

SHEFFIELD CITY COUNCIL

CYCLE FORUM

Notes of the meeting held on Thursday 19th October
at 5.00 p.m. online

1. APOLOGIES FOR ABSENCE/ATTENDANCE

Apologies: David Holmes, Simon Ogden, Helen Kellar

In attendance: Cllr Peter Price (Chair), Cllr Richard Shaw, Paul Sullivan, Colin McCulloch, Rosemary Hill, Peter Marsh, Simon Geller, Angela Walker, David Whitley, Cllr Ruth Mersereau, Russell Cutts, Nicola Marshall, Anna Butler, Jack Windle, John Biscuits, Faith Salih, Jo Maher, Kevin Smith, Mia Rafalowicz-campbell, Sam

2. NOTES

The notes of Cycle Forum meeting held 17th August 2023 were deemed as accurate.

Matters Arising

a) Walking Forum Status

Officer in post to coordinate. Allison Cooper. Intention is to arrange a meeting for December.

b) Ringinglow Road - In feasibility design to tighten the junction and slow turning traffic.

We have the suggestions for improvement back from the Road Safety investigation, this only looks at the junction, not the whole route treatment. Investigation suggests narrowing the junction, with a central island or if funding allows footway improvements and instead of an island a central refuge. Either one will slow the right turning traffic. This will be assessed for build funding for 2024/25 financial year.

c) Active Travel Fund 4 bid

We've undertaken a little research into the bids for Liverpool and Manchester. See separate document.



ATF4 bid
research.docx

d) Active Travel Neighbourhoods

Crookes/Walkley/Nether Edge Active Travel neighbourhoods

Progressing with permanent interventions approved at September Transport Committee for Crookes/Walkley

e) Stocksbridge Towns Fund

Public consultation on proposed measures taking place. Update at the next forum (December). Letter from the forum has gone to Chair of the council transport committee re the curtailing of the Upper Don Trails Project.

f) Weedon Street

Double Yellow Lines and crossing. Shortening the length of the parking restriction is being assessed.

The road safety audit determined the type of crossing. Counts were undertaken post lockdown.

Once the section 278 works are agreed they will be brought to the forum as an update.

g) Portobello

Installing cycle signs or contraflow lane on the carriageway. Still to do.

ACTION PS to speak to the designer.

h) Cobweb Bridge

Parts ordered but some supply chain issues. Have been assured by Amey it's a priority to repair once parts received.

3. SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY (SYMCA)

The new SYMCA Active Travel Director Nicola Marshall introduced herself and made clear that her role was to support all South Yorkshire authorities and develop plans for the region.

Formerly director at Cycling UK, previously involved in behaviour change, supporting teenage girls to be physically active. Experienced at tackling different communities and providing support for that. Also supported communities through work at Save the Children -especially in disadvantaged communities. Has been involved in fundraising projects.

To be supported by Anna Butler as Active Travel Manager who has experience of infrastructure projects for both Transport for Greater Manchester and Transport for London.

Priorities

- Creating a strategy and vision for active travel for South Yorkshire,
- Creating a network map for the county
- Understanding what are the behaviour change projects we want to see
- Supporting people from different backgrounds
- Exploring innovation
- Working better together Working closely with officers in transport and health, Cycling 4 all, Sustrans, Cycling UK and Living Streets
- Improving relationships with Active Travel England and Dept for Transport
- Looking into how much of the HS2 reallocation we can have for sustainable transport.

The strategy will be key to securing more funding. Securing more funding being a key priority.

Initially will be Refreshing the Active Travel Implementation Plan but sticking with the 350% increase in cycling target and 21% increase in walking, targeting those 40% of journeys undertaken by car that are less than 1km.

Infrastructure is behaviour change hardware, and we need to support the infrastructure with all the other things taking place - behaviour change software building on the investment and projects being delivered but would like to coordinate better.

