

SHEFFIELD CITY COUNCIL

CYCLE FORUM

Draft Notes of the meeting held on Thursday 15th February 2024

at 5.00 p.m. online

1. APOLOGIES FOR ABSENCE/ATTENDANCE

Apologies: Peter Marsh, Rosemary Hill, Nicola Marshall, Anna Butler

In attendance: Cllr Peter Price, David Holmes, Cllr Richard Shaw (Chair), Paul Sullivan, Simon Ogden, Tom Collister, Angela Walker, Helen Kellar, John Chapman, David Whitley, Cllr Ruth Mersereau, John Armitage, Ian Carey, Sam Gregory, Kevin Smith.

2. NOTES

Accuracy

Agreed as accurate.

Matters Arising

a) Weedon Street Crossing

Concerns the at the planning report was not robust enough when determining the type of crossing required on Weedon Street A pity the report into the crossing did not take account the usage figures and the fact the trail usage has grown by 25% over the last few years.

To confirm the crossing will be uncontrolled.

b) Penistone Road Planning Application 23/03815/OUT (Site known as the Tesco Triangle)

Cllr Peter Price excused himself from this discussion

Details [HERE](#)

To be determined March 24.

Objections have been raised by both Upper Don Trail Trust and Cycle Sheffield. Has there been any progress on the application, given that discussions will be ongoing in the background on any changes etc.

It's high on the agenda for the active travel team at SYMCA, and the mayor is concerned about the proposal. The team have met the planning case officer and submitted a formal objection.

Hopefully the issue is not seen as marginal, as it's a key cycle route that carries a significant number of cyclists, and developers should be investing in upgrading not removing.

Afterall it's a multi-national corporation we are dealing with so funding should not be an issue.

Concern the SYMCA comments focus on public transport.

South Yorkshire Police have raised concerns around pedestrian safety on matchday, footway parking, alcohol availability. Designing out crime officer has submitted comments.

Post meeting notes

Worth pointing out that anyone can submit a planning application for anything, on any plot, obviously this could be an expensive lesson for the applicant especially if pre application advice is not sought.

Planning permissions can also be granted but contain conditions to address any issues large or small raised.

The SYMCA objection published is from the Bus Improvement team, not the active travel team. This is yet to be published.

ACTION Paul S to understand the latest and feedback via email. Note Given the imminent committee it may not be possible to share anything publicly.

c)Transport to speak to the university about options to close it off as a through route for general traffic.

The university are receptive to the idea but require access toward the top of Portobello just shy of Mappin Street. We would need to look at how we get those vehicles out of the that particular area. We would, need to investigate streets that are suitable for larger vehicles and make a section of Portobello two way - not as straight forward as just installing some bollards to filter the traffic. As this is now a slightly bigger scheme, we will have to look at available budget.

Ward councillors are keen to be involved and may offer up some funding.

In the interim we will look to reinforce the current arrangement.

d) Clean Air Zone

To be covered at the March Forum

But to summarise the relevant sections from the committee report, some of the surplus will focus on schools, school streets, 20mph, and improved cycle storage at Schools and residential areas (enabling a wider than anticipated roll out of cycle hangars).

e) Information signing At West Bar

Not sure the sign is still there, but needs to be more informative with who the funder is etc, and fixed to something that cannot be removed by the general public, that could also be relocated - Herras Fencing for example?

3. SCHEMES UPDATE

i) City centre to Neepsend via Kelham Island.

Progressing on site with some clearly visible cycle track emerging. Still quite a bit of work to be done around the roundabout, and a lot to complete in Neepsend.

To clarify there will be continuous pavements across the side roads, here it is taking shape in October.



This scheme has received very little negativity from those that use the area to travel through and those on site. This is quite unusual for a transport scheme.

ii) Magna – Tinsley

Should be on site in Mid-March.

iii) City Centre

A sensitive scheme, given the implications, the other development in the city centre and how long it has taken to progress. Committee members very keen the communications are comprehensive, and over the last 6 months a plan has been in development. Communication is intended to go live in late February, with a start date on site January 25 -though this may be accelerated to later this year.

iv) Nether Edge

Similar to City Centre, but communication will start after the May elections. Appreciate for this and city centre it does feel forever delayed but we are getting close to final designs, which enable a final cost, which we can then include in the Full Business case to be presented to the funder (**Mayoral Combined Authority**).

