



**Active Travel**  
**Sheffield Cycling Action Plan**  
**2006-2011**

July 2006

Sheffield City Council  
Transport and Highways

# Sheffield Cycling Action Plan

## 2006-2011

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## **A Vision for Cycling in Sheffield in 2011**

By 2011 Sheffield City Council and its partners will have created the conditions in which many more people choose to use a bike to get around. We will have completed a planned network of radial cycle routes focused on the City Centre that is coherent, legible, direct, attractive, safe and comfortable. The City will have adequate cycle parking provision at all major destinations. The City Centre and the City's other strategic regeneration areas will have a well-signed network of routes providing access to all major attractions and destinations. Good quality, secure cycle parking will be provided at all passenger transport interchanges. At least 33% of Y6 schoolchildren will receive cycle awareness training to the new National standard and cycle training will be offered to families, teenagers and adults. Cycling will be promoted by a co-ordinated marketing strategy.

### **Headline Outcome Targets by 2011:**

50% increase in cycle use in the City based on 2001 baseline

No increase in cycle accidents based on 2001 baseline

200% increase in cycling to school based on 2001 baseline

33% of Y6 schoolchildren will receive cycle awareness training

To improve safety, free cycle training will be offered to any resident requiring it

### **Headline Output Targets:**

All transport schemes above £50,000 will be subject to cycle audit to ensure that, as far as possible, conditions for cycling are considered and improved.

Radial corridors into the City Centre will have a completed utility cycle route that is coherent, legible, direct, attractive, safe and comfortable.

The City Centre and the Upper and Lower Don Valley areas will have a well-signed network of routes providing access to all major attractions and destinations.

Good quality, secure cycle parking will be provided at all passenger transport interchanges.

The City's Parks and green spaces will become places that welcome young people learning to cycle and encourage families to cycle together.

At least five model, cycle-friendly, safe-routes-to-school projects will be completed or under way by 2011.

Remedial measures will have been implemented to improve the safety of cyclists on the Supertram network and there will be better integration between cycling and public transport.

## Why Cycling?

Cycling is good for our health, good for getting us around and good for our society. For all of these reasons we will all be better off if more people choose to cycle more often. Around 60% of men and 70% of women are currently not physically active enough to benefit their health. Cycling offers the opportunity to build moderate, pleasant exercise into people's daily routines. This kind of exercise can help us to counteract problems of overweight and obesity as well as coronary heart disease, stroke, diabetes and cancer in addition to improving mental well-being. On average, people who cycle regularly enjoy a level of fitness of someone ten years younger and halve their risk of heart disease. This cycling action plan forms part of the City's Physical Activity Strategy – Sheffield City on the Move.



Cycling is also a vital means of travel. It is affordable, non-polluting and makes efficient use of road space. It is also quick compared to other modes of travel - cyclists have always recorded the quickest journey times in repeated 'commuter challenges' in Sheffield. In itself it is a viable mode of transport as 42% of all our trips are within two miles – less than the average length of a cycling trip. But in addition, cycling can provide the vital links to our public transport systems and a 'no-emissions' alternative to motor vehicles.

## What is the current state of cycling in Sheffield and what needs to be done to achieve our targets?

Levels of cycling in Sheffield are below the national average. In 2001, nationally 2.8% of people cycled to work, in Sheffield this was just 1.1% and only 0.18% of secondary school children cycle to school.

However, in contrast to the national trend, cycle use in Sheffield is growing. The number of people cycling to the City Centre has roughly doubled over the past twenty years and there has been a 40% increase in the number of people regularly cycling to work between the 1991 and 2001 census. Nearly 2,500 people cycle to work daily in Sheffield and that number is augmented by a great many university and college students.

Hills are often cited as the main reason for low levels of cycling in Sheffield, but hilly cities in other European countries have far higher levels of cycling. Nationally and locally, a number of surveys have identified the main deterrent to more people cycling more often as traffic danger:

- Traffic danger / fear for safety (52%)
- Fear of cycle theft (14%)
- Poor image (11%)

In addition to these barriers to increased cycling, at the local level In Sheffield, the most frequent complaint of existing and would-be cyclists is the discontinuous nature of the

City's cycle facilities – the bits of cycle route that don't join up. This is the legacy of an opportunistic approach to securing cycle facilities via the development control process and a limited allocation of funding from the Local Transport Plan, which has precluded the development of a continuous, coherent cycle route network. An important aspect of cyclist's safety in Sheffield is the Supertram network – there were at least 33 injury accidents a year involving cyclists on the tram network in the early years of operation, including one fatality.

The future growth of cycling depends upon encouraging a new generation of bicycle users. This means developing a safe cycling culture amongst young people, especially through adequate training and opportunities to cycle to school.

The English Regional Cycling Development Team (ERCDT) was established by the Government to ensure that all local authorities are implementing best practice in cycle planning and provision. The ERCDT has undertaken two annual reviews of cycle planning and provision in Sheffield (2003 and 2004). The recommendations from these independent assessments have informed the proposals set out below. Also, Sheffield has taken part in a regional 'cycling benchmarking' project, along with other authorities in Yorkshire and Humberside. Benchmarking is a means of sharing good and bad practice and provides a peer assessment of the authority's performance in terms of cycle planning and provision. Many of the issues raised during the Sheffield Benchmarking visit are addressed in this action plan.

This action plan will form part of the South Yorkshire Local Transport Plan, 2006 – 2011 and sets out how it is proposed to address these issues over the coming five years. However, the proposals in the action plan are just the start. The aim is to strengthen the foundations over the next five years and to build on these proposals in future cycle action plans.



