



Introduction

The East Bank Road Cycle Route has been developed as part of the important next steps of the City's transformational Connecting Sheffield Programme. Like all Connecting Sheffield schemes, the design of the route will follow the most recent Government guidance for active travel schemes, using the fundamental changes to highway design as outlined in Gear Change and LTN 1/20.

On a regional and local level, the East Bank Road Cycle Scheme is part of the Sheffield City Region Active Travel Implementation Plan and will become a critical extension to the communities just south of the City Centre, connecting with and beyond the Sheaf Valley Cycle Route, the Grey to Green project and wider Transforming Cities Fund programme.

The East Bank Road Cycle Route has also been developed alongside revenue activity which helps support the behavioural change initiatives for active travel, including cycle training, school streets and secure cycle storage at Sheffield Midland Station.

Given the constrained nature of the highway, the City continues to make important steps towards active travel implementation through interventions like road space reallocation and modal filters. As mentioned previously, all the schemes undergo Junction Assessment Tool analysis, are as straight and direct as possible and segregation is applied in locations where vehicles flows are high or have a mix traffic that is likely to be a barrier of use.

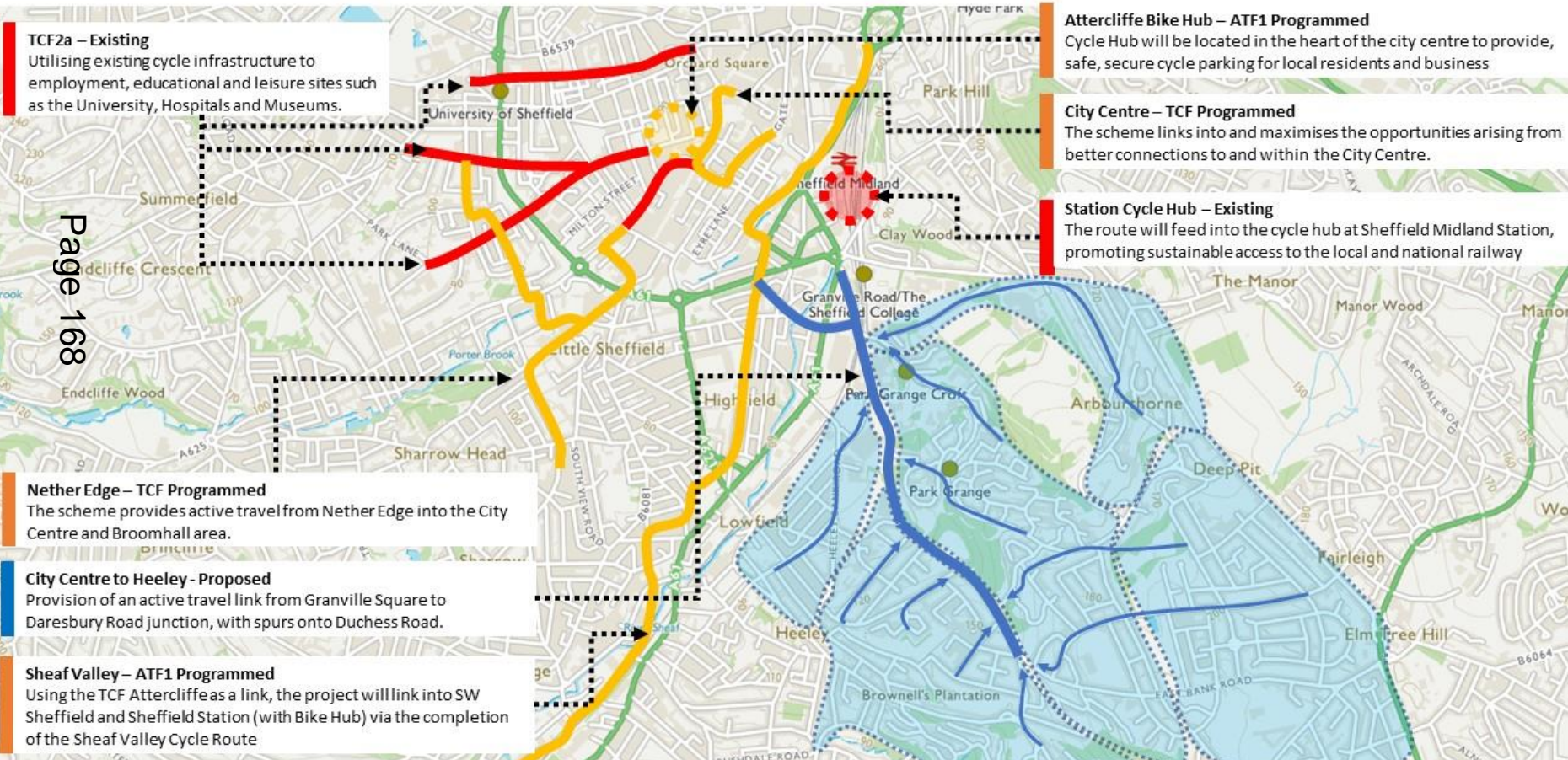
The East Bank Road Cycle Route is not just about cyclists, its also about pedestrians and access to bus stops. The scheme plans to include several new crossing points and introduce Low Traffic Neighbourhood type interventions to support walking to school, to the shops, to work and the promotion of all movement that doesn't rely on the private car.

