

SHEFFIELD CITY COUNCIL

CYCLE FORUM

Draft Notes of the meeting held on Thursday 15th March 2024

at 5.00 p.m. online

1. APOLOGIES FOR ABSENCE/ATTENDANCE

Apologies: Peter Marsh, David Holmes, Angela Walker

In attendance: Cllr Peter Price (Chair), Cllr Richard Shaw , Cllr Ruth Mersereau, Paul Sullivan, Simon Ogden, Tom Collister, Helen Kellar, John Chapman, David Whitley, John Armitage, Ian Carey, Sam Gregory, Kevin Smith, Greg Challis, Simon Geller, Jo Maher, Anna Butler, James Walker, Colin McCulloch, Tom Garrud

2. NOTES

Accuracy

Agreed as accurate.

Matters Arising

a) Penistone Road Planning Application 23/03815/OUT (Site known as the Tesco Triangle)

To be determined no committee date as yet.

b) Information signing At West Bar

Signing Information – on what is being done here is still poor. There is some work going on in Communications to improve. We should be following the example of what has been done at Fargate.

c)Maintenance

Someone from Highways Maintenance Division to be invited to the June Forum

ACTION PS to invite.

d) Living Streets Summit

Doncaster presented on their approach to delivering active travel for all. Can they

come along and talk to the forum about this approach

ACTION PS to invite Kerry Peruzza

3. CLEAN AIR ZONE FUNDING

Clean Air Zone (CAZ) income will be spent in line with the underpinning legislation (Transport Act 2000) following the governance principles and guidelines approved by the [Transport, Regeneration and Climate Policy Committee Dec 2023](#).

Sufficient funds must be retained throughout to cover operational, contractual, and fixed costs associated with running and maintaining the CAZ.

In accordance with the legislation and the CAZ Charging Scheme Order, Sheffield's Transport Strategy and the Sheffield City Region Transport Strategy provide the high-level spending objectives:

- supporting the delivery of the ambitions of the Scheme and promoting cleaner air
- supporting active travel and public transport use
- supporting zero emission and sustainable infrastructure and actions in and around the city to improve air quality

The priority for investment will be on interventions that meet the primary objective of reducing nitrogen dioxide levels to within legal limits.

Key themes for the use of surplus CAZ income are:

- Achieve legal nitrogen dioxide limits across Sheffield
- Reduce pollution from scheduled buses
- Reduce pollution around schools and for children travelling to school
- Facilitate delivery of Sheffield City Council transport strategies and policies, with the emphasis on contributing towards improved air quality.

It is forecast that there will be a circa. £536K surplus CAZ income by the end of March 2024, with this figure forecast would be circa. £3.7m by the end of March 2025 (assuming no interim expenditure).

It is estimated that surplus CAZ income by March 2029 would total circa. £6.4m (assuming no interim expenditure).

CAZ Investment Plan – initial investment decision

The financial prudent decision to invest an initial £1m of CAZ income was made by the Transport, Regeneration and Climate Committee in February 2024 - [Decision - Clean Air Investment Fund | Sheffield City Council](#).

The initial investment is prioritised towards reducing children’s exposure to harmful road pollution around schools and when travelling to school.

Funding will be used to expanded existing schemes to increase the benefits they offer across the city area. Schemes that will benefit from this initial funding include:

- School Streets - expand delivery of the school streets programme
- Mode Shift Stars – expand the Mode Shift Stars to work to reach more schools
- 20mph part-time zones outside schools – deliver the remaining un-funded schemes at priority locations.
- School / neighbourhood cycle parking and storage

Officers are currently developing a detailed programme of works for delivery across 2024 / 25.

Planning for further use of works will be discussed with Councillors

A question was raised about spending on cycle infrastructure. Not with this current round of income but that does not mean that will not happen in future, as the funding is to facilitate delivery of the Sheffield City Council Transport Strategy. With the income being an assumption its prudent to be a little cautious in year one.

4. SHEFFIELD ACTIVE TRAVEL INFRASTRUCTURE PLAN

Committee have asked us to prepare an engagement plan as part of this, and those proposals were approved at committee in March

We will be engaging with an engagement specialist to undertake this work. The intention is to try and capture seldom heard voices and fill in gaps of knowledge around those groups and active travel. Will help reinforce the evidence base.

