

Cycling in Sheffield 2008 - 2013

What have we done / are we doing?

Project / Action	Description	Objectives	Key Interventions	Status	Comments
Delivery of capital projects	Annual programme of capital projects to deliver infrastructure improvements specifically for the benefit of cyclists	<ul style="list-style-type: none"> To develop the cycle route network 	<ul style="list-style-type: none"> Connect 2 Halfway to Killamarsh (Recently completed off-road shared pedestrian/ cycle/ equestrian route. Linking to outlying villages in north-east Derbyshire and south Rotherham). Improvements to radial cycle routes focussed on the City Centre (ongoing) Waverley Handsworth (New cross boundary cycle route linking Handsworth to Waverley). To be completed 2014. Canal Towpath (Rotherham boundary to Tinsley locks resurfaced with bid into DfT Links to Communities Fund to continue resurfacing from Meadowhall south to Arena). Little Don Link (New cycle path following disused railway line linking Beeley Wood to Winscar Reservoir, Penistone, to be completed by 2015 as part of the National Parks Linking Communities Project) Lower Don Valley Improvements (5WW, to be completed by 2015). Penistone Road Cycle Path (Kelham Island – Hillsborough Leisure Centre complete, to be extended to Leppings Lane by 2015). Beeley Wood Cycle Path (complete). Blackburn Valley cycle Path (completion of off road route linking Meadowhall via line of a disused railway to Chapeltown. To be completed 2014/15). Hanover Way Cycle Path (to be completed 2014). 	Ongoing annual programme.	Improvements to cycle infrastructure also continues to be achieved through the implementation of other schemes such as alterations to bus lanes on Mansfield Way as part of Mosborough Key Bus Route (13/14) and accessibility enhancement schemes.
PFI Cycle Opportunities	Small scale improvements increasing accessibility for local cycling. Aligned with Streets Ahead programme	<ul style="list-style-type: none"> More people cycling, more safely, more often 	<ul style="list-style-type: none"> Opening up local routes to shops, schools, workplaces, etc. and also feeding into the longer distance cycle network. 	Several schemes at investigation stage – feasibility, preliminary design and cost. Funded through the Local Transport Plan.	Process for implementation is 'time intensive', with timescales set by Streets Ahead Programme.
Sheffield Green Routes Network	The strategy is to develop and maintain a network of radial off road and quiet cycle routes, focussed on the city centre. The routes, that will be available to all, should improve accessibility and allow residents and visitors to travel to work, education and services as well as for leisure trips.	<ul style="list-style-type: none"> Increased use of Sheffield's green and open spaces More people cycling, more safely, more often Promotion of high quality green infrastructure and spaces linked to economic development 	<ul style="list-style-type: none"> To develop and maintain a network of radial, mostly quiet or off-road cycle routes, focussed on the city centre, that make use of Sheffield's green infrastructure. To create an East-West and North-South network that provides traffic-free routes between residential areas, the city centre and places of employment and leisure. To develop and deliver a marketing strategy to maximise potential user awareness and uptake 	Project mandate approved July 2013. Initial feasibility work and stakeholder engagement underway.	This is a long term strategy and improvement works as well as more detailed route / link development will need to be prioritised over a number of years. This will in part be dependent on funding opportunities that arise.