In addition to the above, there is significant housing growth planned further southwards, growing industrial areas and major educational institutions along this route. By providing this link to the correct high standard, a real growth in cycle and walking is expected.

Active Travel Fund 2 – City Centre to Heeley/East Bank Road

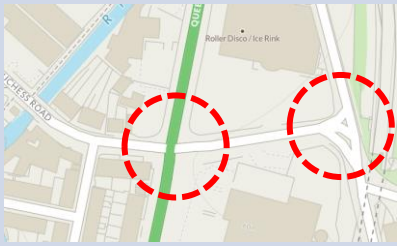
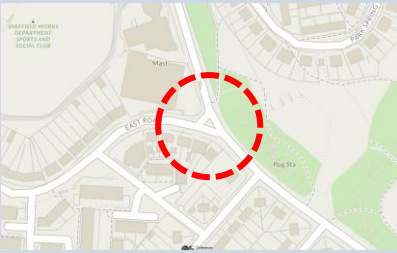
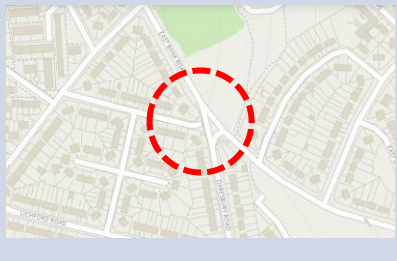
An active travel route enhancement to connect into the communities of Heeley, Arbourthorne, Gleadless Valley and more. The route will feed into the proposed Sheaf Valley Cycle Route (ATF1) and onward to a number of TCF proposals. There are also major employment sites and educational institutions in the area, as well as connecting into the Sheffield Midland Railway Station. The route that has been identified is largely free from bus movements to avoid conflict with heavier vehicles.

Proposed interventions are illustrative only and subject to business case approval, detailed design, costings, topographical survey results and RSA





Specific Route Information

Location	Issue
	<p>Queens Road (A61) – one of the main strategic routes into the City for public transport. Crossing provision only on two arms. Limited space for additional infrastructure. Solution to remodel junction and simply/control movements. May need to segregate on Duchess Road to tie into Farm Road</p>
	<p>East Road – a complex arrangement of turning movements and over supply of turning lanes. Opportunity to rationalise car movements to create a by pass segregated cycle link up the hill (southbound). Traffic flow is high and fast, with mix of heavy traffic. The East Bank Road link is also used for commuter parking.</p>
	<p>Daresbury Road - Another complex junction which is poor for pedestrian connectivity. Realistically funding may run out as part of the ATF scheme but future schemes would need to consider the mechanics of how this junction works. This is an important link into the wider community.</p>

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