

Walking Wheeling and Cycling Masterplan

Wath

Issue

September 2025



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Wath Walking, Wheeling and Cycling Masterplan

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Introduction (1)

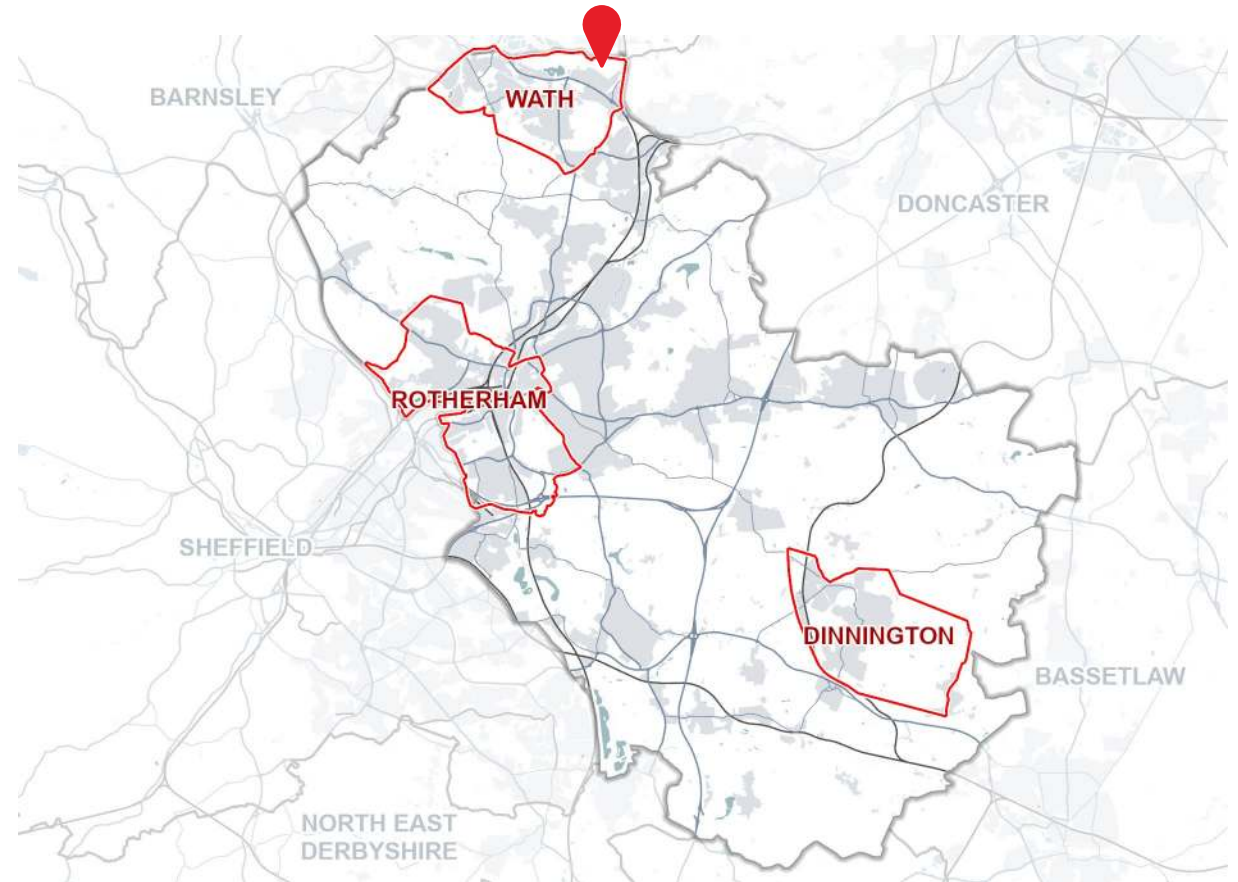
Introduction (2)

The collection of Walking, Wheeling and Cycling Masterplans

Arup and Note Bene have been commissioned by South Yorkshire Mayoral Combined Authority (SYMCA) and Rotherham Metropolitan Borough Council (RMBC) to develop a collection of Walking, Wheeling and Cycling Masterplans in Rotherham District. The purpose of these masterplans is to develop a long-list of varied interventions to support more walking, wheeling and cycling for everyday journeys to create healthier neighbourhoods with a focus on walking and wheeling for children. It also aims to address biodiversity and climate emergencies. Three parallel, but distinct masterplans have been produced for Rotherham Town Centre, the town of Wath on the River Dearne (this report), and the rural town of Dinnington in the east of the Borough.

This long-list will then be prioritised and taken forward to Strategic Outline Business Case (SOBC) stage, to target the Active Travel Fund Tranche 4 (ATF4) funding stream.

The long-list will be developed and then prioritised based on a robust evidence base and engagement with a wide range of local communities.



