

Sheffield City Council

Walking, Wheeling and Cycling Investment Plan

Date: April 2025



Foreword from Cllr Ben Miskell

Sheffield is a brilliant place to live, work and visit. We're a growing, ambitious city, full of talent, creativity and potential—with incredible natural assets, a thriving culture, and a proud sense of community.

But to ensure everyone can share in that success and Sheffield can continue to grow, we must tackle the challenges that still hold too many people back. Right now, over 23% of Year 6 children in Sheffield are living with obesity. In some neighbourhoods, people live up to ten years less in good health compared to others. And too often, people are deterred from taking up education or job opportunities because of a lack of safe, affordable and convenient ways to get around—even though the average cycle journey to an employment area is just nine minutes. All of these things are shaped, in part, by how we can all move around our city.



Transport has a huge role to play in building a healthier, fairer and safer Sheffield. For too long, the way our cities have been designed hasn't always made it easy or safe to walk, wheel or cycle—especially for children, older adults and disabled people. This Investment Plan takes a big step towards putting that right. It sets out how we'll create neighbourhoods and streets that support healthier lifestyles and give people more genuine choices in how they get around.

That shift won't just improve individual lives—it's also essential to tackling some of the biggest shared challenges we face as a city. Increasing walking, wheeling and cycling not only helps to reduce emissions and slow down climate change, but also eases the growing pressure on our local NHS services by improving physical and mental health. And in a city where many people are already deeply concerned about the impact of air pollution on their health, this plan—alongside our Clean Air Plan—shows that we are listening and acting. We're committed to creating a cleaner, safer Sheffield for this generation and the next.

This Walking, Wheeling and Cycling Investment Plan is one of the first delivery plans arising from the bold Transport Vision we approved in 2024—backed by councillors from across the city. That vision set out our ambition for a safe, reliable and low-carbon transport network for everyone: a modern network that works for our people, builds our prosperity, and helps protect the planet.

This document is the first edition of Sheffield's Walking, Wheeling and Cycling Investment Plan (WWCIP), covering the period from 2025 to 2045. It sets out a clear long-term 20-year vision, underpinned by a short to medium-term investment programme. The plan brings together the evidence, priorities and proposals that will guide our journey towards a more connected, active and inclusive city.



We are the Outdoor City—where rivers and hills welcome culture and communities, and where the outdoors is part of who we are. This plan is about making that identity something everyone can enjoy in their daily lives, by building liveable streets and places that invite walking, wheeling, cycling and time spent outdoors. There's a wealth of evidence showing that people who walk or wheel to shops spend more overall, and that people-friendly town and district centres experience stronger footfall and higher sales. Investing in walking and wheeling isn't just good for our health and environment—it's also good for business and helps grow Sheffield's economy. It supports our wider ambitions to make Sheffield one of the most liveable cities in the country.

The plan takes a whole-city approach, prioritising the areas where improvements will have the greatest impact in the shortest time. It's about helping more people walk, wheel and cycle safely and easily—connecting them to the places that matter most: schools, shops, green spaces, jobs and essential local services. It puts those most at risk on our roads first—children, disabled



people, older adults, and people walking or cycling—and aligns with the Mayor's vision for South Yorkshire: healthier neighbourhoods, safer streets and better connections, including stronger links between active travel and our public transport networks.

We know public funding is tight, and that South Yorkshire has historically received less investment across the board—including in transport—than many other parts of the country. But we are ambitious, and this plan forms the basis of how we will work as one team with South Yorkshire's Mayor and Government to deliver change and create real, lasting choice in how people travel.

I would like to thank everyone who contributed to the creation of this plan, including the more than 1,400 people who told us about their needs and hopes. Your voices have shaped this plan—and will continue to guide our work as we move forward together.

A handwritten signature in black ink that reads 'Ben Miskell'.

Cllr Ben Miskell, Chair of Transport, Regeneration and Climate Committee

April 2025



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1 Introduction

1.1 Why we're investing in walking, wheeling and cycling

We know that investment in walking, wheeling and cycling has proven economic, environmental, social and health benefits, including:

Providing more choices for people to travel to work, training and learning opportunities supports inclusive economic growth. Research shows that those from the most deprived neighbourhoods will benefit most from investment in walking, wheeling and cycling.¹

Helping people to get physically active by making walking, wheeling and cycling an easy choice reduces the risk of long-term health conditions, reducing the strain on NHS and social care budgets. Public Health England found that more physical movement led to reductions of more than 30% in colon cancer, cardiovascular disease, dementia, depression, type 2 diabetes, and hip fractures.² Walking, wheeling and cycling are accessible forms of activity that can be readily incorporated into most people's daily routines.

Places which feel safer and more welcoming to walk and cycle are better places to live and work. Welcoming and attractive neighbourhoods are more pleasant, and more prosperous places to live,^{3 4} and walking wheeling and cycling increases the success of local businesses.⁵ When people make the change to reduce private car use, neighbourhoods become quieter, with lower pollution.

Investment in walking, wheeling and cycling is essential for creating a thriving



¹ Bastiaanssen, J, Johnson, D and Lucas, K; Urban Studies 2022, Vol. 59(2) 301–322
<https://eprints.whiterose.ac.uk/183124/6/00420980211012635.pdf>

² Public Health England (2019) Physical activity: Applying All Our Health (online).
<https://www.gov.uk/government/publications/physical-activity-applying-all-our-health/physical-activity-applying-all-our-health> Cited in DfT's Gear Change: A bold vision for cycling and walking
<https://assets.publishing.service.gov.uk/media/5f1f59458fa8f53d39c0def9/gear-change-a-bold-vision-for-cycling-and-walking.pdf>

³ Hearne, D., Yerushalmi, E. The Amenity Value of Bicycle Infrastructure: A Hedonic Application to Greater Manchester, UK. *Environ Resource Econ* 88, 425–457 (2025). <https://doi.org/10.1007/s10640-024-00936-0>

⁴ <https://whatworksgrowth.org/wp-content/uploads/Active-Travel-Rapid-Evidence-Review.pdf>

⁵ Hopkinson L, Hiblin B, Wedderburn M, Chatterjee K, Cairns S and Frearson M (2024) The Pedestrian Pound (3rd edition). Report by Transport for Quality of Life and partners for Living Streets, November 2024.

city centre. As Sheffield grows, with the ambition to deliver 20,000 new homes in our city centre, we need efficient travel and transport: fewer cars and easier walking, wheeling and cycling. Programmes like our Grey to Green approach (pictured on page 1) can transform space for more people to sit and enjoy the seasons.

1.2 Working together to deliver a shared vision

This WWCIP is being developed alongside similar plans from our Combined Authority partners in Barnsley, Doncaster and Rotherham to combine into an emerging South Yorkshire Walking, Wheeling and Cycling Strategy. The emerging **South Yorkshire vision** for walking, wheeling and cycling is a wealthier, healthier, happier and safer South Yorkshire – where everyone has the opportunity to stay near and go far.

Working together with South Yorkshire's proud communities, we will create safe routes and welcoming neighbourhoods that spark joy, opportunity, and pride of place, offering real choice in how we move, where walking, wheeling and cycling are available to us all.

This document is the first version of the Walking, Wheeling and Cycling Investment Plan (WWCIP) for Sheffield covering the period from 2025 to 2045 (“wheeling” includes use of wheelchairs, mobility scooters, prams and pushchairs).

In line with our commitment to work with local communities to improve our neighbourhoods, this investment plan was informed by engagement with communities across Sheffield. This engagement involved listening to people who do not usually participate in Council engagements, to understand their perceptions of walking, wheeling and cycling and the challenges we need to overcome.

Whilst this WWCIP starts to identify those challenges, and many of the possible solutions, we will continue to engage and consult with stakeholders and our communities at key stages as the investment proposals develop, and as funding becomes clearer.

1.3 What is in the WWCIP?

This Plan has a short to medium term investment plan with a longer term 20-year vision and incorporates plans for:

- The short term to March 2027 – Summarising the current delivery programme;
- The medium term to March 2035 – Setting out our prioritised places and investment proposals; and
- The long-term to 2045 – Providing a vision for our desired walking, wheeling and cycling network.

The plan, drafted with the support of consultancy WSP, sets out our intentions for investment in:



- Improvements to the layout of streets to make walking, wheeling and cycling trips easier and more attractive. This includes physical improvements such as new pedestrian crossings, better pavements and cycling routes, which we refer to as “**hardware**”.
- Ways of helping and encouraging people to make more journeys by walking, wheeling and cycling, such as marketing campaigns and cycle training, which we refer to as “**software**”.

This investment will combine targeted interventions in specific focus areas with city-wide schemes and initiatives.

Combining investment in the “hardware” that improves our streets with the “software” that encourages and supports more walking, wheeling and cycling trips will maximise the benefits of investment.

A “Visual Guide” in Appendix A provides description and illustration of the types of interventions and activities that we expect to be funded through this plan.

1.4 Structure of this plan

Following this introduction:

- Section two provides the context for the plan including how the plan addresses some of our key challenges and links to local and regional strategic priorities;
- Section three sets out the scope of the plan in terms of timescales, geography and the types of interventions and activities to be funded;
- Section four provides our objectives and potential outcomes, and summarises the evidence base that has informed the development of the plan;
- Section five provides our proposed network for walking and wheeling;
- Section six provides our proposed network for cycling;
- Section seven describes our short-term pipeline of investment and the focus areas for the medium-term pipeline. It describes the methods used to prioritise investment areas; and
- Section eight describes our methods and commitments to designing our neighbourhoods and streets with our communities.

2 Context

Sheffield is a dynamic city of rivers, hills and valleys, with strong neighbourhoods. Our context helps us understand our challenges and opportunities. Key amongst those opportunities are:

The opportunity to improve health outcomes through neighbourhoods and connecting routes that support physical activity.

- In Sheffield, healthy life expectancy – the age at which we still have good health - in some parts of north and east Sheffield is up to ten years less than for some parts of the south and west, shown in Figure 2-1 (men) and Figure 2-2 (women). The data is from the Office for National Statistics (ONS).

Figure 2-1 - Healthy Life Expectancy at Birth (Males)

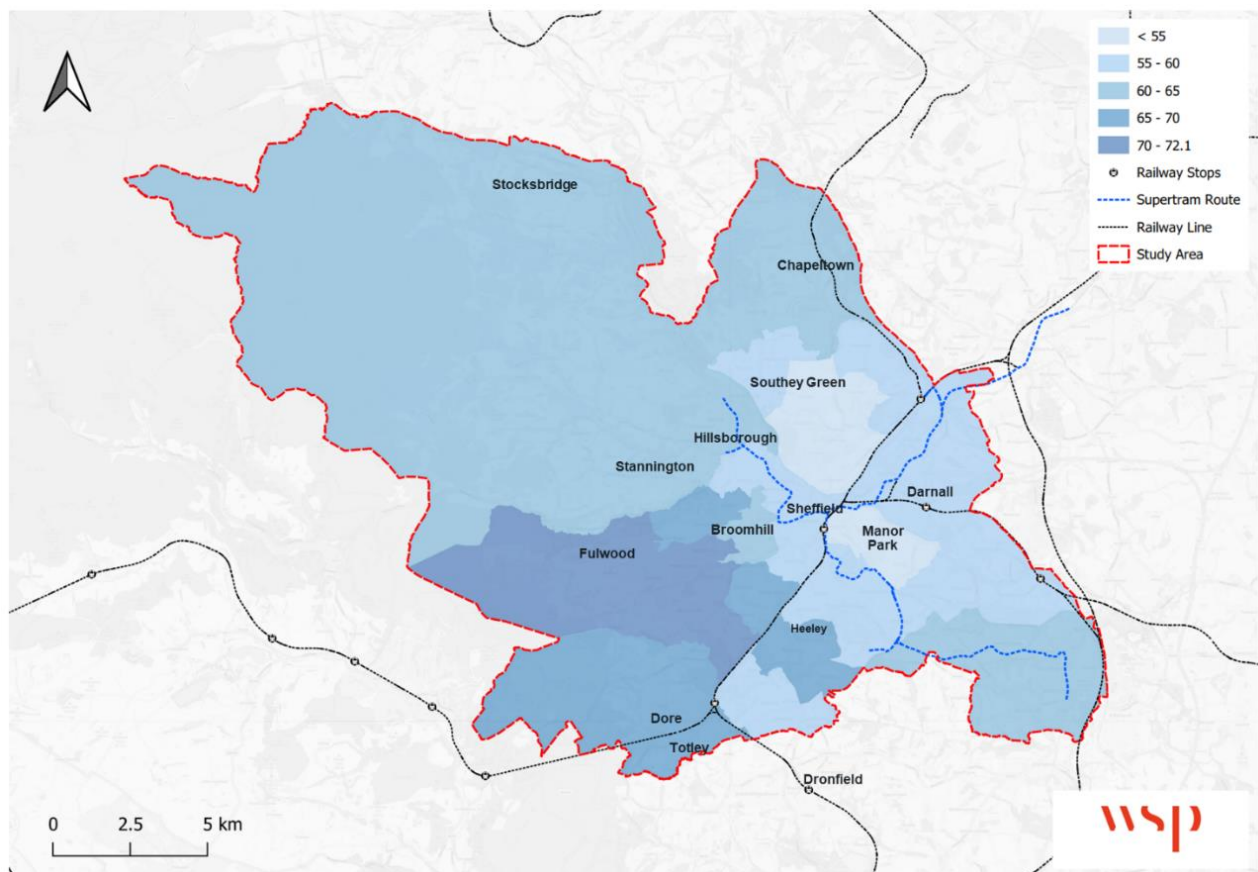
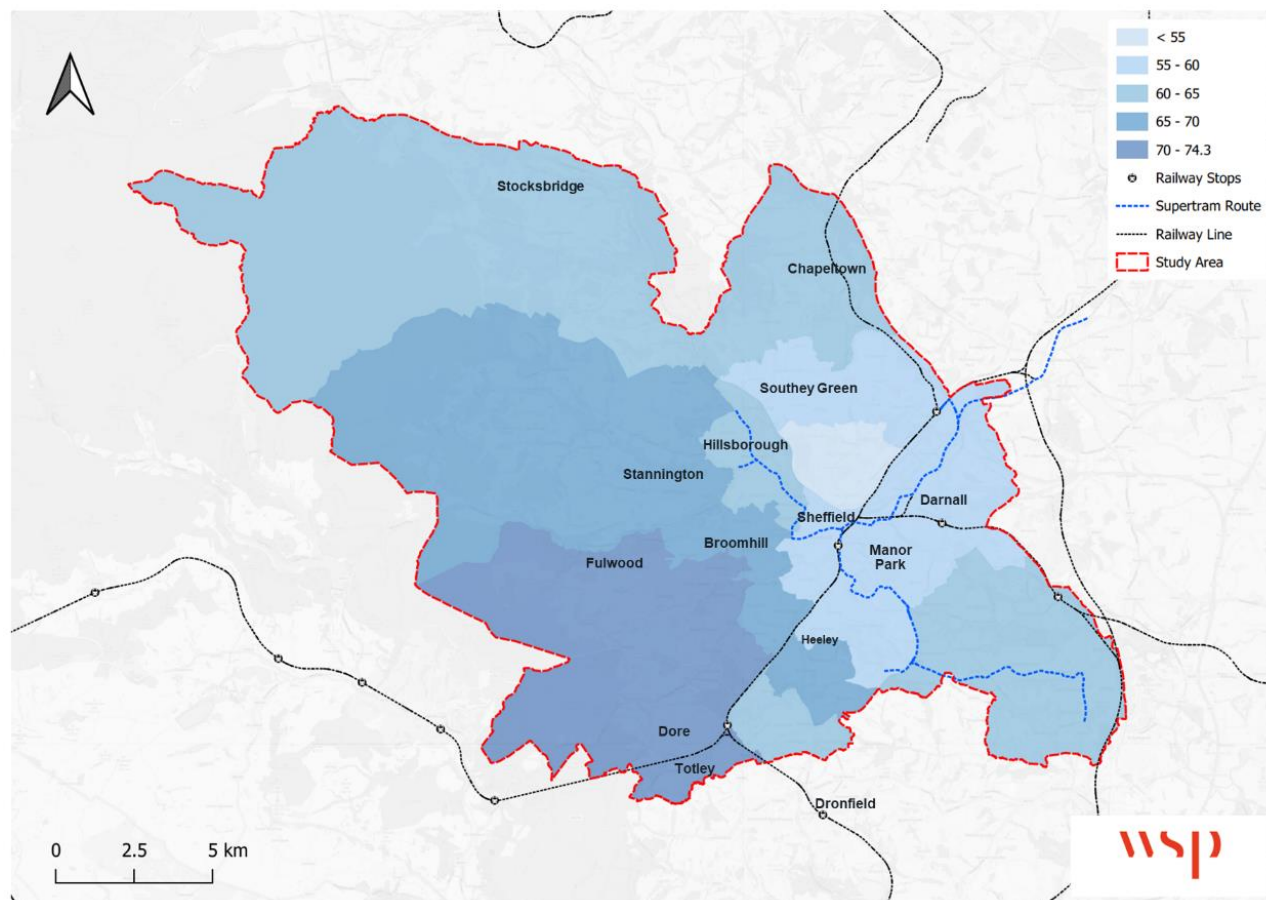