Project / Action	Description	Objectives	Key Interventions	Status	Comments
On Highway Cycle Parking	Instillation of cycle parking based on need / request on highway. Complements 'Park That Bike' (below).	<ul style="list-style-type: none"> To provide appropriate cycle facilities throughout the City 	<ul style="list-style-type: none"> Provision of cycle storage on highway 	Ongoing annual programme.	Mainly around City centre / attractors such as local hubs
Park That Bike	Cycle storage provided to SMEs (to install) on their premises.	<ul style="list-style-type: none"> To provide appropriate cycle facilities throughout the City 	<ul style="list-style-type: none"> Provision of cycle storage to SMEs to install on their premises 	Scheme began in 11/12 – 97 stands allocated by May 2013. Funded via the Local Transport Plan and Defra Air Quality Grant.	Has proved popular with for example cafes and pubs for use by both employees and customers.
Cycling Grants	Match funding for organisations who wish to improve their cycle facilities e.g. showers, cycle stands, drying facilities etc.	<ul style="list-style-type: none"> To provide appropriate cycle facilities throughout the City 	<ul style="list-style-type: none"> Provision of match funding for cycle facility improvements 	Ongoing annual programme.	
Connect Cycle Signage	Signing strategy for City Centre.	<ul style="list-style-type: none"> To clearly sign City Centre destinations and routes 	<ul style="list-style-type: none"> Install signage at appropriate locations together with some minor cycle infrastructure 	Nearing completion on site (2013/14).	
Sheffield Cycle Map	<p>The Sheffield Cycle Map was revised in 2012. It contains information about where recommended cycle routes are in Sheffield, locations of cycle parking and cycle shops, other related transport information e.g. bus lanes, tram routes, traffic calmed roads.</p> <p>Bikeability mapping (roads and paths graded by local cycle trainers according to the 'bikeability' (a cycle training programme) level they consider are needed to cycle on them) was also produced in 2013 covering Local Sustainable Transport Fund areas of the City only.</p>	<ul style="list-style-type: none"> Removing the barriers that prevent people from cycling. 	<ul style="list-style-type: none"> Provision of free cycle map. Available on request, download from website and locations such as the Central Library. 	Complete	Available free by request / on website. Also at events. Bikeability mapping to be sent to schools.
Council website page	<p>Dedicated page containing information about cycle training and support, information, mapping, organised rides, events, cycle parking and more.</p> <p>www.sheffield.gov.uk/roads/travel/cycling</p>	<ul style="list-style-type: none"> Removing the barriers that prevent people from cycling. 	<ul style="list-style-type: none"> Provision and update of dedicated page. 	Ongoing	
Sheffield CycleBoost	A FREE cycling support service for residents and employees in Sheffield. Through CycleBoost you can loan a bike, learn how to ride, learn how to fix your bike and how to commute confidently.	<ul style="list-style-type: none"> Removing the barriers that prevent people from cycling. 	<ul style="list-style-type: none"> Four week loan of a commuter bike cycling accessories and comprehensive advice and support. Full cycling support package including monthly Dr. Bike clinics, maintenance classes, on-road cycle skills, commuter confidence sessions and help with route planning. 	<p>Started in 2010.</p> <p>Currently funded until March 2015 through the Local Sustainable Transport Fund.</p>	Over 2000 residents have undertaken free training over the last 7 years, over 1250 people have borrowed a bike over the last 3.5 years (75% being car drivers of which 63% have continued to cycle to work at least once a week), over 100 people have undertaken a maintenance course over the last 2 years.