Their meeting cycle dictates a summer submission for late summer/September decision, then there is the mobilisation period, hence the delay between decision and start on site.

v) City Centre to Darnall via Attercliffe

We expect a decision from SYMCA on the business case around November, so start on site just after Nether Edge.

vi) South West Bus Corridors

This is focussed on public transport but the interventions to improve the way buses flow through Eccelsall Road and Abbeydale Road may benefit the more experienced cyclists that use those corridors. Work should start in May.

vii) Penistone Road

Feasibility and concept design has started on this scheme. The scope of the scheme will run from Rutland Road - there is a separate scheme already discussed at the forum (Shalesmoor Gateway) which picks up the Rutland Road area, to Yewlands Academy, with relevant links across to the flanking residential areas.

This will include looking at options to improve the sections around Leppings Lane and Claywheels Lane including the existing gap on Claywheels from Sainsburys to the shared use path.

At this stage I can say there are some challenges, pinch points and topographical, but we are encouraged by the early designs.

We should have something to bring to the forum in August, for input ideas, comment etc

viii) Crookes/Walkey Active Travel Neighbourhood

A slight delay on organising the venues for the Walkley drop ins. (Crookes design drop ins took place in December)

Designs for the permanent crossings are about complete and we expect construction to start in May.

ix) CRSTS

All schemes progressing in the background, feasibility, business cases, options sifting etc.

4. DATA

Following up from last year's update where we circulated a document covering data collected from the last five or six years. A few brief headlines but the 2023 report will be circulated hopefully before the next forum.

- 25 count sites, eight went live in 2023, in 2020 we only had six count sites
- There are a mix of on road and off road, shared paths, dedicated facilities. The more recent installations, we are using what's called vivacity technology, they can count all modes of transport. pedestrian and cyclists, cars, motorbikes, heavy goods vehicles, buses, et cetera.
- counters that have been installed over the last year have gone onto roads with no dedicated facilities, but it's still giving us useful data.

- some acting as control sites (Sharrow Vale) for other schemes, some on the Active Travel Neighbourhood peripheral roads to monitor changes in traffic flow.
- 2022 to 2023 saw a 6% increase in cycling trips when aggregating all counters.
- Still around a year behind on trip numbers from where we should be if had been no lockdown and no ongoing hybrid working.
- No consistent trend across the counters some stable some seeing decreases others reasonable increases.
- Where we have upgraded we have seen double digit increases – Broomspring Lane 18% increase, Broomhall Road 14% increase in trips.
- The most significant increases are on the Sheaf Valley with 20-30% increases as a result of the Little London Road filter and other interventions on Cherry Street.
- Consistent numbers through the year (bar December) The weather appears to cause no significant fluctuation, if the infrastructure is better the weather becomes less of an issue.
- Footnote January 24 12,278 trips, 8th highest month since counting began, full record below.

Monthly totals of cycle trips Sheaf Valley

	2016	2017	2018	2019	2020	2021	2022	2023
Jan		6536	6565	8784	11010	3478	6525	9595
Feb		6117	6211	8680	8703	3518	6114	10414
Mar		7995	6556	9112	7913	6044	9306	10583
Apr		6792	7832	9525	4779	6460	8438	10106
May		8625	10554	10957	5843	6795	10360*	13517
Jun		8089	10629	9685	6131	8468	10646	13948
Jul		8312	11203	12141	7050	7855	10434	12616
Aug		7312	9261	9481	6792	7194	10237	11508
Sep	7248	8270	9900	11943	8006	9102	12019	14226
Oct	8229	9044	11515	11839	7168	8708	11473	13995
Nov	7641	8350	9733	9820	6349	8801	11738	13675
Dec	5286	4825	6465	7456	4896	5611	6492	8942
total		90267	106424	119423	84640	82034	113782	143125
% change			18	12	-29	-3	39	26

*filters installed Little London Road and Cherry Street

- Of the more recent counters we've seen a 9% increase on Springvale Road
- A corridor switch from Heavygate /Barber (decrease in cycling) to Western, Conduit and Northumberland (similar sized increase)
- Hanover Way crossing at Broomhall Road 10% and 20% increases over the last 2 years.
- Modal share still around 1-2 %, difficult to use the counters to assess as some only pick up active travel.
- We normally use the cordon counter to get an idea of how people are travelling but they've not been done for 2023. The cordon counts cover a significant screen line around the city including counts at various points along the Don, it would be good to get some counts on off road routes.

- Full update to follow.

How do we compare with other cities?

ACTION PS to investigate data from other cities Sustrans to help

The city council is in the middle of undertaking some attitudinal surveys, to understand what makes people feel unsafe, or perception of safety, and have the interventions installed thus far made them feel safer?