The Proposal is to have a series of local area committee based plans which will reach out to people in the localities trying to gather qualitative information, because

we're making an assumption that the barriers that people have identified in the areas where we've had a response, those barriers to active travel may be somewhat different or complex, deeper in areas where we don't hear from and we need to understand that. We can then deliver the right interventions to enable people to travel actively and to ensure that we get value for money out of it. This will help members determine priorities for the period 2027 to 2032, which will be covered by City Region Sustainable Transport Settlement 2. There will be an emphasis on improving conditions for walking.

Do we not already know what the barriers are. There is a significant amount of research from respected organisations and academic researchers?

Those barriers are formed by a skewed demographic, we want to understand the barriers for those we don't hear from, or rarely hear from. We have been asked by Transport Committee to get Sheffield specific research, as we are fully aware of the wider research. We want to get more women involved, more ethnic minorities involved.

Concerns about delays to actual improvements especially as walking already has a network and cycling doesn't.

Agreed the walking network does exist but it still has many issues which we need to address. The current steer from central government is to look closely at improving walking conditions.

The report to committee is scheduled for the Autumn, so we can report back to the forum at the back end of the calendar year. There were concerns from forum members that this would further delay implementation/development of the active travel network.

To be clear it is not going to delay any work on TCF, ATF or CRSTS1 schemes that are already confirmed. It will allow us to be better informed for CRSTS2 and beyond (2027-2032).

It was pointed out the cycle forum lacked diversity so isn't a true representative of the wider community, and other areas outside of active travel were undertaking similar research.

We need to go back to those that may have changed the way they travelled and then for whatever reason have gone back to their historical ways of traveling, understanding that will also help.

There is significant difference as to the experience for women cycling when compared to men cycling, that's not only anecdotal but been proved by research.

We do need to improve our engagement techniques so learning from other areas is useful. We know a blanket approach to improvements doesn't always work; we need to understand what the community want.

Its 2024 this work now will form part of the wider evidence base, which Members will consider in determining a prioritised programme, as staed in the autumn, will enable us to provide an indicative program to central government, it will draw down funding that funding will not be available until 2027 and it will cover the period through to 2032.

POST meeting : After discussion Greg has offered to return to the June Forum to clarify issues around research and engagement.

5. BIKES ON TRAMS

Representatives from the TransPennine trail (TPT) have asked the following question of the South Yorkshire mayor '***Given that the Supertram network is is coming into that control under the control of the MCA from 25th of March, would they consider a trial of carriage of bikes on the tram now?*** Supporting evidence was also submitted highlights from that include:

That it would extend the range of the tram network, increase patronage, provide another alternative to the car, is inclusive ,would provide wider access to the TPT, and wider rural network, Meadowhall and Halfway being obvious interchange point.

It could be argued the ban is discriminatory allowing those who need mobility scooters to move around but not those that rely on human powered mobility aids.

We know it will not be straight forward, and other needs have to be factored in – access for mobility aids, pushchairs etc, but is it not worth a trial to iron these out?

We did run a trial a few years ago on a Sunday, and literally nothing happened, no issues, everyone travelled happily.

We've tried gentle protest by taking bike shaped cardboard cutouts on board. We have chartered trams, but nothing has led to a proper trial.

We have put forward proposals in the past on how it could work and would like to try that avenue again.

The mayors' response was to raise this during a forthcoming consultation on the future of the supertram network.

That future could mean trams replacing some of the heavy rail network, so cyclists would lose that option as well.

Bikes are allowed on other metro networks in this country and abroad. However, we would expect that this wouldn't include e bikes.

Sheffield cycling for all have a customer who has borrowed an hand cycle and they have had mixed experiences on using the tram in Sheffield, as there is no consistency on feedback from the conductors despite the website says that all wheelchair users may travel without the permit, it's a wheelchair with an attachment. It of course then brings add stress and anxiety.

The combined authority welcomed the TPT report and do see the change in ownership as an opportunity, but a few things to work through and understand its not all been plain sailing in Manchester, so are watching that trial with interest.