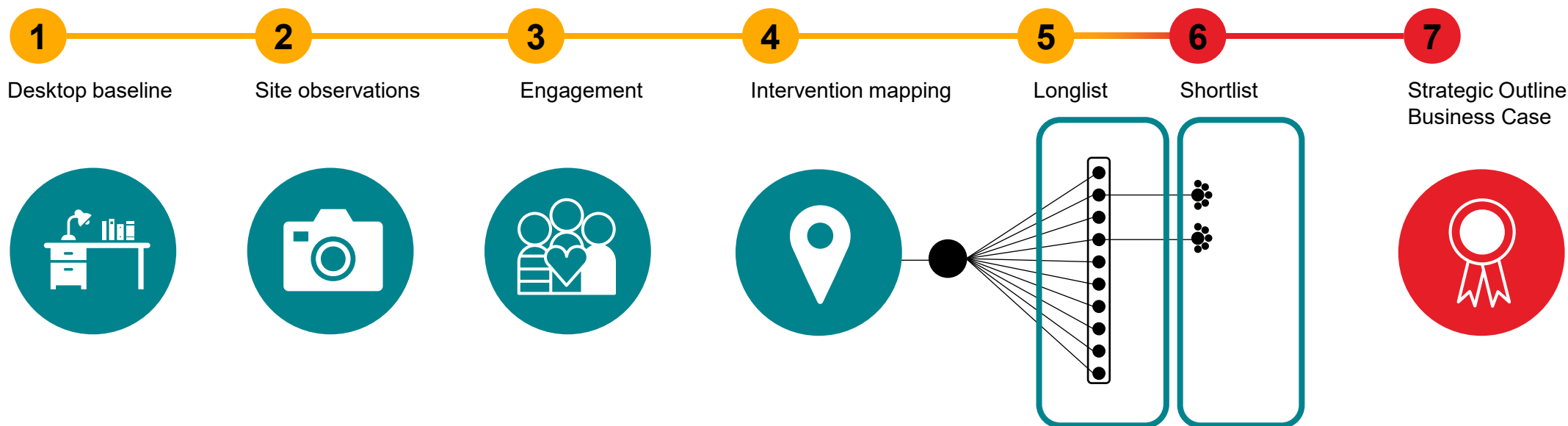
Introduction (3)

Walking, Wheeling and Cycling masterplan methodology

The diagram below sets out the methodology for this study, including the flow between the walking, wheeling and cycling masterplan (this report), and the SOBCs which will be developed following the completion of the masterplan.

Stages 1-5 are all part of the masterplan process. A masterplan will contain the long-list and recommendations for the shortlist for the SOBCs

The SOBCs will start from Stage 6 and develop the case for the shortlisted schemes.



Introduction (4)

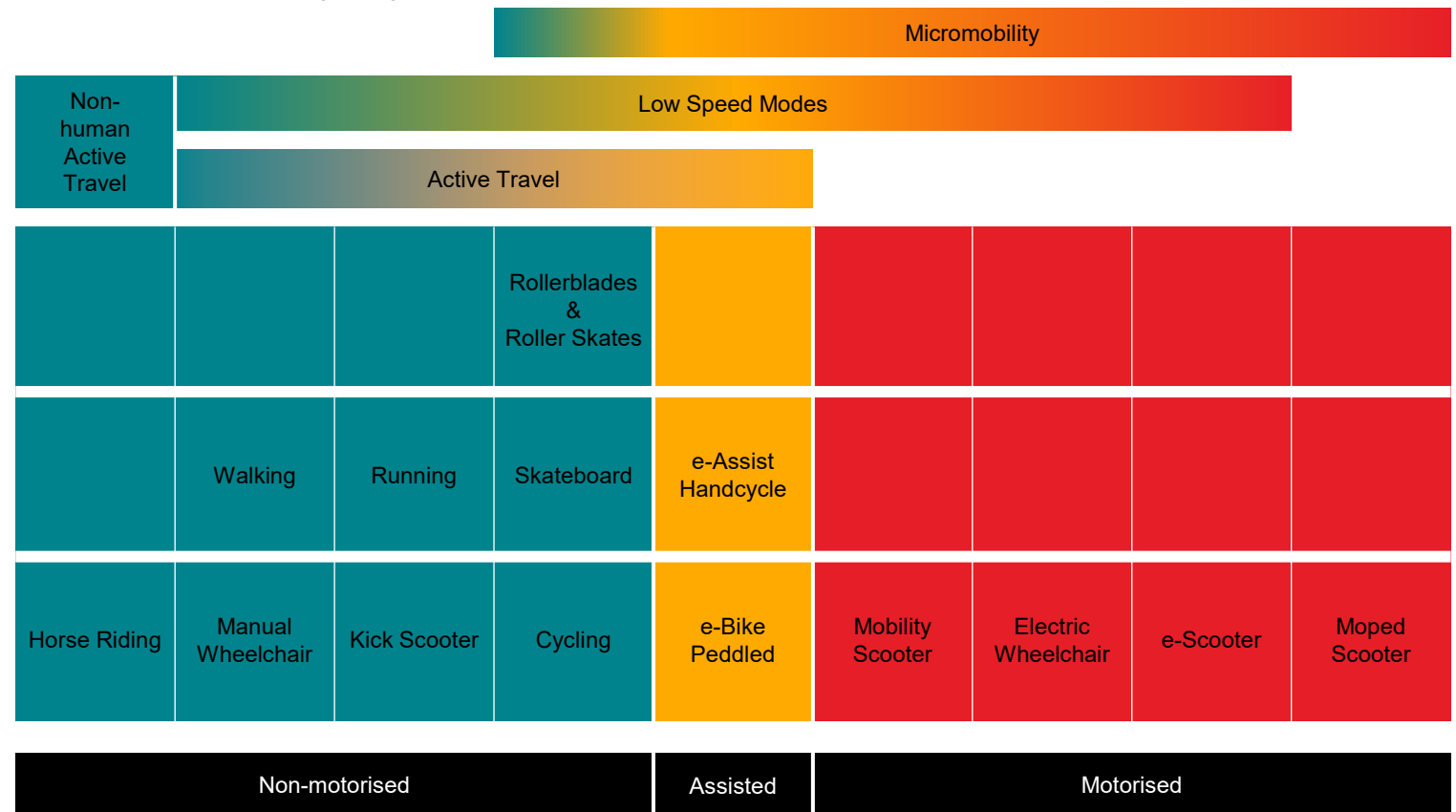
The collection of Walking, Wheeling and Cycling Masterplans

The term ‘active travel’ (or ‘walking, wheeling and cycling’ in South Yorkshire) is about making journeys in a way that is physically active – as shown in the adjacent diagram. This includes walking, wheeling (using a mobility aid like a wheelchair or using a pram), and cycling. Due to the speeds and physical exertion required, these modes of transport are often suitable for replacing short car journeys (e.g. under 5km), although e-bikes are challenging what had previously been considered a reasonable distance for cycling in terms of distance and gradient. The benefits of moving by active modes are significant and wide-ranging:

- Regular walking can help to reduce risk of heart disease, stroke and high blood pressure as well as improving flexibility and strength of joints, muscles and bones [1].
- Places that are easier and more enjoyable for walking help strengthen social cohesion in a community as they enable people to interact more and in different ways, and to build new relationships [2].
- Areas with improved walking, wheeling and cycling infrastructure, and high-quality public realm encourage higher footfall and retail visits, supporting a strong local economy [3].