South Yorkshire Police have rolled out Operation Park Safe from the North West area into the South East area, this aim is to keep pavements, shared use, segregated paths etc free of parked cars. Would like to see it rolled out across South Yorkshire so that investment in active travel infrastructure isn't abused.

The idea behind the scheme is that it allows members of the public to take photographs, which is sent through to the police and then police use that to issue fines, which can be 30 pounds for obstruction, or it can be 100 pounds or three points on the driving license if it's a dangerous parking offense.

The NW pilot ran for a year with 1200 referrals and 85% of those resulted in enforcement action.

Can SY Police enforce the cycle lanes on Chesterfield Road? Unfortunately, that is not within the two areas running the scheme.

Are the calls handled centrally or by the neighbourhood scheme? It's generally the PCSOs on the neighbourhood team, which is probably one of the areas where we've got some capacity with the advantage that they know the areas well. There isn't resource for it to be undertaken centrally.

5. ROAD SURFACING

A member of the forum would like to ask if members are concerned with some of the quality of the workmanship regarding road surfacing. They have had little action/response despite reporting via the Streets Ahead channel. They'd be keen to understand the scope of the issue.

Given Amey are responsible for maintenance as well as repair it seems counter intuitive to undertake a poor job as ultimately that will require greater and more regular repair.

Consensus that quite a few roads suffer from this, some almost straight after resurfacing, resulting in inconsistencies on the surfacing which at night or in poor visibility can be dangerous for cycling.

We need to be clear as to whether its Amey or other utilities, there are a lot of cabling companies operating now.

The weather also contributes to damage creating potholes, problematic on some of the rural routes well used by road cyclists.

Do Amey have a system to investigate once reported? The level or frequency of check will depend on several factors, including the status of the route, the level of traffic, size of the pothole (depth and width) key thing is to contact Streets Ahead and then get back in touch if no action has been taken.

Worth pointing out that especially during the winter, its not just potholes, it's debris etc that accumulates at the side of the road, that pushes you out to areas there are more likely to be potholes.

ACTION PS to ask if someone from Highway Maintenance can come and talk to the forum.

6. CYCLE MATTERS

Cycle Forum Webpage

We have updated the Cycle Forum section on the City Council's Transport Forum web page in line with our desire to reduce the amount of information that we've got on there.

You will now see that there are only meeting notes from the last year, not the last five years. Those other notes are still available, you just have to email transport@sheffield.gov.uk to request them. All forums will be rationalising what is on the website.

Walking Forum

Has started again and quite well attended meeting which Simon Ogden attended as a delegate from the Cycle Forum, and they also had a visit from Nicola and Anna from Combined Authority..

Currently promoting the Living Streets walking summit at the Victoria Hotel in Sheffield on the 7th of March which SYMCA are sponsoring. Anyone who is both a walker and the cyclist might be interested in registering for that. You can attend it online, as well as a person.

Five Weirs Walk update from Sustrans

Sustrans and Sheffield City Council have been working together on some improvements on the route. There are three aspects to this all funded from Department for Transport.

1)The short section between East Coast Road and Stevenson Rd. has been resurfaced and a new bench replaced and a bin moved.

2)There's been some engagement with the local community. specifically with refugees and asylum seekers.

Helping to address the fact that there's bikes that they're using, but nowhere to store them and linking in with friends of the Blue Loop and undertaking some activities along the route,

3)Sustrans are undertaking some surveys and designs and costings to look at the options for repairing the closed section. Image below shows the current state.



Engineers are working up what a solution could look like and cost for that , but there is no funding to fix as yet but it's the first step.

There are comments around route not being an active travel route, but it's really well used and it provides really important access to green space, and provides a focus for improving wildlife habitats and riverside heritage. It's always very popular for people in their lunch breaks kind of sitting out having the sandwiches, people walking and cycling along there and hopefully will strengthen the mesh density.

There was a brief chat about maintenance regimes for the 5WW.

Active Travel Definition

The mayor is currently having a year of active travel but it appears to be he attends, along with his commissioner, various park runs across the region and, a park run doesn't seem to fit the definition of active travel which is walking, cycling or wheeling.

To be fair to the mayor and the and the Commissioner, they are doing a lot of work in the background to try and progress some quite significant schemes that they're hoping to roll out over the next couple of years.

Running to work is active travel.

Staveley Road signals

These are now working much better for cyclists, there was some initial damage to the sensors, people mistaking them for 'spy cameras', but we are receiving positive

feedback, and it is good to get that feedback even after the scheme has been in some time.

7. AOB

None raised.

Date of next meeting: Online 5pm 14th March 2024
