

Cycle Strategy Group

Draft Meeting Notes

11th March 2016

| Item | Discussion/Key Points | Action |
|------|--|-----------|
| 1. | <p>– DC welcomed the group and apologies were noted from Diana Radford, Helen Webster, Paul Osborn, Dawn Lockley and Cllr Tony Downing.</p> <p><u>Members present</u></p> <p>Dave Caulfield (DC) – Chair Officer Cycle Champion for Sheffield City Council david.caulfield@sheffield.gov.uk</p> <p>Paul Sullivan (PS) – Sheffield City Council paul.sullivan@sheffield.gov.uk</p> <p>Dick Proctor (DP) - Sheffield City Council richard.proctor@sheffield.gov.uk</p> <p>Paul Steel – Activity Sheffield – (PS) Sheffield City Council Paul.steel@sheffield.gov.uk</p> <p>Nas Koriba Nassim.Koriba@sheffield.gov.uk</p> <p>Barry Dobson (BD)- CycleSheffield barrydobson@gmail.com</p> <p>Steve Wilson (SW) - MP wilsonst@parliament.uk</p> <p>Heather Kealey (HK) – (Notes) heather.kealey@sheffield.gov.uk</p> | |
| 2. | <p><u>Steve Wilson - Introduction</u></p> <ul style="list-style-type: none"> Steve introduced himself to the group. Steve discussed how he took up cycling many years ago as part of leading a healthy lifestyle. Steve discussed Sheffield and what opportunities are presented to a cyclist. Steve believes in the ambition to make Sheffield Cycle City of the UK. | SW |
| 3. | <p><u>Progress Review</u></p> <ul style="list-style-type: none"> Barry presented a document that outlined progress to date and our ambitions going forward including what we need to improve. <p>Key points and slide information from this presentation were noted:-</p> <p>How and why is it important is it what we are doing?</p> <ul style="list-style-type: none"> Child obesity Children would like to walk or cycle but not allowed to do so. 28.2 children per 100,000 are killed or seriously injured in Sheffield road traffic accidents (36% above the national average of 20.7) Poor Air Quality Access to private vehicles Improve poor public transport links Cycle commuting is the ONLY regular outdoor activity where Sheffield rated lower | |

than the national average

- In the rush-hour cycling from Parkhead to the City Centre is 5 times faster than driving, and at least twice as fast as the bus.

SCC Cycle inquiry reason to increase cycling on our streets:-

- Cycling can help reduce absenteeism with research showing absenteeism in cyclists is significantly lower than in non-cyclists.
- Over 70% of Sheffield's population are not doing enough activity to maintain health. Inactivity is related to coronary heart disease, Stroke, Type 2 Diabetes, Hip Fracture, Breast and Bowel Cancer and depression. Cycling fits into daily routines better than other forms of exercise as it doubles as a form of transport.
- Air pollution in Sheffield is estimated to account for approximately 500 deaths per year in Sheffield and these deaths are almost all preventable. More cycle commuting would help reduce air pollution and congestion.
- Cycling currently accounts for less than 2% of trips
- Change is brought about by coordination of promotion, training and infrastructure. The spend on infrastructure needs to be, by far, the majority of the spend.
- To realise the full potential of cycling to contribute to the health and wealth of Sheffield, and the quality of life in our local communities, and to play its part in a fully integrated transport network that will encourage reduced car usage, alleviate congestion and ease pollution across the whole of the city. We believe this is both possible and necessary.
- We need to get the whole of Sheffield cycling: not just healthy people or sporty young males, but people of all ages and backgrounds, in urban and rural areas.
- We need to change the culture of how we use our roads, so that people are no longer afraid to cycle or allow their children to do so. Our streets, roads and local communities, need to become places for people, where cycling and walking are safe and normal.

Radical Changes:-

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Government Targets:-

- 10% of journeys by cycle by 2025
- 25% of journeys by cycle by 2050
- Streets are places where children cycle
- Cycling is for people of all ages and backgrounds, not just young, fit, males
- Improve the environment by reducing congestion, pollution, and improve the sense of 'place'

Cabinet Report 2014:-

- Endorsed the response to the Economic and Environmental Wellbeing Scrutiny Committee's Cycling Inquiry Report from the Cabinet Member for Business Skills and Development.
- Agreed that the vision for Cycling should be incorporated into the Council's overall Vision for Excellent Transport in Sheffield and the recommendations implemented as

proposed.