We currently have £160million to invest in active travel through Transforming Cities and City Region Sustainable Transport Funds, and that investment must include safer roads/road safety, particularly for women and girls.

Discussions underway as to what to do with the Safer Roads Partnership.

Aiming to pull together a short-term action plan by the end of November that will run until April 2025, following on from that we will be looking at 10 - 20-year plan for the region, tied in with the refresh of the Local Transport Plan.

We need public support, as that will give confidence to politicians to make those key decisions.

How you really get that for public support, how you can think about the messaging that people want to hear, what resonates with people, how you create a strong vision and narrative, how you tell stories about the impact that your work is having. that's something to really work with all the authorities because we know we need that to get some of the more ambitious hardware that we want through.

We must appreciate we are lightly resourced compared to other regions with combined authorities, so we hope to address that. This all needs backing with great research an insight using expertise at SHU, hopefully become a test bed and innovator in behaviour change.

Disappointed with our last funding allocation not helped by the 2 star rating for the region, need to be aiming for 3 star to join Manchester, West Midlands and West Yorkshire. We will be checked again early next year, and our rating reviewed.

There was a question about the current round of infrastructure and the delays, should the focus be on getting them built?

There is no let up on delivery, yes there have been some delays, but bidding for new work can run in parallel to building existing schemes.

The Chair suggested there were some sensitive areas and politicians don't like upsetting the community.

The schemes Sheffield is delivering are small in number but larger and complicated, including land purchase, significant amount of statutory undertakers equipment. Some of the delays are strategic, and some are scheme specific, but they are being progressed. We have also had resource issues, a significant number of projects progressing across the country pulling on the demand of specialist resources.

We should see the Magna Tinsley scheme should be on site early 2024.

Question raised about the use of citizens assemblies, are they an option given the heated discussion over the active travel neighbourhoods where there is a clear division between those that live within the area and those that use it to travel through?

It was acknowledged in the Active Travel Neighbourhood reports to committee about lessons learnt, and communication is one of those. The approach of using a live consultation while something is in situ hasn't worked as well as it could. A bit of a leap from traditional methods. Should be noted that we did need to deliver something at pace which didn't allow us to use the traditional route. But even traditional approach doesn't always mean a majority approval, we typically don't get anywhere near 50% let alone 80 or 90% approval.

Question about the style of language used, reports need to be user friendly, please use rat runs as opposed to modal filters. Please use common English language, at very least a user friendly summary.

We will take that on board and apply some learning from previous roles about communicating to the public. It is difficult to balance, we're clearly aware that there are some people that are interested in an awful lot of detail and want things to be made public on the basis that as a Council there's some mistrust. So, we try to be transparent, open, and honest.

Is there an option for a two report approach one for councillors, one for the general public?

We will look at the brand guidebook they use in Greater Manchester, that sets out the language to be used for all authorities, officers, and councillors. Community engagement is at the heart, and we'd like to co-produce on schemes.

People tend to complain at the start then once schemes are in it settles down it quiets down. A concern that as schemes become larger, more controversial the volume of consultation will slow delivery down further. Do we have thresholds on level of engagement required, levels of approval?

Anna Butler introduced herself as the Active Travel Manager at SYMCA, in post a couple of months. Keen to bring learnings from her previous roles.

In terms of opposition and vocal critics of proposals, similar things occurred in Manchester at the start, challenging consultations, so we do need those strong foundations, strong leadership.

Do officers talk to councillors during scheme development and prior to committee?

Yes, this is done through a variety of ways - Local area committees which also includes the public, committee briefings for transport committee members and local ward councillors. This is undertaken regularly through the process.

4. BIKE HUBS

Russell Cutts introduced himself. Russell runs Russells Bike Shed at the station and will be operating the city centre hub. Also running and supporting East Midlands Rail with their hub at the rail station, and with Northern Rail at Meadowhall. The recently opened Meadowhall hub is the first hub that will be linked in with the city centre hub, and as we develop, we hope to bring more hubs into that scheme.

