Appendix B: Sheffield Walking, Wheeling and Cycling, key programmes from 2019-2024

Introduction

This appendix describes the “successes to date” of schemes and activities to support Walking, Wheeling and Cycling in Sheffield, focusing on projects and investment since 2019 and using case studies to illustrate.

Funding Attracted

Sheffield City Council has been successful in securing Department for Transport and South Yorkshire Mayoral Combined Authority funding through the following programmes:

- Access Fund
- Active Travel Fund (ATF)
- Capability and Ambition Fund (CAF)
- City Region Sustainable Transport Settlement (CRSTS)
- Gainshare
- Levelling Up Fund (LUF)
- Local and neighbourhood transport complementary programmes (LaNTCP)
- Road Safety Fund
- Transforming Cities Fund (TCF)

These funds help us to deliver transformative change alongside use of Council funds to plan and maintain these large projects. We also use ‘matched’ funding to improve active travel, for instance where a housing development creates a walking path as it builds homes.

Case Studies

This review of recent successes and reflections for lessons learned focusses on the last five years. The aim is to give examples of projects that have been delivered, and what has been learned from them.

The case studies include examples of:

- **Hardware:**
  - **Infrastructure for walking, wheeling and / or cycling** – improvements to streets.
  - **Placemaking and public space** – making streets and public spaces more attractive and welcoming.
  - **Road and street safety** – for instance reduced vehicle speeds or better crossings.

- **Cycle parking** – keeping cycles secure and reducing crime.
- **Neighbourhood connections** – improving quiet travel in residential areas, and improving connections for people on foot, cycling or wheeling.

- **Software:**
  - **Supporting choices and building confidence** – things like walking maps, cycling lessons, and rewards to help people confidently travel efficiently and sustainably.

The table below lists these case studies.

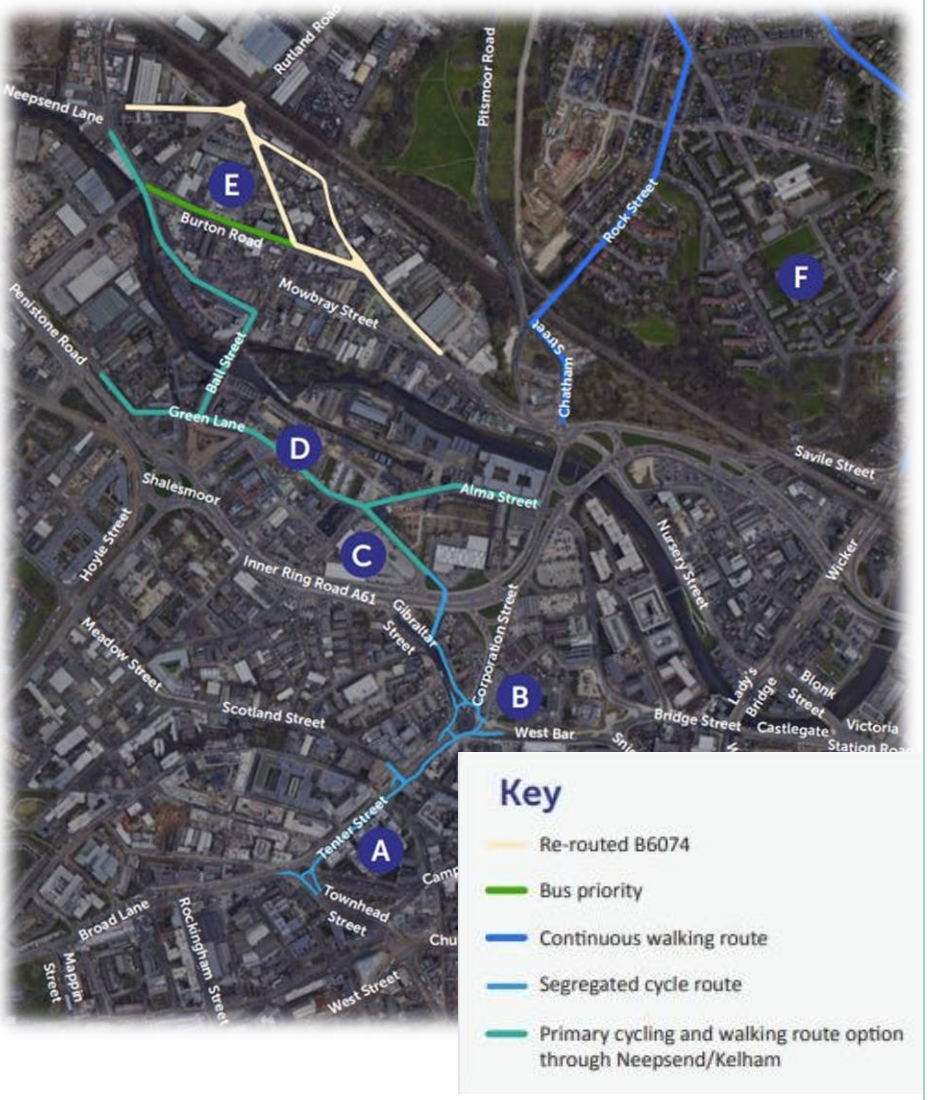
Case Study	Category	Funding source
1. Kelham Island to City Centre	Hardware: Infrastructure	Transforming Cities Fund
2. Sheaf Valley walking, wheeling and cycling route	Hardware: Infrastructure	Transforming Cities Fund
3. BetterPoints	Software	CRSTS
4. Adult cycle training	Software	CRSTS
5. Grey to Green	Hardware: Placemaking and Public Realm	Sheffield City Council, Sheffield City Region Investment Framework (SCRIF) European Regional Development Fund (ERDF)
6. School Streets	Hardware: Road and street safety	LaNTCP
7. Cycle Hubs and Neighbourhood Cycle Hangars	Hardware: Cycle parking	LaNTCP
8. Broomhall Neighbourhood	Hardware: Neighbourhood connections	LaNTCP

