

Sheffield Cycle Forum **21st October 2021**

1. ATTENDANCE AND APOLOGIES

The meeting was conducted online.

Chair: Cllr Peter Price, Sheffield City Council

Attendees

David Bamford (DB), Cycle Sheffield

Cllr Ruth Mersereau (Cllr RM), Sheffield City Council

Insp Kevin Smith (Insp KS), South Yorkshire Police

Prof Pete Marsh (PM)

Matt Reynold (MR), Transport Planning, Sheffield City Council

Greg Challis (GC), Sheffield City Council

Pete Zanzoterra (PZ), South Yorkshire Mayoral Combined Authority

Simon Ogden (SO), Upper Don Trail Trust

Bernard Little (BL)

Apologies for absence had been received from

Paul Sullivan Sheffield City Council

Yvonne Witter Darnall Well Being

2. NOTES OF THE MEETING HELD 19th August

The notes of Cycle Forum held 19 August were agreed as an accurate record.

3. MATTERS ARISING

Cllr PP said Walking Forum was now meeting on the same day as Cycle Forum.

PZ reported that the Living Streets group's new contact details would be notified to SCC.

Cllr RM said that she was pursuing the cause of the delay in Amey's inspection of the failed section on the Five Weirs Walk at Thessco and would report back when information was available

4. CONNECTING SHEFFIELD – CITY CENTRE SCHEME

MR reported on the progress of the City Centre Transforming Cities Fund (TCF) proposals. These had recently been the subject of a Scrutiny Committee meeting which had referred the decision on how to proceed to the Co-operative Executive, including the future of the proposed active travel route along Pinstone Street, which involved a diversion of the one way bus route.

Outline Business Case approval had been given by SYMCA and preparations were under way for the final design and build except for the core element, which was to be determined.

Communicating the scheme

PM had submitted some images from hoardings used around works in The Strand, London. It showed how the scheme would look, from pretty much that location. Given the likely disruption involved in construction, it was important for people to know that

this was worth it for all users. This would not be a cheap option for Sheffield's schemes but was good practice and would help counter disinformation.

DB noted that Sheffield city centre was well up the league table of footfall recovery and that this needed publicising. As a regular bus user in Sheffield he had noted how much quicker and more reliable his journey was since the diversion from Pinstone Street. It seemed that the benefits to bus passengers were not featured in the debate, including greater interchange opportunities at the railway station. The data was there to show the time saving but not publicised even by the bus companies, for instance on board buses themselves.

ACTION – MR to identify how this information can be presented

Cllr PP said that he was also Chair of Sheffield Pensioners Action Group and that they had raised the need to address access to the Town Hall area as part of any change. GC pointed out that buses were previously only one way southbound on Pinstone Street, so no-one was able to start and finish their journey from that location. When the proposals were first formulated, however, the loss of penetration for public transport to this area of the city was recognised and a new, city centre circular service was seen as necessary mitigation.

SO said that restrictions on private motor traffic in the city centre had been progressively introduced over previous decades and that improvements to walking routes made at the same time. This included provision of lifts to St Pauls Square.

The Grey2Green schemes used posters of the type PM was highlighting, but the budget needed to be available as part of any scheme. BL said medical centres and GP's surgeries could be a good outlet for information, particularly in outlying areas. PM said there was a very impressive officers' report showing bus time savings, with some winners and losers depending on destinations but overall a quicker service for users.

Cllr RM said that a new Shopmobility scheme promoted by the Business Improvement District would be launching soon.

Responding to the discussion, MR confirmed that hoardings were being considered as part of the wider consultation that would emerge as the Pinstone Street proposals were finalised. Discussions around an appropriate location for such displays were already taking place with a city centre department store.

A short "fly through" film of the area had been produced and was available at [Vimeo link](#). More, including a strong social media presence, would be possible as the budget was made available. The key messages had been stressed in the promotion and publicity for the scheme so far, but it was up to the media how they chose to portray it. It was important to note that this was not an isolated scheme but linked up other developments across Sheffield – Heart of the City, Future High Streets and West Bar, and to transport schemes in Kelham, Neepsend and Shalesmoor.

Mitigation for any changes to public transport on Pinstone Street was essential and work was ongoing to find solutions, including seeking funding for an electric bus via

the MCA, improved crossings on Arundel Gate to serve pedestrian desire lines, kerb space providing for community transport, taxis and Blue Badge parking. Also improved passenger provision at Moorhead with audio visual and the possibility of green roof bus shelters to enhance bio-diversity.

5. SHEFFIELD CITY REGION UPDATE

PZ started his summary by noting that the SCR was now SYMCA, having integrated with SYPTE.

On Active Travel he and the Active Travel Commissioner Dame Sarah Storey (SS) were leading on the bidding process, setting out the strategy to Government and securing funding.

This was a busy time awaiting decisions with a number of bids locked up in the Comprehensive Spending Review, the biggest of which was the CRSTS. But, also, the ATF 2021/2 capital programme had still not been allocated. The Levelling Up fund, with some off-road active travel, was awaited.

An Expression of Interest had also been made by Sheffield for a Mini Holland programme centred on Darnall; again it was hoped that the MCA would hear about the process for progressing this, the only South Yorkshire proposal, imminently. With COP26 upcoming, an announcement from Active Travel Commissioners nationally was due on 8 November.

TCF schemes for Darnall and Sheaf Valley were moving through the business case process and it was a sign of Sheffield's thinking that the £15m proposed for Darnall and Attercliffe was the biggest scheme in South Yorkshire by some margin. Creating the necessary standard of active travel routes required much detailed design and community consultation. This took a deal of hard work for all schemes, not just the city centre, but also in local neighbourhoods. Ensuring safety was the key and resisting "victim blaming" and identifying the source of the danger for vulnerable road users, hence the work with South Yorkshire Police.

