

## CYCLE FORUM

Meeting held on Tuesday, 21<sup>th</sup> May, 2013

PRESENT:	Peter Price	-	Chair
	Dick Skelton	-	Transport Traffic & Parking Services
	Andrew Richards	-	Cycle Sheffield
	Mick Nott	-	Cycle Sheffield
	Ken Woodhouse	-	Pedal Ready
	Matt Turner	-	
	Simon Geller	-	University of Sheffield

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### Action

#### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Ian Auckland, Councillor Jillian Creasy, Les Sturch, Dick Proctor, Paul Sullivan, Peter Marsh, CPRE, Peter Haward and Lyn Brandon.

#### **2. MINUTES OF LAST MEETING**

The minutes of the last meeting of the Forum held on 19 March, 2013 were approved as a correct record.

#### Matters Arising

Dick Skelton was asked when Cycle Audit (CA) might start (Item (3) of the previous minutes). Dick replied that cycling opportunities resulting from the Streets Ahead maintenance programme would be first priority and that this work was, in effect, CA of the existing road network and should commence in about two months. CA of individual schemes would follow.

#### **3. CYCLE CITY AMBITIONS GRANT BID**

It was explained that the Sheffield City Region (SCR) had not made a bid for any funding as there were no schemes ready that met the necessary bidding criteria for the City Regions. However, running in parallel with the City Regions grants there were also National Park grants with different criteria. Exactly the same Sheffield and Barnsley elements (of the not progressed SCR bid) were included in the Peak Park grant submission.

The press had reported words to the effect that Sheffield had 'yet again failed to bid for funding'. Clearly, the local press had got the situation wrong or were being economical with the truth. All the Council had done was to 'change horse' when it

became clear that the SCR would not bid. A situation which the various authorities involved in the Peak Park bid had prepared for.

Further, many Sheffield Council cycle schemes, that had been 'ready to go' and would have met the necessary bidding criteria for the City Region grants, had already been funded through the successful Local Sustainable Transport bids (e.g. Beeley Woods, Hanover Way, Five Weirs Walk between Sheffield and Rotherham, FWW link to Exchange Place, etc) and the successful Halfway to Killamarsh Connect 2 bid and scheme. These very recent schemes add up to many millions of pounds of successful bids, matched by LTP funding.

For the future, Sheffield is in the process of preparing further cycle infrastructure schemes. These should be far enough advanced in another two years to be able to bid for similar City Region grant funding and will amount to around £10 – 20m worth of cycling infrastructure. Currently the council would be expected to find around 30 – 50% of this sum in match funding – not easy given the considerable recent cut-backs suffered by most councils (with more to come).

#### **4. ABUSE OF CYCLE FACILITIES**

i) Asline Rd segregated cycle path and the Sheaf Valley Cycle route: The cycle path is used as a car park at various times by a number of local uses. It is, therefore, a complex case involving the U-Mix leisure centre, Lowfields School, the Wolseley Rd mosque, SUFC and SYP (the Police direct coaches to park on the cycle path during football matches). Rather than just protest CycleSheffield has politely engaged, or tried to politely engage, with all these parties to ensure that the cycle path is not used as a car park. There has been some success and some indifference and we suspect that the U-Mix centre building does not comply with its planning permission, as the car park shown on the plans has not been constructed.

ii) Clarkehouse Rd: CycleSheffield has recently started a campaign of monitoring this road as drivers park their cars in the cycle lanes from about 9am, wait in their cars until 9.30am, when the parking restrictions end and then go to work. CycleSheffield has evidence, both photographic and oral, that this practice is hazardous to cyclists and we would like to see something done by the main employers (NHS, University of Sheffield) to stop this practice and also to discuss possible enforcement at some point in the future.

#### **5. CLAYWHEELS LANE/ NEW SAINSBURYS**

CycleSheffield were informed at the Highways Decisions Committee Meeting of 9 May 2013, where the tabled scheme received general approval only, that cyclists were to be consulted further about possible revisions to the highways at the junctions of Penistone Road North with Claywheels Lane and Leppings Lane. The Forum was informed that a meeting had been arranged with Sainsburys highway consultants for the following day.

It was suggested that one way CycleSheffield could get involved at the early stages of proposals was if they could be sent the weekly list of planning

**Mick  
Nott**

applications. Mick Nott agreed to provide an email address to which the list could be sent.

## 6. TAXI-DRIVER CYCLE AWARENESS TRAINING

Arising from the campaign to stop taxis parking in the Castle Street cycle lane, CycleSheffield and Pedal Ready, with the support of the Sheffield Taxi Trade Association, have worked with Sheffield College to provide a 'unit' of cycle awareness for the SCC taxi driver induction course. It is class based, lasts about 45 minutes, is delivered by qualified cycle trainers and taxi drivers are invited to take part in on-road cycle training as well.

Feedback from college staff and the taxi drivers has been positive. At the moment the training is not a formal part of the course and the unit and its presentation is done by CycleSheffield/ Pedal Ready on a voluntary basis.

CycleSheffield would like to make this a formal, 'obligatory' part of the course, but not necessarily BTEC accredited.

It was suggested that this proposal should be taken up with the Council's taxi Licencing department in the first instance.

**Mick  
Nott**

CycleSheffield wanted to take this initiative further and discuss how cycle awareness training could be made part of the induction and professional development of all/HGV/ PCV drivers with SCC and its contractors, Amey and Veolia.

