

Economic and Environmental Wellbeing Scrutiny Committee

Cycling Inquiry

Draft Recommendations Version 1.0

Vision

Our vision is to realise the full potential of cycling to contribute to the health and wealth of Sheffield, and the quality of life in our local communities. We believe this is both possible and necessary.

We need to get the whole of Sheffield cycling: not just healthy people or sporty young males, but people of all ages and backgrounds, in urban and rural areas.

We need to change the culture of how we use our roads, so that people are no longer afraid to cycle or allow their children to do so. Our streets, roads and local communities, need to become places for people, where cycling and walking are safe and normal.

We would like to see cycle use increase to 10% of all journeys in 2025 and 25% in 2050.

Getting the Right Infrastructure in Place

Long Term Plan

We recommend that Sheffield should have a long-term strategic plan for a coherent and comprehensive cycling network. Developing a network plan would be led by the City Council and involve a wide range of other partners. It should be in place by the end of 2015.

This network plan would set out a network of cycle routes which, if segregated where necessary and integrated where appropriate, allow Sheffielders to choose to cycle between their homes and shops, and leisure and secure and safe bike parking near homes, shops, in the workplace and at schools and colleges.

Having a plan like this in place would enable improvements to the cycle network to be made with the long term aspiration for the city in mind. A plan of this type could also provide a basis for attracting investment in to the city.

As part of the Plan the Council should explore how the principles of shared space and living streets can be incorporated into urban design and re-development. It may

not be possible to do this everywhere in the city and different spaces will have different solutions.

Publicising the Cycle Network

An important aspect of the cycle network is that people know about it and it is a clear network. We therefore recommend that the cycle network is clearly promoted, supported and advertised. This could include:

- Clear signage
- A regularly updated cycle map
- Council webpages with information such as bike rides, clubs, groups and shops.
- Information available at a wide range of locations, such as Council offices, libraries, leisure centres, health centres and bike shops.

Information could be distributed through Council offices, libraries, leisure centres, health centres, bikes shops etc. The purpose would be to make the network more accessible and less daunting for people who might like to cycle so they can find the most appropriate routes, or who they can join in with, or other forms of support and advice.

Integrating cycling with public transport

We believe there are two important aspects to integration. Making sure that switching between different forms of travel is as simple as possible and enabling people to take bikes on public transport where this could be appropriate.

We recommend that the Integrated Transport Authority and public transport operators identify opportunities and commit to undertake pilot schemes that would allow people to take bikes on public transport. We are not suggesting people should be able to take a bike on a bus to the city centre in the morning rush hour, rather let's look at more appropriate ways of enabling people to take a bike on public transport and test them out.

The cycle network for the city and the public transport network need to complement and enhance each other. We recommend that over the longer term these two networks should really be considered as one network with 'hubs' developed at strategic locations to allow people to switch easily between bike and public transport.

Cycling and walking audits

In order to ensure that residential, retail and business developments build in cycling at the design stage we recommend that the Council undertake cycling and walking audits for all development proposals and for all changes to highways and to public spaces. A cycling audit will assess whether a design is cycle-friendly and whether any specific measures to assist cyclists follow best practice.

Getting People Cycling

Training

In order to achieve the vision on participation there needs to be a coherent approach to training. We recommend

- Sheffield must maintain its programme of cycle training so that in the short term at least the current numbers of adults and children receive training each year. The Council and its partners should look to extend the cycle training over the medium term to train increasing numbers of adults and children year-on-year.
- These training opportunities need to be joined-up and communicated so that training can lead to broadening participation amongst all Sheffields, whatever their age, gender or ethnicity.
- That revenue funding needs to be a part of any funding bids. Where this is not possible the Council should press the case to enable this.

Behaviour on our roads

We recommend:

- The Council should in the short term encourage its contractors to provide practical cycle awareness training for their drivers. In the medium term, this requirement for this training should be built in to the procurement process, starting with HGV drivers.
- Organisations in the Sheffield Bus Partnership should include cycle awareness training into all commercial and tendered routes.
- The Council develop a policy about collective working and enforcement jointly with South Yorkshire Police through the Road Safety Partnership.

Tour de France

We recommend the Council uses the opportunity the Tour de France provides to promote and sustain cycling in the city.

Cycle tourism

We recommend that the City Council improves the promotion of cycle tourism in and around Sheffield.

Strong Leadership

Political Leadership

Political as well as Officer leadership is essential to move forward on cycling. We recommend that Sheffield City Council appoints a councillor solely focussed on cycling to be a 'Cycling Champion' by June 2014.

Working with others to develop and support cycling

The Council and a range of partners have important roles to play to develop and support cycling. We recommend the Council works with the Sheffield City Region to ensure there are coherent plans in place to develop and support cycling. This would assist in maximising opportunities for funding bids.

It is important to work at a local level with the voluntary sector and we recommend the Council builds on best practice in working with a range of partners, including the voluntary sector, who can assist in increasing and broadening participation in the city.

Some of the changes to support cycling can only take place at the national level. For example, the Get Britain Cycling report highlights Department for Transport regulation on allowing separate traffic lights for cyclists. We recommend the Council works with the City's MPs to support them to do this.

Making the most of opportunities

Mainstream programmes have the potential to contribute to improving the cycle network. We recommend that the Council takes a joined up approach to exploiting the opportunities as part of a Cycling Plan.

For example the Streets Ahead Programme is a huge city wide programme that will upgrade the condition of the roads, pavements and streetlights. The Council should take a more systematic approach to building the cycling opportunities in to this work. We commend the introduction of 20mph speed limits and the benefits that brings for cycling.