Project / Action	Description	Objectives	Key Interventions	Status	Comments
Adult cycle coaching	Free cycle training is offered to all residents and employees in the City this includes 1 to 1, groups and family sessions, learn to ride and also an advanced course.	<ul style="list-style-type: none"> • Boost confidence cycling • Cycling more safely 	<ul style="list-style-type: none"> • Provision of free cycle training to adults 	Currently funded through Local Sustainable Transport Fund until 2015.	See 'Bike Boost'
Cycling for Health / Cycle Confidence	Cycling courses delivered in parks throughout the City aimed at developing cycle confidence in those who haven't done much cycling before or have not cycled for a long time.	<ul style="list-style-type: none"> • Boost confidence cycling 	<ul style="list-style-type: none"> • Providing cycle courses throughout the city 	Currently funded until 2015 through the Local Sustainable Transport Fund. Courses are delivered by Pedal Ready.	Projects have been tremendously successful in getting non cyclists riding competently and confidently.
All-ability Cycling Project	A range of all ability bikes are available to try at regular sessions in Hillsborough Park	<ul style="list-style-type: none"> • Boost confidence cycling 	<ul style="list-style-type: none"> • Providing all ability bikes for use at regular sessions 	SCC funds maintenance and storage of bikes, this is currently funded until 2015 through Local Sustainable Transport Fund.	Currently run by recycle bikes
Bikeability Level 2 (Child cycle coaching)	Child cycle training within schools is contracted out to Cycle Experience.	<ul style="list-style-type: none"> • Boost confidence cycling • Cycling more safely 	<ul style="list-style-type: none"> • 2000 free child cycle training places are available each year for children in Y5/6. 	Cycling England grant of £40 per place currently secured until 2015.	There are some concerns as to how much children continue to use their bikes after taking the training. Possibly looking to apply for funding to offer Level 3 training in secondary schools.
Bike IT	Sheffield has two Bike It Officers working with selected schools encouraging and supporting children to cycle to school.	<ul style="list-style-type: none"> • To increase the number of pupils cycling to school and for other journeys 	<ul style="list-style-type: none"> • Initiatives within Bike It schools include Dr Bike sessions and classroom based activities. Bike breakfasts and bike to school days have also proved popular. • Bike It + was launched in September 2013. In these schools the Bike It programme is complemented with additional engagement with parents and the community. 	Currently funded through Local Sustainable Transport Fund until 2015.	Within Sheffield there are currently 45 Bike It schools, with 10 of these running Bike It +. Regional Hands Up survey data recently showed that within new Bike It schools those who regularly cycled to school (once a week or more) increased from 6.8% to 15.8% after a year.
School Travel Plans	A school travel advisor works with schools throughout Sheffield to ensure that they have up to date action plans in place to promote sustainable travel and works with schools to promote / raise awareness of active travel.	<ul style="list-style-type: none"> • To promote sustainable travel for schools. 	<ul style="list-style-type: none"> • Production of Travel Plans identifying key barriers to sustainable travel and actions to address these such as becoming a 'Bike It' school or instillation of cycle storage. • Promotion / awareness raising in schools (for example an art competition about active travel to school was run with prize provided by a bike shop). 	Ongoing	78 schools have installed cycle storage through this programme. 53 schools received STAR (School Travel Activity Reward Scheme) awards, 25 gold for the schools proactive approach to promoting sustainable travel.
Workplace Travel Planning	A workplace travel advisor works with businesses across the City to promote active travel and ensure that active travel plans are in place as appropriate.	<ul style="list-style-type: none"> • To promote sustainable travel for workplaces 	<ul style="list-style-type: none"> • Links to Cycle Boost and cycle parking initiatives 	Ongoing	Due to economic slowdown there is currently less demand for new travel plan support

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Sheffield 20mph Strategy	A rolling programme of 20mph speed limit areas are being introduced in residential areas across the City aligned to Streets Ahead programme. Most of these include a school.	<ul style="list-style-type: none"> • Create better places to live • Encourage sustainable travel • Reduce accidents rates 	<ul style="list-style-type: none"> • Residential areas identified • Signing and surface treatments 	Ongoing	Eight 20mph areas being introduced this year. Prioritised within PFI programme by accident rates.
Be Bright be Seen campaigns	Includes bus back campaign as well as issuing hi –visibility cycle jackets to members of the public. (600 to Sheffield Universities). South Yorkshire Police Safer Neighbourhood Teams are also issuing 1000 cycle lights across South Yorkshire to engage with teenagers riding around during the dark evenings.	<ul style="list-style-type: none"> • Cycling more safely 	<ul style="list-style-type: none"> • Bus back campaign • Issuing hi- visibility cycle jackets and cycle lights 	Currently funded until 2015 through the Local Sustainable Transport Fund.	This involves working in Partnership across South Yorkshire (South Yorkshire Safer Roads Partnership).
Learn Safe Drive Safe programme	Road Safety has engaged with Approved Driving Instructors and has recently incorporated a module aimed at how young learner drivers should deal with cyclists.	<ul style="list-style-type: none"> • Reduced accident rate 	<ul style="list-style-type: none"> • E-learning module aimed at how young learner drivers should deal with cyclists is available. 	Currently funded until 2015 through the Local Sustainable Transport Fund.	
Cycle Safe presentations	Road Safety officers actively promote cycle safety messages when visiting schools across Sheffield.	<ul style="list-style-type: none"> • Cycling more safely 	<ul style="list-style-type: none"> • Presentation delivery / engagement with young people 	Ongoing	
Cycle Forum	Regular engagement meetings with invited organisations including cycle interest groups and organisations with an interest in cycling.	<ul style="list-style-type: none"> • To provide a pro-active arena to develop partnership initiatives to promote bicycle use. • To provide an opportunity for information sharing on ways of encouraging cycling and issues that affect cycling as a mode of travel in Sheffield. 	<ul style="list-style-type: none"> • Bimonthly meeting with officer and Councillor attendance. 	Ongoing	A sub group is being set up to provide a consultative meeting for members of the Cycle Forum to receive briefings on, and consider in detail, transport and development proposals of significance to cycling in Sheffield. It will also provide a means for represented groups and organisations to suggest proposals for new cycle schemes in the City.
Contribution to the development of planning policy.	Cycle parking will continue to be provided in new development. Also cycle improvements continue to be delivered through planning conditions as part of development.	<ul style="list-style-type: none"> • To ensure good cycling facilities are provided 	<ul style="list-style-type: none"> • Development of planning policy. 	Ongoing	
Cross boundary working	Ensuring integration, access for all, a good range of facilities and cycle friendly employers across the region	<ul style="list-style-type: none"> • To make the region a premier destination for cycling 	<ul style="list-style-type: none"> • Contributed to the development of the South Yorkshire Cycle Action Plan and Cycle Yorkshire (Realising the legacy of the Grand Depart – a strategy for cycling in Yorkshire and the Humber) 	Ongoing	