The proposals in this action plan are intended to provide firm foundations for enabling and encouraging cycling in Sheffield. In themselves they should lead to the desired increase in cycle use and are arranged under the following headings:

- ❖ **Developing the cycle route network**
- ❖ **Cycle Parking**
- ❖ **Integration with Public Transport**
- ❖ **Child Cycling and cycling safety**
- ❖ **Promotion and Publicity**

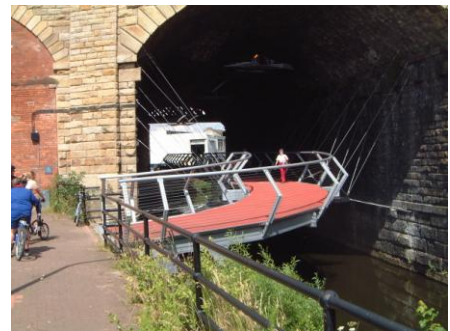
## Developing the cycle route network

Clearly in order to achieve our targets, we need to reduce the danger that traffic poses to cyclists and a significant part of this is to accelerate the progress on developing a network of cycle routes. Whilst the City Council has a planned network of cycle routes (contained in the Unitary Development Plan) and has provided over 50km of cycle route in the past seven years, more needs to be done to join-up existing cycle facilities to develop a coherent network. The emphasis is on making cycling a realistic travel choice for day-to-day journeys such as going to work, college, shops etc. Therefore the routes to be developed in the next five years focus on the City Centre and on the other main regeneration areas i.e. the Upper and Lower Don and Blackburn Valleys and the Riverside area.

The English Regions Cycling Development Team report of 2004 recommended that the City Council should address safety issues for cyclists on the Supertram network.

**Action Point 1: Complete a planned network of radial cycle routes focused on the City Centre that is coherent, legible, direct, attractive, safe and comfortable and implement remedial safety measures for cyclists on the Middlewood Road / Langsett Road Supertram Corridor.** See plan and schedule at Appendix A.

Routes will include the Upper Don Valley, Northern General Hospital to City Centre via Riverside, Completion of the Five Weirs walk to adoptable standards (where land ownership permits), Walkley to City Centre avoiding Brook Hill roundabout and Hillsborough to City Centre cycle and Supertram safety measures on Middlewood / Langsett Road.



The City Centre is developing rapidly and is already a key destination for cycle trips, especially to the two Universities and the railway station. However, whilst the network of routes in the City Centre is improving, it is currently disjointed. As new development and transport schemes take place, convenient cycle access will be provided and, where appropriate, new routes created along desire lines. A good example of this is the riverside cycle route including a bridge over the River Don created as part of the Exchange Riverside Development.



encounter only modest gradients.

In particular there is a need to complete the 'cycle ring route'. This proposal emerged from the JMP Consultants report into cycle planning in Sheffield (Nov. 2001). This report urged the City Council to develop 'flat' cycling routes between major trip generators e.g. from the Lower Don Valley to the railway station to Sheffield Hallam University's Collegiate campus and the University of Sheffield. This route largely follows the contours and therefore users

**Action point 2: Complete a planned network of City Centre cycle routes which are direct, attractive, safe and comfortable with a new coherent, legible and comprehensive signing system. See plan and schedule at Appendix B.**

The 2003 ERCDT report recommended that the City Council should take note of advice offered by the Department for Transport regarding cycling in pedestrian areas, notably that: “there are no real factors to justify excluding cyclists from pedestrianised areas, which suggests that cycling could be more widely permitted than it currently is without detriment to pedestrians. Accidents between pedestrians and cyclists in pedestrianised areas are very rare”. The recommendation was that cycling should be permitted in more of the City’s pedestrian areas.

**Action Point 3: Building on the success of the Barkers Pool Cycle Route, consideration will be given to permitting cycle access to Fargate during the vehicle servicing periods – i.e. before 10.00am and after 6.00pm.**



The Upper Don Valley is an area earmarked for major change in the coming decade. There has been rapid growth in developer interest in the Upper Don, with new office, residential and mixed-use development stretching out from Lady’s Bridge to Kelham Island and beyond. Further up the valley there are significant areas of derelict or underdeveloped land, which are being promoted and new jobs, training and educational opportunities are being created – notably the new Sheffield College site. Similarly, redevelopment of derelict land and buildings in the Lower Don Valley is continuing to bring employment and training to the East end of Sheffield. These development opportunities extend up the M1 corridor in the Blackburn Valley. It is vital to the success of these major regeneration areas that alternatives to the car, including cycling, become safe and realistic travel options for people accessing these opportunities.

**Action point 4: Develop a planned network of direct, legible, attractive, safe and comfortable cycle routes in the Upper Don, Lower Don and Blackburn Valley areas. See plan and schedule at Appendix C.**

The main delivery mechanism for the development of the cycle route network will be the Local Transport Plan. A financial summary, setting out the capital implications for South Yorkshire’s second Local Transport Plan (LTP2) is provided at Appendix D. These will not be the only cycle routes developed in Sheffield over the coming five years. In addition to the above, cycle routes will be provided in conjunction with new development to enable cycle access, within neighbourhood renewal, including Burngreave New Deal for Communities and the Housing Market Renewal areas. An example of this is the proposed ‘Green Web’ project initiated by Southey Owlerton Area Regeneration (SOAR), which incorporates walking and cycling routes. Where there are firm proposals, these are indicated on the map in Appendix ‘A’.

## Cycle Parking

The City Council has installed over a hundred cycle parking stands in the City in recent years and many more than that have been provided for staff and visitors in conjunction with new development. Regular surveys have shown that the number of cycles being parked in the City Centre has increased in line with provision. Guidance to ensure that the cycle parking meets the user's needs has been provided to help developers (see Appendix E). However, cycles left on the street are open to the elements and even bikes locked to cycle stands are vulnerable to the professional thief. For this reason cycle lockers have been provided in the Rockingham Way Multi-storey car park.



Lockers have the added advantage that the user doesn't have to remove all the lights, saddle and so on, and can be sure their bike will still be there in the morning, if left overnight. More cycle lockers are needed in the City Centre, as many small employers don't have space to provide cycle storage for staff and we want to enable people to park their bikes safely while they enjoy an evening in one of Sheffield's many restaurants, cafes and bars.