6. PROPOSED E BIKE POWER CHANGES

[Smarter regulation: proposed changes to legislation for electrically assisted pedal cycles - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/smarter-regulation-proposed-changes-to-legislation-for-electrically-assisted-pedal-cycles)

Consultation closes next week 25th April

The government are currently consulting on doubling the power of electric bikes and also allowing the use of electric allowing throttles to be used on electric bikes. SCC aware of conflicting views on this from the cycle community, a lot of press, some scaremongering. Worth setting out the two opposing views

The Top speed for assist will still remain at 15.5mph Increasing the power means

heavier loads can be carried, acceleration is quicker, this could be potentially advantageous in hilly cities.

However, heavier bikes, accelerating quicker could lead to more conflict in shared spaces.

The consultation document isn't clear on speeds, whether there is pedal assist with throttle-controlled bikes.

There is no proposal to increase the speed at which assistance drops out but with more power you will be able to get to that speed quicker, and it may make it easier to travel faster than 15.5mph using your own power.

Normally with a throttle option you do still get the option of pedalling.

The following highlights some of the points discussed

General feeling that current power is sufficient for the hills of Sheffield
more powerful cargo bikies could provide an option to small white vans for deliveries
weight of actual bike will not change.

If the assistance cap stays the same can't see an issue with increasing power

Illegal e bikes are a bit of a problem and don't help the legitimate e bike issue
Police can work out quite easily which bikes are illegal, might need some reclassification of e bikes to e scooters?

I don't think the police could support this given how easy it is to convert a legal bikes to an illegal one, but can see benefits for delivery companies

Concern around Increased speeds in shared use areas

Police don't really have the resource to be dealing with illegal e bikes but do have set process when they do have to address it. Delivery riders easy to tackle as they have to stop to deliver.

Is it case of increasing power for delivery bikes or adaptive bikes but not standard bikes?

No council position as yet.

7. CYCLE MATTERS

Beaumont Road

Development site, disappointed the crossing point will not be to LTN1/20 standard despite representations.

We are still in the same position as before that developers do not have to comply with LTN1/20. We can ask for it, condition it but a developer can refused or request amendment to the condition. SCC needs to produce supplementary planning guidance which should come on the back of the approval and adoption of the local plan

PS to speak to Section 278 officer about proposals.

Grange Lane

Lack of dropped kerbs on the diversion route- - To be checked but it isn't a priority.

Station Bike hub

Doors unlocked and left open overnight. Hub is run by East Midlands Rail (EMR), Russells Bike Shed has only ever administrated the access and help EMR out with maintenance etc. That relationship is coming to an end - note the workshop at the station is now closed, the storage remains open, fobs (if there are any spare can be obtained for a fee from the station ticket office)

Penistone Road application

ATE response appears to have been redacted

PS to check

[23_03815_OUT-ACTIVE TRAVEL ENGLAND-2128962.pdf \(sheffield.gov.uk\)](#)

seems okay now

New masterplan now online (published 16/04/24)

[2794-THPW-XX-XX-DR-A-1002A Proposed Site Layout \(Full Element\) A1 \(sheffield.gov.uk\)](#)

[23/03815/OUT | Hybrid planning application: Full permission for the erection of foodstore \(Use Class E\(a\)\) with associated access roads, parking, servicing area, and landscaping; and Outline planning application \(all matters reserved except for access\) for the erection of two trade / builders merchants units \(Class B8 / Sui-Generis\), two drive-through restaurants \(Use Class E\(b\) / Sui-Generis\), one drive-through coffee shop \(Class E\(a\) / Class E\(b\)\), one retail unit \(Class E\(a\)\); a flexible](#)

[use trade / retail unit \(Use Class B8 or E\(a\)\); and an electric vehicle charging hub | Land At Junction With Herries Road, Herries Road South And Penistone Road North Sheffield S6 1QE](#)

Fargate/Pinstone st interface

Artists impression now on the connecting sheffield website. [Have Your Say Today - City Centre - Connecting Sheffield \(commonplace.is\)](#)

There will be statutory consultation via the Traffic Regulation Order process
Will the crossing at Charles Street be looked at as well.

8. CURTAIN CALL

This was Cllr Peter Price's last cycle forum as he is standing down as a councillor this year. We would just like to thank him on behalf of all forum members past and present, for everything you've done for the forum and active travel development in the city.

Peter will be invited to attend as member of the public.

Date of next meeting: Online 5pm 20th June 2024