Figure 2-2 - Healthy Life Expectancy at Birth (Females)

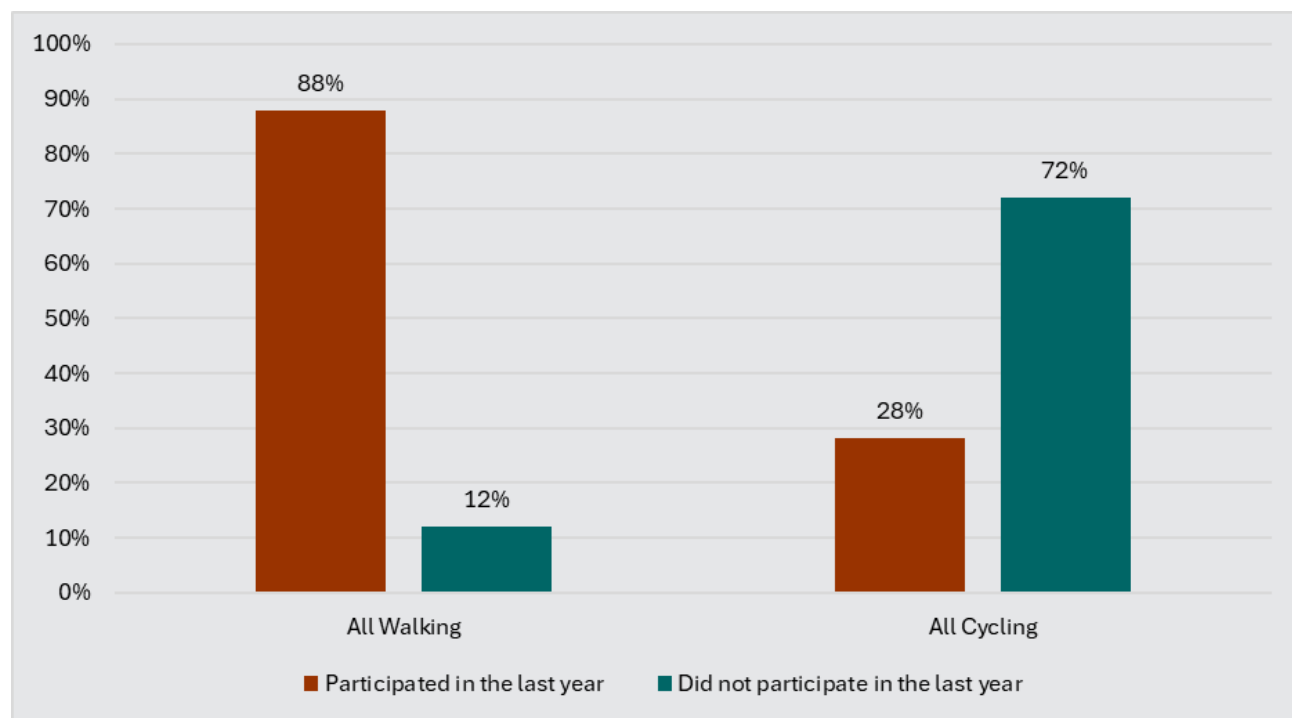


Increased physical activity is likely to help people live healthier lives longer. We can design our streets and neighbourhoods to address the imbalance in health.

[The opportunity to create a Sheffield where people move more.](#) Many of us are not active in our daily lives, but we could be.

- 12% of the city's population did not walk for leisure or travel in 2022/23 and 72% did not use a bicycle for sport, leisure or travel (Sport England Active Lives Survey).

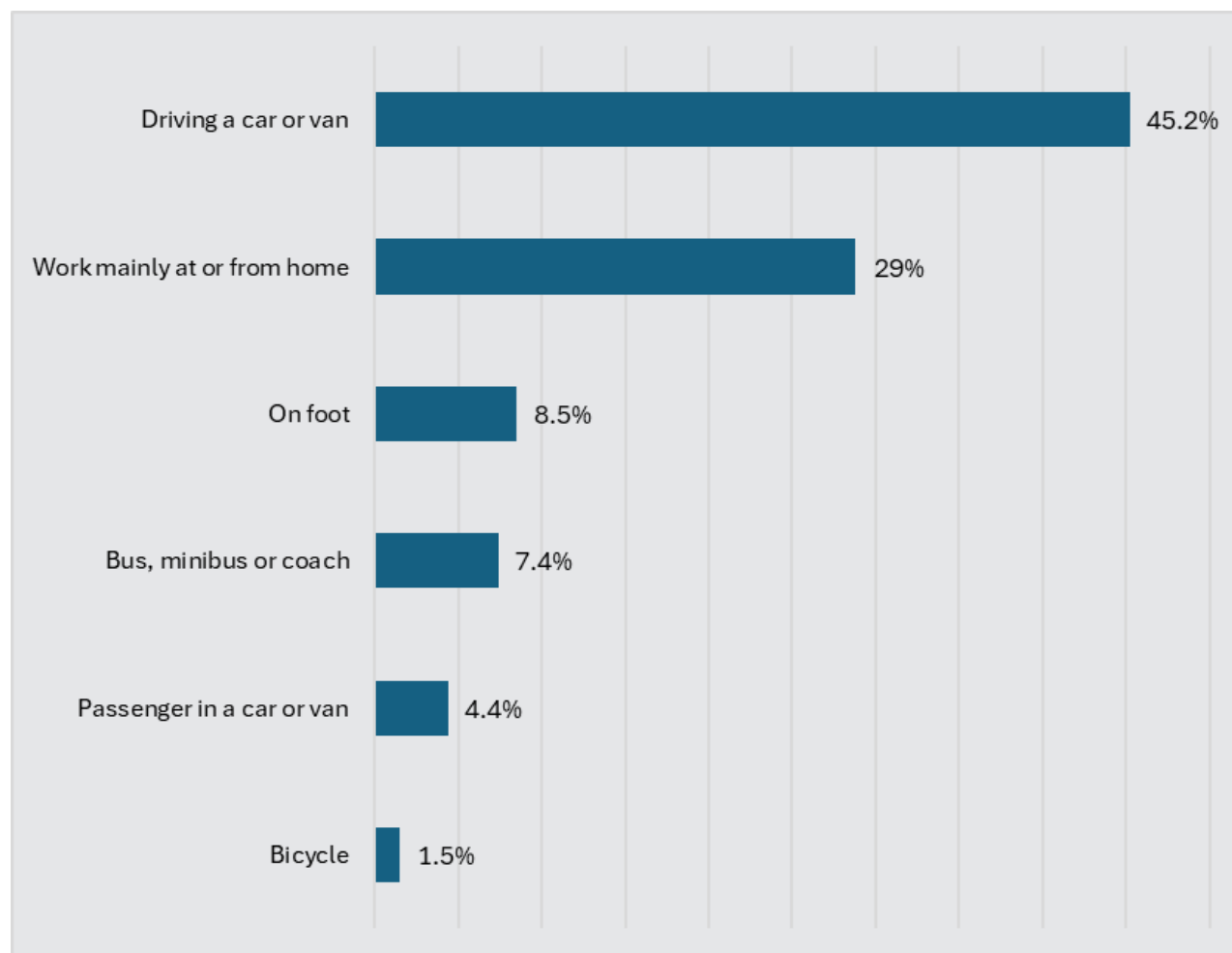
Figure 2-3 - % Participation in any walking or cycling Nov 2022-2023



The opportunity for better commuting, for our health and to reduce carbon emissions and air pollution. Travel by walking, wheeling and cycling can be an easy way to get more physical activity and reduce reliance on polluting vehicles that dominate our neighbourhoods. The data available to understand local walking, wheeling and cycling journeys is limited but we know that:

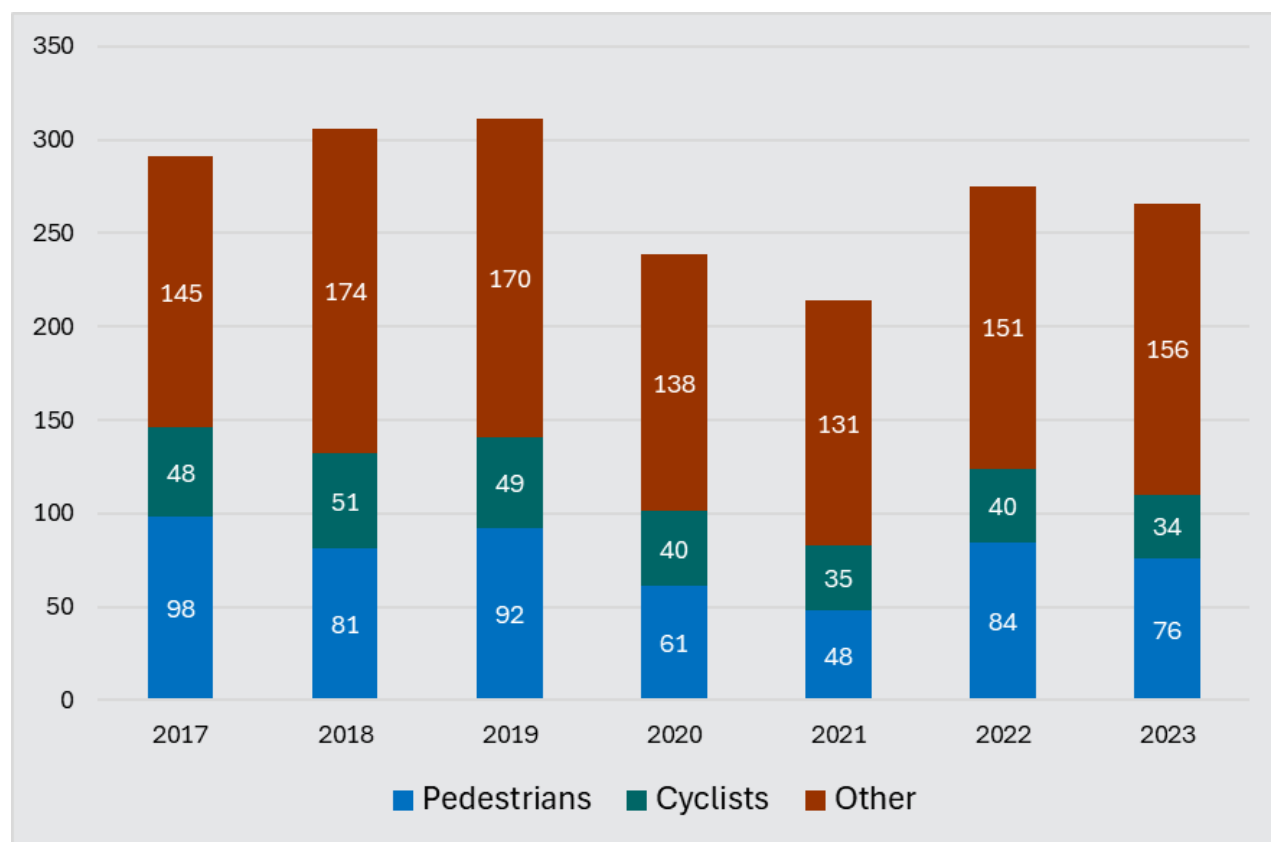
- 8.5% of Sheffielders walk to work but only 1.5% cycle (2021 Census, Office for National Statistics) while about one-third of commute trips to workplaces are less than 3 miles and so potentially could be made by walking, wheeling or cycling. Figure 2-4 shows the dominance of car compared to active modes for commuting, despite our short commuting distances.
- People in Sheffield have an appetite for walking, wheeling and cycling more, and can be supported to do so, according to research by Sheffield Hallam University (study entitled “Using Behaviour Change Techniques to encourage active travel across the Yorkshire and Humber region”, 2022).

Figure 2-4 - Method of Travel to Work



[The opportunity to make our roads safer and more attractive](#). All collisions on our roads negatively affect the health and wellbeing of people involved and their friends and family. The vision of our Road Safety Action Plan is for no one to be injured or killed in collisions on our streets. Between 2017-2023 over 800 people were killed or seriously injured (KSI) while walking or cycling in Sheffield. Our commuting rates by walking and cycling are low, and some of us do not walk or cycle for any purpose, yet people walking and cycling made up 44% of killed or seriously injured people across the seven-year period (Department for Transport Road safety statistics: data table RAS0403). In addition to these serious incidents, there are also minor injuries to pedestrians and cyclists, including many that are not reported.

Figure 2-5 – KSI Casualties by Mode (2017-2023)



The opportunity for all of us to access employment and education- Employment rates are slightly lower in Sheffield than the national average, with higher rates of economic inactivity – people aged 16-64 not looking for work or training. However, when we connect people to work, our productivity measures are consistently growing, with Gross Value Added nearing the national average (ONS Local indicators for Sheffield). Enabling people to access employment education and training are key to improving Sheffield's prosperity. Too often, people are deterred from taking up opportunities by a lack of transport or difficult journeys, even though the average time needed to cycle to an employment area is 9 minutes. We can make those journeys easier.

2.1 Context: Our Priorities and Transport Vision

Helping people to make more journeys by walking, wheeling and cycling is essential to achievement of the Council's Strategic Outcomes as set out in the Sheffield City Council Plan⁶, shown in the diagram opposite. Through the plan, which has three core pillars of **People**, **Prosperity** and **Planet**, the Council aims to achieve:

- A place where all children belong, and all young people can build a successful future.
- Great neighbourhoods that people are happy to call home.
- People live in caring, engaged communities that value diversity and support wellbeing.
- A creative and prosperous city full of culture, learning, and innovation
- A city on the move – growing, connected and sustainable.



To support the Council Plan, we have set out a Sheffield Transport Vision of “a safe, reliable and low-carbon transport network for everyone in Sheffield.”⁷ The vision is structured around the People, Prosperity and Planet pillars:

People: We want our transport network to work for you, wherever you live or work in the city.

Prosperity: We want our transport network to support our businesses, help create more jobs and to shape a thriving city centre and local centres

Planet: We want our transport network to provide attractive, low emission travel options, support good health, and be adaptable to a changing climate.

In November 2024, the City Council committed to making Sheffield a “Pedestrian-Friendly City” which is intended to have environmental, health and financial benefits for everyone.

⁶ <https://council-plan.sheffield.gov.uk/outcome>

⁷ <https://www.sheffield.gov.uk/sites/default/files/2024-07/sheffield-transport-vision-v1.0-endorsed-march-2024.pdf>

The commitment requires the Council to lead on action across services in terms of supportive investment, enforcement and better working practices, such as the following points i to vii. This WWCIIP will play a key role in addressing many of the actions of the commitment, most directly supporting the points highlighted in bold text.