What haven't we done?

Project / Action	Description	Comments	How this could be addressed
Consideration of cycle access to Fargate during vehicle servicing periods i.e. before 10am and after 6pm	Action point within the 2006 – 2011 Sheffield Cycle Action Plan (CAP) based on the 2003 English Regions Cycling Development Team report which recommended that cycling should be permitted in more of the City's pedestrian areas	There is considerable opposition to this kind of shared arrangement from groups representing blind and partially sighted people and Fargate is increasingly being used for events and visitor attractions. Four of the existing pedestrianised areas in the Heart of the City have signed cycle routes through them, but recent regeneration of the Moor has excluded cyclists, so there is some inconsistency across the City Centre.	Consultation with Access Liaison Group and City Centre Management Team relating to how concerns could be mitigated. Need for high level support for cycle access within pedestrianised areas where appropriate.
Implement Cycle Audit (CA)	Action point within the CAP	Not yet fully implemented	This cannot be fully implemented until all relevant staff, including our external partners (e.g. Amey) are aware that this is taking place and each affected work area puts in place written processes for staff to follow. Consistent Management backing, at all levels, will be necessary to ensure success. CA will also assist with many of the following items:
Fully implement National guidance	National guidance is issued covering many highway aspects and this includes cycling (e.g. LTN 2/ 08 and LTN1/ 12).	Highways and other professionals may not be aware of this guidance, or appear not to give the same weight to it as they might.	Managers need to ensure that all guidance issued is brought to their staffs' notice and acted on. Properly implementing CA will also help with this.
Train engineers in how to provide for cyclists		This has been recognised by the Council as a 'need' for a number of years. However, training to date has not successfully raised awareness to the standards required.	Make training more relevant to the engineer' needs, provide better, more consistent, funding if possible. The Council is currently looking at guidance from Sustrans in partnership with Amey. Properly implementing CA will also help with this.
Address the culture of 'leaving cycle issues until the end' (of design)		There is a tendency when considering a proposal, not to consider cyclists until the end of the process, or to provide inappropriate cycle facilities or not to consider cyclists needs at all. This then leads to redesign (if there is time), which is wasteful, or the addition of sub-optimal cycle facilities because it's 'too late' to do anything else. This in turn leads to retrofitting cycle facilities a few years down the line (if there is the money).	Changing the process 'culture' will need a clear and consistent approach from management at all levels and across many departments/ divisions. 'Thinking bike' earlier in the process will be more cost effective. Retrofitting cycle facilities is expensive, assuming any funding can be found and unnecessary. Implementing a relevant training regime and properly implementing CA will also help.
Secured the trial of cycle carriage on Tram-Trains / encouraged Supertram operator to experiment with off peak cycle carriage		CycleSheffield has run some successful 'cycling specials' charter trams, taking cyclists out to Rother Valley Country Park and then on guided rides beyond.	