**Action point 5: The City Council will continue to provide cycle parking stands in public areas as demand arises. As part of the requirement to improve cycle facilities, all new public car parks will provide cycle lockers at a ratio of at least 2% of the total number of car parking spaces. Cycle parking will continue to be provided in new development in accordance with Information Sheet 4 and 4b (see appendix E).**

## Integration with Public Transport



Integrating cycling and public transport has major advantages. It can extend the catchment area of public transport, enabling people who are beyond a reasonable walking distance to access services; alternatively it can join two attractive cycling legs together to provide one longer overall journey.

To enable people to use the bike to access public transport, cycle parking has to be provided that is secure and that people will feel confident in using

over long periods. Cycle parking is currently provided at all interchanges and some railway stations. It also requires, as far as is practical, carriage of cycles on public transport. All local trains carry up to two bicycles free of charge on a first come first served basis and longer distance express trains will carry between two and four bicycles in return for advanced booking. The Bradfield Rural Links network has successfully carried bicycles on its buses for three years at a nominal fare. This network has demonstrated that where capacity exists, the carriage of bicycles inside the vehicle is not a significant problem and few adaptations are necessary. Carrying cycles on buses can overcome geographical



challenges to cycling such as steep hills or difficult road sections, and can also contribute to the overall economics of a bus service.

**Action Point 6: Good quality, secure cycle parking will be provided at all future passenger transport interchanges in accordance with the guidance in Appendix E. The City Council will encourage the Supertram operator to experiment with off-peak cycle carriage. The City Council will promote the use of folding bikes in conjunction with public transport as a means of improving integration and will encourage SYPT and the bus operators to increase the number of services prepared to carry cycles.**

## **Child Cycling and Cycling Safety**

Levels of cycling to school in Sheffield reflect concerns about traffic danger, lack of cycle routes and lack of cycle parking facilities within schools. Where we address these issues, they need to be tackled in a comprehensive way – for example there is little value in having good cycle routes to school if there are no parking facilities and vice versa. School Travel Plan Advisers and a Safe-Routes-to-School Officer are already making improvements in reducing car use for the school run and will be responsible for delivering increased levels of cycling to school, through the Schools Travel Plan initiative. In addition, the provision of cycle training for schoolchildren has expanded recently, funded from the Road safety budget within the Local Transport Plan. Increasing levels of cycling will initially focus on a handful of enthusiastic schools.

**Action Point 7: Five model cycle to school projects will be under way or completed by 2011, to include cycle awareness training, on-site cycle parking and safe-routes to school improvements. 33% of all Y6 schoolchildren will receive cycle awareness training to the new National Standard.**

Outside of school, children need somewhere safe to learn to ride a bike and develop their riding ability. The best way to get children cycling responsibly is if they are able to learn with their parents or guardians. In this respect, the City potentially has a tremendous resource available in its parks and green spaces. The aim is to build on the current provision of formal child cycle training in Norfolk Park and increase wider informal use of bikes by children and families in the City's parks and green spaces by positive promotional activities and programmes. Permitting cycling in parks was one of the key recommendations of the 2003 ERCDT assessment of cycle planning and provision in Sheffield and this use will be developed wherever feasible. These initiatives will be provided by joint working between Council departments and voluntary sector groups and through bids for external funding sources.

**Action Point 8: The City's Parks and Green spaces will become places that welcome young people learning to cycle and encourage families to cycle together.**

Many people perceive that the City's roads are too dangerous to cycle on and have had no on-road cycle training. Adults who have enjoyed the benefit of cycle training have gained the confidence to ride safely on the road. It is therefore important, if we are to increase levels of cycling and overcome the problems of adult pavement cycling, that training is made available to all who require it.

**Action Point 9: To improve safety, free basic cycle training will be offered to any resident requiring it.**

Even when a network of cycle routes has been created, most of the cyclist's journey will be on the road network. The City Council has adopted policies to ensure that cyclists' needs are taken into account where some alterations are made to the highway network. Since 1993 it has been City Council policy to maintain a right of way for cyclists through road closures or where other vehicle manoeuvres are to be restricted (e.g. in one-way streets), unless there is an overriding safety reason not to. Similarly, at all new or improved signal-controlled junctions, cycle lanes and advanced stop lines are provided, unless there is an overriding safety reason not to.

In addition to these policies, there is a need to ensure that other changes to the road network improve the safety and convenience of cycling, or at the very least have a neutral impact on cycling. To achieve this, highway schemes will be audited by staff in Transport Planning and Road Safety to assess the likely impact on bicycle users.

**Action Point 10: The starting point for the design of cycle routes and facilities will be the advice contained in Draft Local Transport Note 1/04, in particular the hierarchy of provision. All transport schemes over £50,000 in value will undergo a Cycle Audit to ensure that the needs of cycle users are considered. See appendix F.**

## **Promotion and Publicity**

To take advantage of the resources and routes available to cyclists, good quality public information is needed. Cycling is increasingly being promoted through workplace / company travel plans and school travel plans. The City Council has developed the Sheffield Cycle Pack – a good source of information for beginners, visitors and existing cyclists alike. The City Council is embarking on its own travel plan and already offers various facilities to enable many employees to cycle. The City Council has also developed a 'one-stop-shop' for cycle information on its website [www.sheffield.gov.uk/](http://www.sheffield.gov.uk/). The Sheffield Cycle Map has proved extremely popular and this will be regularly updated to ensure that people can find their way around by bike.



In addition to providing information, there is a need to market the benefits of cycling to the public and to provide the means for people to give cycling a try or cycle more often. With the considerable help of local groups and companies, Sheffield will continue to participate in National Bike Week, running a series of events for newcomers to cycling as well as more experienced cycle users. The aim is to offer such events not just in Bike Week, but year-round.

