

CONSULTATION PACK

Rotherham to Tinsley walking and cycling route Phase 3 – Town centre to Centenary Way



ROTHERHAM TO TINSLEY WALKING AND CYCLING ROUTE

Phase 3 – Town centre to Centenary Way

Rotherham Council is making improvements on Westgate and the A6178 Sheffield Road to make it easier and more pleasant to walk and cycle between Tinsley and the town centre – with its public transport links.

This will help to provide affordable and environmentally friendly travel options as well as support people to have more active lifestyles.

The scheme is being delivered in three phases:

Phase 1 – added new cycle tracks between the borough boundary and Bessemer Way.

Phase 2 – will add new cycle tracks between Bessemer Way and Centenary Way; a separate consultation on this ran from July to August 2021 and work is expected to begin in the second half of 2022.

Phase 3 – (this consultation) will improve conditions for walking and cycling between Centenary Way and the town centre, and will support wider town centre regeneration. Work would begin in the second half of 2022.

The work will be delivered by Rotherham Council with money from the Government's Transforming Cities and Levelling Up Funds, subject to the final funding approval by South Yorkshire Mayoral Combined Authority.

The scheme will also link to Sheffield City Council's plans for walking and cycling links continuing to Meadowhall, and on into Sheffield, as well as a proposed South Yorkshire Passenger Transport Executive scheme for a Tram-Train stop at Magna.

Phase 3 aims

As part of our plans for a more vibrant town centre, we want to create a street environment geared to the needs of people living, working and doing business along this route. With new residential developments along Westgate, which include family homes, we want to provide a pleasant and safe environment for this developing community.

This means reducing traffic volumes and creating a 'living space', rather than the current 'traffic space' – which best serves those simply just driving through.

Next steps

This document outlines the current proposals for Phase 3 of this scheme, which cover two main elements:

- town centre traffic management changes to reduce traffic volumes on Westgate and Sheffield Road
- improvements on Westgate and Sheffield Road.

We want Rotherham businesses, residents and road-users to provide comments on these proposals so we can fine-tune the final designs to best meet local needs. Please note that we are not able to consider proposals for fundamentally different routes or treatments as part of this consultation.

To provide feedback on these Phase 3 proposals, please complete our online survey at www.rotherham.gov.uk/consultations

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WIDER TOWN TRAFFIC MANAGEMENT MEASURES

To reduce the amount of traffic using Westgate as a through route, we are proposing a range of new traffic management measures to deter people driving through the town centre, whilst maintaining access to it.