- community as they enable people to interact more and

Overview of the different physically active modes of transport



[1] WHO Health Economic Assessment Tool, [2] Leyden, Hogan, D'Arcy, Bunting and Bierema 2023, [3] Living Streets (2024) Pedestrian Pound

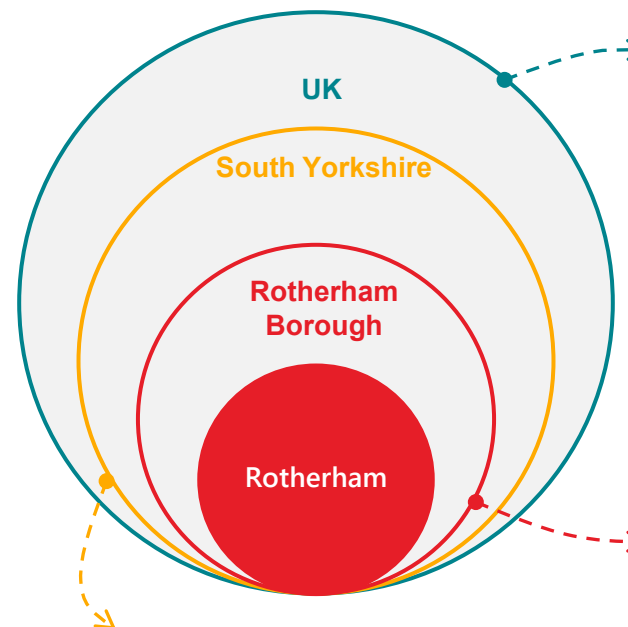
Introduction (5)

Policy review

We have carried out a policy review, summarising the key national, regional and local documents. These are summarised in the adjacent image.

Whilst these documents are live and published documents, the following updates and broader policy context should be considered in tandem:

- In November 2024, the DfT published new national guidance around the selection and implementation of school streets. This guidance has been used throughout the development of this masterplan.
- There is still an absence of revised guidance/legislation on pavement parking following the national consultation on the topic. This study has reported where there are pavement and/or other parking concerns which act as a barrier to walking, wheeling and cycling.
- In March 2025, the decision was taken to progress with the implementation of the Bus Franchising scheme for South Yorkshire, and there is currently a Mass Transit Vision being developed. This is relevant considering the significant number of walking, wheeling and cycling journeys to and from bus and tram stops and stations.



Policy review (1)

Key themes

The **ambition for walking and wheeling and cycling** in South Yorkshire and Rotherham is outlined below.

South Yorkshire

- Mode share – **Increase walking and cycling by 21% and 350% respectively, by 2040** [1, 2]
- Network – **A fully connected network of walking and wheeling routes and cycling routes** will link our region, transform communities and ensuring that people have the means and the confidence to leave their cars at home, and choose to travel on foot or by bicycle.[2]

Rotherham

By 2026, Rotherham will make **sustainable travel choices a normal part of daily travel**. [3]

Rotherham has an ambition for a **high-quality cycle network which is safe and accessible for anyone** living in or visiting the Borough. [4]

Throughout the policy documents, several **key themes** emerge as the focus and priority for walking, wheeling and cycling in Rotherham and South Yorkshire to realise the ambition.

Improving the quality, connectivity and safety of the walking and wheeling infrastructure and cycling infrastructure

1. There is a lack of coherent walking route in South Yorkshire network; similarly for cycling routes [1, 2, 3, 5]
2. Improved connectivity enables people to access better economic opportunities [1, 6]
3. Removing barriers to walking and cycling (safety perception, connectivity, lack of supporting facilities) and investing in infrastructure to better connect places and opportunities using safer, direct and convenient routes [1, 3, 5]
4. Exploring ways to enhance the multi-modal transport system (better connecting public transport through walking and cycling) [1, 2, 3]

Supporting behaviour change to achieve environmental and health visions

1. There is currently a high level of car dependency. [3] Population and economic growth will further introduce challenges to the transport network, resulting in congestion which results in pollution, impacting air quality and greenhouse gas emissions
2. People in South Yorkshire have above average levels of inactivity [2]

3. Improving air quality and lower carbon emissions through less use of private vehicles [1, 4]
4. Promoting the uptake of walking and cycling to address local inactivity problems [3]
5. A focus on schools to encourage travel behaviour change for children [3, 5]

Creating attractive places with inclusive access for all

1. Continuing to invest in high quality provision for sustainable transport modes to improve public realm, green spaces and places [1, 4]
2. Ensuring green, recreational spaces are accessible by sustainable means with clear wayfinding [1]
3. A high quality local transport network that contributes to creating high quality and accessible public areas, connecting these places to the community [4]

Policy review (2)

Sheffield City Region Transport Strategy, SYMCA Corporate Plan and Emerging Local Transport Plan

The **Sheffield City Region Transport Strategy** sets out the transport priorities for South Yorkshire up to 2040.

The Strategy sets out three **goals**:

- Residents and businesses connected to economic opportunity
- A cleaner, greener South Yorkshire
- Safe, reliable and accessible transport network

While the local transport plan is being updated many of the key policies and themes of the current strategy align with the Mayor of South Yorkshire's ambitions for the walking, wheeling and cycling networks in South Yorkshire, as set out in his 2024 election manifesto. This includes:

- Ambitions to build more and better infrastructure for walking, wheeling and cycling.
- Create a new generation of people who see walking, wheeling and cycling as the first-choice mode of transport.