In addition, attracting more people to make use of the bike requires a concerted marketing strategy. This will be funded from the Local Transport Plan and will adopt an on-going, multi-media approach, promoting cycling as a lifestyle choice. This will emphasise the health benefits and advantages to the individual of cycling more often and will form part of and be co-ordinated with the Active Sheffield Marketing Strategy.

**Action Point 11: The City Council and its partners will instigate an on-going, co-ordinated marketing campaign, promoting the health benefits of cycling and bike use as a lifestyle choice, as part of the wider Active Sheffield Marketing Strategy.**

## **Conclusion**

The above policies and action points set out how Sheffield will enable and encourage more people to choose to cycle. By 2011 there will be a basic network of radial cycle routes into the City Centre and good connections within the Centre. Cycle training will be much more widely available and promoted. There will be an on-going marketing strategy that will promote the facilities that are being provided. This should continue the trend towards increased cycle use in Sheffield. The benefits of this will be improvements in the health of those encouraged to cycle more often. It will open up access to work, leisure, training and education for many people who either don't have access to a car or who simply choose to cycle. And it will lead to modest reductions in car use and improvements in the general environment.

The proposals in this action plan will not make Sheffield an ideal cycling city, but they will maintain the growth in cycling and provide a firm foundation on which to build in future Local Transport Plans.

## The Eleven Action Points

**Action Point 1:** Complete a planned network of radial cycle routes focused on the City Centre that is coherent, legible, direct, attractive, safe and comfortable and implement remedial safety measures for cyclists on the Middlewood Road / Langsett Road Supertram Corridor. See plan and schedule at Appendix A.

**Action point 2:** Complete a planned network of City Centre cycle routes which are direct, attractive, safe and comfortable with a new coherent, legible and comprehensive signing system. See plan and schedule at Appendix B.

**Action Point 3:** Building on the success of the Barkers Pool Cycle Route, consideration will be given to permitting cycle access to Fargate during the vehicle servicing periods – i.e. before 10.00am and after 6.00pm.

**Action point 4:** Develop a planned network of direct, legible, attractive, safe and comfortable cycle routes in the Upper Don, Lower Don and Blackburn Valley areas. See plan at Appendix A and schedule at Appendix C.

**Action point 5:** The City Council will continue to provide cycle parking stands in public areas as demand arises. As part of the requirement to improve cycle facilities, all new public car parks will provide cycle lockers at a ratio of at least 2% of the total number of car parking spaces. Cycle parking will continue to be provided in new development in accordance with Information Sheet 4 and 4b (see appendix E).

**Action Point 6:** Good quality, secure cycle parking will be provided at all future passenger transport interchanges in accordance with the guidance in Appendix E. The City Council will encourage the Supertram operator to experiment with off-peak cycle carriage. The City Council will promote the use of folding bikes in conjunction with public transport as a means of improving integration and will encourage SYPT and the bus operators to increase the number of services prepared to carry cycles.

**Action Point 7:** Five model cycle to school projects will be under way or completed by 2011, to include cycle awareness training, on-site cycle parking and safe-routes to school improvements. 33% of all Y6 schoolchildren will receive cycle awareness training to the new National Standard.

**Action Point 8:** The City's Parks and green spaces will become places that welcome young people learning to cycle and encourage families to cycle together.

**Action Point 9:** To improve safety, free basic cycle training will be offered to any resident requiring it.

**Action Point 10:** The starting point for the design of cycle routes and facilities will be the advice contained in Draft Local Transport Note 1/04, in particular the hierarchy of measures. All transport schemes over £50,000 in value will undergo a Cycle Audit to ensure that the needs of cycle users are considered. See appendix F.

**Action Point 11:** The City Council and its partners will instigate an on-going, co-ordinated marketing campaign, promoting the health benefits of cycling and bike use as a lifestyle choice, as part of the wider Active Sheffield Marketing Strategy.

## Appendix A

### The development of the radial route network 2006 - 2011

**Action Point 1:** Complete a planned network of radial cycle routes focused on the City Centre that is coherent, legible, direct, attractive, safe and comfortable and implement remedial safety measures for cyclists on the Middlewood Road / Langsett Road Supertram Corridor.

| Scheme  | Design  | Construction | Estimated LTP contribution prior to 2006/07 | Estimated cost £000 |
|---|---------|--------------|---|---------------------|
| <b>City Centre to Grimesthorpe and Southey Green via Burngreave and Northern general Hospital</b><br>(To be part-funded by Burngreave New Deal for Communities) | 2006/07 | 2007/09      |   | 100                 |
| <b>City Centre to Gleadless via Norfolk Park</b><br>Mainly signing and lining   | 2006/07 | 2007/09      |   | 120                 |
| <b>White Lane, Gleadless: cyclists and Supertram Safety Measures</b>  | 2008/09 | 2009/10      |   | 80                  |
| <b>Middlewood Road / Infirmary Road / Langsett Road: Cyclists and Supertram Safety Measures</b>   | 2007/08 | 2008/10      |   | 120                 |
| <b>Create cycle route link between Sheaf Gardens Terrace and Olive Grove Road via Priestley Street.</b> (To be part-funded by Section 106 contribution)         | 2005/06 | 2006/07      |   | 40                  |
| Safety improvements on the Peak Park Cycle Route (Brocco Bank / Endcliffe Vale)   | 2005/06 | 2005/07      | 21  | 00                  |
| Heeley to Broomhall / Universities route  | 2005/06 | 2006/07/08   | 4   | 75                  |
| Contingency for small cycle schemes in local areas £10K /annum  |         | 2006-2011    |   | 50                  |
| <b>Total LTP contribution</b>   |         |              |   | <b>£585K</b>        |

## The development of the City Centre cycle route network 2006 - 2011

**Action point 2:** Complete a planned network of City Centre cycle routes which are direct, attractive, safe and comfortable with a new coherent, legible and comprehensive signing system.

