**.S H E F F I E L D C I T Y C O U N C I L**

**CYCLE FORUM**

Notes of the meeting held on Thursday 16th February

at 5.00 p.m. online

1. **APOLOGIES FOR ABSENCE/ATTENDANCE**

Apologies, - Insp Kevin Smith, Helen Brown, Jo Maher Rob Wormald Andy Buck  
Tom Collister Peter Marsh Simon Geller Angela Walker David Holmes

In attendance: Cllr Peter Price (Chair), Cllr Ruth Mersereau, Cllr Richard Shaw, Paul Sullivan, Simon Ogden, Colin McCulloch, David Bamford, Rosemary Hill, Katie Brown, Tracy Hendry

1. **NOTES**

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| The notes of Cycle Forum meeting held 15th December 23 |

**Matter Arising  
  
1) Forge Dam barrier to investigate options, and detail the programme**Just a reminder we want to see how the barriers work on NCN 627 before putting forward that as an option.

Still on going access issues - complaint that a 3 wheeled vehicles cannot get through.

**2) Creating an Active Travel Forum/Update on the walking forum**The walking forum never went through council AGM so no one took it on. Cate Jockel leading on it, University now keen to get involved. Walking Forum not keen in joining Cycle Forum. University can provide meeting rooms for the walking forum, if we need to meet outside of council buildings.  
  
How is it to be progressed, walking forum is mentioned on the website but no contact details. Some members have organised the walking festival.

Will there be member representation? Originally a health authority run forum. Never been as organised as the cycle forum less of a transport focus more leisure. Driven by the Ramblers Association.  
  
Tracy Hendry has been named as officer taking forward, still sorting out logistics with Cate Jockel.   
  
**3 ) Ringinglow Road - check on historical petitions and accident record**Still outstanding action on informal meeting between members and management.  
Possible protest at the end of March re the Ringinglow Road issues**.**

**ACTION PS** to discover any outcomes of the above meeting  
  
**4) An update on Oughtibridge Paper Mill**Initial meetings taking place to address the scope of the scheme**.** High level work on engineering solutions and costs prioritised to narrow down scope asap**.** Highly likely that additional funding will be required to fund even one bridge over the River Don.

Need to factor in that the developer contribution is only received upon completion or occupation of a percentage of units**.** 2nd river crossing location crucial to determine where route comes in and then links with Beeley Wood route.

**5) Penistone Road/Herries Road modeliing**

The jaguar site development at Penistone Road has ground to halt (for the time being). However, the initial findings from the modelling based on flows from 2019 (levels in 23 very similar) suggests that the installation of a crossing on Herries Road/Penistone Road junction opposite the football ground would not have implications for traffic flow or queuing times.

**FARGATE** Will Stewart will come back to update at a later forum  
Scheme now including bike lane on service road - much appreciated by the group  
All we need to find out are the servicing hours, servicing hours will reflect that the area is moving to a leisure based/evening economy.

**PS to discover servicing hours**

**6) Stocksbridge Towns Fund (STF)**

Current cost estimations (particularly off-road elements) are massively over budget.

Full Programme prioritisation ultimately rests with the Towns Fund Board.

Current priorities focus on schemes within Stocksbridge.

Some of these schemes are progressing this year but the walking trails are on pause.

Future scope of the trails to be determined by the board this may depend upon:

* + Yorkshire Water proposals at Underbank
  + Key aims/objectives of programme
  + Budget

SO added that he met with programme manager, issue with increased costs around commuted sums. Paused projects will be reviewed after March. Hoping Julie Grocutt will come forward as sponsor.

Number of projects that could be funded individually, and may be bring in other income streams to cover all of them.

Do we have any idea on cost difference, what the shortfall is?  
Sustrans may be able to help with some funding or concept design, next funding stream deadline for March 17th.