Case Study	Category	Funding source
1. Connecting Sheffield: Neepsend - Kelham Island - City Centre	Hardware	Transforming Cities Fund

What does this look like?

The creation of a new cycling and walking route along Neepsend Lane, Lancaster Street, Ball Street, Green Lane and Russell Street to the inner ring road, West Bar, and into the city centre. This is supported by re-routing vehicle traffic adding pedestrian crossings, and providing more priority for buses. Around 1.5km of new route was created.

The overview map and its key, showing the ambition of the scheme



What did this aim to achieve?

The length and high quality of the route across the area aimed to make walking, wheeling and cycling quick and pleasant for shorter journeys, as well as reducing delays for public transport, increasing accessibility between this growing residential and commercial area and the city centre.

Case Study	Category	Funding source
1. Connecting Sheffield: Neepsend - Kelham Island - City Centre	Hardware	Transforming Cities Fund

What impact did it have?

This project was completed in 2024 and initial monitoring suggests an increase of around 500 walking journeys and 225 cycling journeys per day.

The area feels quieter, more like a place to be than to hurry through, with traffic rerouted to more major roads. It also has more plants, trees and flowers.

The extent of changes includes public space improvements across 1.5 square kilometres to make walking, wheeling and cycling easier and more pleasant. There are 5 new crossings and 9 improved crossings, 2 new bus gates, plus 0.80km of new cycle track, 4 new cycle parking areas, and 0.10km of new or improved bus lane.

A new Dutch-style roundabout with separated walking and cycling is a first for Sheffield (shown to left).

What was done to make it accessible?

The route was designed to be accessible to more people. A few ways in which this was achieved are:

- Contrasting colours between walking and cycling areas.
- Continuous crossings so people do not have to step down to road level to walk or wheel across roads.
- Benches and places to rest.

Lessons learned

What we should do again

- Careful design to keep vehicle access for people who need it, such as lorries making deliveries.
- Working collaboratively to provide options for walking, wheeling and cycling but also to create space for more planting and green space, improving drainage as well as making it a more pleasant place to stop, relax and spend time.

What we would change next time.

- Changing everything all at once – buses, roads, paths, planting – made the new layout better. The improvements arrived fully integrated, but it was also hard to manage.

Case Study	Category	Funding source
2. Sheaf Valley walking, wheeling and cycling route	Hardware	Transforming Cities Fund

What does this look like?