The forum considered this to be a worthwhile suggestion, although it was pointed out that both these companies are external organisations. It was considered that it may be better to pursue taxi initiative first so that the benefits could be clearly demonstrated to external organisations.

## 6. INCREASING SCC REPRESENTATION ON THE CYCLE FORUM

CycleSheffield stated that Manchester is implementing Twenty's Plenty from its public health funding. See the press release:

[http://www.manchester.gov.uk/news/article/6588/health\\_cash\\_set\\_to\\_fund\\_20mph](http://www.manchester.gov.uk/news/article/6588/health_cash_set_to_fund_20mph)

Also that the Forum's terms of reference recognised that organisations to be invited to attend include *'the Health and Education sectors: The Primary Care and Hospital Trusts, Sheffield Hallam University (plus the Students Union), The University of Sheffield (plus the Students Union), Sheffield College, the DfES, Education Department and representatives of interested schools, etc.'*

In light of SCC's new responsibility for public health and examples of work that has been carried out in Sheffield, such as the 'Cycle for Health', it was suggested that increasing the representation from SCC on the Cycle Forum, to include officers

**Peter  
Price**

concerned with public health and the environment (e.g. air quality). This should be done because it may lead to better joined-up thinking about cycling.

## **7. CITY CENTRE MASTERPLAN**

Public consultation on the City Centre Master Plan started on Friday 17 and Saturday 18 May in the Winter Gardens. CycleSheffield will be reporting back on how they feel how this plan takes into account the needs of cyclists. CycleSheffield does not want to see any city development that restricts or neglects cycling and will submit their comments to the Council in due course.

## **7. ANY OTHER BUSINESS**

**7.1** The Cycle Forum's attention was brought to the release the All Party Parliamentary Cycle Group (APPCG) report "Get Britain Cycling" and its 17 recommendations as follows:

### **1. Investment Recommendations**

- a) Create a cycling budget of at least £10 per person per year, increasing to £20
- b) Ensure local and national bodies, such as the Highways Agency, Department for Transport, and local government allocate funds to cycling of at least the local proportion of journeys done by bike.
- c) Cycle spending that makes a tangible contribution to other government departments, such as Health, Education, Sport and Business, should be funded from those budgets, not just the DfT.

### **2. Planning and Designing Communities Recommendations**

- a) A statutory requirement that cyclists' and pedestrians' needs are considered at an early stage of all new development schemes, including housing and business developments as well as traffic and transport schemes, including funding through the planning system
- b) Revise existing design guidance, to include more secure cycle parking, continental best practice for cycle-friendly planning and design, and an audit process to help planners, engineers and architects to think bike in all their work.
- c) The Highways Agency should draw up a programme to remove the barriers to cycle journeys parallel to or across trunk roads and motorway corridors, starting with the places where the potential for increased cycle use is greatest. Local authorities should seek to deliver cycle-friendly improvements across their existing roads, including small improvements, segregated routes, and road reallocation.
- d) The Department for Transport should approve and update necessary new regulations, such as allowing separate traffic lights for cyclists and implementing Part 6 of the Traffic Management Act 2004.

### **3. Safety and Enforcement Recommendations**

- a) Extend 20 mph speed limits in towns, and consider 40mph limits on many rural lanes.
- b) Improve HGV safety by vehicle design, driver training, and mutual

awareness with cyclists; promote rail freight and limit use of HGVs on the busiest urban streets at the busiest times, and use public sector projects to drive fleet improvements.

- c) Strengthen the enforcement of road traffic law, including speed limits, and ensuring that driving offences - especially those resulting in death or injury - are treated sufficiently seriously by police, prosecutors and judges.

#### **4. Education and Training Recommendations**

- a) Provide cycle training at all primary and secondary schools
- b) Offer widespread affordable (or free) cycle training and other programmes to encourage people of all ages and backgrounds to give cycling a try, as evidenced by NICE.
- c) Promote cycling as a safe and normal activity for people of all ages and backgrounds.

#### **5. Political Recommendations**

- a) The Government should produce a cross-departmental Cycling Action Plan, with annual progress reports.
  - 1. The Government should appoint a national Cycling Champion, an expert from outside the Department for Transport.
  - 2. The government should set national targets to increase cycle use from less than 2% of journeys in 2011, to 10% of all journeys in 2025, and 25% by 2050
  - 3. Central and local government and devolved authorities should each appoint a lead politician responsible for cycling.

It was recognised that Sheffield already has some foundations for many of the recommendations and it was agreed that these recommendations should be an agenda item for the next Cycle Forum

**Dick Skelton**

- 7.2** There appeared to be a lack of knowledge about what cycle schemes had been undertaken/ are proposed and the amount of money (many £millions) being spent by the Council on such projects (e.g. Blackburn Valley, Beeley Wood, Penistone Road, Hanover Way, connect2 and Five Weirs Walk to mention only a few). It was, therefore, proposed to resurrect the 'Cycle Scheme Progress Reports that used to be made to the Forum.

**Dick Skelton**

- 7.3** The Rockingham Way MSCP (council owned) has now closed. The four cycle lockers in this car park will be relocated. These will be relocated, with two lockers in each of the Rockingham Street and fire station surface car parks.

#### **8. DATE OF NEXT MEETING**

It was noted that the next meeting of the Cycle Forum would be held at 4.30 p.m. on the 16<sup>th</sup> July, 2012.