

SHEFFIELD CITY COUNCIL

CYCLE FORUM

Meeting held on Thursday 17 September, 2020, online

1. APOLOGIES FOR ABSENCE

In attendance (via Zoom):

Cllr Peter Price, Chair (Cllr PP); Molly Williams (MW) (Counter Context); Paul Sullivan (PS) and Greg Challis (GC) (Sheffield City Council Transport Planning); Cllr Ruth Mersereau (Cllr RM); David Holmes (DH) (Upper Don Trial Trust); Jo Maher (JM); Dexter Johnstone (DJ); Richard Shaw (RS); Angela Walker (AW), David Walters (DW)

2. NOTES OF THE MEETING HELD ON 16 JANUARY, 2020

The notes of the meeting on 16 January were amended to read Loxley Valley footpath (not Rivelin) and agreed as a correct record.

3. MATTERS ARISING / ACTIONS

An update on progress during the period that the Cycle Forum had not met was given under item 5) Summer Update.

4. TRANSFORMING CITIES FUND (TCF)

Molly Williams (MW) from Counter Context, who are assisting Sheffield Council with Transforming Cities Fund communications, gave an update on Connecting Sheffield – the “brand” for TCF schemes.

On engagement, key stakeholders such as the Cycle Forum had been identified, and an official launch was planned on a date to be confirmed.

The Commonplace website would host an interactive map allowing people to make individual comments related to localities and corridors where TCF schemes were proposed. Feedback was also possible via phone and email and these channels were open for anyone to comment and would be publicised using printed materials in local areas as well online / social media etc.

Engagement with local stakeholders would be publicised via letter drop to all addresses in a scheme area and the Forum was invited to help Connecting Sheffield reach local groups in neighbourhoods.

It was proposed this would be a four week phase with feedback collated to inform scheme development.

Direct public consultation on individual schemes would then follow.

Responding to Cllr Ruth Mersereau (Cllr RM) as to how the Connecting Sheffield map was different to the SCR active travel map, MW said that the former was city wide. Connecting Sheffield’s Commonplace map would be corridor specific, but comments picked up by SCR would be taken into account.

Paul Sullivan (PS) updated on TCF design and feasibility. This was ongoing but slightly behind schedule because emergency active travel schemes (EATF) schemes had taken priority. It was hoped that the first of these would be on site by November 2021.

Future routes would follow “Dutch” design principles and therefore be a mix of segregated cycle route and motor traffic reduction. The aim was to build on the first phase (2021-24) by extending the routes along key corridors.

The “feeder” zones to the new routes and accompanying Low Traffic Neighbourhoods (LTNs), in particular, required close engagement with local communities. It was important that these were not imposed but responded to residents and businesses feedback.

Responding to Cllr Peter Price (Cllr PP), PS said that Department for Transport criteria meant TCF was generally not applicable to development of leisure routes such as in Lower Don Valley and that other funding sources would need to be identified.

Cllr RS stressed the impact of increased working from home both during Covid-19 and into the future and therefore the role of district centres and making improvements in localities.

MW referred to the related review of Sheffield’s proposed Clean Air Zone for which modelling, taking into account changed traffic patterns, was ongoing.

PS referred to the two LTNs proposed as part of the Emergency Active Travel Fund, should funding be confirmed. These were Nether Edge and Crookesmoor and were not part of TCF and therefore not subject to a trial.

In Nether Edge it was proposed to curb through motor traffic in the local centre. The proposed Crookesmoor LTN spanned either side of the local centre and, as a bigger area, might not secure all the funding required.

David Holmes (DH) welcomed the positive funding news and extended an invitation to a future Upper Don Trail Trust meeting. The Trust was keen to see further investment in the Upper Don route and had been working with Sustrans and Cabinet Member for Transport and Infrastructure Cllr Bob Johnson to secure funding for a link via Wardsend Cemetery to Herries Road. It was proposed to talk to local communities as a Trust.

Jo Maher (JM) introduced herself as a GP at Wincobank Medical Centre, a social prescribing hub and supporter of the Move More initiative. When seeking the public’s opinion, JM said it was important to acknowledge that more affluent areas tended to be more vocal. Engagement with local community anchor organisations in more deprived areas was important in addressing this balance.

5. SUMMER UPDATE

PS offered an overview of progress on various cycling related schemes during the time that the Forum had not met.

5a) Emergency Active Travel Fund (EATF) 1 and 2

An announcement was awaited on the EATF Phase 2 bid for the Sheaf Valley. The route would connect Park Square ultimately to Dore and Totley Station. In this initial phase it was hoped to secure funding to reach Woodseats Road.

Funding was also to be confirmed to cover the Nether Edge and Crookesmoor LTNs.

JM asked about the process used to determine the location and implementation of the scheme at Shalesmoor, and what lessons could be learned given the backlash.