Traffic filters and parking restrictions were introduced on a trial basis in May 2022 to create a low traffic route in the Sheaf Valley. After extensive monitoring and evaluation, the scheme was made permanent from September 2023.

The area is calmer and more pleasant, with cycle trips increasing by around 65% between 2021 and 2023, and smaller increases in walking trips.

(Photo: a walking, wheeling and cycling link at Little London Road)

What did this aim to achieve?

The route aims to connect the city centre and Woodseats Road / Norton Hammer along the Sheaf Valley, as well as making the residential streets in the area more pleasant by reducing through traffic and parking on the pavements.

The route connects:

- Residential and commercial areas along the Sheaf Valley.
- Transport hubs including Sheffield train station and bus interchange.
- Sheffield Hallam University's city centre campus.
- Colleges and schools.
- Victoria Quays and West Bar.
- Existing and planned cycle infrastructure.

What impact did it have?

Cycling continued to increase along the route after 2023, with measurement in June 2024 showing rates above a 70% increase compared to 2021 before the scheme. This compares to an average 16% increase in other parts of the city that were monitored. Walking rates in the Sheaf Valley were much more variable.

What was done to make it accessible?

The route serves areas with low car ownership, giving the opportunity to walk, wheel or cycle more safely, even for young children. Areas of safety concerns were addressed, so the most vulnerable people could travel more easily.

Case Study	Category	Funding source
2. Sheaf Valley walking, wheeling and cycling route	Hardware	Transforming Cities Fund

Lessons learned designing and building

What we should do again

Some of the improvements along this route were relatively small-scale but have led to big improvements. The project also connected with and complemented other changes in the area, such as a junction improvement on a nearby bus route including a crossing for the cycling, wheeling and walking route.

What we would change next time

Robust engagement and consultation is crucial to understanding the needs of an area but it takes time and funding envelopes are limited and subject to inflation. It is therefore important to understand and be clear about what constraints we are working within.

Case Study	Category	Funding source
3. BetterPoints	Software	CRSTS

What does this look like?

BetterPoints uses an app to let people record local trips and redeem rewards. Sheffield residents, and anyone who studies or works in the city, can earn rewards for recording journeys made by walking, cycling, wheeling or taking the bus, tram or train.

It offers local, inclusive incentives, and links with other supports (such as walking and cycling route improvements), to encourage people to make active, sustainable journeys. Rewards help create new healthy habits, good for the individual and the city.

What did this aim to achieve?

BetterPoints aims to give people motivation to try sustainable ways of travelling, and to do enough sustainable journeys to experience benefits beyond receiving rewards.

The app also gathers data that shows what works in the city: providing insights on popular routes for cycling, walking and public transport; and suggesting what the barriers might be to more activity. In addition, local rewards encourage local spending.

What impact did it have?

Every month over 5,000 people use the app, and over 17,000 have downloaded it.

We know that people choose to record their active journeys, and walking was most popular (75% of journeys), followed by cycling (9%) and bus (9%). Most users are female.

1,690 users reduced the number of days they drive a car per week.

The BetterPoints website displays stories to inspire others. The case studies show some of the indirect benefits of active travel, such as reduced stress, more exercise, and better focus. One user said:

"*I get more exercise, and I feel happier since walking part of my commute. It saves me money too: I was paying £5.95 to park and the AA calculator says I'm saving £1.38 in petrol too - so it's saving me almost £20 a week*."

What was done to make it accessible?

Wheeling (using a wheelchair, mobility scooter or other mobility aid) is a rewarded activity and the BetterPoints app is compatible with accessibility tools, including speech recognition software, screen readers (such as TalkBack and VoiceOver), external keyboards or switch control.

Lessons learned

What we should do again

- Focus on immediate rewards to get people motivated to try a new way of travelling.

Case Study	Category	Funding source
3. BetterPoints	Software	CRSTS

- Work with travel partners to introduce people to travel options, such as bus tickets and bike repair.

What we would change next time

- Keeping people engaged: ensure updates reach the press, to build on the positive early stories.
- Now that we have more data, we will use it to target areas and types of travel.

Case Study	Category	Funding source
4. Adult Cycle Training	Software	CRSTS

What does this look like?

Sheffield City Council funds an adult cycle training programme called "*CycleBoost*".