- (i) ensuring pavements are kept clear of litter, fly-tipping, bins, leaves and ice, including supporting community activity such as litter pickers and snow wardens;
- (ii) enforcing illegal or dangerous parking, especially on pavements and dropped kerbs, where it limits access for disabled people;
- (iii) looking for pedestrian improvements such as more road crossings and more 20mph zones in residential areas;**
- (iv) inclusive mobility practices as outlined by the Royal National Institute for Blind People such as tactile paving surfaces and accessible crossings;**
- (v) Removing physical obstacles to pedestrians in footways;
- (vi) Improving signage for walking routes; and**
- (vii) Rolling out Liveable (low traffic) Neighbourhoods where they are supported by local communities that would be impacted.**

2.2 The wider context - South Yorkshire priorities

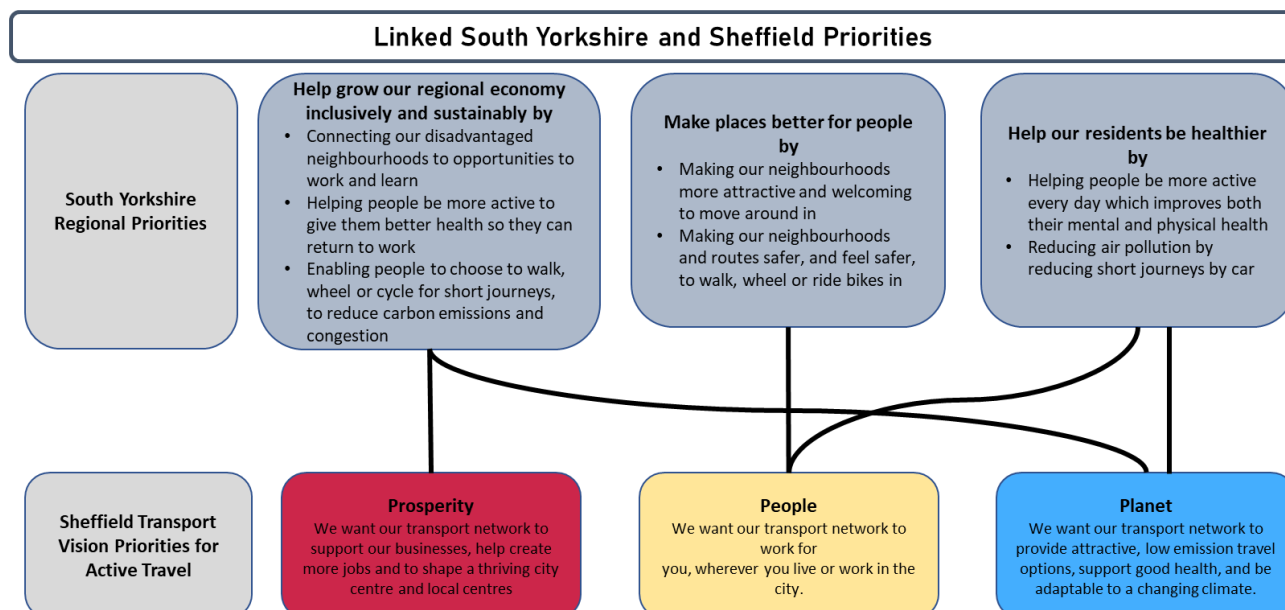
The South Yorkshire Mayoral Combined Authority has set out priorities for walking, wheeling and cycling for South Yorkshire, with a focus on Routes to Opportunities and Healthier Neighbourhoods. These priorities align closely to our Transport Vision aims.

Mayor Oliver Coppard's ambition is that *'South Yorkshire becomes the healthiest region in the UK. Helping people to choose walking, wheeling and cycling can help us achieve that goal and this WWCIIP is set in the context of those wider South Yorkshire ambitions and as a key component of the new South Yorkshire Walking, Wheeling and Cycling Strategy. We will work as one team with our Combined Authority partners to develop a coherent and strong strategic foundation for our active travel programme, and to make the case for future investment in walking, wheeling and cycling across the region.'*⁸

The linkages between South Yorkshire Mayoral Combined Authority (SYMCA) and Sheffield City Council (SCC) priorities are illustrated in Figure 2-6.

⁸ https://www.southyorkshire-ca.gov.uk/getmedia/e18983f7-deb2-44a6-b74b-f0808f56c6a6/SYMCA_YOAT_CELEBRATION_REPORT_INTERACTIVE-PDF.pdf

Figure 2-6 – SYMCA and SCC Priorities



2.3 The role of this plan

This Investment Plan identifies priority areas and types of interventions and activities that make it easier for everyone to walk, wheel or cycle for all types of journeys, as part of delivering our transport vision and the South Yorkshire Mayoral priorities. The WWCIP aligns with our People, Prosperity and Planet themes:

- **People:** by working closely with communities, together we can devise solutions which meet identified and agreed community need, providing access to local destinations. More people-friendly neighbourhoods and streets that are less dominated by motor vehicles are healthier, happier and more convivial spaces and help improve people's feeling of mental well-being as well as providing greater opportunity and incentive for physical activity, further improving health. Such neighbourhoods can encourage a sense of community, combatting anti-social behaviour and guarding against the fear of crime and personal safety by increasing the human presence.
- **Prosperity:** encouraging footfall by enabling short, local trips to be made by walking, wheeling and cycling offers opportunities to improve the street scene, making district and local centres more attractive destinations. By improving walking and wheeling linkages to public transport, it can also offer greater equality of opportunity for those without access to a car. Many of our communities access the City Centre regularly, and more people will call the centre home in coming years. We need the quick and easy movement that walking wheeling and cycling gives us: space for people not parking so that our city prospers, and we can enjoy its markets, cafes, gardens, nightspots.
- **Planet:** whilst local journeys make up a large proportion of individual trips, they do not account for as large a proportion of miles travelled by motor car overall. So, the impact

on reduction of CO₂, or indeed NO₂, will be relatively limited. However, associated measures to improve the street scene and mitigate rainwater run-off, such as our award-winning Grey to Green programme that introduces Sustainable Urban Drainage Systems (SUDS) while planting for shade, shelter and enjoyment, can result in greater biodiversity, offer improved access to local green spaces and informal recreational areas near where people live, increasing dwell time around businesses. In addition, improving walking and wheeling linkages to public transport, can support measures to encourage a shift to public transport.

Sheffield is a city ready for change, with a clear Transport Vision for walking, wheeling and cycling to a healthier, sustainable and prosperous future.

Monitoring data from projects such as the Sheaf Valley Cycle Route show that investment in high quality walking, wheeling and cycling routes will have a direct impact on travel behaviour. There, the total number of cycling trips increased by 62-67% within two years from 2021, resulting in the pilot scheme being made permanent. We are also seeing the transformation of parts of the city centre with high quality walking, wheeling and cycling infrastructure being introduced. As a country, 70% of people would like to walk and cycle more.⁹ With Sheffield's beautiful spaces and higher rates of walking, we are perfectly placed to go forward to our vision.

⁹ <https://www.gov.uk/government/statistics/national-travel-attitudes-study-wave-2>

3 Scope

3.1 Types of interventions and activities that will be funded through the plan

Through the Sheffield Walking, Wheeling and Cycling Investment Plan (WWCIP), we will invest in different ways of making walking, wheeling and cycling trips easier and more attractive, working collaboratively with our communities to design the best solutions.

This will include:

- Improvements to the layout of streets to make walking, wheeling and cycling trips easier and more attractive. This includes improvements such as new pedestrian crossings, better pavements and cycling routes, which we refer to as “**hardware**”.
- Ways of helping and encouraging people to make more journeys by walking, wheeling and cycling, such as marketing campaigns and cycle training, which we refer to as “**software**”.

Improvements to the layout of streets can make walking, wheeling and cycling safer and more attractive so that people feel confident to walk and cycle. This might be short journeys like walking to local shops, schools or the nearest transport hub (such as a tram stop) or longer journeys like cycling from the edge of the city to the city centre.

Integrating walking, wheeling and cycling with the wider transport network enables people to make longer journeys by combining walking, wheeling or cycling with other transport, such as bus, tram or car (multi-modal journeys). The plan will include funding for measures such as cycle parking at transport hubs that help people to such journeys.

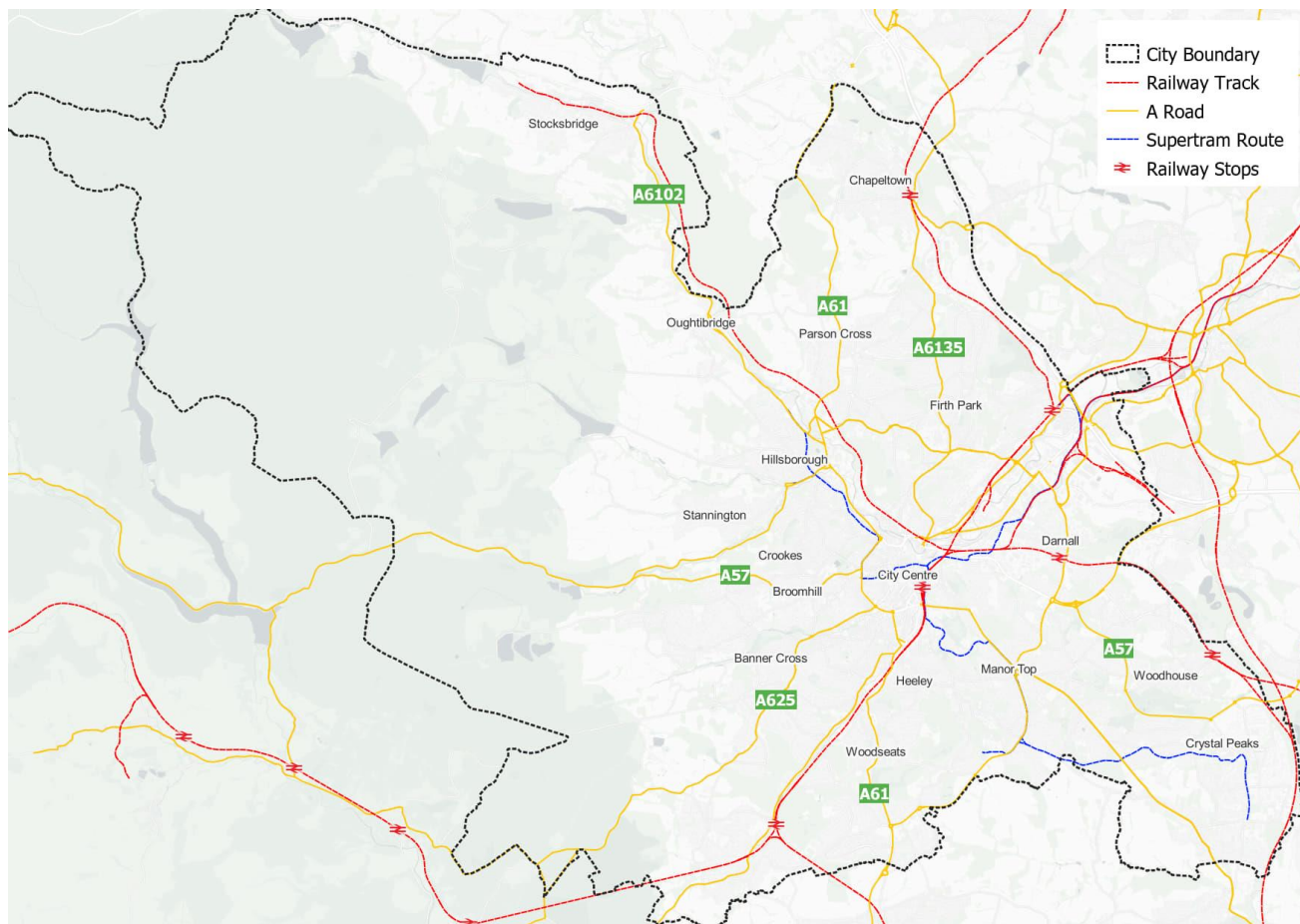
As well as making improvements to streets, **other ways of helping and encouraging people to make more journeys by walking, wheeling and cycling**, such as marketing campaigns and cycle training are an important element of our plan. The ways in which this will be achieved will be refined in discussion with local communities, so they are suitable for local needs.

A “Visual Guide” in Appendix A provides description and illustration of the types of interventions and activities that we expect to be funded through this plan. However, this is not a definitive or exhaustive list – the types of interventions and activities to be funded will be informed by input from local communities so that they are suitable for the area. We will also incorporate any innovations in street design and engagement approaches that emerge during the plan period.

3.2 Geographic scope

The WWCIP covers all of the Sheffield City Council area as shown in Figure 3-1.

Figure 3-1 - Sheffield City Council boundary



3.3 Timescale

The Plan covers the period from 2025 to 2045 and will be regularly updated during that period to describe the pipeline of interventions and activities over the short, medium and long-term as delivery of improvements progress, and funding becomes clearer. This first iteration of the plan provides the following:

Short term (2025-2027)

Description of the immediate pipeline for implementation of walking, wheeling and cycling interventions already funded through national government programmes (Transforming Cities Fund, Active Travel Fund and City Region Sustainable Transport Settlement).

Medium term (2027-2035)

Focus areas for development of further walking, wheeling and cycling interventions and activities, draft network maps for walking and cycling and an outline of the way people in local communities will be involved in shaping them.

Longer term (2035-2045)

The WWCIP will be regularly reviewed and updated. Starting from the draft network maps in the Plan, future updates to the WWCIP will define the focus areas to be delivered (order and phasing) in programmes for 2035-2045.

4 Objectives and Outcomes

Our transport vision, South Yorkshire Mayoral priorities and consideration of our key challenges have informed development of the following **Sheffield WWCIP objectives**:

1. To increase levels of physical activity, especially amongst people who are currently the least active.
2. To increase the number of journeys made by walking, wheeling and cycling.
3. To improve access to employment and education opportunities, especially for people in the most deprived areas.
4. To reduce the number and severity of pedestrian and cycle casualties arising from road transport collisions.
5. To support decarbonisation by replacing car trips with walking and cycling trips.

Each of these will become more detailed as baseline data is collected, funding becomes quantified and design with communities progresses further. We will then understand more about what impacts we will expect against each objective.

The **approach to delivering these objectives** focuses on two investment strands:

- High quality **routes to opportunities** for walking, wheeling and cycling, and
- Investment in improving **neighbourhoods** to encourage more walking, wheeling and cycling.

To achieve our objectives, we will:

- Develop walking, wheeling and cycling networks that are attractive to existing users and people who don't currently use them.
- Design and deliver schemes of high quality, working to national and regional good practice guidance.
- Promote walking, wheeling and cycling and undertake outreach around health and physical activity.
- Engage at an early stage with neighbourhoods to design streets and routes.
- Seek to ensure that destinations are accessible by walking, wheeling and cycling, building on Sheffield's historical assets and natural settings.
- Improve access to parks and green spaces and incorporate routes through parks and green spaces where appropriate.
- Seek to integrate walking, wheeling and cycling with public transport to facilitate multi-modal journeys.
- Support local journeys to school via walking, wheeling and cycling.
- Consider reductions in traffic speed.
- Reduce the impact of journeys made by private vehicles through neighbourhoods.
- Support neighbourhood and pavement design and maintenance to increase the sense of safety for walking, wheeling and cycling and attractiveness of our streets.

- Ensure that those wheeling and those with accessibility requirements are considered in all elements.