The Mayor is committed to making South Yorkshire the best place in the country to walk, wheel or cycle for cycling and has pledged to deliver a well-resourced plan to make schools the centre of walking, wheeling and cycling plans going forward.

The Mayor has also committed to establishing a 'Vision Zero' approach to road safety, by working with the Councils, South Yorkshire Police and other partners to set a target of ending deaths or serious injuries on South Yorkshire's road for all road users.

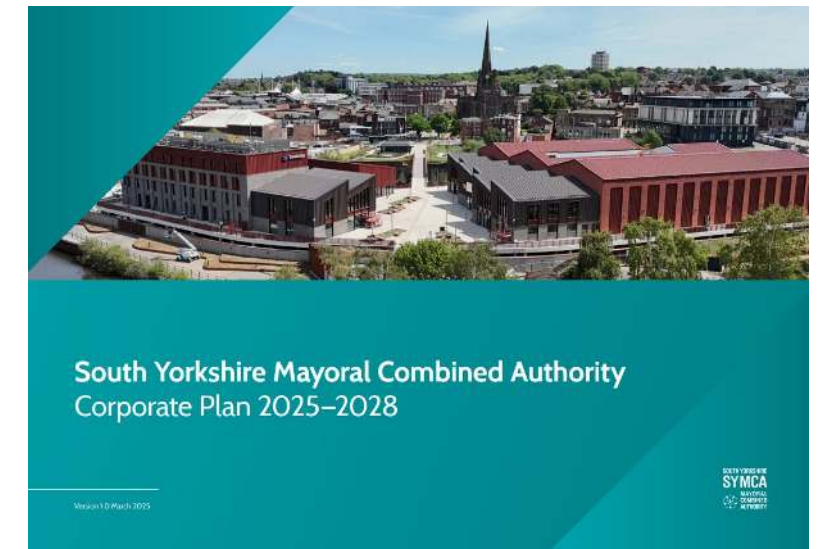
The South Yorkshire Mayoral Combined Authorities **Corporate Plan for 2025 to 2028** outlines ambitions for *"A wealthier, healthier, happier and safer South Yorkshire – where everyone has the opportunity to stay near and go far"*. The Corporate Plan also sets out aspirations for the development of the walking, wheeling and cycling network.

Objective 1 of the Corporate Plan is about *"Developing, delivering and commissioning the best possible services for all our communities, thinking first about those who are too often left out or left behind"*.

The plan demonstrates SYMCAs commitment to walking, wheeling and cycling and the scale of this commitment since 2019 as part of wider investment in the transport network across South Yorkshire.

The plan also sets out the ambition to get more people walking, wheeling and cycling as part of their daily commute.

The emerging Local Transport Plan is expected to have a focus on growth, health and an integrated transport network. There will therefore be an important role for walking, wheeling and cycling in the delivery of the plan.



Policy review (3)

Sheffield City Region Active Travel Implementation Plan and emerging Walking, Wheeling and Cycling Strategy

By implementing policies set out in the SCR Transport Strategy, **the Mayoral Combined Authority (MCA) aim to increase walking and cycling by 21% and 350% respectively, by 2040.**

This is supported by the current Sheffield City Region Active Travel Implementation Plan (AITP) which will be replaced by the emerging Walking, Wheeling and Cycling Strategy when published in September 2025.

Both the current AITP and the emerging Walking, Wheeling and Cycling Strategy place an emphasis (in different ways) to ensure that there are Routes to Opportunities with an overall aim to create Healthier Neighbourhoods.

This aligns with the objectives of the current AITP which are:

1. To put walking and cycling at the centre of transport plans
2. To develop walking and cycling networks
3. To develop walking, wheeling and cycling as a component of all trips
4. To provide high quality, safe infrastructure
5. To empower local communities to co-develop future walking and cycling plans

The Plan identifies **challenges** facing the existing walking and wheeling and cycling networks in South Yorkshire:

1. Lack of coherent walking and cycling route network
2. Varying design standards of walking and cycling infrastructure
3. Perception of safety preventing people from walking and cycling
4. Transport-related pollution is damaging health
5. Above average levels of inactivity
6. The existing design of the transport network prioritising motorised vehicles
7. Urban spaces taken up by parked vehicles

Future opportunities and needs for walking, wheeling and cycling transport which are expected to be addressed through the emerging strategy, could include:

1. Enabling the growth of the South Yorkshire economy inclusively and sustainably. Part of this should include giving people the choice of walking, wheeling or cycling for shorter journeys, instead of driving. This will also help to reduce traffic related

emissions and congestion.

2. Creating better places for people by making the most disadvantaged neighbourhoods safer, more attractive and welcoming to both move around in and be within
3. Helping residents be healthier by encouraging more activity by walking, wheeling and cycling for everyday activities, which will in turn be a benefit for mental and physical health.

Comments regarding the existing infrastructure (2019-2020)

In 2019, as part of the current AITP, the Active Travel Map was set up as a way for local residents to comment on the existing walking and cycling infrastructure.

The existing walking, wheeling and cycling infrastructure in Rotherham received *negative* comments.

Policy review (4)

Rotherham Transport Strategy

Rotherham Transport Strategy provides a blueprint for the Borough's transport network (2015-2026) based on current and future transport challenges in Rotherham.