GC responded by saying that we needed to follow the government guidance and to make a statement to demonstrate our ambition as this would be looked upon favourably for future funding bids. We wouldn't normally do it that way, but given the timescales, it had been difficult to devise another option.

ACTION: Matt Reynolds to be invited to the next forum to give more detail.

5b) TCF Tranche 2a

- The first phase of the Portobello route was still progressing with the crossing at West Street / Holly Street complete, except for some signage
- The Mappin Street crossing was scheduled to start on site shortly, with a completion date end of January 2021
- Surfacing work was under way from city centre west on Wellington Street
- Traffic signal technology was ready to “go live” on the new Hanover Way Inner Ring Road (IRR) crossing to give priority to cyclists. This would act as a trial for impact of other new IRR crossings
- The Broomspring Lane IRR crossing was on hold pending the final build at Mappin Street, so there was no start date as yet

5c) Sustainable Travel Access Fund (STAF)

Training had continued since May, with Pedal Ready 1:1 and women only sessions in Darnall and Tinsley.

5d) Bike loan

The business model had been changed and the key worker scheme was operating through A Different Gear at Heeley.

5e) Cycle Hubs

Funding had been agreed for Meadowhall secure storage near to the existing facility. Also, a unit had been identified for the City Centre hub. The aim was to open in early summer 2021.

5f) Cycling4All

The proposal to develop the all-wheel “pump” track at Hillsborough Park had been granted planning permission; the funding package included support from STAF. It was hoped for similar developments in other parks and at the Parkwood Springs outdoor hub.

5g) Electric cycles

A bid to the DfT E-cargo cycle fund had been submitted at end of March for 32 E-cycles. Some 26 businesses would be part of the scheme and there was also a waiting list; options to help those were being looked at. There were shortages of E cycles and delays in delivery.

In all some 211 electric E-bikes had been purchased for the next phase of the loan scheme; of these five were tricycles. A further 185 hybrids had been ordered for delivery in October 2021. A small number 21 of these were smaller wheeled, more user-friendly cycles for which fresh quotes had been sought. Covid had caused a slight delay in pursuing this.

In response to Cllr RS, PS explained that 185 E-cycles were earmarked for social prescribing hubs, with the remainder for Police Community Support Officers and the Council's Civil Enforcement Officers and for trial by the wider Council workforce.

6. CYCLING MATTERS

6a) Cycle parking

In response to a request from Cycle Sheffield for cycle stands at Norton to be relocated and additional provided, PS had liaised with the Council Highways Development Control team, and it was unlikely at this late stage. However, relevant businesses would be contacted and added to the request list.

PS confirmed that enforcement of planning conditions relating to Co-op on Derbyshire Lane and Osman's were both with the Council's legal department but papers had not yet been served.

The Trippett Lane scheme budget was exhausted although it was hoped to take forward x10 bike ports to better use the space currently occupied by a parking bay via EATF. This area would be considered. Consultation with local Members about locations was ongoing.

6b) Road works and diversions

PS said comments regarding the Trippett Lane temporary traffic arrangements and signing had been relayed to Highways Co-ordination, who could also be approached directly. In future the aim was to try and get warning signing in position two or three weeks in advance of any temporary diversion and also well ahead of the works to enable an early decision on which route to take. This was particularly where there were unavoidable issues with the suitability of the alternative.

6c) New standards for cycle schemes

These had been adopted as part of the Transport Strategy but there would be some developments being built now with standards agreed prior to this. The development at Cowley Way, Smithywood was an example. Highways Development Control were working to ensure that all new schemes complied with the "Sustainable Safety" standards.

6d) At **Summerfield Street**, where roadworks had been carried out in the cycle lane, reinstatement was poor. The contractor was being pursued.

The Grey to Green 2 scheme on Exchange Place and Castle Street had finally opened only to be dug up. The block paving was now reinstated.

6e) **Trafalgar Street** would be closed for two years in all to allow for construction work. So feedback on ensuing issues around diversionary work and signing was invited. Dexter Johnstone (DJ) pointed out that with Division Street pedestrianised, it now wasn't possible to use Trafalgar Street as an alternative also.

6f) **Kelham Island cycle route signage** – DH suggested Upper Don Trail trust identification to make it more prominent. Could new litter bins be used for this? Would UDTT help meet the cost of signage? This would be considered as part of the permanent scheme.

ACTION: TAKE TO CLIENT LEAD

7. ANY OTHER BUSINESS

South Yorkshire police and cycle safety. This was now being pursued by NW Sheffield neighbourhood police team, including close pass initiatives. Cllr RM referred also to the importance of ticketing cars in cycle lanes and suggested a team representative be invited to a future Forum

Dates of Future Meetings:

19th November 2020 at 5pm – online by Zoom