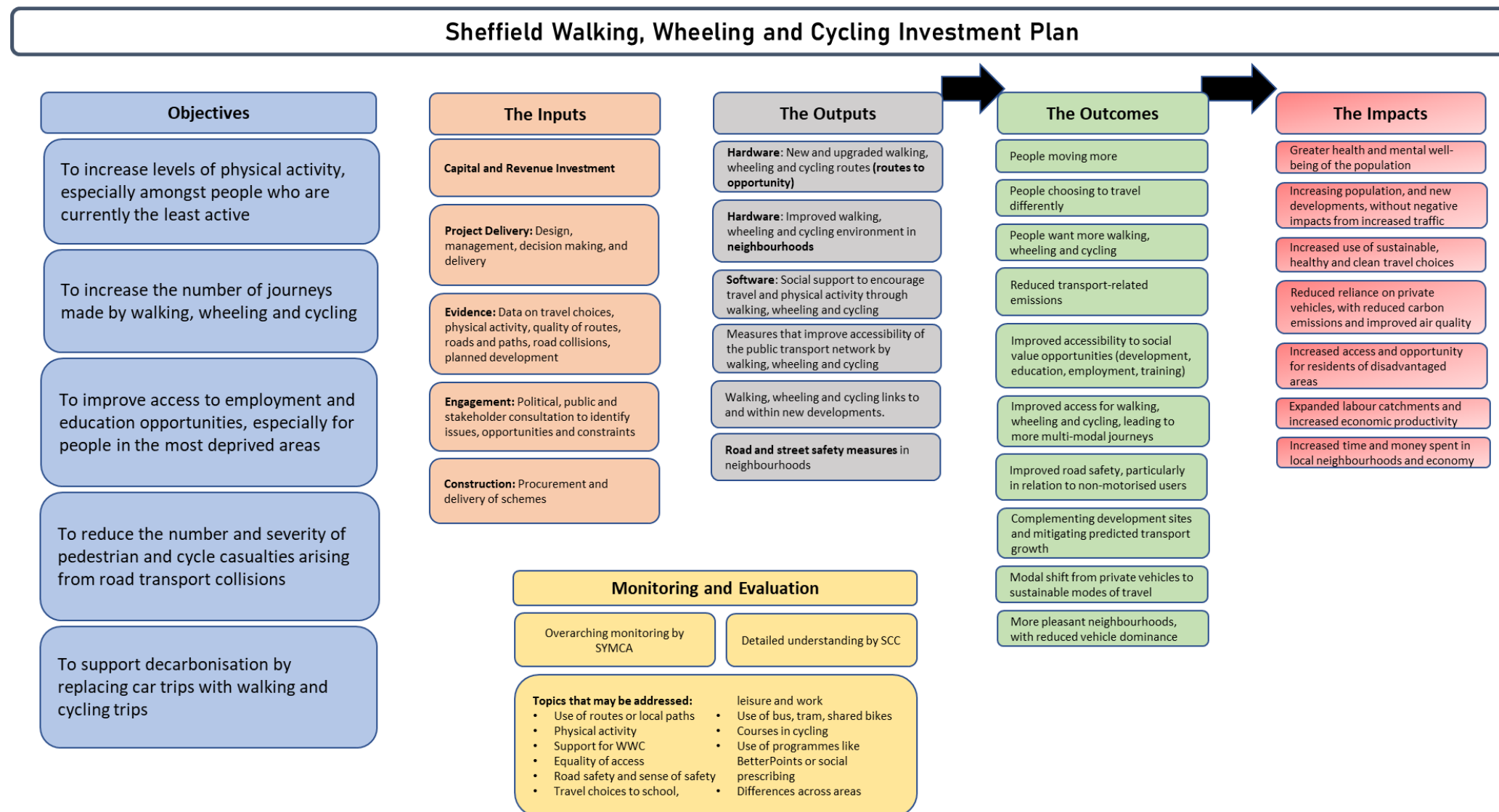
The approach and objectives are further supported by our Local Transport Programme commitment to deliver elements outside large schemes, such as new and updated crossings and cycle parking, on a city-wide prioritised basis to address local accessibility and connectivity improvements.

We are working closely with SYMCA to define a **common set of outcomes** from delivery of WWCIPs across South Yorkshire. The **draft** outcomes are:

1. **People move more**
2. **People choose to travel differently**
3. **People want more walking, wheeling and cycling (increased demand)**

A logic map showing the outcomes and potential impacts of the Investment Plan is presented in Figure 4-1.

Figure 4-1 - Logic map for the WWC Investment Plan



Evidence base

This section summarises case studies of successful delivery of walking, wheeling and cycling schemes and initiatives and the evidence base that informed the plan.

4.1 Successes to date – case studies

We describe some of the work Sheffield has undertaken in order to support more walking, wheeling and cycling in recent years. This is presented in case studies in Appendix B.

The case studies include examples of:

- **Hardware: Infrastructure for Walking, Wheeling and/or Cycling** – High quality schemes that provide improved facilities and protected, pleasant spaces.
- **Placemaking and Public Space** – making streets and public spaces more attractive and welcoming.
- **Road and street safety** – for example, reduced vehicle speeds or better crossings.
- **Cycle parking** – formalising cycle parking to keep cycles secure to reduce crime and to improve the street scene at local centres and in residential on-street hangars.
- **Neighbourhood connections** – improving connections within neighbourhoods for those on foot, bicycle, or wheeling such as improved crossings and reduced traffic.
- **Software: Supporting choices and building confidence** – improvements including walking maps, cycle training, and rewards to encourage people to walk, wheel and cycle.

An overview of each case study is provided below. Please see Appendix B for more information on impacts from these projects, lessons learned, and efforts made to ensure they were accessible. Together, the case studies show our ambition to deliver improvements for walking, wheeling and cycling, including making our public spaces and neighbourhoods pleasant and welcoming. They also highlight the programmes that support people's confidence in enjoying these public spaces, the software that runs on the hardware of a well-designed city.

1. Kelham Island to City Centre - Hardware

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, and adding new crossings, providing segregated cycle lanes, and priority for buses. Around 1.5km of new route was created.



2. Sheaf Valley walking, wheeling and cycling route - Hardware

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 pilot project was made permanent from September 2023. The area is calmer and more pleasant, with cycle trips increasing by up to 67% between 2021 and 2023, and smaller increases in walking trips. Photo shows a cyclist and pedestrian using a short traffic-free area.



3. BetterPoints – Software

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 support (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. In the first few months of the programme 1,690 users successfully reduced the number of days they drive a car per week.

4. Adult Cycle Training – Software

Sheffield City Council promotes an adult cycle training programme called “*CycleBoost*”. It teaches adults to ride and to become more confident riding. The scheme offers free one-to-one sessions plus 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 tracks, its parks, and routes away from main roads. 41% of people who learn to ride go on to our Cycle Confidence course.



5. Grey to Green Strategy – Placemaking and Public Space

Grey to Green shows how landscape design has helped to deliver Sheffield City Council's environmental, transport and economic regeneration whilst responding to key issues, most



notably the risk of flooding. 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 connecting the city with its rivers and contributing to improved water management and flood protection. The project created 1.3km of new pedestrian and cycle routes in Sheffield City Centre, diverted water from sewage treatment, and encouraged 540 new jobs in the area,

with over 2,000 projected. Grey to Green has won five awards including two Yorkshire in Bloom awards and the Gold Standard and Best Environmental project in Yorkshire 2016.

6. School Streets – Road and Street Safety

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 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.

7. Cycle Hubs and Neighbourhood Cycle Hangars – Cycle Parking

In addition to cycle racks across the city for short term parking and grants to businesses for employee cycle parking, Sheffield has dedicated secure Cycle Hubs for parking in busy areas and shared cycle hangars (right) in residential areas for longer term parking, keeping bikes safe from theft, off the pavement and out of the elements.



8. Broomhall Neighbourhood – Neighbourhood Connections

In Broomhall there are longstanding measures that successfully reduce through traffic in residential areas adjacent to the ring road, to make the areas more pleasant for residents 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 whilst also defining parking areas and reducing vehicles speeds. These measures – see photo – have been in place for many years 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.



Delivery of “software” since 2019

The City Council delivers initiatives to promote, encourage and enable people to make more journeys by walking, wheeling and cycling. These initiatives include activities like walking and cycling support services (e.g. cycle training and led walks), marketing, communication and events and are known as the “software” that accompanies investment in the “hardware” of improvements to streets (e.g. pedestrian crossings, cycle routes etc).

Since 2019, these have been delivered with financial support from national funding programmes from the Department for Transport: Sustainable Travel Access Fund and Capability Fund. The types of software delivered included:

- Large public events and festivals for walking and cycling
- Cycling and walking incentives through BetterPoints
- School Streets
- Modeshift STARS and other engagement with schools
- Bike Hire / Loan Scheme
- Cycle training
- Cycle Hubs delivering pop up rides and loans, including Hillsborough All Wheels Track
- Bike checks
- Walking with Purpose for individuals and organisations that work with people out of work; domestic abuse victims, mental health groups, South East Asian Women’s Groups and more
- Business to Business support
- Marketing, and volunteer training

- Wheels to work loan scheme
- Independent travel training for disabled adults and children

Software focuses on the wellbeing of the population of the city. Some elements are city-wide, and some grow from personal and neighbourhood needs. For instance:

- **Modeshift STARS** – Sheffield won awards for its early Exemplar Schools, adopting a whole-school understanding of the environment and the impact travel to school can have, with support to walk, scoot and cycle. More schools apply to take part every year.
- **Wheels to Work** loan scheme – Around 135 people receive mopeds and motor scooters each year to help them start new jobs. With more hardware and electric bikes, their access to work will continue to improve, and to be supported.
- **Walking with Purpose** – These relaxed, supportive walks are led by community groups. They strengthen relationships and help people to engage in their neighbourhoods, with all the added benefits of gentle movement and being outdoors. A participant in a recovery group said: *“Sundays can be tough... this gives us something to look forward to.”*
- **Travel training for disabled people** - This programme supports around 70 adults and 70 teens each year to learn how to travel independently, improving their access to work, study, and social life. Many go on to work and volunteer placements.
- **BetterPoints** is a city-wide opportunity for residents to record their sustainable journeys, while earning local rewards. A hospital employee found: *“I do enjoy seeing a record of the amount of my walking and of the public transport I use, I feel good about that. And if you’re struggling a bit financially, having a way to have a coffee out for free is a bit of a luxury, which is really nice.”* Every month, over 5,000 people use the BetterPoints app.

Our intention is to continue funding important supportive software and we seek ongoing consistent funding to maintain the range of opportunities.

4.2 Data evidence base

The Sheffield WWCIP was developed with reference to a comprehensive evidence base containing quantitative information and qualitative feedback from community engagement. The quantitative evidence base includes things we can count or measure:

- Information about the local context for developing cycling and walking networks in Sheffield (such as demographics, current travel behaviours, car ownership); and
- Information about the local transport network (such as bus routes, road classifications and traffic volumes) to support the development of the network plan and identification of strategic routes and neighbourhoods.

The qualitative evidence base comprises community insight research which collated our historic understanding of community feedback on walking, wheeling and cycling across council departments, and included community engagement activities focussed on listening to a range of voices from under-represented groups (those who never or seldom participate in Council engagement and consultation). We engaged with 1,400 people to understand their perceptions and experiences of walking, wheeling and cycling.

Triangulating these different types of data together gives us valuable intelligence about what we should do to improve options for walking, wheeling and cycling.

The evidence base is included as Appendix C and summarised below, describing these sources of information that help us plan and prioritise.

Quantitative data

The need for a high-quality walking, wheeling and cycling network, and the potential for neighbourhoods where people want to do more walking, wheeling and cycling, are supported by the following quantitative data. We note that the quantitative data relies heavily on the censuses. Throughout the plan, we will work with the MCA to identify further data needed and to collect data.

We have the opportunity to address poor health outcomes and health inequalities

There are notable disparities between parts of the city in terms of economic deprivation and health, including a 15-year difference in healthy life expectancy between areas of western and eastern Sheffield (Census data). Neighbourhoods where people like to spend time, that invite more walking, wheeling and cycling, could contribute to improved health outcomes.

Low levels of physical activity

Rates of physical activity amongst some of the Sheffield population are low and showing a downward trend. One in four people said they are inactive in Sport England's Active Lives 2022-23 Adult Survey¹⁰ which means they undertake less than 30 minutes of physical activity per week. This is an increase of 3.5% when compared to the 2021-22 survey.

Trips can be switched to walking, wheeling and cycling:

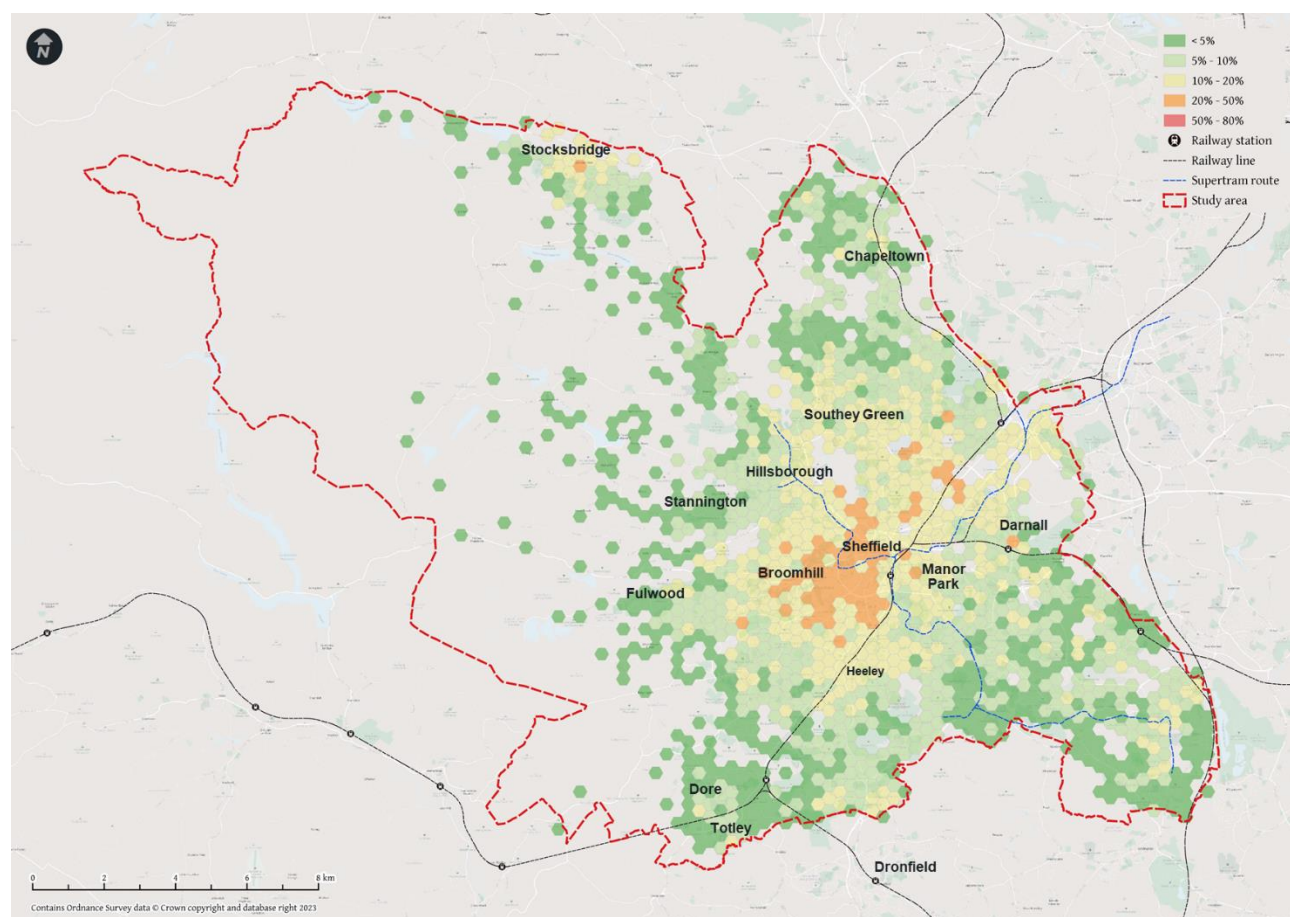
The proportion of short distance journeys to work is higher in Sheffield compared to the England average. Consistent data from the last two censuses show more than 13% of the population commutes less than 2km to work – a 20-minute walk – and at least 40% commute a distance easily covered by bicycle. Some of that 53% of the population will be able to walk, wheel or cycle to work with more support.