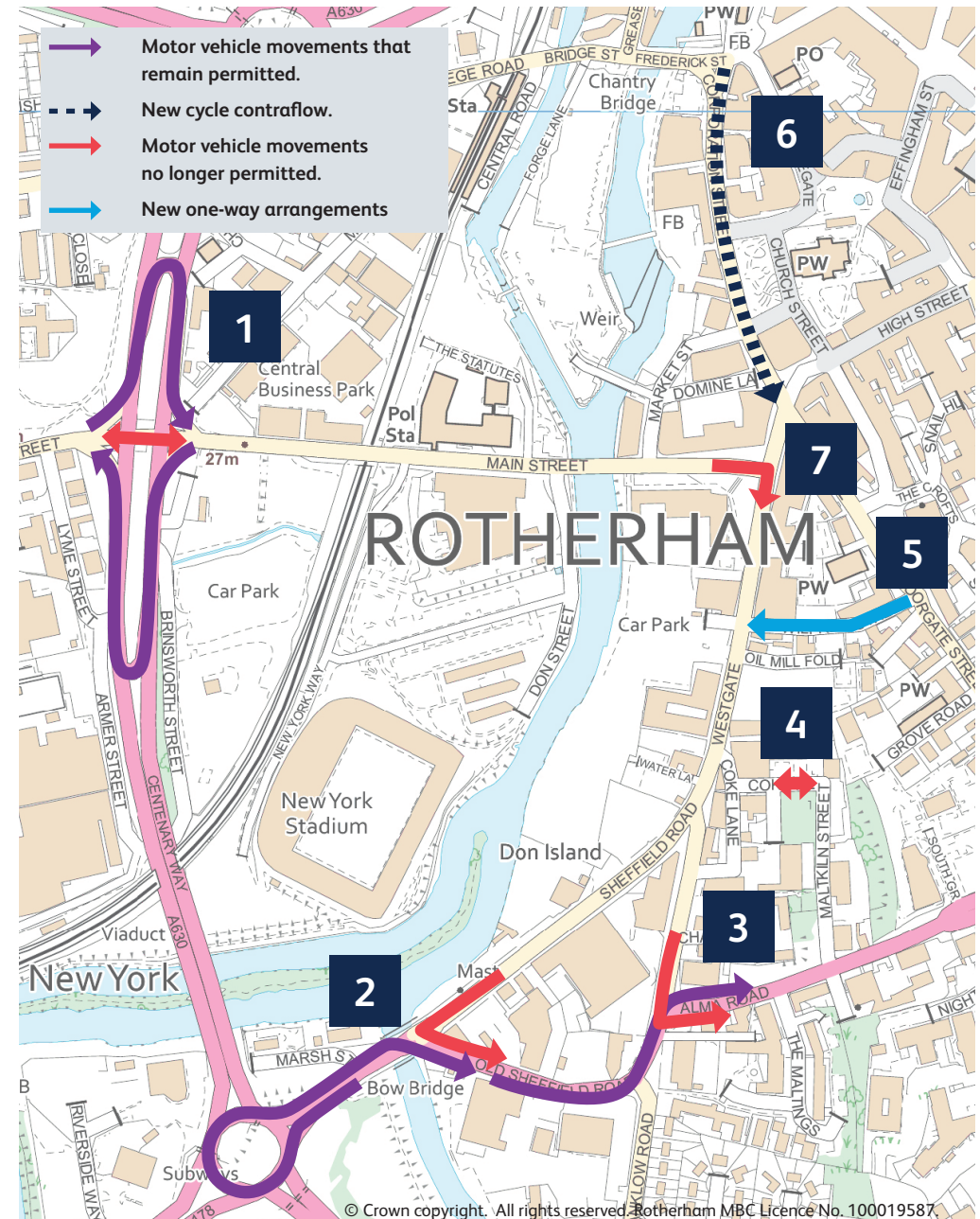
We expect the following proposed measures to reduce traffic volumes on Westgate by around 40-60 per cent – comparable to reductions seen during the middle of the March 2020 Coronavirus lockdown.

Different restrictions will have different impacts on access to premises in the area; we'd like to understand local views on the impacts of each measure, so we can tailor the restrictions to minimise any adverse impacts on local residents and businesses.

1 No motor vehicles to cross Centenary Way via gap between Main Street and Masborough Street (buses, taxis and pedal cycles exempt). Motor traffic will need to turn left and use the existing turning loops each side of the junction to pass between Main Street and Masborough Street, or vice versa. The existing right turn from Masborough Street onto Centenary way will still be permitted.

2 No left turn from Sheffield Road into Old Sheffield Road (pedal cycles exempt via new cycle track). Access to Old Sheffield Road via U-turn at Ickles Roundabout, then right turn into Old Sheffield Road. Alternative route for through traffic via Centenary Way.

3 No left turn from Canklow Road into Alma Road (pedal cycles exempt via new cycle track). Access to Alma Road via U-turn at Ickles Roundabout, then right turn onto Old Sheffield Road then right again to Alma Road. Alternative route for through traffic via Centenary Way.