The vision on walking, cycling and wheeling was set that **by 2026, Rotherham will make sustainable travel choices a normal part of daily travel.**

Three **Transport Strategy objectives** directly relate to walking, wheeling and cycling provision in Rotherham:

- **Active transport network** – to make the network safe and attractive for walking and cycling
- **Behaviour change** – to reduce car dependency and increase levels of walking, cycling and other sustainable modes
- **Safer roads** – to make the network safe for everyone

These objectives help deliver the desired **outcomes**:

- Economic growth and a resilient transport system
- Reduced emissions
- Improved safety on a more active transport network
- Enhanced social inclusion and health through a more equitable transport system

The challenges and actions relating to each of the relevant Transport Strategy objections		
Objective	Challenges	Actions
Active transport network	• Safety: increased incidents proportionate to increased cyclists • Connectivity: lack of joined up network of links • Lack of facilities: secure bike parking, showers and changing rooms, etc • Diverse cycling and walking needs: different user groups to cater for	• Developing high quality cycling and walking networks • Connecting and completing the walking, wheeling and cycling networks with a focus to connect people and places • Connecting public transport: improving access to bus stops to encourage more use of local bus services • Connecting colleges and schools • Connecting centres: creating a cycle super-highway network, direct and fast between Rotherham Town Centre and places further afield
Behaviour change	• Road-focussed decisions at national and local level to stimulate economic growth • New developments and how much developers are required to contribute to walking, wheeling and cycling projects to mitigate against car use • Incorporation (or lack thereof) of walking, wheeling and cycling into the design and layout of a regeneration scheme • Third-party decisions (bus operators, employers etc) which affect where, when and how people travel	• Encouraging walking, wheeling and cycling for work commuting trips through employer travel plans, mobile cycle hubs and cycle parking grant scheme. • Addressing local obesity and inactivity problems by promoting walking, wheeling and cycling in local communities through community champions and link this to promote local walking wheeling and cycling infrastructure projects • Encouraging schools to adopt walking, wheeling and cycling projects • Providing information and travel advice
Safer roads	• Limited resources to deliver road safety ETP activities • Increased incidents involving cyclists as more people take up cycling • The need to adopt a route-focussed, mass action treatments of accident cluster sites • Disadvantaged areas: members of poorer communities are more likely to become road accident casualties	• Encouraging safe road use and reducing road casualties through mode shift / speed limits – reducing private vehicle use will lead to safer roads • Focussing safety efforts on vulnerable road users

Policy review (5)

Rotherham Place-based Investment Strategy

This Investment Strategy adopts a place-based approach to identify priority areas for investment and securing ambitions for a sustainable, inclusive and attractive Borough.

For **transport and mobility**, Rotherham set out these strategic objectives:

- Physically connect by walking, wheeling and cycling or green travel and capitalise on public transport
- Creation of sustainable communities with a choice of high-quality links to local, regional and national networks
- To encourage travel behaviour change, reducing car dependency and moving toward increasing levels of walking, cycling, car share and public transport use

The Council believes a local transport network should ensure accessibility and inclusivity to contribute to the creation of high quality and accessible public areas, connecting places to the community.

Specifically, the Council puts walking, wheeling and cycling as one of their priorities in supporting their health and well-being targets, as well as improving access to public transport services.

The Strategy lists projects to be delivered in Rotherham to support the objectives for transport and mobility. Programmes related to walking, cycling and wheeling provision are listed below, along with the source of funding.

Funded with the City Regions Sustainable Transport Settlement (CRSTS)

1. Broom Road cycleways extension – CRSTS
2. Fitzwilliam Road sustainable travel corridor – CRSTS
3. St Ann's Roundabout improvement – CRSTS
4. Ickles Roundabout improvement – CRSTS
5. Eastwood & Herringthorpe Low Traffic Neighbourhood (LTN) – CRSTS
6. Stag Inn junction improvement – CRSTS
7. Moorgate LTN – CRSTS
8. Wickersley & Brecks LTN – CRSTS
9. Worrygoose Roundabout improvement – CRSTS
10. Maltby LTN – CRSTS

Early delivery (2023-2025)

Funded with the Transforming Cities Fund (TCF)

1. Frederick Street public realm & cycleway
2. Forge Island footbridge
3. Wath to Manvers cycleway
4. Sheffield Road cycleway

2025 & beyond

Funded with the Active Travel Fund (ATF)

1. Broom Road cycleways

All of these schemes are in and around Rotherham town centre, except the Wath to Manvers cycleway scheme, Wickersley & Brecks LTN and Maltby LTN.

Policy review (6)

Rotherham Cycling Strategy

Rotherham's cycle network is limited. The network has some good facilities but also some large gaps and limited provision at many junctions.

Cycling levels in Rotherham and South Yorkshire are **relatively low** – for commutes shorter than 5km, only 1% cycle compared to the 59% who drive.

There is **realistic potential to increase the bike share** to around 12% of commutes starting or ending in the Borough and around 20% of commutes within the Borough.

The shift in how people travel can contribute to the reduction of traffic congestion and local air pollution. It can also open up new opportunities for people with no access to cars and where public transport is unable to provide adequate connectivity. In addition, it can improve both health and economic productivity and support decarbonisation.

The Council aspires to achieving **outcomes** from the cycling network:



To support the economy and regeneration through an integrated, sustainable transport system in Rotherham



Achieve a high level of accessibility through high quality access by bike to employment, training and retail



Improve the health and wellbeing of Rotherham's citizens by enabling active and sustainable travel

Rotherham's strategy to achieve the outcomes are:

1. Implementing comprehensive cycle network
2. Facilitating provision of supporting infrastructure: cycle parking, lockers, bike repair services
3. Supporting promotional measures such as: Rotherham Mobile Cycle Hub, walking, wheeling and cycling in schools, local cycling events, personalised travel planning, cycle training in

schools etc.

Areas prioritised for interventions

The Strategy identified several priority areas for interventions based on where there is demand for travel. These areas are:

1. Between and within Maltby and Hellaby
2. **Between and within Wath, Brampton, West Melton and Manvers**, including links into Swinton and (in liaison with Doncaster and Barnsley Council) Bolton and Mexborough
3. Within and between Laughton and Dinnington
4. Links between Rotherham and the surrounding suburbs
5. Meadowhall, Tinsley, Carbrook and the Advanced Manufacturing Park/Waverley (in liaison with Sheffield Council)

Policy review (7)

South Yorkshire Strategic Economic Plan

The Strategic Economic Plan recognises the role of **transport and mobility** in realising the economic vision for 2041 – growing the economy and transforming the lives and wellbeing of the people. **A reliable, efficient and affordable transport system is a crucial driver of economic growth** as it links residents to jobs, education, green spaces and recreational facilities.