| Scheme   | Design  | Construction (financial year) | Estimated cost £000 |
|--|---------|-------------------------------|---------------------|
| <b>Connect Cycle Route Signage:</b>  |         |                               |                     |
| A comprehensive system of cycle route signage for the City Centre.   | 2005/06 | 2006/07                       | 61                  |
| <b>Cycle ring route:</b>   |         |                               |                     |
| Link between Exchange Street and Pond Street   | 2005/06 | 2006/07/08                    | 100                 |
| Upper Hanover way  | 2006/07 | 2007/08                       | 50                  |
| The Northern section of the Cycle Ring Route will be delivered in conjunction with the Northern Inner Relief Road and commercial developments in the Markets / St. Vincents / Central Riverside areas. |         |                               |                     |
| <b>Access to the City Centre:</b>  |         |                               |                     |
| University Tram stop and University route (Leavy Greave Rd to Bolsover Street and Glossop Road to Bolsover Street)   | 2009/10 | 2010/11                       | 175                 |
| Bramall Lane Roundabout (developer contribution)   | 2006/07 | 2007/08                       |                     |
| Hereford Street / Charlotte Rd crossing of the Inner Ring Road   | 2006/07 | 2007/08                       | 130                 |
| Granville Street to Park Square and the National Cycle Network   | 2009/10 | 2010/11                       | 120                 |
| <b>Access within the City Centre:</b>  |         |                               |                     |
| Eyre Street to Devonshire Quarter via Cumberland Street – to be delivered as part of the Moor redevelopment proposals  |         |                               |                     |
| Union Street / Norfolk Street to be delivered as part of the Heart of the City / Millennium Square proposals   |         |                               |                     |
| Cycle Access to the Rail Station, and Sheaf Valley will be improved as part of the Granville Final Scheme, including a link to Sheffield College, Granville Campus.                                    |         |                               |                     |
| NRQ to Broomhall via Wellington Street, to be delivered via Charter Square / NRQ proposals   |         |                               |                     |
| Cycle Parking improvements £10K /annum   |         | 2006/07 –                     | 50                  |
| Cycle Publicity and promotion £10K /annum  |         | 2010 / 11                     | 50                  |
| <b>Total</b>   |         |                               | <b>£736K</b>        |

## The development of cycle routes in the UDV, LDV and Blackburn Valley areas

**Action point 4:** Develop a planned network of direct, legible, attractive, safe and comfortable cycle routes in the Upper Don, Lower Don and Blackburn Valley areas.

| Scheme  | Design  | Construction (financial year) | Estimated LTP contribution prior to 2006/07 | Estimated cost £000 |
|---|---------|-------------------------------|---|---------------------|
| <b>Upper Don Valley</b>   |         |                               |   |                     |
| A61 commuter cycle route. Mainly off-carriageway route between Rutland Road and Livesey Street.   | 2005/06 | 2005/07                       | 115   | 135                 |
| North Don Trail. Partially off-carriageway and partially on-carriageway route between Neepsend Lane and Penistone Road North (to be subject of Objective 1 bid).                  | 2006/07 | 2007/10                       |   | 650                 |
| An extension of the route to Beeley Wood Road and Middlewood Road may be provided as part of regeneration proposals for the Claywheels Lane area, subject to Objective 1 funding. | 2006/07 | 2007/09                       |   |                     |
| A further extension of the route linking Beeley Wood Road to Oughtibridge and beyond to Wharnccliffe Woods, to be potentially provided by Sustrans.                               | 2005/06 | 2006/07                       |   |                     |
| Upper Don Walk: extension to the existing sections to be provided as new riverside development takes place & via UDV Trust.   |         | 2005 onwards                  |   |                     |
| Routes to be provided to the UDV as part of the Southey Owlerton Area Regeneration (SOAR) 'Green Web' project.  |         | 2005/06 onwards               |   |                     |
| Routes to be provided to the UDV as part of the Ski Village proposals.  |         |                               |   |                     |
| <b>Blackburn Valley</b>   |         |                               |   |                     |
| Extension of the Meadowhall to Ecclesfield route to Chapeltown through Smithey Wood and Hesley Wood. To be provided in conjunction with redevelopment of the area and Sustrans.   |         |                               |   |                     |
| Five Weirs Walk upgrade to adoptable standards.   | 2009/10 | 2010/11                       |   | 150                 |
| <b>Total</b>  |         |                               | <b>£115</b>                                 | <b>£935</b>         |

## Appendix D Financial Summary

The cycle route network will be developed from a variety of funding sources. These include developer contributions, regeneration funding, Sustrans and the Local transport Plan.

In recent years, the LTP allocation for cycling schemes has been between £75,000 and £200,000 per annum, not counting route development within the City Centre, which has been carried out via the City Centre LTP supplementary funding. It is important to recognise that the implication of the proposals in the Action Plan is a significant increase in allocation to cycling schemes from the Local transport Plan. The estimated LTP contributions outlined in this report have been agreed as feasible and reasonable by the Head of Transport & Highways and the Cabinet Member for Transport (councillor Terry Fox).

The estimated total cost of the Cycle Action Plan proposals is:

|                                      |              |                                   |
|--------------------------------------|--------------|-----------------------------------|
|                                      | £000s        |                                   |
| radial route network 2006 - 011      | 585          |                                   |
| City Centre route network 2006 - 11  | 736          |                                   |
| UDV, LDV and Blackburn Valley routes | <u>935</u>   |                                   |
|                                      | <b>2,256</b> | / 5 years = Circa <b>£451K pa</b> |

It is proposed that this will be provided from a combination of the Local Transport Plan (LTP) Cycle facilities budget, the LTP City Centre transport schemes budget and various sources of regeneration funding, including developer contributions.

| Year         | Estimated total cost <b>£000s</b> | Estimated LTP contribution <b>£000s</b> | Estimated regeneration / developer contribution <b>£000s</b> |
|--------------|-----------------------------------|---|--|
| 2006/07      | 456                               | 200                                     | 256  |
| 2007/08      | 460                               | 225                                     | 235  |
| 2008/09      | 460                               | 250                                     | 210  |
| 2009/10      | 430                               | 275                                     | 155  |
| 2010/11      | 450                               | 300                                     | 150  |
| <b>Total</b> | <b>2256</b>                       | <b>1250.00</b>                          | <b>1006.00</b>   |

The priority given to each scheme is identified by the financial year in which it is proposed to be designed / built. The aim is to deliver the schemes within the financial years identified in appendices A, B & C. However if that is not achieved due to insufficient external funding, those schemes identified for implementation in the latter years of the Action Plan will slip into later financial years. If it becomes necessary to choose which schemes slip from within a particular financial year, this will be determined by the need to ensure coherent use of developer-funded infrastructure. That is, if one route is part LTP-funded and part secured private sector contribution, and another is wholly LTP-funded, then the latter would slip, so that most effective use of external funding is made.