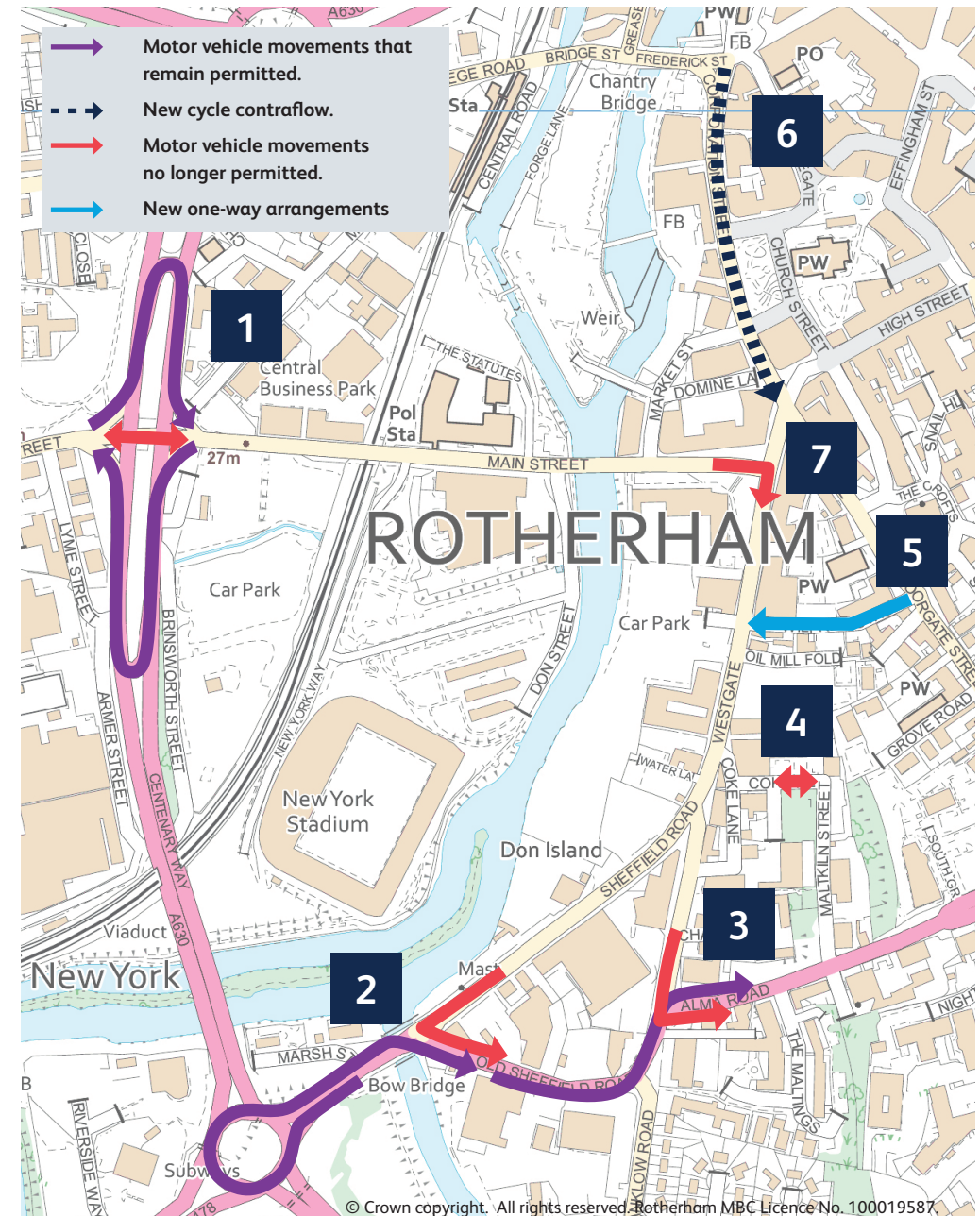
WIDER TOWN TRAFFIC MANAGEMENT MEASURES

4 No motor vehicles on Coke Hill (exemption for pedal cycles) at its junction with Maltkin Street. The full length of both streets will be accessible by motor vehicles (Maltkiln Street accessible from Alma Road, and Coke Hill accessible from Coke Lane / Canklow Road), however both streets will become dead-ends.

5 Reversal of one-way on Wilfred Street. Traffic will be permitted to travel from Moorgate Street to Westgate only. Pedal cycles not to be exempt. Junction at Moorgate Street to be improved to accommodate vehicles turning into Wilfred Street.

6 Cyclists allowed to use existing contra-flow bus lane on Corporation Street.

7 No right turn from Main Street onto Westgate, except for cyclists. This means all access to premises on Westgate must be taken from Ickles Roundabout.



What is the expected impact on congestion on other routes?

Based on what we know, traffic diverted away from Westgate is expected to use alternative routes including the M1 motorway, Centenary Way, Bawtry Road, Clifton Lane and New Wortley Road. We expect that displaced traffic will be dispersed so thinly as to have minimal noticeable impact on traffic levels or congestion elsewhere, though there may be some initial disruption as people get used to the new arrangements.

Signs will tell drivers about the changes well in advance of them taking place, and we will review the situation as required after the changes have been implemented.