¹⁰ <https://www.sportengland.org/research-and-data/data/active-lives>

Potential to increase the current low mode share for commuting by walking and cycling

In the 2021 census, 1.5% of the working population cycled to work, below the national average of 2.1%. Walking to work in Sheffield (8.5%) was slightly above the national average of 7.6%. In some areas, people do walk and cycle, and we can build on their example.

Figure 4-2 - Method of Travel to Work using Active Travel (%)

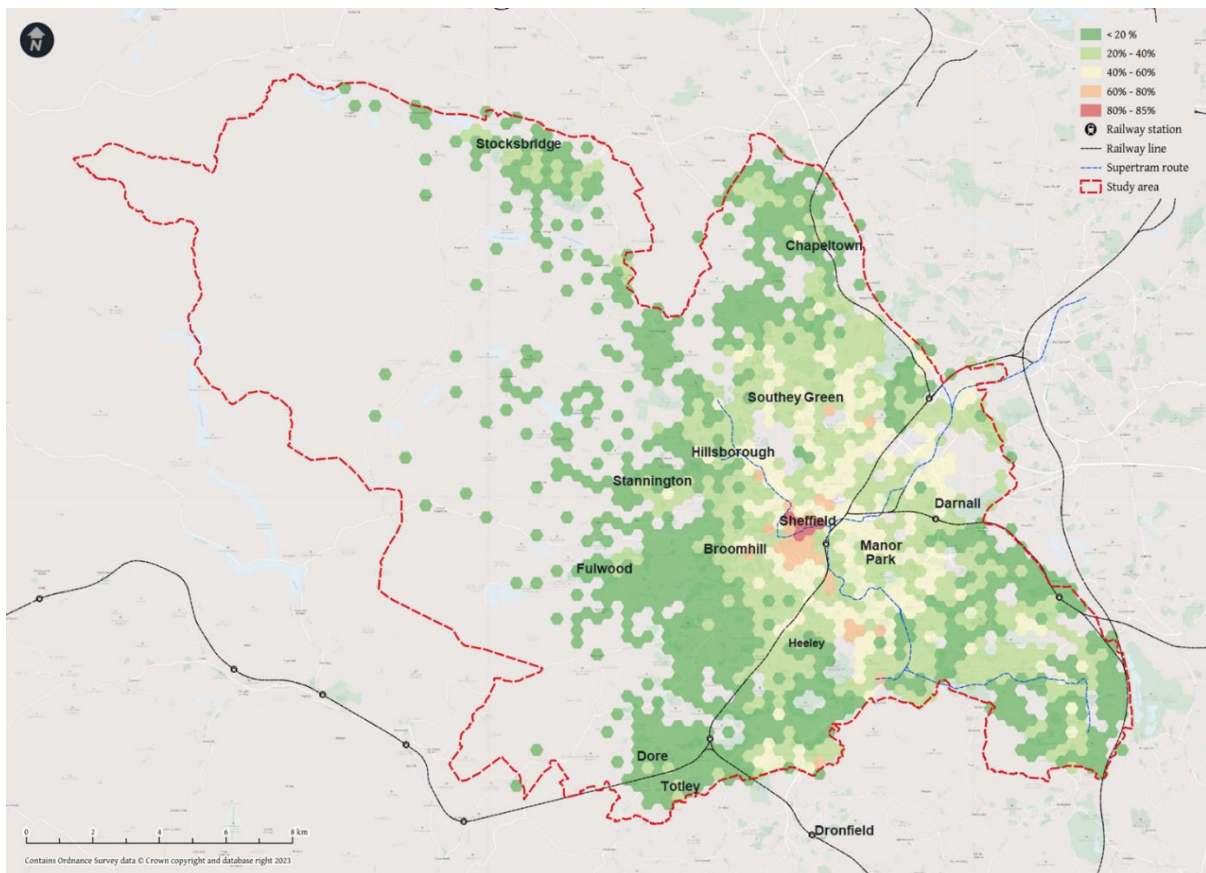


Low car ownership and unequal access

There are areas of low car ownership close to the city centre and in areas of deprivation to the north and inner east of the city where people may be more reliant on active travel – especially walking/wheeling and to a lesser extent cycling - alongside public transport, lifts and taxis for local journeys. An enhanced walking, wheeling and cycling network increases travel options for households without a car.

While car ownership went up in Sheffield between the 2011 and 2021 censuses, 29% of households do not own a car or van. There are areas of inner Sheffield (particularly inner west) where over 50% of households have no access to a car or van.

Figure 4-3 - No Car Ownership (% households that own no car or van)



Road danger

Collisions involving walking and cycling are most common along radial routes into the city within 3km of the city centre, which are also areas of high existing and high potential active travel use. The number of casualties significantly decreases as facilities such as crossings become more comprehensive, with the lowest number of casualties being where a formal crossing point was present.

Poor air quality in some areas

Sheffield has a city-wide Air Quality Management Area and city centre Clean Air Zone to mitigate poor air quality. Mode shift from car to walking, wheeling and cycling contributes to improved air quality.

Significant growth plans

In the Sheffield Draft Local Plan, development sites are focused in the city centre where 20,000 of the 38,000 new homes are proposed, with further areas of growth to the east, north and south, and little development proposed in the western side of the city. These developments will generate demand for travel, some of which can be met by walking, wheeling and cycling, and by improving integration with public transport, if high quality

infrastructure is provided. There is an opportunity to build walking, wheeling and cycling into new developments ensuring that growth of the city contributes to healthier lifestyles.

Transport-Related Social Exclusion on the edge of the city

Improvements to walking, wheeling and cycling infrastructure and services may mitigate the risk of Transport-Related Social Exclusion (TRSE), for example by enabling people to walk or cycle to more frequent public transport services or hubs. Using analysis undertaken by Transport for the North (TfN), the areas at greatest risk of TRSE in Sheffield are at the edges of the city. However, TRSE remains lower in Sheffield than elsewhere across the North.

Community insight

A Community Evidence Base (CEB) was compiled to inform development of the WWCIP. This was a new approach to ensuring that we used all information across departments to understand our needs, and that we reached people whose views might be lacking.

To start, the Council conducted a wide-ranging, cross departmental evidence review to establish what information we already held about perceptions of walking, wheeling and cycling. The primary conclusions we drew from drawing together our existing knowledge into an over-arching evidence base were that:

- There is significant community appetite to make a switch to walking, wheeling and cycling, especially cycling.
- A key barrier is safety, including personal safety. This is especially so for women.
- People favour walking, wheeling and cycling proposals in principle: however, there is a greater tendency for disagreement on the detail around what this might look like.

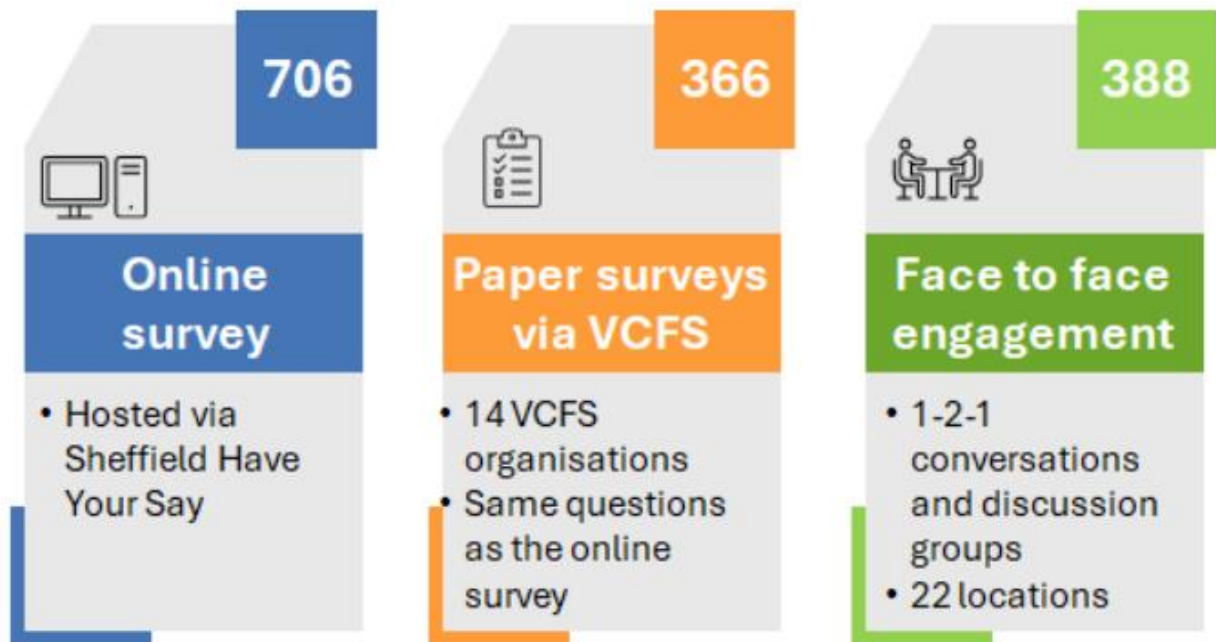
We also found that the respondent profile for our large surveys requesting feedback, such as the City Region interactive map 2019-2020, was not reflective of the wider Sheffield population. Respondents to such surveys were more likely to be older, male, white British and have higher education qualifications than the city at large.

Plugging this knowledge and demographic deficit was seen as essential to ensure that future projects better understood (and therefore addressed) community need across Sheffield. Consultancy Systra was commissioned to co-ordinate community engagement.

We worked to engage with Voluntary, Community and Faith Sector groups across the city to reach people we especially wanted to hear from including young people, Black, Asian, minoritised Ethnic and Refugee (B.A.M.E.R.) people (especially B.A.M.E.R. women), disabled people and older people. This resulted in 1460 surveys being completed, and many group conversations. A total of 745 survey respondents had not completed a *Connecting Sheffield* or *walking, wheeling and cycling* survey before, while a further 17% participants said they did not know if they had. Figure 4-4 shows the number of

engagements by type: 706 online surveys, 366 paper surveys; 388 face to face engagements.

Figure 4-4 - Summary of responses by method of engagement



Key findings from targeted outreach

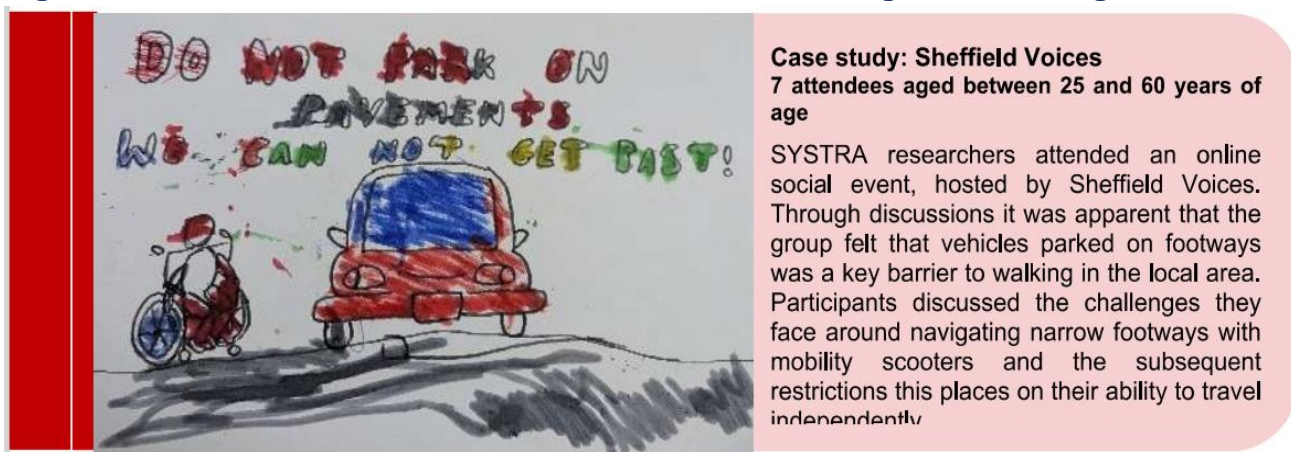
- Road safety is the biggest concern for people walking, wheeling and cycling.
- For walking trips, people consider that the speed of traffic presents a potential danger, most obviously when crossing the road.
- For cycling the message is similar except safety is an even greater concern, especially for women, with a view that specific measures such as protected bike lanes are necessary.
- In addition to road safety there were also significant concerns about personal safety when walking/wheeling, again a greater factor for women, but also especially for people of B.A.M.E.R. background.
- Obstacles on paths and pavements, especially parked vehicles were also raised along with overhanging vegetation.
- For cycling specifically, fewer people overall expressed a desire to cycle or cycle more. Safety - busy roads and heavy traffic - was a barrier and, to a lesser extent not owning a bike, hills, cycle parking and the lack of joined-up routes.

Useful information was also captured about journey patterns in local areas and key destinations people go to, and would like to go to, by walking and wheeling. This information

will be valuable in guiding further engagement to develop proposals for the medium-term pipeline.

Gathering the evidence took many forms. Figure 4-5 shows a drawing from a group participant of a wheelchair user navigating a car parked on the pavement. Participants described the restrictions this, and using mobility scooters on narrow footways, place on their ability to travel independently.

Figure 4-5 - Sheffield Voices artwork on barriers to walking and wheeling



The community insights gained also brought to light some significant pointers for future approaches to ensure equalities factors are fully addressed:

- **Disability:** disabled people were significantly more likely to see 'poor quality or condition of paths' as a barrier compared to those without a disability (42% compared to 26%)
- **Ethnic group:** Responses varied significantly by ethnic group, with B.A.M.E.R. groups more likely to select 'poor air quality' as a barrier to walking/wheeling compared to White respondents (31% vs 7%). The most frequently selected barrier for those describing themselves as Asian was 'personal safety and security concerns e.g. antisocial behaviour'. This was selected by 63% of Asian respondents compared to 24% of other groups.
- **Local Area Committees:** Significant differences were also noticed by LAC. Respondents in the North East LAC were significantly more likely to report that 'personal safety and security' concerns were a barrier compared to other LACs (46% North East vs 26% overall). Similarly, respondents in the North East also were significantly more likely to report 'poor quality or condition of paths' (44% North East vs 30% overall).

Sample comments are provided in Table 4-1.

Table 4-1 – Sample comments from the community engagement

Topic	Comment	Respondent
Barriers to walking and wheeling	"I have a friend who uses a mobility scooter who has to go up the centre of many roads because of obstructions on the pavement e.g. bins, parked cars."	Aged 35-54, East, online survey
Barriers to walking and wheeling	"Locally I'd love to walk more, but there are no crossings and it is unsafe to cross at a busy junction with cars coming from all ends with small children in tow."	Female, aged 35-54, East, online survey
Barriers to cycling	"I would cycle, but I have kids and I don't want anything to happen to me whilst they are young."	Female, aged 35-54, Central, F2F
Barriers to cycling	"When cycling I have nearly been hit by [<i>drivers of</i>] cars who either weren't looking, or driving too fast and/or passing too close multiple times."	Female, aged 35-54, South, online survey

5 Network planning for walking and wheeling

Sheffield benefits from a comprehensive walking network in the form of footways alongside most streets in the city. However, there are barriers to making journeys using this network. As illustrated by the community engagement work to support the WWCIP, these barriers include perceptions of road danger, volumes and speed of road traffic and difficulty crossing roads, barriers and obstructions in the footway and personal safety concerns.