Several **strategies** are highlighted to deliver the transformative change needed in transport and mobility to deliver the vision – the ones relevant to walking, cycling and wheeling are outlined below:

1. **Improve the existing transport network** (connections and access) by enabling more cycling and walking to take place across the region
2. **Enhance productivity by making the transport system reliable and resilient** by connecting employment, housing and commercial sites with affordable public transport and cycling and walking infrastructure
3. **Investing in infrastructure and schemes to encourage a modal shift** to walking, wheeling and

cycling, and public transport and prioritise sustainable modes over private cars

Rotherham's economic ambition is to be an attractive, desirable place to live at the forefront of the new manufacturing economy in the North with high quality neighbourhoods connected to economic opportunities across the Borough and the wider region (pg. 105).

In the Plan, SYMCA commit to supporting Rotherham in delivering key priorities to make the ambition a reality, one of which is to connect the Town Centre to the economic corridors by **developing Rotherham's walking, wheeling and cycling infrastructure** to also fulfil the public health and environmental plans.





Baseline

Baseline (1)

Introduction to place

Wath-upon-Dearne (Wath) is a town located 8km north of Rotherham. It lies south of the River Dearne and is bound by several towns, green spaces and natural reserves. The town is central within the region, located midway between Barnsley, Doncaster and Rotherham.

Historically, the town was a significant hub due to its coal mining industry. The town was home to several collieries, including Manvers Main Colliery. These mines shaped the town's landscape, with large areas dedicated to mining operations and associated infrastructures.

Today, Wath is a town featuring a mix of residential, commercial and light industrial areas. The Manvers area is currently Rotherham's largest centre of new industry and employment. This makes Wath a significant attractor and generator for local and nearby town trips and given the towns position at the very north of Rotherham District, this includes trips from outside of the Rotherham Boundary from Barnsley District (e.g. Wombwell and Bolton upon Dearne) and Doncaster (e.g. Adwick upon Dearne and onwards towards Mexborough).

The natural spaces and onward off-road active routes from the north of Wath form the basis for the promotion of healthy, active lifestyles.



Baseline (2)

Land Use

Wath features a blend of commercial, residential and industrial areas, along with some woodlands and green spaces.

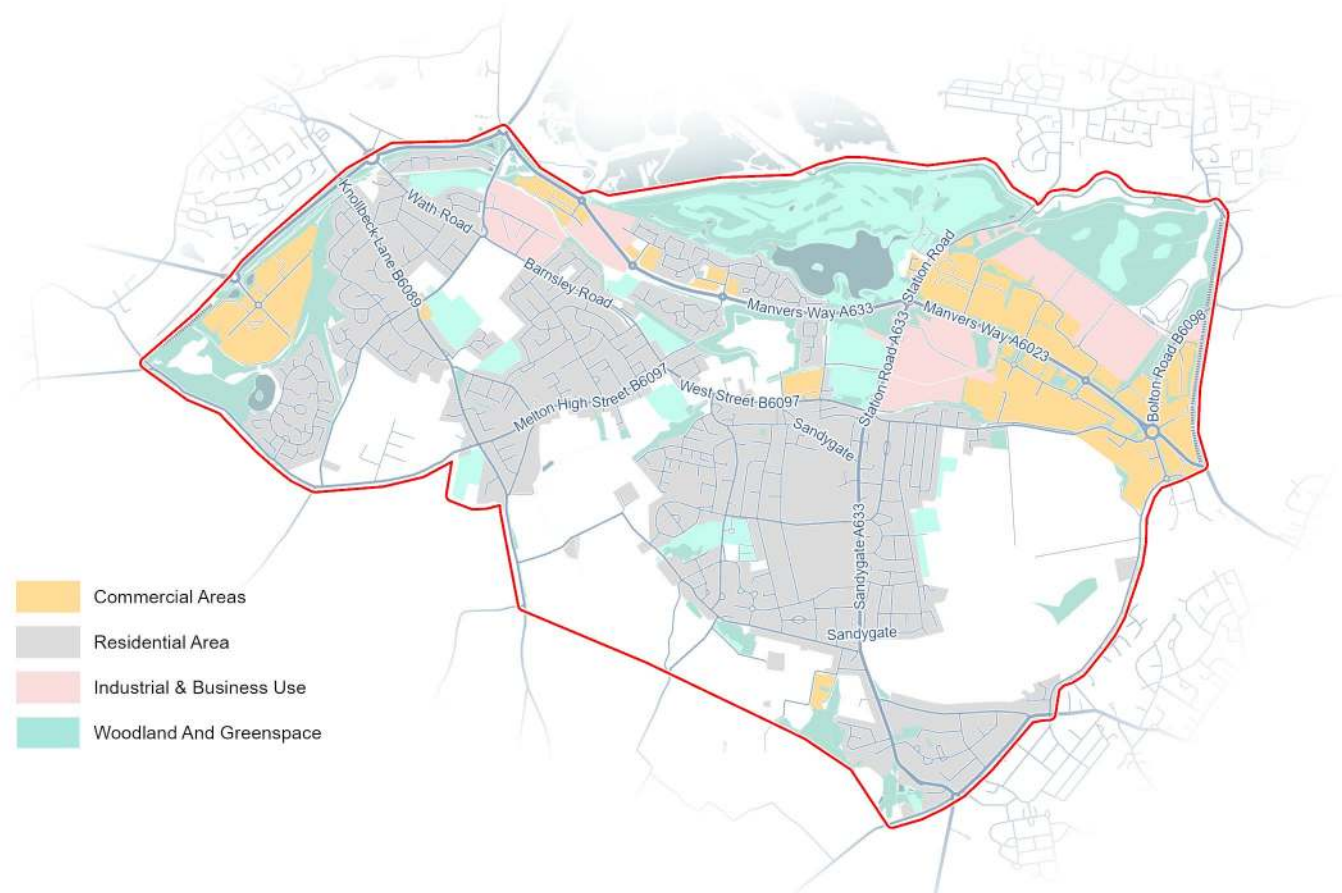
The western and central/south parts of the town are predominantly residential. These neighbourhoods are characterised by a variety of housing types, with local amenities such as schools, parks and community centres.