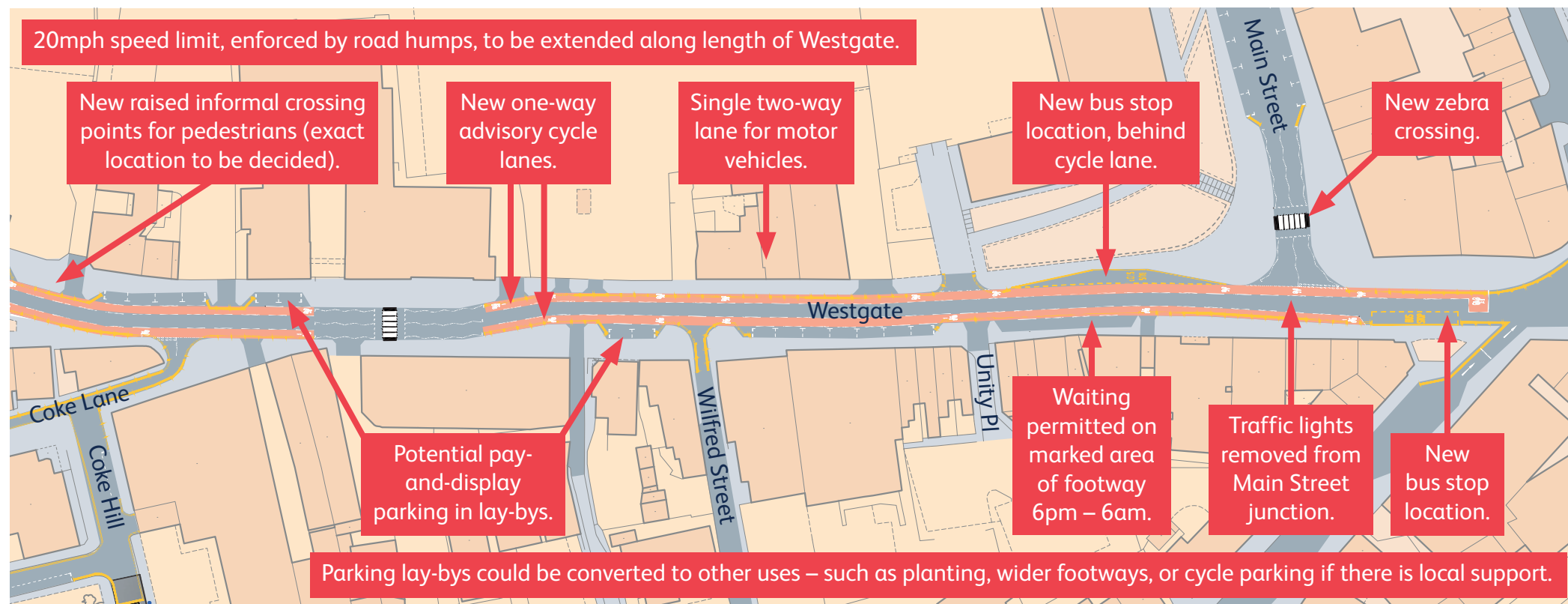
Why won't cyclists be exempt from the new one-way restriction on Wilfred Street?

The carriageway is not wide enough to provide sufficient space to permit contraflow cycling. Even if permitted, the street is so steeply uphill that we do not consider it a practical or desirable route for most cyclists, so measures to enable contraflow cycling would not be cost-effective.



PROPOSALS BY ROUTE SECTION (NORTH TO SOUTH)

Westgate



The existing 20mph speed limit in the town centre will be extended to continue along Westgate and Sheffield Road, as far as the junction with Old Sheffield Road. This will be enforced by road humps.

We propose to remove the traffic lights at the Main Street junction, which will be unnecessary with traffic levels reduced by the wider traffic management measures (see previous section). Removing the traffic lights will minimise delays to buses and cyclists as well as allowing us to reduce the size of the junction so the street is less dominated by traffic. A zebra pedestrian crossing will be provided across Main Street.

The space created by removing the traffic lights at Main Street will also allow for an improved northbound bus stop. The northbound bus stop at Main Street will be provided with a lay-by, behind the cycle lane, to minimise the impact of stopped buses on cyclists. The position of both bus stops will be adjusted to fit the new arrangements.

One-way, advisory cycle lanes will be created along the full length of Westgate and the first part of Sheffield Road; these will be shown by road markings.