CycleBoost teaches adults to ride and to become more confident cycling. We offer free one to one sessions and group sessions, with wraparound support to borrow a bike for a month or lease an e-bike.

People who take part gain, or regain, a skill and they discover Sheffield's cycle facilities.

What did this aim to achieve?

CycleBoost complements our Bikeability programme, which enables children to learn to ride on our streets. Building confidence in adults lets the whole family explore together, ultimately leading to more independent young people. Getting advice and coaching can make the difference for people who are uncertain whether cycling will work for them. Many adults never learnt to ride as a child, so we have developed a tiered training programme, creating a relaxed series of lessons for a completely new rider through to becoming a more confident rider.

What impact did it have?

124 people took part in 2023-2024 and report they have continued to cycle. People say they like the pace of delivery and the confidence it gives, plus e-bikes "take the edge off" the physical effort required. 41% who take the Learn to Ride course moved on to the next level of training, Cycle Confidence.

The offer is taken up especially by people who did not learn to ride as children.

Around three quarters of people taking part are from Black, Asian, minoritised Ethnic and Refugee (B.A.M.E.R.) backgrounds, and most (80%) are women.

What was done to make it as accessible as possible?

- Sessions free of charge.
- Partnering with organisations to offer women-only sessions, where participants have extra comfort from learning alongside people who share experiences and concerns.

Lessons learned

What we should do again

- The programme is simple to join: sign up, choose a lesson and start riding. CycleBoost understands that life is busy, and any barriers put people off learning a new skill.

What we would change next time

Case Study	Category	Funding source
4. Adult Cycle Training	Software	CRSTS

- People are more likely to continue cycling after their lessons when the weather is good, so sessions now run in the months between March and November.
- Participant feedback is very positive, but participation levels are relatively low so increasing the number taking part would be a key aim.

Case Study	Category	Funding source
5. Grey to Green Strategy	Placemaking and Public Realm	Sheffield City Council, Sheffield City Region Investment Framework (SCRIF) European Regional Development Fund (ERDF)

What does this look like?

Grey to Green shows how landscape design has helped to deliver Sheffield City Council's environmental, transport and economic regeneration.

The project enabled climate change adaptation by transforming a large inner-city road into a public green space. At the project's core is a sustainable urban drainage system (SUDS), which contributes to improved water management and flood protection.

Grey to Green gives a pocket of calm in the city bustle (Photo: Sheffield City Council)

The project (first two phases, 2016 and 2022) has created 1.3km of new pedestrian and cycle routes in Sheffield city centre, as part of what is believed to be the UK's largest retrofit SUDS. The new environment has transformed tarmac areas into attractive routes for walking, wheeling and cycling, creating a better setting for investment, and benefitting residents and visitors alike. The city's urban ecology and biodiversity has also benefited.

The enhanced setting means that this area of the city centre in West Bar/ Castlegate links better with the rest of the city centre and it is much loved in Sheffield.

What did this aim to achieve?

After the floods of 2007, Grey to Green's innovative drainage system was designed to address the issue of water management in a creative way. Rainwater flows back to the River Don in a way that mimics nature – cleanly, slowly, sustainably. The approach has many more aims as well:

- Creating a setting for new investment
- Linking the West Bar, Bridge St and Castlegate areas with the rest of the city centre
- Giving priority to walking, wheeling and cycling
- Increasing biodiversity in the city centre and reducing the "heat island effect" - tarmac and concrete concentrating heat in built up areas – limits the effects of climate change.

Case Study	Category	Funding source
5. Grey to Green Strategy	Placemaking and Public Realm	Sheffield City Council, Sheffield City Region Investment Framework (SCRIF) European Regional Development Fund (ERDF)

What impact did it have?

Environmental benefits, which are being monitored in the long term by the University of Sheffield, include:

- 24,000 bathtubs worth of water diverted from sewage treatment annually
- 561% increase in biodiversity (Grey to Green Phase 2 area)
- Reductions in ambient temperatures, potentially reducing the urban heat island effect

Development and growth: 540 jobs have been created in the area, with projections to create over 1,600 jobs in previously vacant buildings or sites.

Improved physical and mental health and wellbeing by connecting people with the natural environment. 20-30% of people working in the area choose their route to be able to walk through the Grey to Green corridor.