PS to action speak to Dom about priorities, current priorities are about improving and filling in gaps not about creating new sections, but needs to be reviewed7) Five Weirs Walk

Budget Discussion between Parks and Highways Maintenance about whose responsibility this is to take forward. Highways Maintenance instructed not do any further work on this, there is no funding, and it isn’t a council priority. Ameys price breakdown not too accurate as contractors very reluctant to give exact detail as they knew there was no work at the end of it. The £1.5 million quoted doesn’t include any flood defence work.  
  
Amey structures are going to send through a rough and ready budget breakdown. Parks and Countryside may take this fwd. No point in meeting until we resolve whose responsibility it is  
  
Upper Don Trail Trust have been talking to River stewardship, and EA and have arrived at a cheaper solution. No additional flood work required.  
  
**Action Cllr Price to investigate**

1. **MOVING TRAFFIC OFFENCES**

This item was raised at the last forum Tracy Hendry (Road Safety Manager) to give an update.  
  
Link to information about the issue here[**https://connectingsheffield.commonplace.is/en-GB/proposals/enforcing-moving-traffic-offences-traffic-management-act-2004-part-6/step1**](https://connectingsheffield.commonplace.is/en-GB/proposals/enforcing-moving-traffic-offences-traffic-management-act-2004-part-6/step1)

Sheffield City Council have applied to the Department for Transport to take on moving traffic offences powers. We are expecting a decision in summer, we expect it to be positive, as the DFT worked with us on the application and are pleased with the submission.

* There will be an initial three sites for implementation all data led  
  Queens Road/Bramall Lane, to cover illegal turns.
* Glossop Road/Upper Hanover illegal turns and yellow box junction infringements.
* Hoyle street yellow box junction Keeps it clear for the tram.

These are solid clear infractions that can be enforced. Predominantly focused on road safety, will keep the network moving including buses and trams and give added protection for all users.  
  
If approved we are expecting cameras to be installed by end of the year.Before that happens, we will be undertaking pre scheme traffic counts. But as we expand do not expect to see 100s of cameras.

Internally we are currently sorting out process and policy and establishing the priority for the next sites.

There will be further wide scale consultation to seek views on sites chosen, enforcement can be expanded to other moving offences, and for members of the forum will be able to enforce on cycle lanes and keep them clear.

Question around data used, and do we think its repeat offenders?

The data used was KSI (Killed seriously injured) – looked at top 20 sites, investigated collision data. We are developing a strategy which will also include near misses, but it is a worst first scenario as we roll these out  
  
Is there a plan, and how can we feed into it.?

That is to be determined. There has been a focus on the application rather than development work, but we are now working on that and whether cameras are to be permanent or movable.

1. **LOVE TO RIDE**

We’ve worked with Love to Ride over the last few years.

Katie Brown from Love to Ride gave a brief background on the project and shared some more current and useful information and stats.  
  
Love to Ride is a cycling encouragement platform, it has over 600,000 users signed up. It runs four cycling campaigns a year, all focusing getting people cycling and cycling more with very much transport related with workplace challenges, competition, prizes including cash prizes. People just need to log a couple of rides and set some goals.Sheffield stats in 2022 – 1,000 engaged, 10% were new to riding. 1.2milion miles logged. 80,000 trips were logged 40% for transport reasons (as opposed to leisure riding).The key to the project is to support or encourage riders especially new rides.

We also want to promote local cycling related events/initiatives.Can you elaborate on what is meant by local initiatives?

This can include bike doctors, led rides, training, bike shop locations and offers  
Worth pointing out that there is every 3rd Sunday of the month a mass cycle ride from Tudor Square.Can we have a press release from SCC?At the time of the forum transport had minimal comms support and priorities are infrastructure schemes, we are addressing that we are recruiting additional comms support.We do need to improve our comms, especially now that we have all the funding and a lot of schemes coming online to realise the full benefits.  
Is the focus on larger business and organisations, could you think of SMEs and individuals/self-employed and how you can help them?

Love to Ride are working on this we do have a community engagement manager to work with smaller groups and communities.

Can Love to Ride look at including inclusive cycling, need some messages about this and widen the target area. Using Stock images from Disability UK, and from cycling for all for the website.