A single two-way lane for motor vehicles will run between these one-way cycle lanes. Motorists will need, and be permitted, to momentarily enter the cycle lanes to pass oncoming vehicles. The cycle lanes will serve principally to give a clear indication to motorists to keep their distance from cyclists when passing them. The wider traffic management measures will substantially reduce traffic volumes in this area so vehicles will need to pass each other much less frequently (see previous section).

This layout maximises space for improved pedestrian facilities, parking and other uses as well as helping to control vehicle speeds. It also allows us to provide safe convenient boarding and alighting arrangements for bus passengers.

Parking for vehicles will be permitted in marked lay-bys; double yellow lines will apply elsewhere. There will be a parking area for evening use only (6pm to 6am) on the widened footway at 26 to 34 Westgate. This will provide a generous footway during the day, and a space for vehicles using the takeaways to wait (clear of the cycle route) at times when there are fewer pedestrians.

Informal crossing points will be provided at various points along the street in addition to the existing zebra crossing. These will provide level crossing points for pedestrians, including build outs to minimise crossing distance and make pedestrians more visible around parked cars. The exact location for these will be decided at the detailed design phase, based on the results of this consultation.

Parking, planting, bike racks or other uses – have your say!

The initial plans shown here illustrate much of the additional space created used for car parking. However, there is flexibility on how this is used. As part of this consultation, we are seeking views from people living, working or visiting the street about how this space can best be used to meet local needs. Alternative uses might include cycle parking, planting space, seating or wider footways.

Why not have fully separate cycle tracks on Westgate?

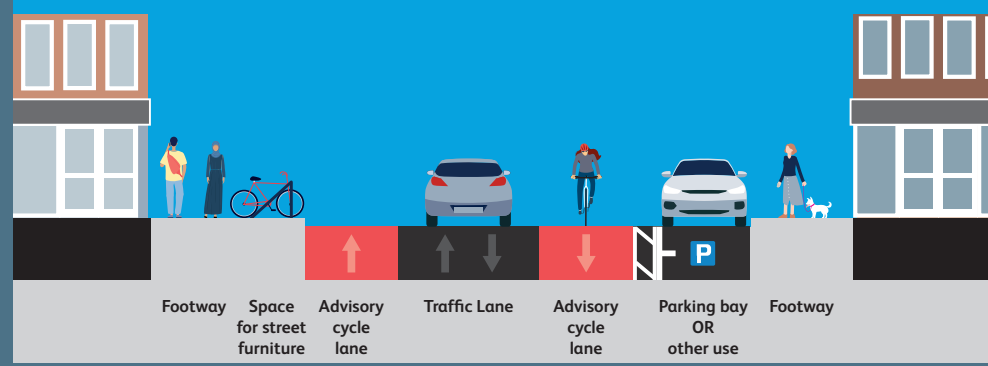
This option was considered but found to be impractical on the narrower section of Westgate, where the benefits for cyclists would be outweighed by the disadvantages for the greater number of pedestrians, bus passengers and local residents.

Providing separate cycle tracks would also result in a street dominated by moving vehicles. This is because cycle tracks fully separated by a kerb would mean leaving more space for vehicles to pass each other on the carriageway – increasing this to around 75 per cent of the available space (compared to 50-60 per cent in the current layout, and 40-45 per cent in the proposed layout). While giving around 75 per cent of the width to moving vehicles would allow adequate footways, it gives no scope for features such as benches, planting, or parking for bikes or for cars. It would also not be possible to provide safe, accessible bus stops with this arrangement.