School streets were proving a useful way of illustrating the kind of change needed and had generated significant interest in Doncaster and Barnsley.

Responding to DB's question as to why only 4 of 10 school streets in Sheffield were on the ground, MR said the remainder were under design by Amey. Those launched already had been well received. A progress report had been prepared and would be circulated to the Forum.

ACTION -- MR

Insp KS reported on the recent close pass initiatives including a group ride and one involving Dame Sarah Storey. A video of the abuse aimed at her had been circulated which helped to get the message out.

These exercises had highlighted the amount and degree of poor and dangerous driving. They showed the source of road danger, larger vehicles especially, and the way they are being driven.

As part of gearing up South Yorkshire police for a more bike friendly approach, police officers and PCSOs had been trained up on Bikeability courses. This would enable them to use bikes in their work and make more interventions on a neighbourhood level.

Finally, the online portal for reports of careless driving was now ready and awaiting sign off.

MR said that the South Yorkshire Safer Roads Partnership had highlighted cycle safety and theft as the barriers to uptake. He noted that LTN1/20 meant new infrastructure which will be unfamiliar to drivers, such as Dutch roundabout and different priorities at junctions. He was keen to hear how to communicate these changes not just to local residents but to all potential drivers in Sheffield.

Insp KS said the South Yorkshire force have decibel meters for the first time. Legislation does not require sound readings for noisy vehicles, but the meters would be used to work with local communities to pinpoint problem areas. A noise threshold would be set and transgressors served with a notice to sort out their engine. Under the Police Reform Act this could lead to confiscation of vehicles.

Cllr RM highlighted continuing bike theft as a problem. PZ said that he and Active Travel Commissioner would approach the Police and Crime Commissioner about this.

Insp KS said that bikes were often stolen from sheds and had been identified as a policing priority but were hard to track. Whilst there were lots of ways to identify a vehicle, it was not so simple with a bike. The Smartwater system was not very effective and other property marking options, for example via bike workshops and showrooms were being considered.

6. FUNDING UPDATE

Transforming Cities Fund

MR reported that the TCF Housing Zone North (Kelham) design and build tender had been issued and would be evaluated next month.

TCF Magna/Tinsley and Nether Edge schemes were due for issue also.

Greater bus priority was being planned on the south west (Abbeydale Road and Ecclesall Road corridors) with improvements also to road crossings and bus stops access. The active travel connection across London Road to South Street was currently in design.

Active Travel Fund

The Sheaf Valley consultation had brought out objections to the proposed road closure, but the scheme was considered deliverable as an experimental TRO, hopefully before the end of 2021. Such an approach would mean that impact could then be monitored for six months as part of evidence in support of any final decision by Members.

The new Bike Hub in Telephone House, Charter Square was progressing. ATF2 was with DfT but it was hoped that it would be included in the Spending Review.

City Region Sustainable Transport Settlement (CRSTS)

CRSTS was effectively TCF2, building on Connecting Sheffield. There were high, middle and low scenarios depending on what was allocated. Taken together these funds would help toward delivering the Sheffield Transport Strategy by building the network coherently from the city centre outwards. The final year allocation for TCF was included in CRSTS single pot for transport over five years. But allowing also for the Local Transport Plan, highways maintenance, TCF final year and road safety meant that, especially in the “low” scenario, the majority of it was business as usual spend, not new money.

7. SCHEMES UPDATE

GC said that public consultation on the proposals, including significant investment in the Upper Don Trail/Little Don Link, was currently underway. The Outline Business Case was due for submission in early January 2022 and, if successful, would draw down funding to improve key links and deliver a new section of trail through More Hall adjoining the Bloor Homes development at Deepcar. It would also create a new route by linking up with an upgrade to the trail planned by Yorkshire Water on the south side of Underbank reservoir.

MR added that further investment in the Upper Don Trail was planned as part of Section106 works arising from the Barrett Homes development at Oughtibridge. An initial £55k had been drawn down and, pending internal approvals, project options would be considered and communicated with stakeholders, including UDTT. Although the planning agreement allowed five years after receipt of the final instalment to implement, building a bridge would be complex and require third party expertise.

Also in Oughtibridge, MR said that the local safety scheme at Bridge Hill was now ready to progress. This created a continuous footway across Bridge Hill, an early implementation of Connecting Sheffield type approach. As a raised platform, it would slow traffic on the approach to prevent vehicles oversailing the junction and be accompanied by engineering measures to ensure a speed reduction on Orchard Street

8. CYCLING MATTERS

SO registered his disappointment that planners had squandered the opportunity for investment in the existing cycle way arising from the Penistone Road ex-Jaguar site development. A controlled crossing at Herries Road South would have been a good option. But a series of arguments had been used by planners to justify their recommendation – it was said it was not a strategic cycle route, it didn’t generate enough cycle traffic and couldn’t be improved in isolation – all of which were at odds with Council policy.

DB said that planners at West Bar had taken a similar approach.

Cllr RM said Cllr DJ had not seen any designs for adjoining highway at the development.

MR said that the requirements of LT1/20 needed to guide the Council wide approach and that this would be taken up with planners.

9.AOB

MR said that a reply was finally anticipated from the DfT to the Expression of Interest which Sheffield, along with many other local authorities, had made in gaining powers under the Traffic Management Act, Part 6. This allowed for enforcement of moving traffic offences which currently rested with the police. A road safety and congestion management perspective would be adopted to consider the priorities for camera enforcement. Drivers could be penalised for breaking highway law whether that was at bus gates, box junctions (yellow crosshatch), one-ways or banned turns.

Speeding and traffic signals would remain a police matter

Next meeting – Thursday 16 December 5pm