

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.

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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.

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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.	

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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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