Locally, it has also made the case for more investment in transforming tarmac areas into green spaces that encourage walking, wheeling and cycling. One local survey showed 98% of people want to see more green streets in the city.

What was done to make it as accessible as possible?

Wide paths and planting make using the Grey to Green streets a pleasant way to get between places. Benches are provided to enable people to rest on the way or stop to enjoy the green spaces. It was designed to be step-free so people using wheelchairs, mobility aids and pushchairs feel welcome. The design was done in consultation with Sheffield's Access Liaison Group.

Lessons learned

What we should do again

- The whole approach had strong management structures, which meant it could combine funding sources and was broadly within budget despite inflationary cost increases and Covid-related delays.
- The City Council and primary contractor worked together from the start, including and retaining specialist knowledge of this complex engineering throughout, and communicating well with residents and stakeholders.

What we would change next time

The designs and approach were complex in all ways and very ambitious. Issues encountered included ensuring all contractors and subcontractors fully understood the technical nature of the design and the quality engineering requirements. Next time, we will ensure clear and early communication of the transformative nature of this type of scheme.

Case Study	Category	Funding source
6. School Streets	Road and Street Safety	LaNTCP

What does this look like?

A School Street is a temporary road closure at school drop-off and pick-up times. School staff plus parent and resident volunteers close the road for an hour in the morning and afternoon so that children can use calmer, quieter streets.

The School Streets programme has been popular with parents and school staff since its introduction in Sheffield in 2021. By March 2025, 18 city primary schools and 1 secondary school had School Streets.

What did this aim to achieve?

The aim is a safer, healthier and more pleasant environment for everyone around schools. During school drop-off and pick-up, most people using the street are children and their parents or carers. School Streets give them a much nicer street. Removing most traffic makes it easier and safer for children to walk, wheel or cycle to school, even if only for the last few metres – getting at least some exercise before learning, as well as breathing cleaner air.

What impact did it have?

A parent survey of the first School Street found:

- 21% say it has changed the way their child travels to school
- 81% say it has had a positive impact on the area
- 76% think safety has improved around the school

Surveys of residents near early School Streets show that people feel the area is safer and that School Streets have been more beneficial than expected.

Schools say more children arrive by scooter and on cycles, setting up skills and independence for later life.

Children, parents and nearby residents talk about less chaos near the schools.

One parent said: "*My child is now able to walk to school on her own. Previously, the road outside school was really dangerous with a number of cars driving up it at school time, sometimes parking on the zig zags right outside the school gate, people dropping their kids off in the middle of the road, and cars idling their engines, etc. With far fewer cars to watch out for, it's much safer for the kids to cross the road*."

Case Study	Category	Funding source
6. School Streets	Road and Street Safety	LaNTCP

What was done to make it as accessible as possible?

Parents with Blue Badges and all residents of the street were provided with a permit allowing them to drive through the temporary closure. Therefore, parents and children who absolutely need to travel by car have that option, and because other traffic is removed from near the school, their journeys are also easier. Better parking by parents means that residents can find it easier to get to their homes: for instance, their drives are not blocked.

Lessons learned

What we should do again

- **Ensure School Streets are delivered in tandem with the Modeshift STARS programme.** Educating students, and their parents, about pollution related to engine idling and the benefits to children's physical and emotional health from walking, wheeling and cycling made a difference. All schools that want to have a School Street take part in Modeshift STARS, so families appreciate walking, wheeling and cycling, even in poor weather.
- **Use School Streets as a way of strengthening relationships:** The informal chats that happen when teachers are at the road closure has helped relationships with parents and residents.
- **Update Google Maps:** Provide evidence of road closure to Google Maps so that it no longer routes drivers to use School Streets when these roads are closed.

What we would change next time

- **A clear plan for enforcement:** Once School Streets are established, surveys indicated that most people approve of them. However, the Council receives requests for more enforcement, which is likely to continue as more School Streets are introduced. The use of cameras for enforcement is an option to explore for the future: it would mean less call on schools to provide volunteers.
- **Earlier information and permits to residents:** Residents, Blue Badge holders and taxis are exempt from the closures. Letting residents know early helps them plan.

Case Study	Category	Funding source
7. Cycle Hubs and Neighbourhood Cycle Hangars	Cycle Parking	LaNTCP

What does this look like?