- Requested that an updated Sheffield Cycle Action Plan, plan of the strategic cycle network and delivery plan be brought back to Cabinet in June 2015 along with a progress report on delivery of the Cycle Inquiry Report recommendations. Subject to identification of resources to produce it.

Role of this group is:-

- Programme management.
- Co-ordination information.
- Infrastructure development.
- Policy development.
- Activities and Events.
- Training development and best practice.
- Funding and Resources.

3 of the Principle ways of working:-

- Honest and Early review of progress against 19 recommendations.
- Constructive challenge.
- Focus on outcomes and benefits.

The Steering Group are however:-

- Missing the presence of the Cabinet Member for Business, Skills and Development.
- Not, in general, empowered to effect change in the council.
- Part-time – their main focus is elsewhere.
- Missing the services of a programme manager.

The majority of the recommendations have not delivered the benefits or outcomes envisaged:-

- Progress has slipped against the recommendations:
- Training has been carried out, but parents do not consider streets safe to cycle.
- Network design is only partially developed.
- No clear route to gaining agreement/deployment of Infrastructure
- Little or no Fit for Purpose Cycle Infrastructure deployed.
- Significant opportunities (G2G, Penistone Road scheme, Streets Ahead) for synergy missed.
- Money is being spent on non-strategic schemes because there is no strategy.
- Focus has moved from commuting cycling to leisure.

There appear to be several contributory factors:

- No-one is taking overall responsibility for delivering the programme day-to-day.
- Lack of council officer resource to develop the strategy.
- Lack of 'revenue' (but plenty of capital which we are not spending)
- Inability to get partners to collaborate (SYPT, SYP, SCR)
- Lack of leadership, and will to drive through change.
- Risk aversion before elections?

Opportunities:

- The Strategic Cycle Network and the need for cycling are embedded in SCC's Vision for Excellent Transport, and are referenced in the Transport Capital Programme for 2016/17 (although I cannot see capital reserved to deliver the strategy)
- SCC planners are passionate and they are working openly and collaboratively with CycleSheffield.
- The Principles and Standards proposed by SCC planners are best-in-class.

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| | <ul style="list-style-type: none"> • The response of SCC to new ideas and challenge is positive. • Funding is/may be available from DfT and from Devolving budgets. <p>The Cycle Strategy Group needs to start making some changes if we are going to succeed:-</p> <ul style="list-style-type: none"> • Identify the key (the difficult) deliverables and focus upon them – of the 19 recommendations, some are now business-as-usual, others are irrelevant or non-critical. • Deliver excellent infrastructure, and get people cycling – the Exemplar Projects. • Develop a clear plan, initially at a high level, with milestones. • Decide who are the key Leaders and Stakeholders we need to manage – who we need support or assistance from, and how we will bring them on board (cabinet sponsor, AMEY?) • Obtain resources – we need a programme manager and dedicated people working largely or wholly on the cycle strategy, cycle audits etc. • We will need capital for the Exemplar Projects, and much more for the Strategic Network. <div style="text-align: center;">  <p>Cycle Strategy Board - Progress again</p> </div> <p>Discussion points from the presentation:-</p> <ul style="list-style-type: none"> • The group agreed the presentation was comprehensive and it's been a good use of time summarising where we are and what needs to be delivered. • Actions need to be accompanied with times scales and ownership. • The main challenges faced by SCC are the lack of resources until a solution can be identified ambitions will remain at risk. | |
| 4. | <p>Key Actions:-</p> <ul style="list-style-type: none"> • PS identify key actions that we need to focus upon to deliver the infrastructure, and send to BD. • Exemplar Projects used to pilot new standards on a route from Olympic Legacy Park ultimately into the town centre, which will include Lower Don Valley and Upper Don Valley. • PS will write specifications for exemplar projects • DC and SW to determine the stakeholder engagement necessary to deliver our ambitions. • DP and BD to develop a high level plan to progress with recommendations and ambitions. • DC and Tom Finnegan-Smith to determine resource required to deliver 6 key initiatives, one of which is the Cycling Strategy. • Cycle forum - DC and SW review Terms of Reference with Ian Carey • Date of Next meeting – HK to try and fit a meeting for a month's time rather than two. | <p>PS</p> <p>PS/BD PS</p> <p>DC/SW</p> <p>DC/BD</p> <p>DC DC/SW</p> <p>HK</p> |