The northern part of the study area is characterised by woodlands and green spaces near the River Dearne, including Manvers Lake, Brookfield's Park and the Great Moor.

Commercial areas are mainly located on the eastern side along Manvers Way, with office spaces and local businesses. Cortonwood Retail Park, the primary shopping destination, is situated on the western side of the study area.

Industrial areas are largely situated in the northern and eastern parts, comprising several logistics and warehouse units, as well as manufacturing sites.

Wath is stratified by greenspace to the north, industrial and commercial areas either side of Manvers Way, and residential areas south of Manvers Way.



Baseline (3)

Facilities

There are **numerous educational facilities located throughout the study area**. There are six primary schools within the area, mostly situated in the central zone. The two secondary schools are Saint Pius X Catholic High School and Wath Academy, both located to the south of the area.

In the southern part of the study area is Wathwood Hospital, the main medical facility. There is one nursing home, Byron Lodge, located on Dryden Road.

Manvers Lake, in the north of Wath, is a key public facility and attraction in the local area. The popular country park was created in the 1990s from what was once one of the largest coking plants and collieries in Western Europe. Today it is a popular site for dog walkers, runners, cyclists and water sport enthusiasts.

Aside from the lake, the main points of interest are concentrated along Sandygate and Knollbeck Lane (Brampton). These are key routes for further analysis. Safe access to school is a priority given the concentration of schools.



Future baseline (1)

Planning and development

There are plans for further development of the commercial and industrial areas east to the A633 Station Road.

From the Local Development Framework, several areas have been earmarked for new housing developments, including land near the Cortonwood Retail Park, adjacent to Pontefract Rd/Barnsley Rd, and the land next to Far Field Ln.

The area around the High Street, including community facilities such as the Bus Interchange, Library and Theatre is designated as a conservation area.

A diagonal crossing has recently been installed across Biscay Way linking to Moor Road and on towards Manvers Lake – a key desire line. This has been complemented with a bidirectional cycle route down Moor Lane and traffic calming.

The conservation area is at the heart of Wath, setting the foundations for considering connecting routes in and out from the centre. Future development will reinforce the existing land use stratification between commercial/industrial and residential.



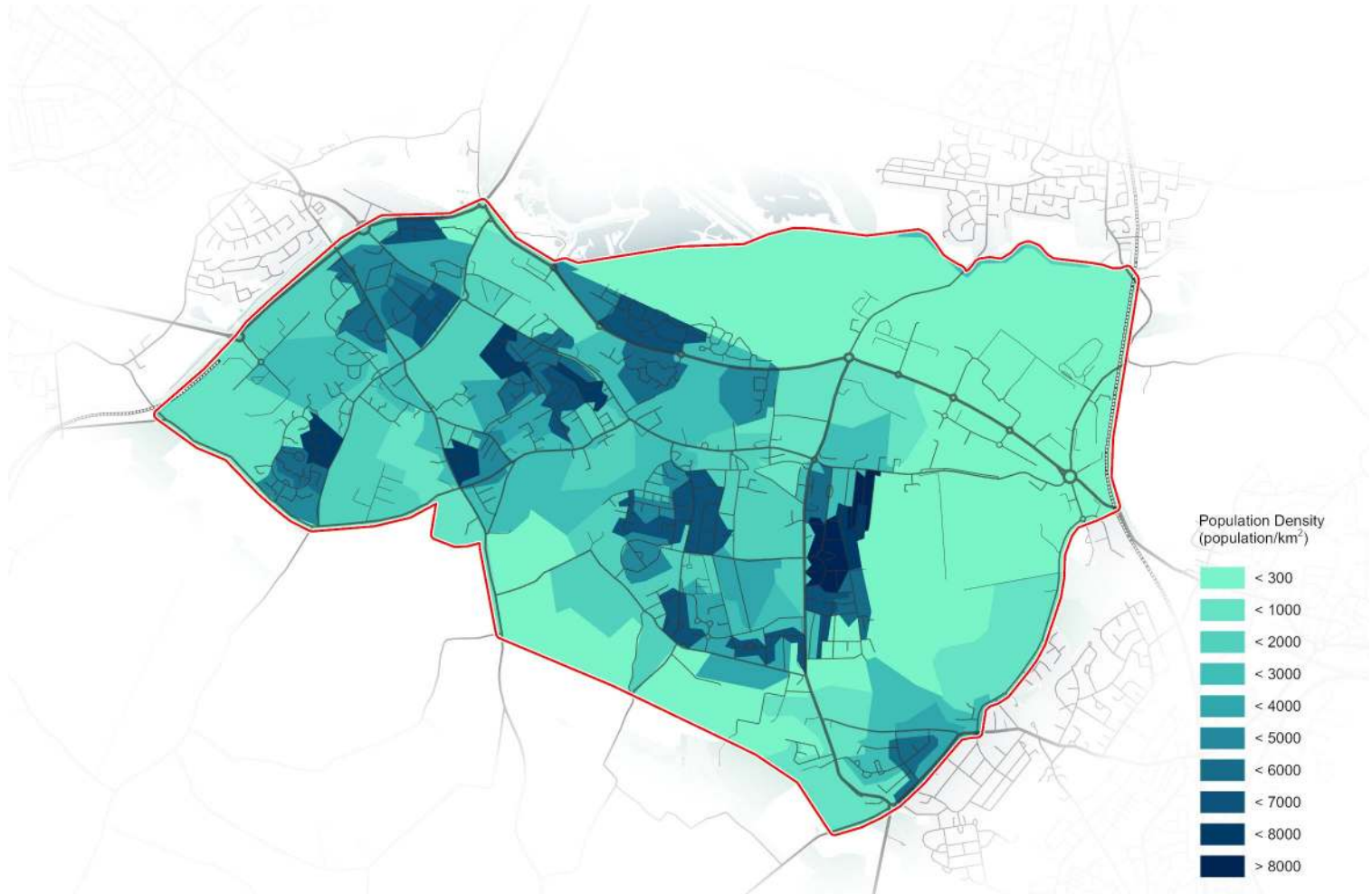
Baseline (5)

