
Union Street  
Sheffield  
S1 2SH

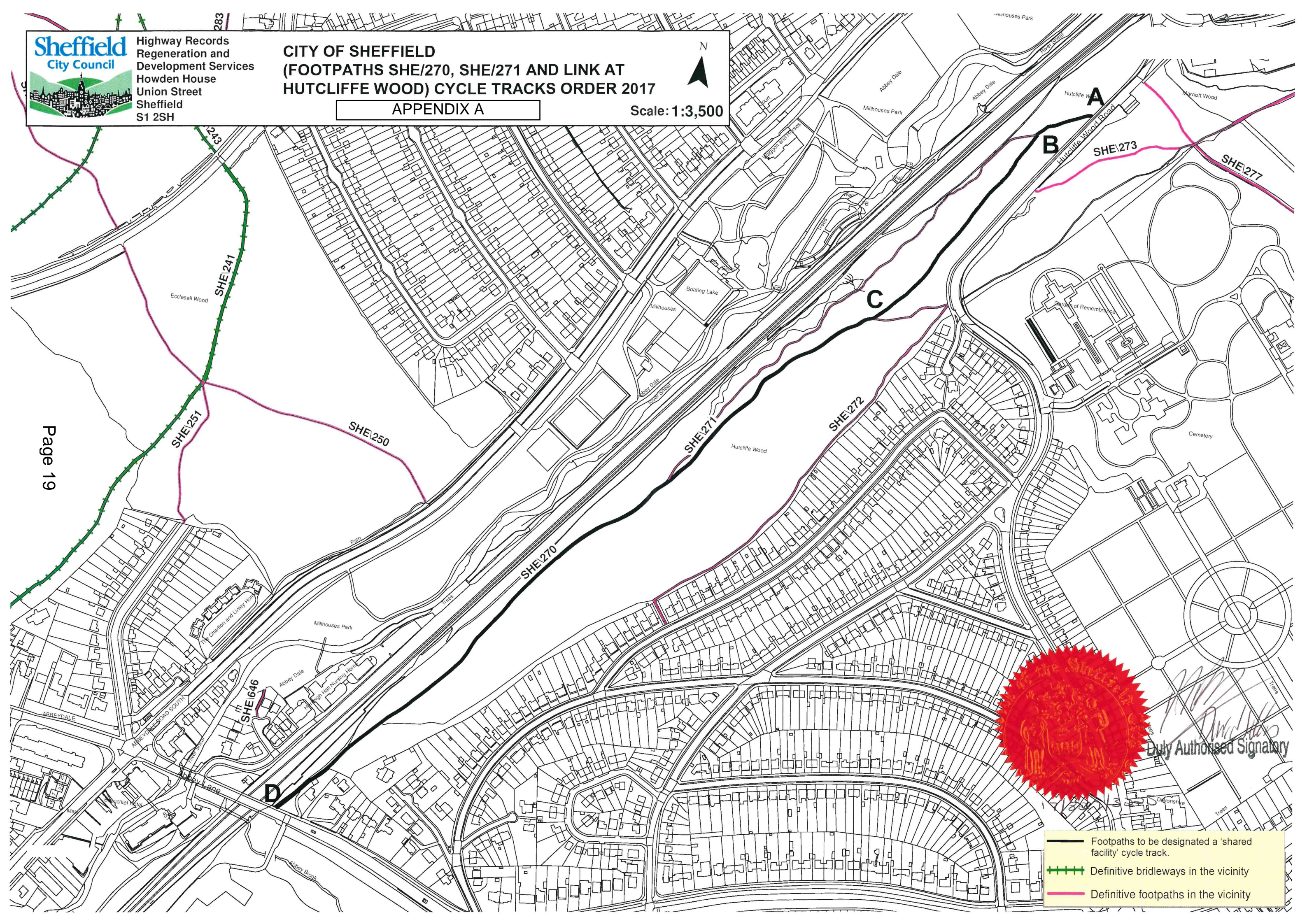
**CITY OF SHEFFIELD  
(FOOTPATHS SHE/270, SHE/271 AND LINK AT  
HUTCLIFFE WOOD) CYCLE TRACKS ORDER 2017**




**APPENDIX A**



Scale: 1:3,500

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-  Footpaths to be designated a 'shared facility' cycle track.
-  Definitive bridleways in the vicinity
-  Definitive footpaths in the vicinity

*[Signature]*  
Duly Authorised Signatory



CYCLE TRACKS ACT 1984 CONVERSION OF PARTS OF TWO PUBLIC FOOTPATHS TO SHARED FOOTPATH/CYCLE TRACK AT HUTCLIFFE WOOD, SHEFFIELD.

OBJECTOR	VIEWS EXPRESSED	OFFICER OPINION
<p>Mr Paul Johnson, resident of Millhouses and user of the subject paths.</p>	<ol style="list-style-type: none"> <li>1. The scheme is being developed purely because you have a fund available and not because of any identified specific need;</li> <li>2. The conversion of the footpath would be the first step in the urbanisation of one of Sheffield's few remaining natural woodlands.</li> <li>3. The planned width of 2.5 metres seems excessive;</li> <li>4. Objects to the proposed improvements to the surface of the existing route;</li> </ol>	<ol style="list-style-type: none"> <li>1. The current footpath route is regularly used, albeit illegally, by cyclists. Consequently we feel that a formal shared use route would satisfy the requirements of pedestrians and cyclists.</li> <li>2. The paths within this woodland will be constructed from crushed brick, rather than tarmac, which will not detract from the woodland feel.</li> <li>3. The Department for Transport's guide to Shared use routes for pedestrians and cyclists recommends a preferred minimum width of 3.0 metres on an unsegregated route. Though it also states that in areas with few cyclists or pedestrians a narrower route might suffice. We are of the view that this will not be a particularly busy route and have taken the maximum available width available that would comfortably serve this route.</li> <li>4. The current routes become extremely muddy during the winter months and following periods of inclement weather. The proposed improvements will enable pedestrians to use this route all year round, as well as making it available to cyclists.</li> </ol>