These hubs and future storage options will be able to accommodate all bikes, they will be secure, covered by CCTV, locked doors and restricted access, and include bike pumps and workstands.

Russell hopes to expand the network with Northern Rail with a series of smaller hubs.

The station hub provides 525 spaces at, while demand has dropped off post lockdown it is still busy.

The hub in the city centre will provide 150 bike parking spaces with a workshop facility.

Are there plans to integrate the station hub into your network?

As it stands it is not possible East Midlands Railway the station operator has their own system for their own network, they use their own servers and there would be GDPR issues.

The access to the city centre hub will be via app, could this be an issue if you lose your phone, or your battery runs out? Is there a backup system?

The app allows us as the operator to open the doors remotely, and we can do that upon proof of identity. It's also not possible, using the app-based system, to share access which can cause security issues, allowing friends to use fobs or swipe card. This could easily lead to bikes being stolen.

We appreciate there might be a small percentage of people who do not own a smart phone, and so there is a backup of card access, but that comes at a slightly increased deposit, one reason is to reduce abuse.

Why are showers not included?

Showers are a maintenance nightmare. To start with people are dirty, and that's why they are showering, stuff gets left in showers, users will not clean them. Would you be happy to use it in tan unclean state?

The operator would have to invest in regular cleaning, then there is the provision of hot water, and that hot water being instant, so further cost, and maintenance liability.

Then there is damage to contend with.

Then the user must factor in time, no guarantee that the showers will be free on arrival so how much time do you build in, 5- 10 minutes maybe too long to wait.

5. BETTER POINTS

Better Points has been commissioned by Sheffield City Council. There has been a delay while we deal with data protection issues. The scheme was launched in September under the banner [BetterPoints Sheffield - inspiring healthier journeys](#), which fits in with the mayoral remit and priorities.

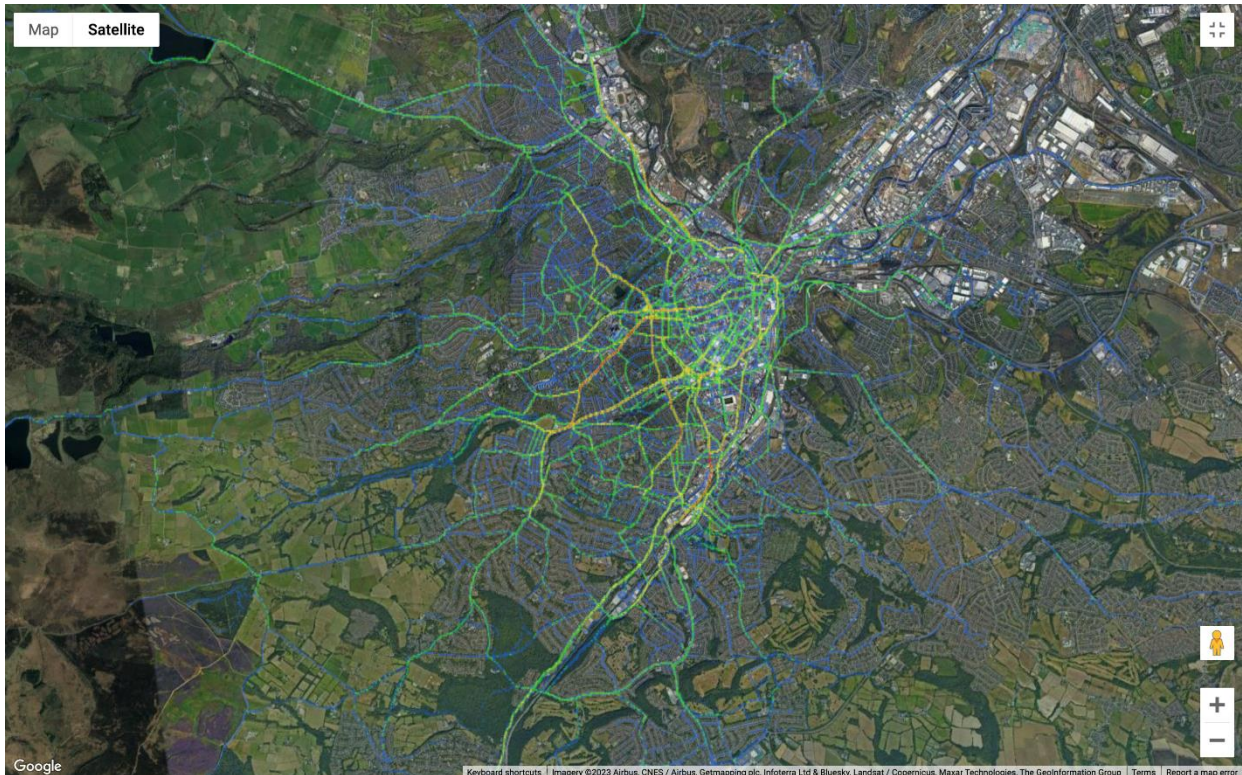
Jack explained he was originally from Sheffield and at the age of 12 campaigned to get cycle storage installed at his secondary school.