As such, the focus of the walking and wheeling network plan is identifying opportunities to improve the network, centred on the destinations that attract walking trips in local communities.

“Core Walking Zones” (CWZs) across the city were defined. The CWZs comprise District Centres, as defined by the Sheffield Draft Local Plan. These District Centres are: Banner Cross, Broomhill, Chapeltown / High Green, Crookes, Crystal Peaks, Darnall, Ecclesall Road, Firth Park, Heeley, Hillsborough, London Road, Manor Top, Parson Cross, Spital Hill, Stocksbridge, Woodhouse, Woodseats.

In addition, Sheffield City Centre and the area around Northern General Hospital were identified as CWZs. Royal Hallamshire Hospital and the two universities are included within the City Centre and the Northern General CWZs.

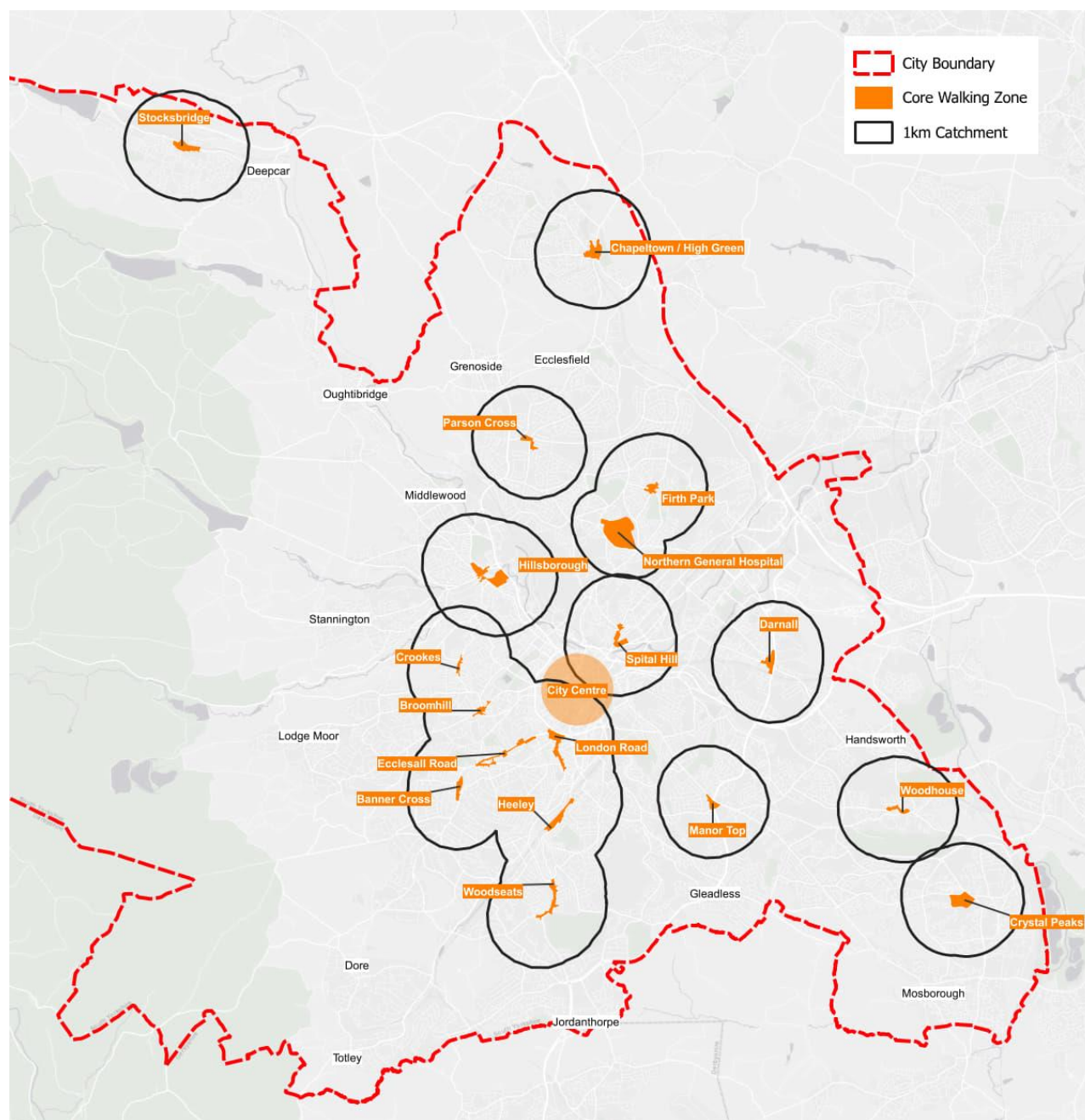
For each CWZ, a walking “catchment” area was defined as a 1km radius from the centre of the CWZ. National and local guidance suggests a walking catchment of up to 2km, but the densely populated urban context of Sheffield means that 2km catchment areas overlap and a 1km catchment was deemed more suitable as an area from which walking trips to CWZs would originate.

Recognising the density of population and concentration of trip generators within the inner-west area of Sheffield, the catchment area for the following district centres was merged into a single catchment area: Woodseats, Heeley, Banner Cross, Ecclesall Road, London Road, Broomhill and Crookes.

Sheffield city centre is designated as a CWZ. A separate study into city centre access and movement is being progressed (during 2025) which will inform any future development of additional walking and wheeling improvements to and within the city centre.

The CWZs are shown in Figure 5-1.

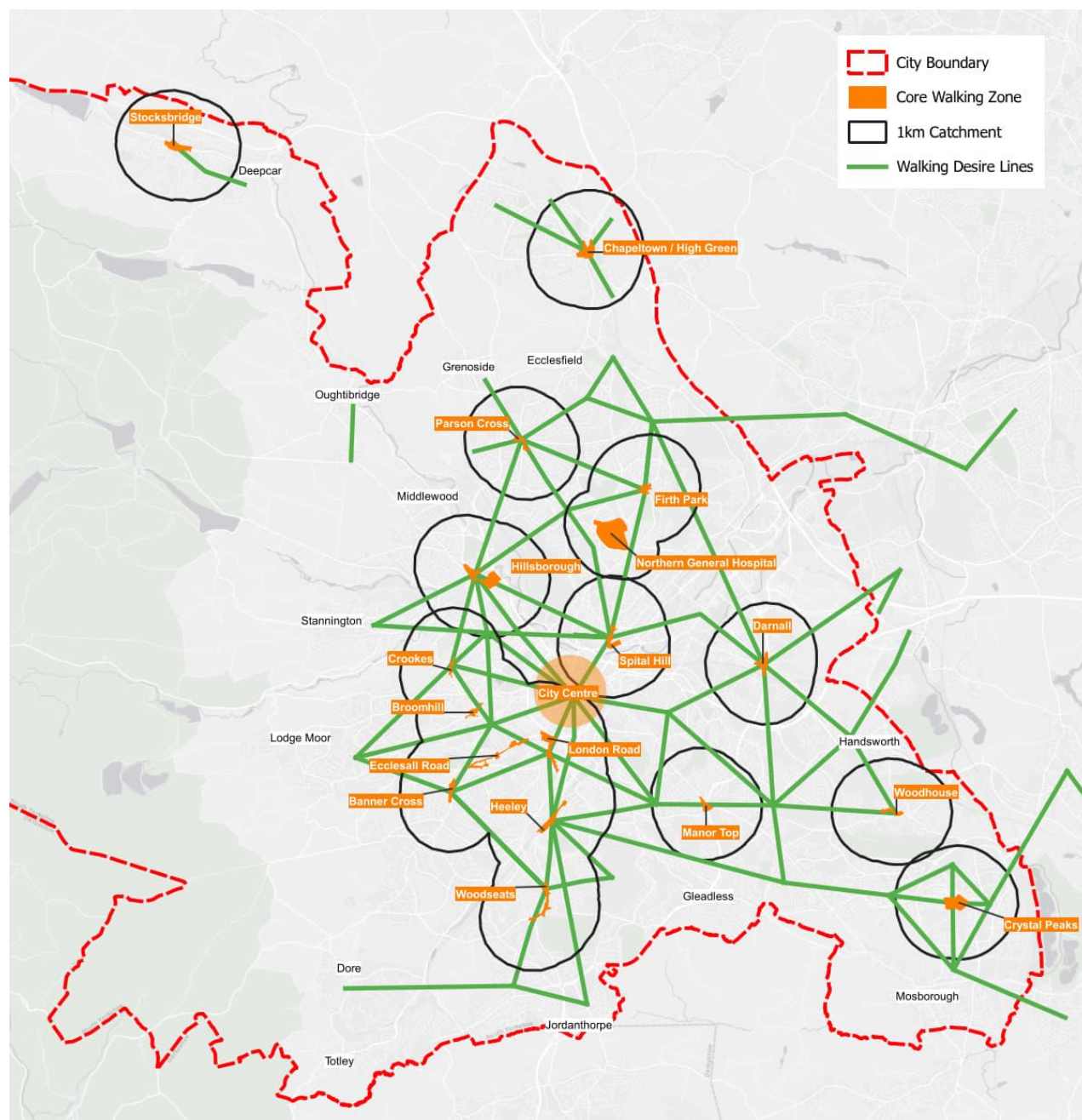
Figure 5-1 - Core Walking (and Wheeling) Zones



To identify potential walking routes, a model developed by consultant WSP was used to estimate the likely walking flows within Core Walking Zones, based on the types of destinations within each CWZ and the likely origins of journeys (residential areas). This provides some insight into the likely key walking routes within CWZs and has been used to produce Figure 5-2. However, further engagement with communities will be required to better understand walking journeys, issues and barriers in each of the CWZs as they come forward for potential investment.

The CWZs showing walking desire lines from the model are shown in Figure 5-2.

Figure 5-2 - Core Walking and Wheeling Zones with walking desire lines



These maps provide a framework on which to build improved local walking networks within each of the CWZs and their catchment areas. As the WWCIP is developed, community input will inform a greater understanding of the places people want to get to, barriers to walking and how the walking network could be improved to meet the needs of the community. Starting with the focus areas identified in the following section, this community engagement will inform development of a medium-term pipeline of improvements.

6 Network planning for cycling

Planning a cycling network to 2045 was undertaken within the following context:

- Unlike for walking, there is no comprehensive cycling network in Sheffield and the network currently provides partial coverage. While cycling is possible on most roads in Sheffield, only a small proportion of the population is comfortable cycling on roads without some form of protection from busy traffic.¹¹
- Some designated cycling routes already exist but these do not all offer the level of protection for cycling that is now advised by national government guidance (Local Transport Note (LTN) 1/20) produced in 2020.
- The Council has already developed some proposals for creating or improving cycling routes through programmes through the Connecting Sheffield programme. These existing and proposed links form the starting point for the cycling network and are marked on the cycling network map as **'Existing & Proposed'**.
- For links where there is no existing designated cycle route or proposed project in development, input from the community and stakeholders will be undertaken to identify the specific roads, streets and paths that will form the network in that area. The draft cycling network map therefore includes links as **indicative straight lines**, rather than actual routes. These indicative links have been identified from the analysis outlined below.

To develop the network map, the following steps were taken:

1. The existing cycle routes were plotted.
2. Proposed cycle routes in development were plotted on the map. These comprise the short-term pipeline of projects being progressed through the Connecting Sheffield programme, funded by Transforming Cities Fund, City Region Sustainable Transport Settlement, Active Travel Fund, etc.
3. Key desire lines were identified using a bespoke mapping tool which generates straight lines based on two-way trips between destination pairings, ranked based on the number of trips. A desire line is an indicative link between origins and destinations where a demand for travel between the two can be expected.
4. Network "nodes" were identified and plotted on the map. Network nodes are shown in Figure 6-1 and include:

¹¹ While fear of riding too close to traffic a barrier to cycling across the population, women were especially affected <https://www.tandfonline.com/doi/full/10.1080/01441647.2016.1200156#d1e403>

- The places people want to get to such as district centres, local centres, schools and hospitals.
 - Transport “hubs” including existing tram stops and rail stations. Some additional hubs were identified through analysis of the transport network. These are places where several routes come together, to which people may walk or cycle to access bus, tram or train services. An example is Manor Top, which is served by several bus routes and Supertram.
5. Straight lines were drawn between network nodes to create links.
 6. For any links that corresponded to one of the top 20 desire lines, indicating that higher cycling flows may be expected, these were classified as primary links.
 7. Other links, which do not correspond to one of the top 20 desire lines were classified as secondary links, these are routes where lower cycling flows may be expected. In many cases, secondary links feed into the primary network.

A sense check of the network was undertaken to review the existing and proposed routes to confirm the extents and status, and as a result, several amendments were made to the network. Additionally, a sense check of the primary and secondary indicative straight lines was undertaken to ensure that these were logical based on local knowledge. The resulting network plan is shown in Figure 6-2.

As the WWCIP is developed, community input will inform a greater understanding of the places people want to get to, barriers to cycling and how the cycling network could be improved to meet the needs of the community. A study is currently in progress into city centre access, which will also inform cycling improvement in the centre.

Figure 6-1 - Network “nodes”