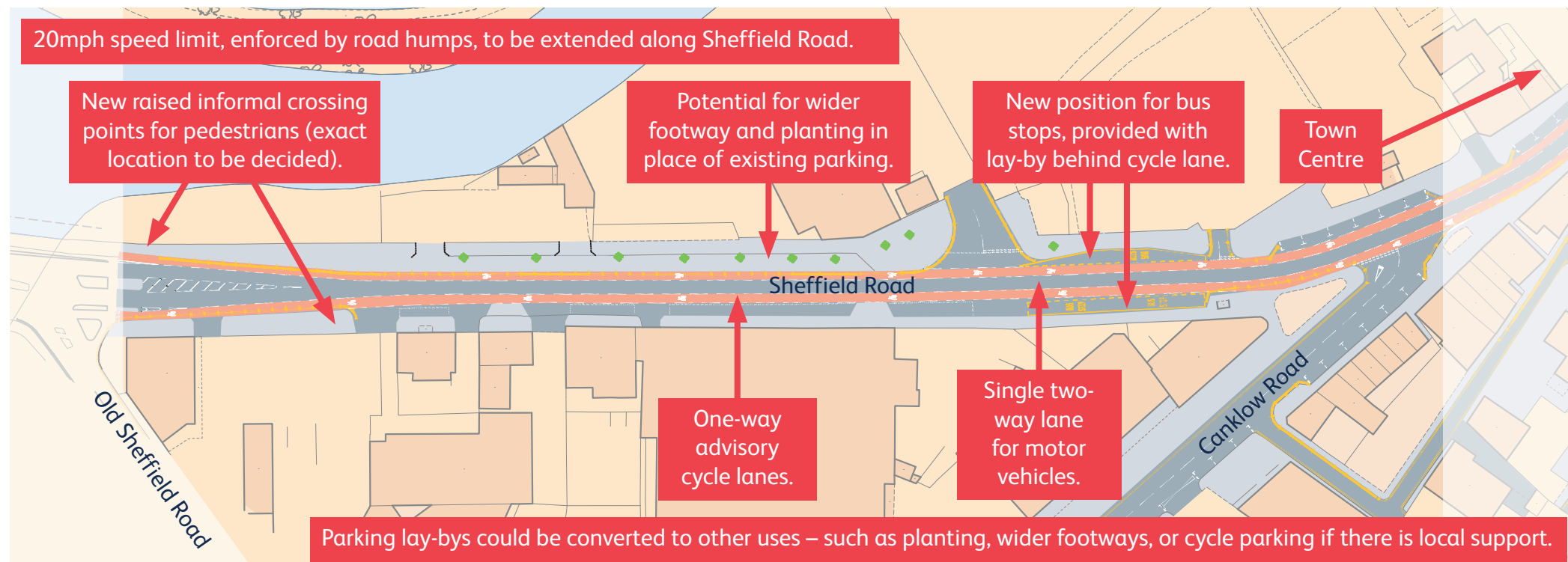
Instead, our approach is to reduce overall traffic volumes and speeds, and give greater priority to people living, working and doing business in the area, as opposed to those simply driving through – changing the emphasis from a ‘traffic space’ to a ‘living space’. The reduced traffic volume also helps to remove need for separate cycle tracks.

The initial proposal plans shown here illustrate the additional space on a minimal change basis, largely for car parking. As part of this consultation, we are seeking views on how this space can best be used to meet local needs.

Indicative cross section of proposed layout



Sheffield Road between Canklow Road and Old Sheffield Road



The new 20mph speed limit will continue as far as the junction with Old Sheffield Road. This will be enforced by road humps.

The single two-way lane for motor vehicles, between one-way advisory cycle lanes, will continue until just before the junction with Old Sheffield Road.

Informal crossings for pedestrians will be provided at various points this section. These will provide level crossing points, including build outs to minimise crossing distance and make pedestrians more visible around parked cars. The exact locations will be confirmed at the detailed design phase, based on the results of this consultation.

The position of the bus stops at Canklow Road will be adjusted to fit the new arrangements. The bus stops will be provided with a lay-by, behind the cycle lanes, to minimise the effect of stopped buses on cyclists.