Better Points is a free app that can be downloaded to your phone.

You can register in if you've got Sheffield Post code, you'll automatically join the campaign.

You can record your journeys with it, and those journeys are rewarded with better points, which are a financially backed digital currency and you can use those to buy things or to donate to charity. There are a number of local charities signed up already - Children's Hospital charity, Sheffield cycling for all, to name but two.

4,500 people registered, target is 5000, 2000 registered as cycling, but its open to all sustainable modes. The southwest of the city dominates - see heat map below.



The brief for this programme is to reward people for good behaviours as well as to change behaviour, similar to how the University of Sheffield have been running their scheme.

The app can be used to undertake targeted messaging so for example, we message people the day before either a Tuesday or a Wednesday which is the times the greatest car parking demand and we say leave your car on tomorrow and you'll get a coffee and they get a voucher delivered to their timeline. If they don't drive to work the following day.

Better Points have partnered up with Sheffield BID to make the Sheffield gift card available, this will support city centre business as well as the council objectives, to get people travelling sustainably into the city centre.

The aim is to get plenty of cafes on board including cafes in Parks, and bike shops.

SYMCA keen to work with other providers to target areas not that active, as well as rewarding those active or increasing their activity.

Better Points will support the Connecting Sheffield schemes, using geolocation techniques and working with organisations in those communities.

Comment that the app is good way to talk to people about physical activity, so don't forget your circle of influence.

Any plans to integrate with other tracking apps such as Strava, just to simplify for people?

It's on the Better Points radar but not a priority as existing tracking app typically cover people that are already active, plus Better Points can track you all the time, and we can see all the trip data, sustainable, car etc which provides useful insight for the transport planning team.

Is there scope to include competition and shared participation, schools, workplaces?

That is not within the scope of this project and requires extra technical input. Jury is out on the effectiveness that type of challenge, but people can set up their own leaderboards.

Competition maybe something for the future.

6. AOB

ATF4 update – We have been asked by SYMCA/Active Travel England to bid for funding for the Burngreave walking scheme, so a refreshed bid will be submitted in November.

GDPR - a reminder that we keep your email addresses on file, but you are more than willing to leave the cycle forum at any time, just email in, we should remind you of this once a year.

Action Paul to email

Five Weirs walk flood damaged section

Closed section of the Five Weirs Walk, which has been shut since 2019. We have some funding from another project and Helen (Sustrans) has managed to get approval from her programme board to use it to undertake feasibility and a concept design and get a reasonably accurate price for repair. That work should be complete by the end of March, more detail at the next forum.

Date of next meeting: Online 5pm 21st December