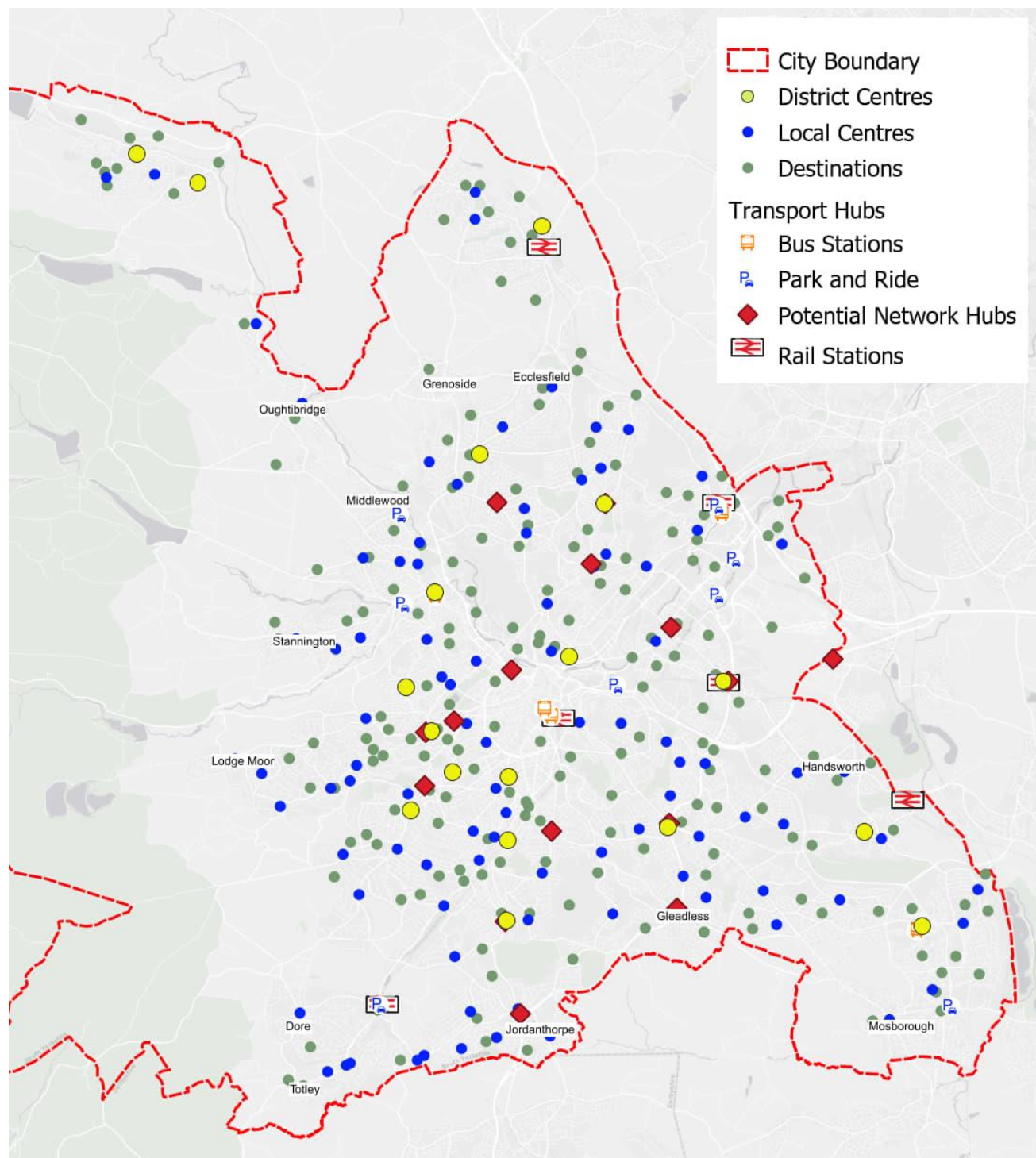
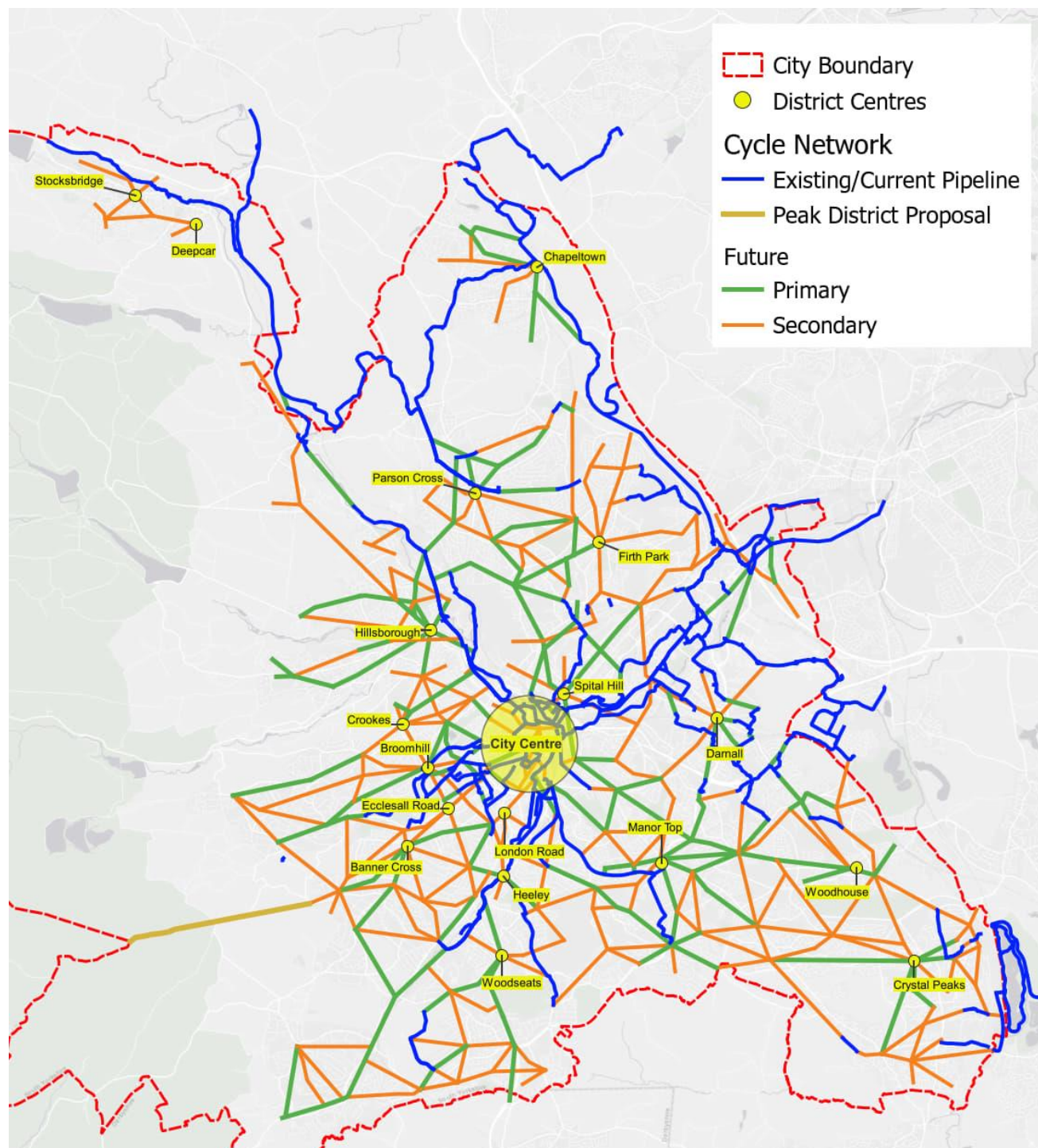


Figure 6-2 - Cycle Network



7 Focus areas and draft pipeline

In this section, we set out:

- Our pipeline of schemes to be implemented in the period to 2027
- Our focus areas for investment from 2027 to 2035 and how we will develop proposals and initiatives for these areas.

7.1 Short Term Pipeline to 2027

In the first two years of the plan, the Council will focus on the implementation of projects that already have committed funded. These include projects funded by national government programmes including Transforming Cities Fund, Active Travel Fund and City Region Sustainable Transport Settlement. These are listed in Table 7-1.

Table 7-1 – Short term pipeline

Funding programme	Project	Description as at April 2025	Budget
Transforming Cities Fund	Connecting Sheffield: City Centre & Heart of the City	Under construction in phases. Public space, walking, wheeling and cycling improvements along Pinstone Street, Surrey Street, Charles Street and Arundel Gate. Creates core walking, wheeling and cycling route through the city centre, connects Heart of the City to the three routes listed below.	£27.71m
Transforming Cities Fund	Connecting Sheffield: Neepsend - Kelham Island - City Centre	Largely complete. Making walking, wheeling, cycling and public transport infrastructure improvements in Neepsend and Kelham, with a cycle route into the city centre, including a new style of roundabout at West Bar and a priority square junction at Tenter Street. Also including landscaping improvements along the project such as planting with SUDS.	£17.27m
Transforming Cities Fund	Connecting Sheffield: Darnall-Attercliffe-City Centre	In design: Traffic Regulation Orders advertised Feb/March 2025. The project is for a largely segregated cycle route from the city centre to and through Attercliffe as far as the A6102, linking into Darnall mainly through Worksop Road, with improved walking and wheeling infrastructure (several new crossings).	£26.36m
Transforming Cities Fund	Connecting Sheffield:	In design: Traffic Regulation Orders will be advertised in May 25, construction expected	£15.51m



Funding programme	Project	Description as at April 2025	Budget
	Nether Edge – City Centre	from late 25. A largely segregated cycle route from the city centre towards Nether Edge, also linking up towards the University of Sheffield/Hospitals area. With some improved walking, wheeling and public space improvements too. Reduces severance of the ring road, and remove a significant number of short journeys in the area	
Transforming Cities Fund	Connecting Sheffield: Magna – Tinsley	Under construction. Forms the Sheffield element of a cycle route between Meadowhall and Rotherham, linking into the cycle route that Rotherham Metropolitan Borough Council has already delivered. This will make it easier to walk, wheel and cycle from Rotherham to Tinsley and on to Meadowhall. A new pedestrian crossing has been installed near Raby Street in Tinsley, and further crossing improvements will be made at Meadowhall Way and Meadowhall Road.	£6.077m
Transforming Cities Fund	Connecting Sheffield: Abbeydale Road and Ecclesall Road (bus priority) *	Under construction. Improving bus priority at junctions along Abbeydale Road and Ecclesall Road key corridors to improve reliability.	£4.00m
Active Travel Fund	East Bank Road Cycle Route (Phases 1 and 2)	Early stages (feasibility, design, and possibly some limited construction) of a largely segregated cycle route to link the city centre towards Gleadless and Manor Top with some improved walking infrastructure. Will connect to improvements planned/in development along the Sheaf Valley.	£2.1m
Active Travel Fund	Sheaf Valley Cycle Route	In detailed design; construction to be completed by Mar 2027. Phase 2 of cycle route to connect the city centre via Shoreham Street and Little London Road towards Woodseats Road. Will provide a focus for walking wheeling and cycling for those in the SW of the city, and reduces conflict on parallel busy bus and traffic corridors.	£2.4m

Funding programme	Project	Description as at April 2025	Budget
Active travel Fund	Burngreave Road	A series of interventions including new/upgraded crossings to improve the walking environment in the area, and to and from the local centre.	£1.7m
Active Travel Fund	A61 (Upper Don Valley) walking wheeling and cycling route	Feasibility only at this stage. To upgrade existing walking, wheeling and cycling corridor between Shalesmoor and Wadsley Bridge including additional links into surrounding areas, and new route from Wadsley Bridge to Chaucer. Will connect with CRSTS Northern communities.	£0.4m
CRSTS	Active Travel Northern Communities	A network of walking wheeling and cycling routes emanating from a hub centred on the Northern General Hospital, four routes in feasibility, Route 1 will connect the hospital with the city centre and TCF Kelham/Neepsend route. Route 2 connects the hospital with the TCF Darnall Attercliffe route. Route 3 connects the hospital with developing proposals in the ATF Upper Don Valley scheme. Route 4 connects Firth Park with route 3, with additional link into the hospital campus. Early stages of project scoping.	£3.51m
CRSTS	Bus Priority* - City—Chapelton/High Green	Early stages of project scoping. To improve bus reliability in the north of the city, and improve walking connections to stops	£3.51m
CRSTS	Cross city connections	Early stages of project scoping. Fills in gaps between the TCF schemes, CRSTS northern communities and existing infrastructure. It also makes permanent a temporary intervention installed during lockdown.	£8.49m
CRSTS	A61 Chesterfield Road Bus Priority*	Following consultation on scheme proposals in autumn 2024, measures to improve safety for walking, wheeling and cycling at 4 locations are being investigated (early design) further.	£9.50m

Funding programme	Project	Description as at April 2025	Budget
CRSTS	Bus Priority* - Upper Don Valley	Early stages of project scoping. To improve bus reliability in the north of the city, and improve walking connections to stops	£0.62m

* *Bus priority projects include pedestrian enhancements*

As noted earlier, we also deliver the “software” required for people to use and enjoy the routes and neighbourhood improvements planned. We provide measures such as School Streets, Cycle Training for adults and children, bike loan opportunities, and behaviour supporting programmes such as BetterPoints.

We are currently planning a shared cycle hire scheme to be rolled out on a phased basis from early 2026. The scheme aims to support Sheffield’s active travel and environmental objectives for the city, providing more sustainable transport options for residents and visitors as the City Centre develops and especially supporting the proposed housing growth. The scheme will provide access to e-bikes from many hubs in planned zones, initially around the western side of the city centre.

The shared cycle scheme works alongside the pipeline of “hardware” to support key SCC objectives:

- Increasing the number of cycling trips
- Providing inclusive and equitable transport options
- Reducing transport emissions when people use this option rather than driving
- Supporting an integrated transport network
- Providing a long-term additional transport option

Across the whole of Sheffield, we will integrate the delivery of pipeline schemes with the Local Transport programme, for instance our city-wide crossings programme, which we will continue to prioritise based on relative need in all parts of the city.

7.2 Focus areas for Medium Term investment from 2027 to 2035

Our focus areas for medium term investment, comprising neighbourhoods and routes to opportunity, are listed in Table 7-2.

This includes continuing to develop routes which are already in development (at various stages), alongside bringing forward local areas to investigate walking and wheeling improvements. These are our next aspirations and the funding for them is not guaranteed. The current short-term programme represents around £124m of capital investment and in order to deliver the quality of our current projects across a wider portfolio across the city a similar or higher level of funding will be required, across capital and revenue sources to deliver both the hardware and software projects needed. This equates to between £300m - £400m for the medium term.

The analysis undertaken in order to prioritise areas is described following Figure 7-1, which displays the areas on a map.

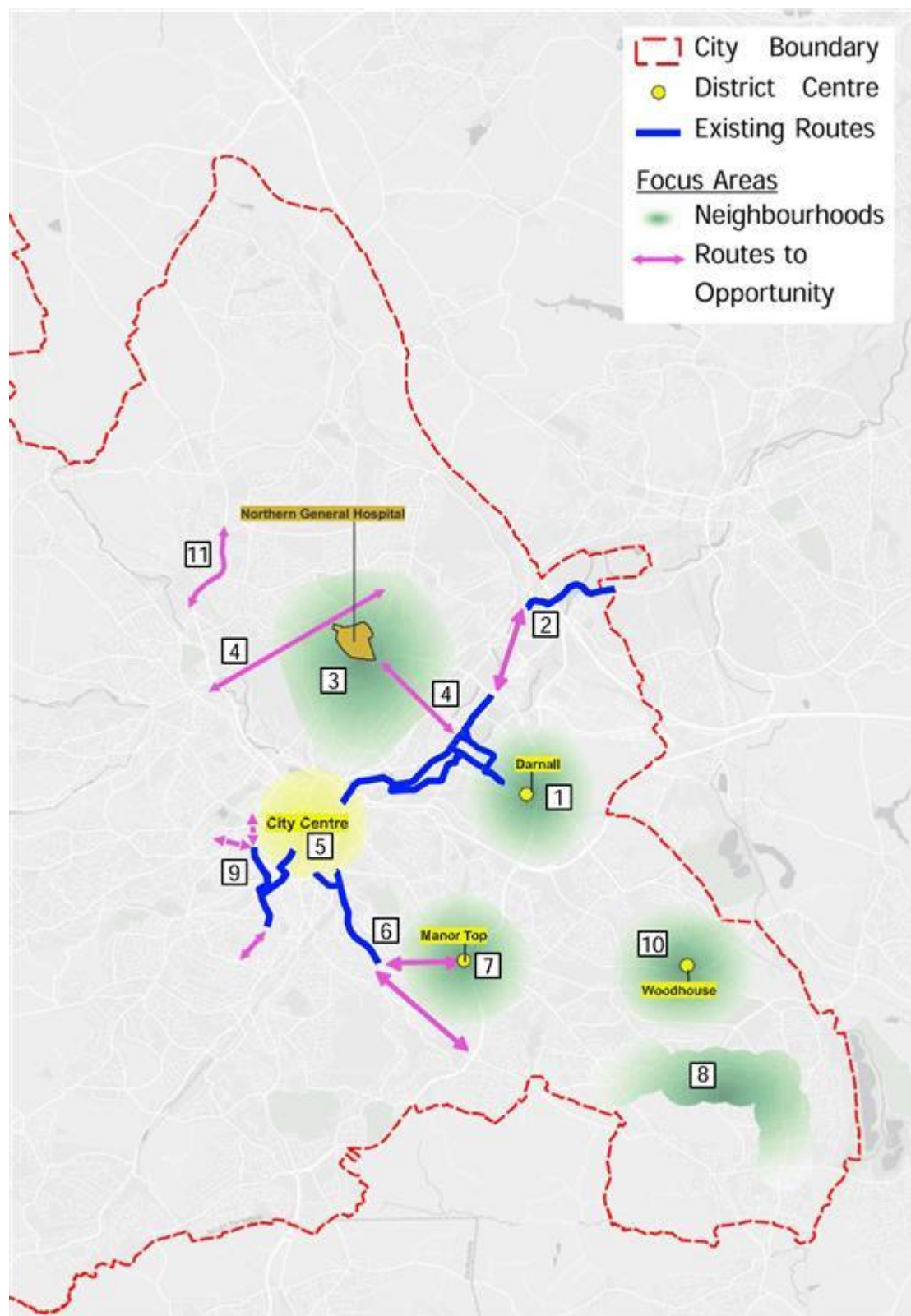
Table 7-2 – Focus areas for medium term investment from 2027 to 2035

Focus area	Type
1. Darnall Core Walking Zone	Neighbourhood
2. Extending the Darnall-Attercliffe-City Centre cycle route eastwards to link up with the Meadowhall – Tinsley - Magna – Rotherham route.	Route to Opportunity
3. “Northern Communities” of Firth Park and Parson Cross and linking to Northern General Hospital	Neighbourhood
4. Northern orbital cycle route between Lower Don Valley to Upper Don Valley /Hillsborough , via Northern General Hospital and “ Northern Communities ”.	Route to Opportunity
5. Sheffield City Centre and links to surrounding areas	Neighbourhood / Route to Opportunity
6. Develop the East Bank Road cycle route towards Manor Top and Gleadless Town End.	Route to Opportunity
7. Manor Top Core Walking Zone.	Neighbourhood

Focus area	Type
8. South east townships: Improving links to Blue Line tram stops between Birley Moor Road and Halfway	Neighbourhood
9. Nether Edge: Extension of the Nether Edge cycle route to link from Nether Edge local centre to the University and Royal Hallamshire Hospital	Route to Opportunity
10. Woodhouse Core Walking Zone	Neighbourhood
11. A61 Penistone Road cycle route, from Claywheels Lane along the A61 to Chaucer Road	Route to Opportunity

To identify these focus areas, a prioritisation process was applied, using a multi criteria scoring matrix based on SCC's priorities, and aligned with regional priorities. The aim of prioritisation was to identify a mix of different types of area to enable achievement of each of the objectives and to complement projects already in place or with committed funding while considering the whole city. While the prioritisation identifies eleven initial focus areas, it is not final and will be re-visited throughout the plan as community engagement and consultation continues.