Project / Action	Description	Comments	How this could be addressed
Updated the 2006 – 2011 Cycling Action Plan		Sheffield's cycling action plan is now out of date and needs to be revised.	Outcome of Cycle Inquiry to steer production of a new strategy / action plan
Cycle events	<p>SCC used to produce a Sheffield summer cycle guide. We are now reliant on voluntary organisations providing information relating to cycle events.</p> <p>SCC was previously involved in supporting events such as the Sheffield Cycle Festival, Bike Week and European Mobility Week.</p> <p>Pedal Ready continue to attend events on behalf of SCC to promote the free cycle coaching, provide cycling advice and when appropriate lead rides.</p>	Revenue resources are no longer available.	Allocation of revenue resources would be required.
Lighting / waymarking on off road routes	Off road routes have generally not been lit.	Lighting is generally not provided for off road routes and it may not be appropriate in all situations, this would depend on likely use / location. Where it could be beneficial however provision and appropriate funding sources could be investigated.	Development of solar technology only recent and trialling considered. Self-powered solutions essential in more remote locations.

What could we do better?

Project / Action	Description	Comments	How this could be addressed
Scheme design	Provide appropriate facilities / improvements for cyclists as part of all capital schemes and developments.	Historically schemes have not always provided appropriate facilities to encourage and support cycling throughout the City.	Requirement for Cycle Audit of schemes prior to design approval.
Give serious strategic consideration to improving the carriageway network in terms of main commuter routes	Provide appropriate and safe facilities on carriageway for those wanting to commute to work using main corridors.	We particularly need to consider safe access for cyclists through large multi-lane roundabouts and traffic speeds and this requires innovative approaches from scheme design and road safety audit.	Similar feasibility project to Green Route.s
Prioritisation of non-motorised forms of travel within the City Centre	Address the 'fear of traffic' and safety concerns experienced by the more vulnerable groups of road users – reintroduce a hierarchy of road users.	Making the City Centre a 20mph zone is suggested within the draft City Centre Masterplan.	Review of cycling within the City Centre to consider key links and the potential for a 'cycle friendly' central zone and how this could be achieved.
Consistent signing	Due to the way in which the cycling network has developed over time, signing is not always consistent.	Although improvements are being made (for example through the Connect Cycle Signage project) a consistent approach covering the whole City would be beneficial.	Signage review and strategy for the City (what to sign, how etc...)
Mapping	'Bikeability' mapping (roads and paths graded by local cycle trainers according to the 'bikeability' (a cycle training programme) level they consider are needed to cycle on them) could be extended to cover the whole of the City. Cycle maps could be updated regularly.	A more proactive approach could also be taken to publicity and distribution.	Would require funding allocation / bid.
Cycle journey planner	There is a UK cycle journey planner and journey planning can also be carried out on the transport direct website. There is no local interface however. There was an idea to create a sub-regional link hosted on the Travel South Yorkshire website. This has not been progressed.	Advent of Sheffield City Region presents a valuable opportunity to address this.	Would require engagement of South Yorkshire and Sheffield City Region (SCR) partners, plus funding allocation. 'SCR review' of Travel South Yorkshire website may also be required.
Encourage voluntary community involvement	Volunteers provide a valuable resource and opportunities to encourage and support cycling initiatives at a community level could be maximised.		Requires support and co-ordination. Could be opportunities through the 'Move More' Strategy and Tour de France volunteers.
Engage with potential cyclists	CycleBoost provides a real opportunity to engage with potential cyclists.	Fear and safety are the two most quoted deterrents for non-users.	Engagement through Cycle Boost could be expanded to ask what improvements would support participants to start cycling. Cycle Boost has reached 1200 – 1300 potential cyclists over the last four years. A programme to look at these requests would be required.
More focused approach to marketing activity based on clear analysis of market segmentation		This approach would support future cycle marketing activity.	Resource allocation to better understand market segmentation and how this could be applied to future cycle marketing activity.
Monitoring	Cycle monitoring is currently carried out through Cordon Counts.	Additional monitoring could help us to better understand the impact that initiatives are having on cycling levels across the City.	Expand counters at key points and especially in the locations of schemes. Potential for mobile counters to be investigated.

