

Sheffield Transport Strategy: the role of cycling

Economic and Environmental Well Being
Scrutiny and Policy Development Committee

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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

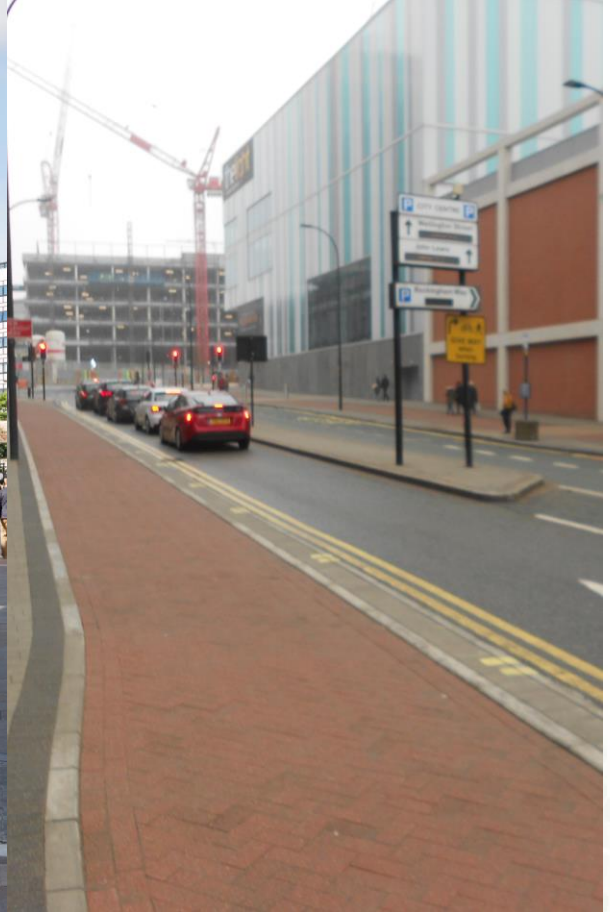
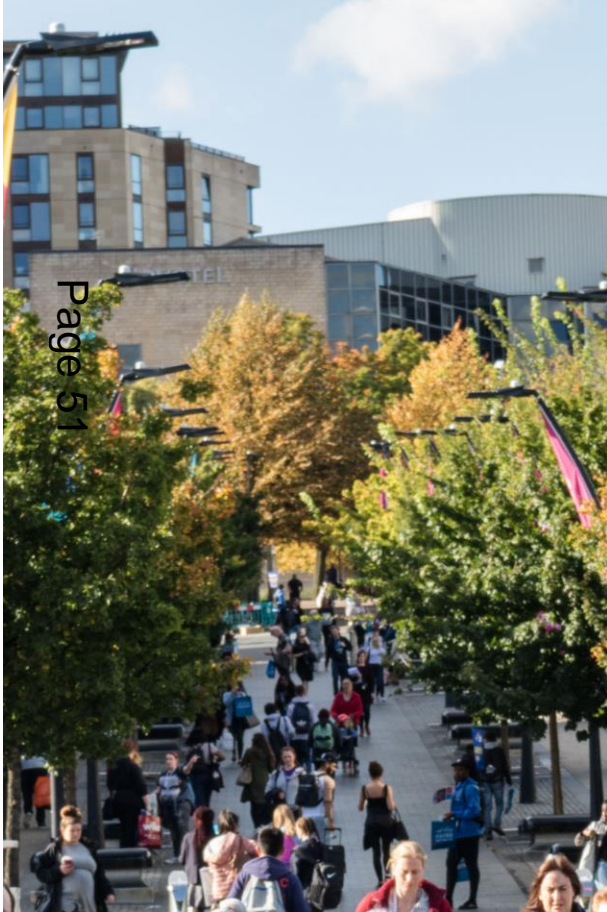
- Northern Powerhouse Independent Economic Review (NPIER)
- Sheffield City Region Strategic Economic Plan (SCR SEP)
- Sheffield Plan
- Sheffield City Centre Plan
- SCR Integrated Infrastructure Plan (SCR IIP)
- Draft SCR Transport Strategy
- Local Cycling and Walking Infrastructure Plan (LCWIP)
- Leads 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

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