## HIGHWAYS DEVELOPMENT Information Sheet



*This is one of a series of information sheets to help developers through the highway and transportation side of the planning application process*

### Information Sheet 4b

#### Bicycle Parking: Additional design guidance for developers

##### *Why provide good cycle parking?*

Good cycle parking is essential in new developments. Poor quality cycle parking is a waste and it won't get used. Cyclists will prop bicycles against railings or other street furniture, rather than risk bending the front wheel in a "butterfly" wheel grabber or parking in a designated place at the back of the building out of sight.

Car drivers know, lack of parking can be very frustrating, but for cyclists the problem is even greater. Poorly designed or sited cycle parking can damage a bike or increase its chances of being stolen. In residential flats, poor cycle parking may deter residents from owning or using a bike.

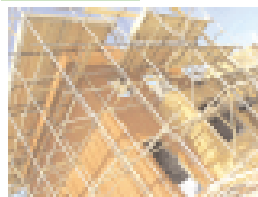
Cycle parking is of two main types, short-stay and long-stay.

##### *Short-Stay Cycle Parking*

Short-stay cycle parking caters for visitors to premises who will be staying for up to two or three hours.

It should be somewhere near to the entrance, ideally within 30 metres of the main building entrance, easy to get to and with good natural surveillance. That is, somewhere near lots of passers-by and preferably in view of people within the building, or of security staff. In larger developments it might be preferable to have clusters of stands in more than one location, rather than all in one central point.

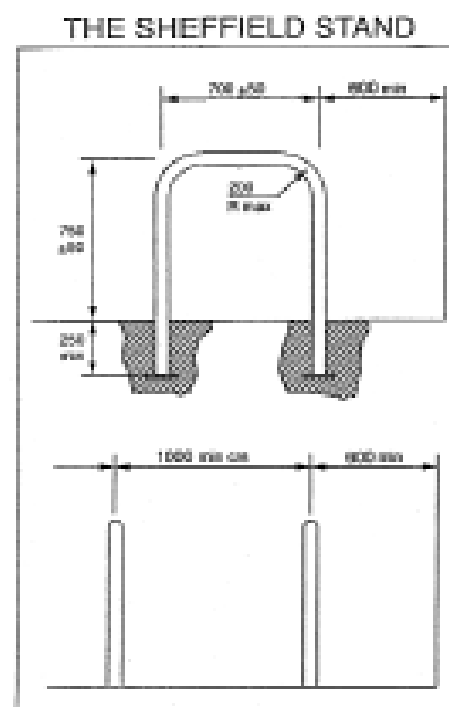
Some insurance policies require the bicycle frame to be locked to an immovable object, so it is important that the cycle parking supports the whole bike and enables the frame and wheels to be locked to it. The common standard for this purpose is now the "Sheffield Stand", as it is simple, effective, cheap and easily available. There are many suppliers of this type of cycle parking. Avoid the butterfly "wheel-grabber" type of stand.



The cycle parking should be easy for new users to find (visitors may not be familiar with your site), so good sign-posting is needed from all the access points to the site and the location of cycle parking should be indicated on any location maps. The stands should be of robust construction and should have flanged ends concreted into the ground. For more detailed information of layout and construction see Appendix A.



Diagram 1



### *Long-Stay Cycle Parking*

However well a bike is locked, vital parts can still go missing. You can't cycle home if someone has stolen your saddle. Where bicycle users leave bikes for longer periods of time (i.e. more than a few hours or overnight) the ideal solutions are individual cycle lockers, a locked room within a building or a secured outdoor compound. There are two sets of circumstances where long-stay cycle parking may be needed –

within residential / commercial / educational / health premises for residents, students and employees, where only authorised users should have access at interchange points with public transport and in car parks, which should be accessible to the travelling public.

The needs of bicycle users are slightly different in these two sets of circumstances.

### Long-stay cycle parking for authorised users only

Long-stay cycle parking in residential and commercial developments should provide peace of mind for the users. It should only be accessible to authorised users, well-lit, protected from the elements, with good access. There are three options for this type of provision:

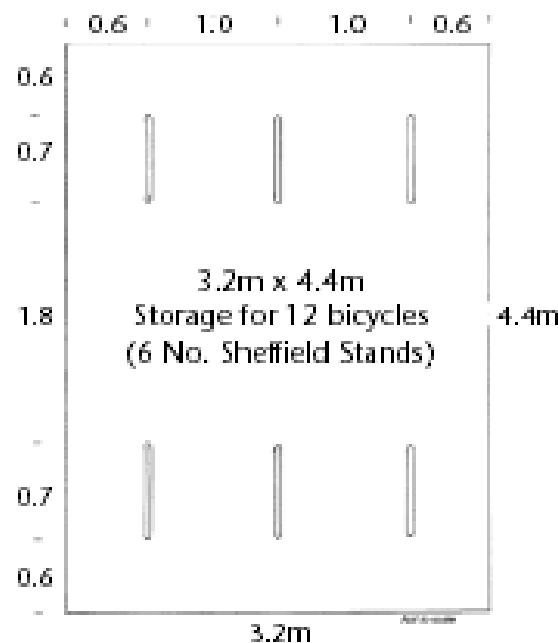
- Individual cycle lockers;
- A locked room within the building; or
- A secured compound



Guidance on the space requirements of cycle parking in a room within a building or within a cycle compound is provided at Appendix B.

