

	designated bays outside the shops and zig zags near the puffin crossing.	
3.05	NR asked why the cycle lane could not go behind the mini bus station like on the continent but it was agreed that the pedestrian flows were too high and people would walk in the cycle lane.	
3.06	IG commented that the plans looked fine on paper but would have to be vigorously enforced to prevent buses backing up onto the cycle lane and pedestrian crossing and Wilbraham Road where the new singular bus stop will be located. IG also asked how the council would stop cars jutting out from the loading/parking bays outside the shops into the cycle lane. SR stated that any vehicle not within a marked out box would be ticketed.	
3.07	MS also commented that this was the intention for the whole corridor to create segregated raised cycle channels both on and off highway with a view to remove/reduce general vehicular traffic and give bus priority where needed.	
4.00	<u>UPDATE ON THE PUBLIC REALM STRATEGY</u>	
4.01	EC presented to the group an update on proposed cycle storage facilities (5 in total, 2 Stopford, 1 Humanities, 1 near to Brunswick Street, 1 near SCAN, each with a capacity of 60 cycles, passive lighting and swipe card accessed) and plans for cycle/pedestrian routes which should all be complete by April/May 08.	
4.02	DS suggested that if these existing cycle storage facilities were full to capacity by Phase 2 of the Capital Project then money could be made available to extend these facilities along with consideration of further staff and especially some student secure cycle provision. Current secure facilities that are proposed will be staff and postgraduate facilities only.	
4.03	DS confirmed that each cycle storage facility costs between £50,000-£60,000.	
4.04	IG asked that consideration be given to slightly widen the facilities to allow an additional row of Sheffield Stands that would increase the capacity to 90 cycles with a relatively small additional cost.	
4.05	IG and DO also asked if it could be considered to powder coat the facilities rather than raw galvanised steels possibly in corporate colours.	
4.06	The group also asked that all barrier access be looked at across the Campus to allow cycle movement freely where possible.	
5.00	<u>STOPFORD CYCLE FACILITY</u>	
5.01	This facility has now been completed and general feedback is positive although the facility is already full to capacity with a waiting list of 25+. An additional facility to the side of the Stopford Building is being progressed as part of the Public Realm Phase I works.	
6.00	<u>TWO WHEELED STRATEGY</u>	
6.01	IG commented that the document had been amended since reviewing comments from the User Group and Director of Estates and hoped it was now more of a policy document. It was agreed the document would be circulated for further comment. It will then be passed for formal approval through the Estates Department and AMT.	