In addition to cycle stands across the city for short term parking and grants to businesses for employee cycle parking, Sheffield has dedicated secure Cycle Hubs in busy areas and cycle hangars in residential areas for longer term parking, keeping cycles safe from theft and out of the elements.

Sheffield now has several **Cycle Storage Hubs**. The city centre cycle hub, with 140 spaces, and the 40-space Hub at Meadowhall Station Ride & Rail are linked with the same subscription service, so access for one allows access to the other.
There are also storage Hubs at the main rail station, the University of Sheffield, and Moor Market.


Meadowhall Station Hub

City Centre Hub


Cycle Hangars

Cycle hangars – small, locked, public cycle storage boxes in residential areas – are new to the city and are proving very popular. They let people rely on their cycles without storing bikes in their houses, and are accessed via a subscription

Initially, eight hangars were trialled as part of the Crookes and Walkley active neighbourhoods. 12 more are planned across the city for 2025. The aim is to respond to community interest by expanding further in future, subject to funding.

What did this aim to achieve?

To enable cycling by people who want to cycle, but don't have space to store bicycles at home, and are worried about theft at destinations. Secure cycle storage helps address fear of crime, and also provides protection from the weather, making investment in a bicycle a better proposition for an individual. The city centre hub includes changing facilities and a workshop, making cycling as a commuting option easier, as well as for people to shop or for pleasure. Neighbourhood cycle hangars complete the picture, allowing people to store their bikes safely close to their home.

Case Study	Category	Funding source
7. Cycle Hubs and Neighbourhood Cycle Hangars	Cycle Parking	LaNTCP

What impact did it have?

Prior to any marketing or communication, residential cycle parking requests came from homes on over 70 roads and streets. More than 100 further requests have been made since the scheme has been promoted. The first hangars installed have five or six of their six spaces full and, across them all, average usage is 64%.

Over 1,000 people have access fobs for the hub at Sheffield Railway Station. 60 members signed up to the Hub in the city centre in its first two months of operation.

What was done to make it as accessible as possible?

Cycle Hubs provide spaces for larger bikes and the Council is exploring options for these with cycle hangars. Ensuring parking space for larger bikes – cargo or child bikes, adult three-wheelers and hand trikes – means families with young children, or disabled people, have more freedom to cycle.

Lessons learned

What we should do again

- **Establish effective partnerships**, with local businesses providing advice and services, and contributions from SYMCA, Northern Rail, TransPennine Express and others.
- **Be creative with hangar locations** - because the hangars can be moved, the council has been able to try out a variety of placements and orientations to maximise visibility, safety, and access to hangars and the roads around them.

What we would change next time

- **Faster roll-out:** we can provide information based on lessons learned for example about suitable locations

Case Study	Category	Funding source
8. Broomhall	Neighbourhood Connections	LaNTCP

What does this look like?

In Broomhall there are longstanding measures that prevent through-traffic in residential areas adjacent to the inner ring road, to make the area more pleasant and create quieter roads for walking, wheeling and cycling. These measures include:

- Road closures and one-way streets that retain access for cyclists
- Pavement build outs to protect and improve pedestrian crossing points
- Car parking management to prevent long-stay parking by commuters
- Traffic calming to reduce vehicles speeds.

What did this aim to achieve?

To make residential streets more pleasant to live on and use by reducing the impacts of traffic, and benefitting those walking, wheeling and cycling by creating an environment that felt safe and comfortable.

What impact did it have?

These measures have been in place for many years in Broomhall and are successful in preventing significant levels of through traffic whilst retaining access for local residents and creating enhanced cycle and pedestrian environments in quiet streets.

Based on this proven approach, similar measures were trialled in Crookes and Walkley. Following input from residents, modified through-traffic reduction measures remain in Walkley where residents describe feeling safer walking on residential roads than people in nearby areas.

What was done to make it as accessible as possible?

The measures installed to reduce and filter traffic still allow people using non-standard cycles and mobility aids to use the street comfortably. Changes that calm and reduce traffic make it easier for younger children and older adults to use streets where they live.

Lessons learned

What we should do again

In Broomhall, we learned that over time the appeal of quieter streets grew.

What we would change

More community involvement in shaping the design of streets.