Diagram 2

Typical Layout of Cycle Storage Room In Housing, Office and School / College Developments



### Long-stay cycle parking at transport interchanges

Leaving a bicycle when using public transport requires a high level of security and provision that eliminates tampering, vandalism and petty theft of items from the bike. The same is true for long-stay cycle parking within car parks (the only place that such publicly-available parking can be provided within the City Centre.) Avoid out-of-the-way locations, provide convenient access and storage for helmet / accessories / clothing. The ideal in such circumstances is individual cycle lockers. If that cannot be provided, then covered "Sheffield Stands", with very good natural and / or CCTV surveillance, along with good staff security are needed.



Providing such parking can greatly increase the catchment area of public transport, as on average a person can cycle two miles in the ten minutes it takes to walk half a mile.

(This same standard of cycle parking might also be appropriate for students at schools, colleges and universities, if the public has access to the campus).

The cycle parking should be easy for new users to find, so good sign-posting is needed from all the access points to the station / interchange / car park. The following table summarises the requirements for cycle parking in new developments:

## Cycle Parking Guidelines – Summary

|  | Position / Special Features  | Type of Provision  |
|--|--|--|
| <b>Short-stay</b>  |  |  |
| (Visitors, shoppers, couriers etc.)  | <ul style="list-style-type: none"> <li>As close to main building entrance as possible</li> <li>Good natural and/or CCTV surveillance</li> <li>Well lit areas</li> <li>Accessible from road / drive or cycle track</li> <li>Easy to find / well sign-posted</li> <li>Doesn't obstruct pedestrian or other traffic.</li> </ul> | <ul style="list-style-type: none"> <li>Support the frame and provide locking points for wheels and frame – normally 'Sheffield' Stands, ideally covered with (transparent) weather protection on three sides.</li> </ul> |
| <b>Long-stay 1</b>   |  |  |
| (Residents, employees, students/pupils)  | <ul style="list-style-type: none"> <li>Covered and secure</li> <li>Inside development / building</li> <li>not accessible by general public</li> <li>Level entry access.</li> </ul>   | <ul style="list-style-type: none"> <li>Individual Cycle Lockers;</li> <li>A locked room within the building; or</li> <li>A secured compound.</li> </ul>  |
| <b>Long-stay 2</b>   |  |  |
| (Bike & ride at train / tram / bus stations / stops / interchanges; car parks) | <ul style="list-style-type: none"> <li>Covered and secure</li> <li>Provide storage for clothing / luggage as well as bike</li> <li>Level entry access</li> <li>Easy to find / well sign-posted</li> <li>Central location</li> <li>Doesn't obstruct pedestrian or other traffic.</li> </ul>                                   | Either: <ul style="list-style-type: none"> <li>Individual Cycle Lockers; or</li> <li>Covered 'Sheffield' stands with luggage lockers and very good staff / CCTV surveillance.</li> </ul>                                 |



## Appendix F Design Principles and Cycle Audit

There has for some time been an on-going debate about under what circumstances it is appropriate to provide for cyclists on or off-carriageway. Some guidance has recently been provided by the Department for Transport- Policy for Planning and Design for Walking and Cycling (Draft LTN 1/ 04 & 2/04, DfT, 2004). The basis of design of future cycle routes in Sheffield will be informed by the Government's advice contained in these guidance notes. The following summarises the guidance on this issue. A key part of the draft guidance is the 'hierarchy of provision' – which in summary advises:

**“The hierarchy of provision** guides the designer to consider traffic reduction and speed reduction as the first options, followed by various on-carriageway solutions for cyclists .... The designer should only consider off-carriageway options for cyclists .. If all on carriageway solutions (including traffic and speed reduction) have been rejected as insufficient or inappropriate”

There is a useful diagram to accompany this advice (reproduced below). The draft guidance also offers a hierarchy of provision for providing for pedestrians. The following is the relevant extract from the document.

3.6.1 The majority of pedestrian or cycle routes use the *existing* road network. The first step in planning pedestrian or cycle infrastructure measures is to assess if any change is needed to existing provision. If so, selecting the appropriate measures should generally follow a preferred hierarchy for each mode (See Table 3.6). The hierarchy does not necessarily apply to schemes where it is intended to construct totally new cycle tracks/footpaths to a high standard which offer a more advantageous route than the equivalent route for motorised traffic. For pedestrians on narrow rural roads where speeds can be difficult to control and sightlines are often restricted, a new footway is often the preferred option.

Table 3.6: Hierarchies of provision

|                | Pedestrians   | Cyclists  |
|----------------|---|---|
| Consider first | Traffic reduction                                   | Traffic reduction   |
|                | Speed reduction                                     | Speed reduction   |
|                | Reallocation of road space to pedestrians           | Junction treatment, hazard site treatment, traffic management   |
|                | Provision of direct at-grade crossings              | Redistribution of the carriageway (bus lanes, widened nearside lanes etc)   |
|                | Improved pedestrian routes on existing desire lines | Cycle lanes, segregated cycle tracks constructed by reallocation of carriageway space, cycle tracks away from roads |
| Consider last  | New pedestrian alignment or grade separation        | Conversion of footways/footpaths to unsegregated shared-use cycle tracks alongside the carriageway                  |

3.6.2 Both hierarchies include traffic reduction and speed reduction as the first and second options because these treatments are likely to offer wider community benefits in terms of road safety, streetscape, community severance and noise reduction, and make effective use of existing road

space. Increased walking and cycling and improvements in streetscape, local environment and community safety are entirely compatible and mutually reinforcing.

