Sheffield Transport Strategy: the role of cycling

Economic and Environmental Well Being Scrutiny and Policy Development Committee

28 November, 2018
History

• 2013/14 Cycling Inquiry
• Lots of ambition
• …but funding, deliverability

• Subsequently identified need to –
  • set active travel in context of the city’s wider needs
  • align policies
  • address practicality and realism concerns
Context

• Northern Powerhouse Independent Economic Review (NPIER)
• Sheffield City Region Strategic Economic Plan (SCR SEP)
• Sheffield Plan
• Sheffield City Centre Plan
• SCR Integrated Infrastructure Plan (SCR IIP)
• Draft SCR Transport Strategy
• Local Cycling and Walking Infrastructure Plan (LCWIP)
• Leads to Sheffield Transport Strategy, endorsed Jul ‘18
Active Travel in the Transport Strategy

• Emphasis on evidence
• Led by Department for Transport ‘Propensity to Cycle’ modelling – ‘Go Dutch’ scenario
• Led by wider aspirations for the city
• Ambitious and realistic
• Prioritised to reduce car trips at city centre
Sustainable safety
Anticipated outcomes

• Move from 60% to 100% of active travel potential (per ‘Go Dutch’ scenario)

• Cycling share –
  • 2% => 13% (± 3 pp) district wide
  • 3% => 15% (± 4 pp) to city centre

• Walking share –
  • 12% => ~9% district wide
  • 22% => ~10% to city centre
  • Due to abstraction of longer walks to cycling

• Health impact estimates –
  • 11 – 21 estimated fewer deaths p.a.,
  • ~£22 – 38 million p.a. estimated health economic value saving
Note on conditional output

- 25% ‘target’ from cycling inquiry dropped
  - Not measurable
  - PTC ‘Go Dutch scenario’ indicates ~13% share more credible

- Cordon counts at city centre used for new conditional output
  - Assumes ~400% increase in commuting share can be applied to all cycling movements at cordon
  - Allows also for suppression due to increase in car / public transport trips from traffic growth
The price tag

- ~£50 pp per year in ‘transformation’ phase
  - Over ~15 - 20 years
  - ~£26 million per annum

- ~£20 pp per year in ‘continuity’ phase
  - In perpetuity
  - ~£10 million per annum
Gaps in knowledge

- Travel other than commuting
- Future (and current) tech and social changes
- Addressing lack of accessibility / inclusion
- Address these by adopting an approach to make appropriate provision as standard
- Creates issue for business cases (& prioritisation?)
Next steps

- Limited engagement on endorsed Strategy
  - Focus on evidence and addressing gaps
- Studies into priority areas ongoing
  - Local Cycling and Walking Infrastructure Plan
  - Nether Edge Transport Study
  - Aligned major ring road schemes
- Delivery on the ground already
  - Aligned regeneration schemes
Challenges

• Focus
  • On what works
  • On providing for people who DON’T (yet) cycle
• Funding (especially revenue)
• Skills and technique
• Gaining public support
  • In particular that active travel is for them, and not just for cyclists
  • Acceptance for change in local communities
• Appraisal