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Economic and Environmental Scrutiny and Policy Development Committee

Cycling Inquiry

Call for Evidence Summary: Interim Paper

1. Purpose

- 1.1. To provide the Committee with an update on the evidence received to inform the discussions at the oral evidence session on 11th December.

2. Call for Evidence

- 2.1. The Committee made an online call for evidence following its meeting on 11th September. This was open to members of the public and any organisations with an interest in cycling in Sheffield. The full Call for Evidence is attached as Appendix A. The Committee also agreed a list of stakeholders who would be approached and asked to contribute.
- 2.2. The Call for Evidence noted that cycling has more than doubled in Sheffield between 2000 and 2011. The specific questions asked were:
 1. What specific actions have helped the city achieve this growth?
 2. What specific barriers prevent people from cycling or from cycling more frequently?
 3. What evidence is there from other large cities or towns (in the UK or abroad) on broadening and increasing participation in cycling, with a particular emphasis on improving the economic, health and environmental impacts?
 4. What in your view are the top three actions that would broaden and increase cycling in Sheffield?
- 2.3. The response was very good with the Committee receiving over 260 responses to the Call for Evidence. The majority of these (202) were received through an online survey with the remainder submitted by email.

3. What does this evidence tell us?

- 3.1. This paper is a 'work in progress' and presents a picture on the evidence that has been studied in detail to date. Half of the 202 on-line entries have been looked at so far and a dozen longer responses from agencies and

people that take a political and instrumental interest in and standpoint on cycling, as well as the users' point of view. This last set of responses agree with the on-line responses in terms of what has helped, what have been barriers and where good practice exists elsewhere but they have also given much more consideration to what political and executive action is needed to make the changes they see as necessary.

- 3.2. There are still some on-line entries and short email submissions to code, although it is not anticipated that the issues or their weighting will change significantly.
- 3.3. The following sections look at each of the four questions and cover both qualitative and quantitative aspects of the evidence we received. For each question the following is provided:
 - A narrative summary of the evidence
 - The top answers given and the percentage of people citing them
 - Examples of quotes from respondents

What specific actions have helped the city achieve this growth?

- 3.4. Investment in training and infrastructure in the city has had in the most part a positive effect. Cycling is still at a low level accounting for less than 2% of trips, but this is comparable with most other English cities. Changes are needed to achieve the goals set out in the Get Britain Cycling¹ report of 10% of trips by 2025 and 25% of trips by 2050.
- 3.5. The main reasons people tell us there have been a rise in cycling and a rise in interest in cycling are:
 - British sports successes in road and off-road cycling;
 - many are making cycling a positive lifestyle choice for transport, recreation, health and wellbeing, and environmental concerns; as more people cycle then there is an increased interest;
 - cycling has advantages in that it is economical in money and time: cheaper than using a car (fuel, parking) or public transport; the rise in the cost of living means that people cannot afford to run a car anymore, commuting by bike can be quicker than using public transport or a car, one spends less time in congestion.
- 3.6. The data told us that people and organisations believe the following have helped increase cycling in the city:
 - Increased cost of fuel and public transport – 22%
 - Sporting successes inspiring people to cycle – 19%

¹ 'Get Britain Cycling', Report of the All Party Parliamentary Cycling Group, 2013

- Cycle to work schemes – 17%
- Cycle training – 13%
- Cycling lanes – 13%

3.7. There was a mixture in the detail behind this with one person citing “the provision of cycle routes which are safe, convenient and well maintained.” An alternative view was expressed as “nothing more than the rising cost of car use with respect to incomes. Sheffield Council have done very little of use.”

What specific barriers prevent people from cycling or from cycling more frequently?