Figure 7-1 - Focus Areas to 2035



Choosing priority areas for investment

All budgets are limited, and we need to focus our resources for investment in walking, wheeling and cycling. We brought together information about Sheffield and its neighbourhoods in a three-stage process so that we maximise benefits and limit disbenefits in the city.

Prioritising places for investment allows the walking, wheeling and cycling network to be developed incrementally alongside other transport and development projects, and allows us to manage the disruption from any construction through co-ordinated programming.

Sheffield neighbourhoods are variable in potential for walking, wheeling and cycling (for example how hilly the place is), and in the habits and wishes of people who live there. The process of prioritisation helped us understand different factors together to compare potential outcomes from investment.

The process outlined below follows Department for Transport (DfT) appraisal guidance using a multi-criteria assessment framework.

Stage One involved scoring of areas across the city – wards grouped in their natural geography of hills and rivers – against the WWCIP aims and objectives shown in Table 7-3 below.

Table 7-3 – WWCIP Aims and Objectives used in stage one scoring

City Council Theme	Core Aim	Objective	Basis of High Scoring	Dataset/Metric
PEOPLE	Health and wellbeing	To improve health outcomes in those areas where the outcomes are worst	Poor health outcomes	Index of Multiple Deprivation Deciles & Scores (Health) at Local Super Output Area level
	Growth in cycling & walking	Improve cycling in areas with the greatest propensity to cycle Improve walking in areas with the greatest propensity to walk	High propensity to cycle High propensity to walk	Bespoke analysis by consultancy WSP using the Experience Mosaic consumer classification tool and bespoke surveys
	Road Safety	To reduce incidents of KSI through robust design and targeted interventions	High proportion of KSIs that result in fatal	Department for Transport “STATS 19” Collision Data

City Council Theme	Core Aim	Objective	Basis of High Scoring	Dataset/Metric
			or severe injury	
	Transport-related social exclusion (TRSE)	To reduce TRSE particularly in those areas at greatest risk of transport-related social exclusion	High risk of Transport-Related Social Exclusion	Transport for the North TRSE Dataset
PROSPERITY	Access to economic opportunity	Improved access to areas of employment	High ratio of workplace to resident population	Draft Local Plan Site Allocations
		Improved access to education establishments	High ratio of education establishments per head of population	
	Support for the Local Plan	Improved access to areas of major development/growth	High number of hectares of net developable land	Draft Local Plan Site Allocations
	Wider Deprivation	To improve outcomes in areas of high deprivation	High rank on the IMD	Index of Multiple Deprivation
PLANET	Air quality	To improve air quality, particularly in those areas where air quality is worst	Poor air quality	SCC Air Quality Monitoring Data
	A just transition to a zero-carbon society	To deliver a change that directly supports decarbonisation	High vehicle emissions	CREDs Carbon and Place tool

The first stage provided a relative score for each objective at area level. Deeper analysis in **Stage Two** considered the detail behind the scores within each larger geographic area and



identified opportunities for a particular focus. To inform the secondary analysis, the following information was plotted on a map for each area:

- Proposed and aspirational transport schemes;
- Development sites and nature of development;
- Whether the area contains a higher percentage of the least active population, as identified by SCC Public Health team;
- Whether the area contains a section participating in Sheffield Health and Care Partnership 5-year community development programme; and
- Pocket analysis (described below).

Stage two sought to provide evidence to answer the questions: If this area were to be chosen for investment in active travel, then:

- What are the main opportunities to complement existing or proposed schemes, proposed developments or other activities?
- Where are there pockets of need or opportunity that may not have been factored into the Stage One analysis?

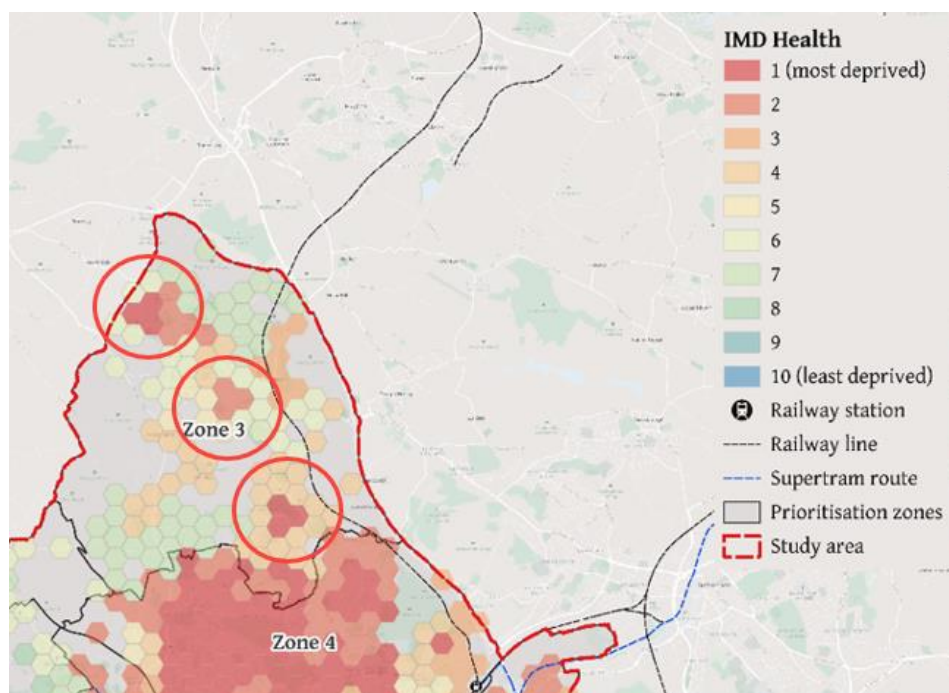
The first two stages supported council officers in selecting initial focus areas for the WWCIP, and the potential neighbourhoods and strategic routes in each potential focus area.

Stage Three of analysis involved a “pocket analysis,” looking at five key data sets in more specific geography:

- Transport Related Social Exclusion (TRSE);
- Walking Propensity;
- Cycling Propensity;
- Overall deprivation; and
- Health deprivation.

These were mapped in very small hexagonal cells (“hexcells”), 400m in diameter. This enabled identification of the level of variance against the objectives across the area. See the example in Figure 7-2, where an initial area (Zone 3) had an overall average level of deprivation. The hexcell mapping within that area was reviewed to pick out any “pockets” within the area where deprivation may be greater. Where a sizable pocket exists, it was then highlighted on the map as shown in Figure 7-2, which highlights smaller areas (“pockets”) of deprivation.

Figure 7-2 - Example of stage three pocket analysis



These three stages together brought out the eleven areas of focus for medium term investment, and highlighted connections for routes in the city.

8 Designing with our communities

Development of WWC projects in the areas prioritised to 2035 will follow good practice in community-led design. This section sets out how we will build on the community evidence base to develop hardware and software proposals in each area.

Our approach to the first stage of engagement with communities involved targeted and detailed working in Sheffield's neighbourhoods via our Local Area Committees (LACs) and the Voluntary, Community and Faith sector (VCFS) as described earlier. We have fed back to them the findings and outputs of the community evidence base.

- In the focus areas for the 2027-35 period, as we begin to develop these in turn, we will summarise the community evidence base and what the initial engagement added in terms of community insight to the evidence base. This forms a community needs assessment, a baseline to understand the barriers and enablers to walking, wheeling and cycling in any given locality. It enables us to indicate how we wish to develop the conversation further.
- A community roundtable approach, led by LACs and trusted VCFS partners locally, will provide the settings where together we can move towards addressing identified community need to develop solutions shaped by people locally. This will set the parameters for turning proposals into potential solutions (options).



The community roundtable engagement enables the development of potential options to deliver solutions informed by community insight. The next stage is further, wider community engagement to tell us more about the needs of their local area, key destinations, specific local issues and barriers and ideas for improvements. There is significant scope here for

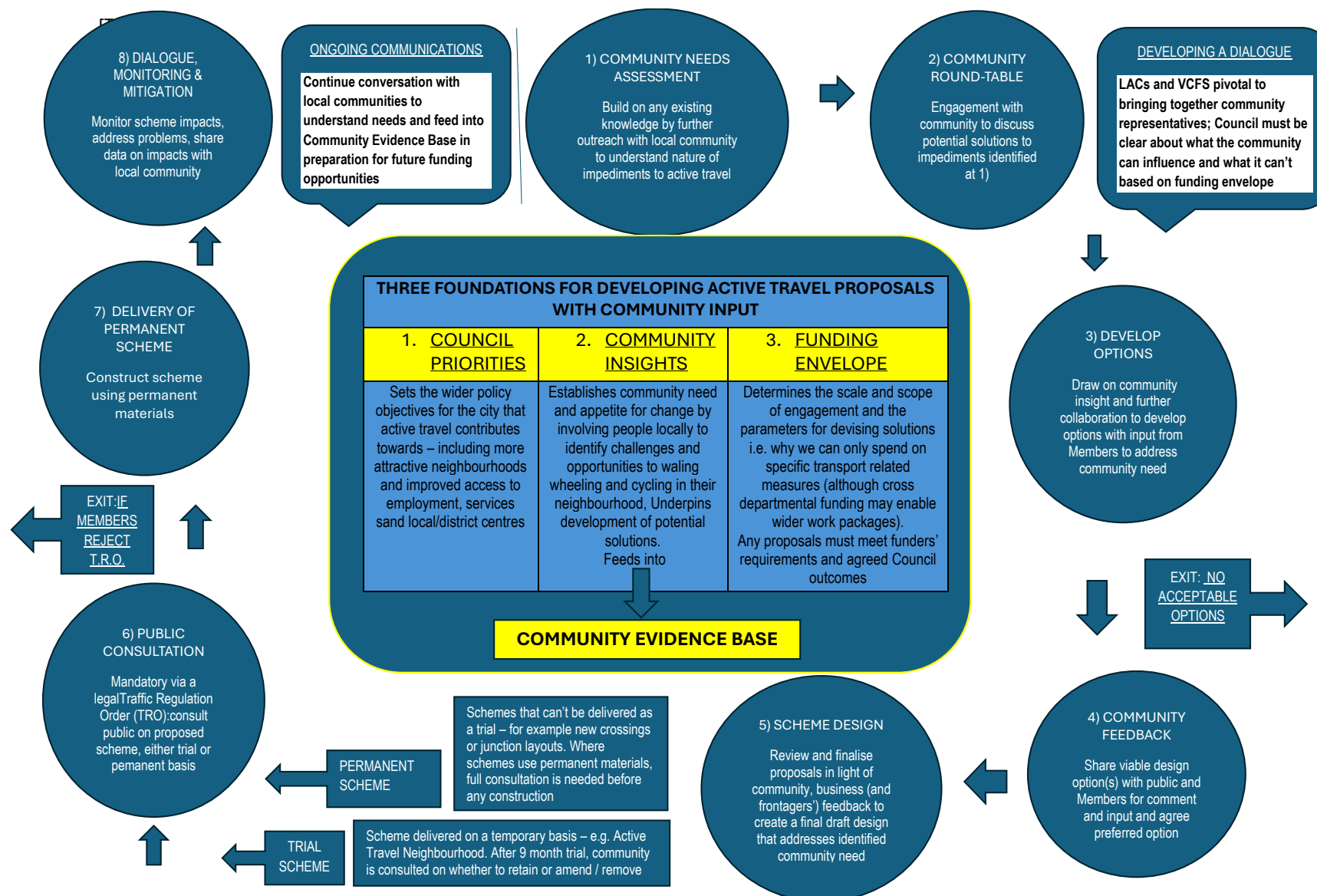


community representatives to work with us as the scheme designs are worked up and to incorporate the feedback from across the local area and beyond.

Further engagement will inform development of focus-area-specific evidence highlighting the challenges and opportunities for people in getting around their local area. It will illustrate how we can work together to address these, including

how local communities can influence schemes and initiatives. It will also identify the support that individuals have said they need to help them make the shift to more walking, wheeling and cycling. This may include the nature, location and leadership of cycle and pedestrian training sessions for example, taking into consideration cultural and other sensitivities. Our approach to full community engagement on scheme designs is described in Figure 8-1.

Figure 8-1 – Scheme development process working with communities



Given feedback we have already received from our work with people who do not usually respond to outreach, we will factor in the wider issues working against the desire for people to walk, wheel and cycle more. This includes personal safety and anti-social behaviour. Developing an appropriate response requires cross-departmental and cross agency working as part of a wider package of measures that contribute to a more people friendly and high-quality environment in Sheffield's neighbourhoods. We will listen to the voices that are rarely heard in relation to walking, wheeling and cycling.

Design to a high standard

We are committed to ensuring all improvements to streets in Sheffield are delivered to a high quality in line with good practice and the latest available guidance. Nationally, this currently includes the following, which may be updated throughout the life of the WWCIP:

- Department for Transport's *LTN 1/20 Cycling Infrastructure Design* guidance
- Department for Transport's *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure*
- Department for Transport's *Manual for Streets*
- Active Travel England's suite of tools to support the development of designs and the assessment of design quality for active travel interventions and schemes.



Active Travel England is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England. As a body it oversees audit of schemes that it has funded.

In addition, SYMCA currently has a Design Review Panel to review projects where it is providing or channelling funding, to ensure that what is built is inclusive and meets these standards as much as is possible. Such standards are likely to be developed further.

Other sources of recognised good practice may be used to ensure the highest quality is delivered.

Acknowledgement

Thank you to all of the voices that have helped shape this document, including the hard work of councillors and council officers—most notably Cate Jockel, who led the development of this document as one of the final pieces of work in her 30 years of service for the city. Thanks also to consultancy WSP who compiled this plan.

Conclusion

This plan for focusing walking, wheeling and cycling investment to improve lives in Sheffield is prepared alongside SYMCA, describing a regional understanding of our shared commitments.

The plan works from our priorities and the best data available about our context. It describes a pipeline of planned and funded schemes, and our ambition to make those as useful as possible with the “software” needed to for people to enjoy the city, reach opportunities, and have the best health possible.

The focus areas, core walking zones and potential cycling network will be developed with engagement from all our communities, to ensure we prosper together.