1. **CYCLE MATTERS  
   a) Cycle lanes and Advanced Stop Lines - refresh** Discussion for the group around painted cycle lanes and Advanced Stop Lines - what to do with them when roads are resurfaced and need repainting**?**

Feedback to date  
Keep as is - a marker down that cycling exists,   
Cycle lanes and Lead in lanes, try to get wider lanes where possible

The group discussed the advantages and disadvantages of Advanced Stop Lines, arriving first do they always need a cycle lead in lane, they can allow you to get ahead at junctions as you pull away.  
Abuse is a problem.  
Try and get extra width where possible.  
What about lanes are associated with Traffic Regulation Orders? Would we leave those in/ repaint? yes, we would.Can we ask if we make a saving by removing some painted lanes can we use that saving to add in elsewhere **Action PS to discover**Is there an option to upgrade advisory to mandatory, do SCC get enough notice to undertake those sort of changes?We don’t receive enough notice typically getting a week or twos notice. But as we progress network development through the Local Cycling and Walking Investment plan should cover that aspect so we are informed.Are there opportunities to lengthen lanes especially lead in lanes?  
Yes we will look to improve as long as not involving TRO.  
Can we have wands placed over the paint to further enforce**?**Width and budget are issues with this approach  
Placing wands reduces the actual width, we don’t have enough budget to purchase or cover the ongoing maintenance as they do get damaged quite regularly.Be good if we can start put in advisory contra flows on the back of this.

**Agreed that a quick comment from forum members rather than formal consultation seems the appropriate way forward as cases are presented.  
  
b) Active Travel Fund 4 build submission**In the build up to the submission for Active Travel Fund 4, we were asked by Active Travel England, to score ourselves based on delivery, ambition and political support, we were also asked to submit a pipeline of schemes currently not funded, in essence our programme of infrastructure development for the next decade and a half.  
  
The self-assessment was completed by each South Yorkshire local authority and then submitted by the Mayoral Combined Authority so that we received one score for the whole of South Yorkshire.

That score then determined what we could bid up to in terms of amount. The announcement of ATF4 deadlines and guidance meant that we decided against a bid for development, just for design so we have scheme on the shelf (for future bids). For information the deadline for delivery is March 24.

Four schemes have made the submission for design only  
A) Penistone Road

Two aspects to this  
1) Upgrade the existing route from Rutland Road as far as Claywheels Lane, priority to look at the weakest points and bring up to LTN1/20, and

2) extend the route along Halifax Road, with new links to link into Southey and Parson Cross.

This would include looking to improve the Leppings Lane and Claywheels Lane junction for active travel.  
 **Action** PS to circulate pipeline schemes submissionB) Sheaf Valley extensions to both Dore and Totley, and into Chesterfield Road.

C). East Bank Road phase to 2 to take the proposed ATF3 proposal to manor top and Gleadless Townend.

D) A Walking focused scheme around Broomhill and Endcliffe onto the city centre  
Areas are unsafe on those university based routes.

Will this include crossing Western Bank and Glossop Road and through the Hallamshire, even if it’s just an upgrade on existing

Has there been engagement with the university**.   
ACTION** PS to discover **Deadline 24th February, hopefully we will find out if successful by early summer, late spring.**

1. **AOB**

Sheaf valley route - Asline road, what is happening with the protection is it double height kerbs?

**Action** PS to speak to designer.

One for the next forum. The Outokumpo site severing a cycle route with barriers? Or are they bollards?The data shared previously can it be shared more widely. YES

Q how is it decided which roads are resurfaced? As some roads don’t look like they’ve been done at all whereas some have been done where not needed  
 **ACTION** PS to discover the programme, how determined

Any update on the Kelham Neepsend scheme. Final Business Cases have been submitted

**ACTION PS** to fact check timelines on all Transforming Cities schemes **7. Date of next meeting**  
  
**Date of next meeting: Online 5pm 20 April 2023**

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