3.8. Key barriers identified were safety concerns; lack of coherent and consistent cycling infrastructure; Sheffield’s weather and hills; secure storage for bikes; and facilities at work for changing

3.9. The biggest barrier is concern for personal safety with potential causes being:

- poor road/junction design and other road parameters, e.g. narrowness of roads;
- poor road maintenance,
- poor driver behaviour especially treatment of cyclists and lack of consideration of cyclists by other road users, enforcement of errant driving and parking in cycle lanes

3.10. The quantitative evidence said the following issues were acting as the main barriers:

- Safety – 42%
- Poor attitude of all road users – 38%
- Poor quality roads – 27%
- Hills – 26%

3.11. A submission from a school encapsulated many of these issues “heavy traffic, lack of cycle lanes or safe ways round complex junctions as well as poor road surfaces mean many parents would not want their children to cycle to school.” One contributor neatly summarised the barriers as “danger, weather, theft, congestion, which is both an incentive for the brave and disincentive for the timid.”

What evidence is there from other large cities or towns (in the UK or abroad) on broadening and increasing participation in cycling, with a

particular emphasis on improving the economic, health and environmental impacts?

- 3.12. A wide range of good examples from the UK and other countries were received and these will be examined in more detail.
- 3.13. A lesson from Cycle England is that change is brought about by coordination of promotion, training and infrastructure. The spend on infrastructure needs to be, by far, the majority of the spend.
- 3.14. Overseas examples include:
- extensive coherent infrastructures that separate cyclists where necessary and integrate cyclists where appropriate;
 - much better integrated transport in terms of carriage of bikes and bike hubs and bike parking;
 - bigger per capita spend on cycling than in the UK
 - National laws and driving practices e.g. presumed or strict liability, priorities on crossings and at junctions
- 3.15. In terms of the quantitative evidence a variety of specific places and schemes were mentioned but the two things most quoted were:
- Cycle lane network infrastructure – 13%
 - Separate bicycles from cars – 11%
- 3.16. The approach to designing in cycling was cited frequently: “parts of Europe do much better and proactively build safe and segregated cycle routes into their road building not just as an after-thought.” Places that have reached a “critical mass” of cyclists were mentioned along with “making cyclists feel normal and not unusual.” It is worth noting that a number of respondents did not feel able to comment on this question.

What in your view are the top three actions that would broaden and increase cycling in Sheffield?

- 3.17. Suggestions about the actions included:
- Planning and installing a coherent cycle infrastructure with separation where necessary and integration where possible. There were suggestions that city centre is much more attractive through traffic reduction than it used to be and the Council should concentrate on permeability and allowing cycling in pedestrianised areas. The cycle network should be both urban routes and green routes and it should be developed route by route.

- Ensuring that cycling and walking are at the heart of all planning and development. Suggestions on how this is achieved include focussed leadership at the Council; cycling issues are represented appropriately in all decision making; work with other councils on a City Region approach.
- Promoting the wider benefits of cycling. Suggestions covered the development of cycle and walking tourism; development and promotion of cycle events, e.g. Sky rides; making sure a wide range of staff understand the benefits that cycling can generate.

3.18. The actions cited in the quantitative data are:

- Better cycle paths / networks – 58%
- Separate cycle routes – 31%
- Improve road surfaces – 26%
- Education of road users – 23%

3.19. Education was highlighted by one respondent “education of drivers (buses in particular) regarding the amount of room that cyclist should be given when overtaking.” There were a number of comments about cycle paths and the network which one person summarised as “create a comprehensive and integrated cycle network including links with public transport.”

**Economic and Environmental Wellbeing
Scrutiny and Policy Development Committee**

Cycling Inquiry

Call for Evidence

Cycling more than doubled in Sheffield between 2000 and 2011

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4. What in your view are the top three actions that would broaden and increase cycling in Sheffield?

You are very welcome to submit existing documents as an appendix or links to websites that provide evidence. However, can you please limit a summary of your submission to a maximum of four sides of A4 that references the relevant part of an appendix or of a website that supports your submission.

The Committee will hear oral evidence at a public meeting on 11th December 2013 beginning at 4.30pm. Clearly not everyone who submits written evidence will be able to give oral evidence. However, the Committee may invite you to give oral evidence as well, so you may wish to pencil the date in your diary.

The Committee plans to publish all the responses received. If you do not want your response published can you please indicate this clearly and explain the reason why.

To submit evidence or for more information about the work of the Inquiry please contact Matthew Borland:

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