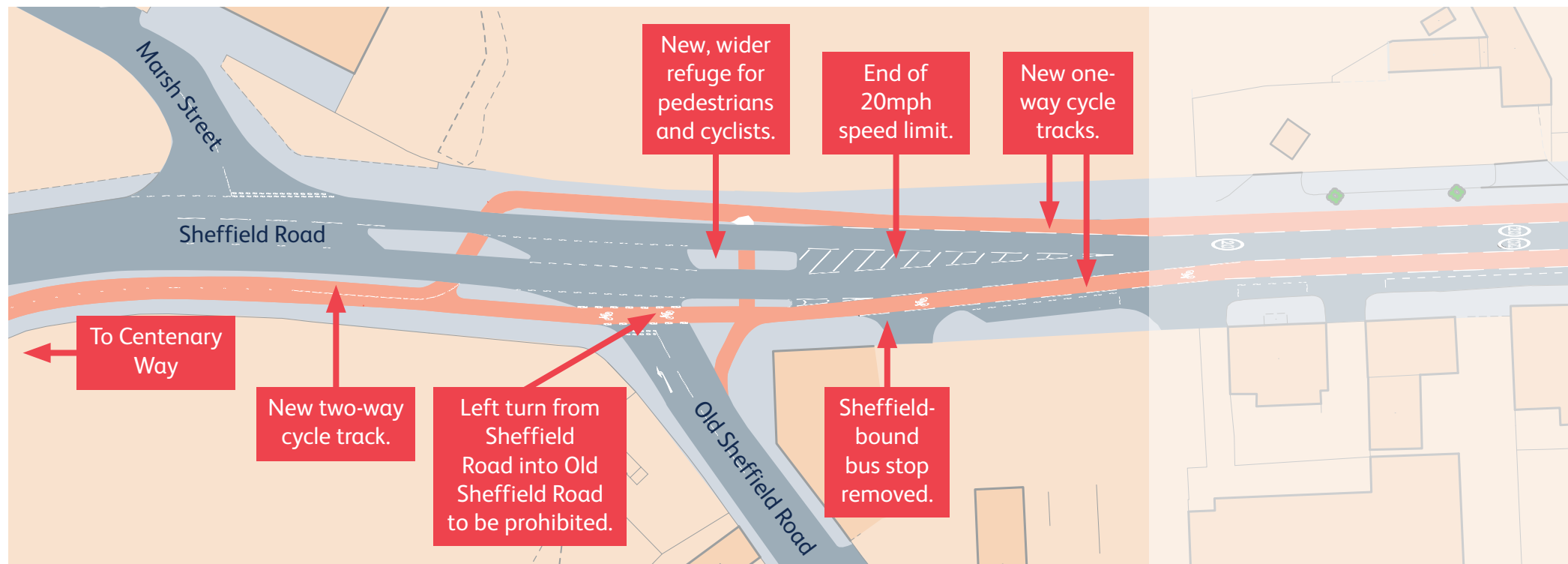
The initial plans shown here illustrate some of the additional space created used for car parking. However, as with the previous section there is flexibility on how this is used, and we'd welcome views on this.

Why are you proposing to reduce the speed limit?

Reducing vehicle speeds to 20mph minimises the risks that motor vehicles pose to pedestrians and cyclists, and will ensure it is clear to all road users what is expected of them. The proposed road humps will be key in achieving this as the reduced speed limit alone will have minimal effect.



Sheffield Road junction with Old Sheffield Road



Just before the Old Sheffield Road junction, the one-way cycle lanes will diverge onto separate cycle tracks. To do this the existing Sheffield-bound bus stop at Old Sheffield Road will be removed. We understand this stop gets minimal use; there is no bus stop for travel in the opposite direction.

Refuges on Sheffield Road will be improved for pedestrians and cyclists, ensuring they only need to cross one lane at a time.

The one-way cycle tracks on each side of the road will converge into a two-way cycle track just to the south-east of the junction with Old Sheffield Road. Cyclists travelling towards Rotherham will cross Sheffield Road using one refuges to join the one-way cycle track on the opposite side of Sheffield Road.

The existing shared use path will be retained through the subway. After the subway this will link with the cycle tracks being built under Phase 1 and 2 of this scheme, which will continue towards Meadowhall.

As part of wider traffic management measures (see previous section), the left turn from Sheffield Road into Old Sheffield Road will be prohibited, and kerb lines adjusted to enforce this. Cyclists using the cycleways (but not the carriageway) will be exempted from this restriction.

It will remain possible for motor vehicles to access Old Sheffield Road by performing a U-turn around Ickles roundabout at Centenary Way, then turning right.

Why not begin the separate cycle tracks sooner?

While the carriageway between Old Sheffield Road and Canklow Road does not have the same space constraints as Westgate, it will remain the least heavily trafficked part of the route so there is no need for full separation here. Maintaining the advisory cycle lanes in this section will also:

- provide a clearer boundary between the 'traffic space' to be used by through traffic (ie the A6178), and the town centre 'living space', geared towards pedestrians and the needs of people, rather than vehicles
- free up the greatest amount of space to be used in a way that meets needs of the local community.