3.6.3 The options at the bottom of each table should normally be considered last (unless they offer greater overall advantage - see 3.6.1) because they do not address the safety issues that preclude pedestrians or cyclists from using existing highway infrastructure. In some cases, new or grade-separated pedestrian alignments and cycle tracks may be less direct or may be problematic in terms of personal security. Designers must take these issues into account to ensure that a facility is useable. The measures in the hierarchy are not mutually exclusive - for example, reducing traffic speeds or volumes may be a pre-requisite for enabling an at-grade pedestrian crossing, cycle lane or a cycle track to be installed. For cyclists, the design also needs to take account of the traffic conditions discussed in section 3.7.

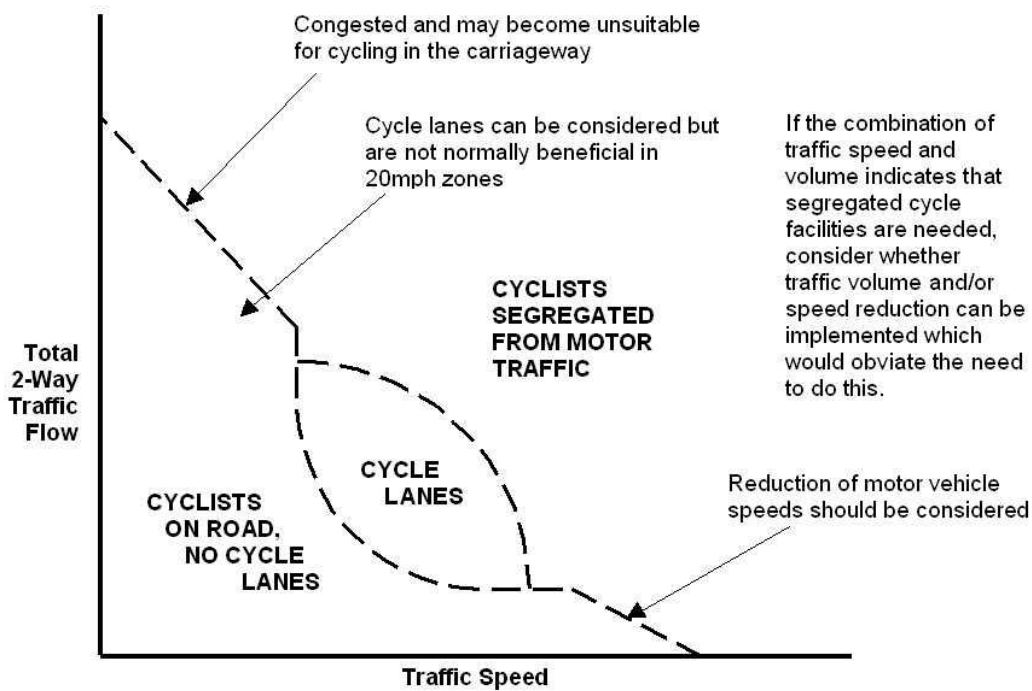
3.6.4 It is important that each option is considered thoroughly before resorting to any measure further down the hierarchy. Motor traffic reduction may appear quite difficult to achieve because of initial public resistance or resistance from traders or other interest groups, but it should not simply be discarded in favour of what seem to be less onerous measures further down the table. Sometimes it may be appropriate to introduce a trial scheme to gain public acceptance. Full consideration must be given to motor traffic reduction before it is dismissed as it may deliver benefits in terms of pedestrian safety, improved retail environments, and is usually the optimum solution for encouraging cycling. In the event that none of the options brings about any improvement, doing nothing may well be the best course of action. The introduction of sub-standard measures should be discouraged, and authorities should seek opportunities to upgrade existing measures where these have proven to be inadequate. Provision for walking and cycling should always be of good quality, to both attract and retain users.

3.6.5 Un-segregated shared-use by pedestrians and cyclists should normally be at the bottom of the hierarchy. The decision to adopt this option by taking space from pedestrians must not be taken lightly - see LTN 2/04.

## 3.7 Cycling infrastructure for different traffic speeds and volumes

3.7.1 In most situations cyclists have to be accommodated within the existing highway boundary. The decision to integrate cyclists with motor traffic, or physically separate them from it will depend on the speed and volume of that traffic. Where possible, speed and volume of traffic should be reduced to enable cyclists to use the carriageway in safety, but on roads where this is not possible, some form of segregation is desirable. Sustrans uses a form of the diagram below for the UK National Cycle Network (values have been omitted here because the diagram is only meant to demonstrate the principles involved). Clearly site-specific factors such as visibility and available lane widths need to be considered, but the diagram is a good starting point in design. It is important to consider the effect on pedestrians of any decision to create an off-road route, and this is discussed in LTN 2/04.

### **Link speed/flow diagram - selection of cycle route type**



(Based on Sustrans' National Cycle Network Guidelines and Practical Details 1997 and CROW Sign Up for the Bike 1993)

## Cycle Audit Procedure

Aims of cycle audit:

All medium to large transport projects should be audited to assess their impact on the convenience and safety of cycling. The aim of audit should be to raise the designer's awareness of the impacts of transport changes on cyclists and to ensure, as far as possible, that schemes have a positive impact on cyclists' safety and improve convenience of cycle journeys.

Implementing cycle audit in practice:

The Institute of Highways and Transport guidelines for cycle audit suggest that it should be carried out at various stages of scheme progress, including preliminary design, detailed design and completion. The most cost-effective way to deliver cycle audit would be to carry out cycle audit in tandem with the road safety audit, which is carried out at the same three stages of scheme progress.

It is recommended that road safety auditors and members of the Transport Planning Team learn from best practice in other authorities that are implementing cycle audit (e.g. London Boroughs and Manchester) and then add the cycle audit to the RSA procedures. There should be a specific cycle report appended to the RSA report, prepared by either the Road Safety Audit officer or a member of the Cycle Planning Team. In the case of the former, the road safety auditor's expertise can be augmented, as necessary, by relevant transport planners and traffic designers who have experience of assessing the impact of transport schemes on cyclists.