Population introduction

The population of Wath is concentrated mainly in the western and central parts of town. The residential area east of A633 Sandygate is particularly crowded. Similarly, the residential areas enclosed by Barnsley Road and Melton High Street, as well as the sites south of Cortonwood Retail Park, are densely populated. Additional population clusters can be found in the northwest part of town and adjacent to Manvers Way.

Parts of the study area with lower population densities are predominantly woodlands, commercial and industrial areas.

Areas of higher population density to connect to local services include Manvers (north of Manvers Way) and the neighbourhood to the east of Sandygate.



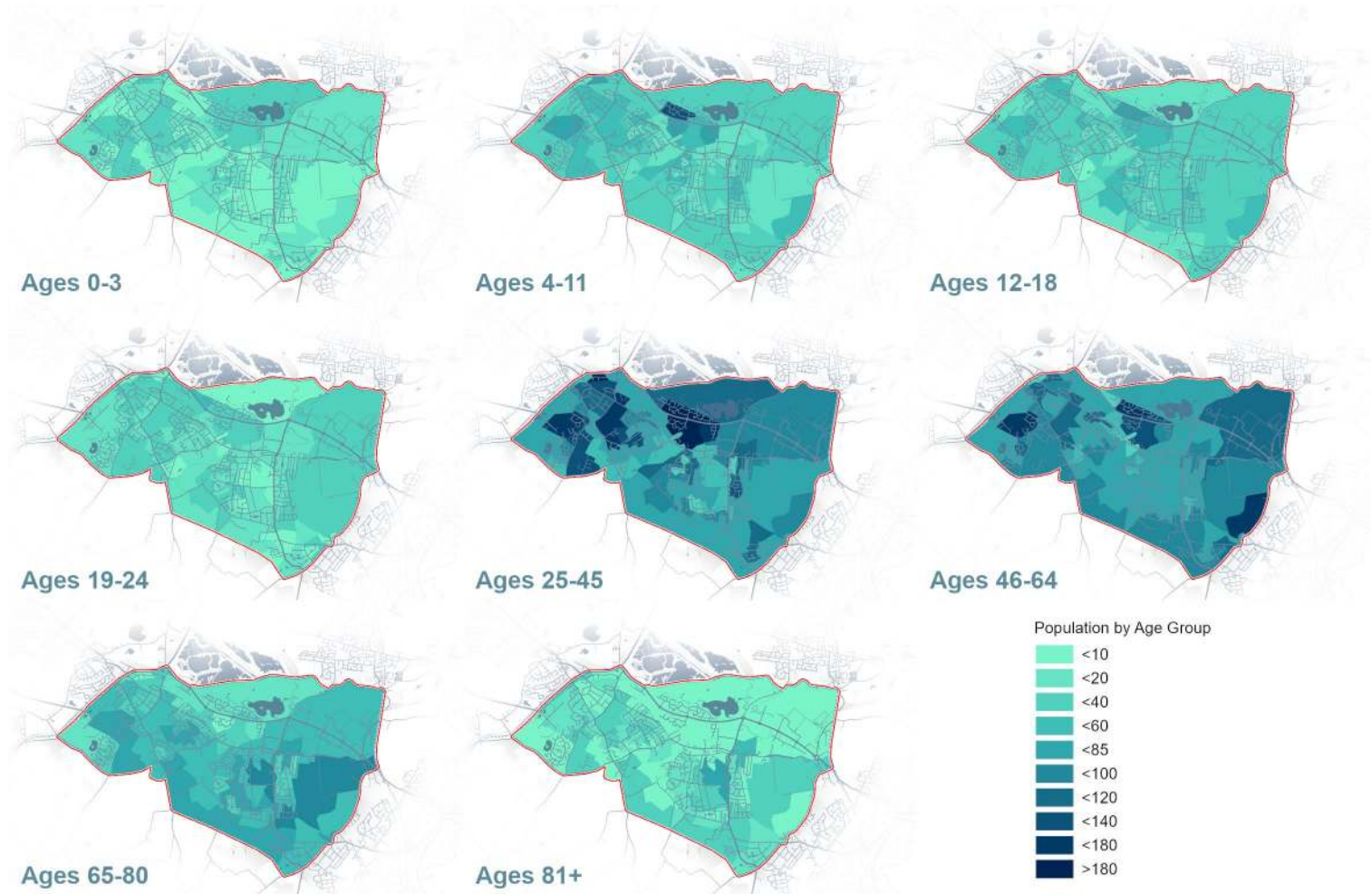
Baseline (6)

Population

People aged 25-45 and 46-64 make up the majority of Wath's population, with the 65-80 and 4-11 age groups being the next largest segments.

The younger population in Wath is evenly spread throughout the study area. The working-age population primarily reside in the western and central regions of the study area, whereas the older population is predominantly found in the south side of town.

There is a hotspot of children in Manvers, where recent developments have been designed to cater for family-living. Considering their routes to central Wath and nearby schools by active modes is a priority for further analysis.



Baseline (7)

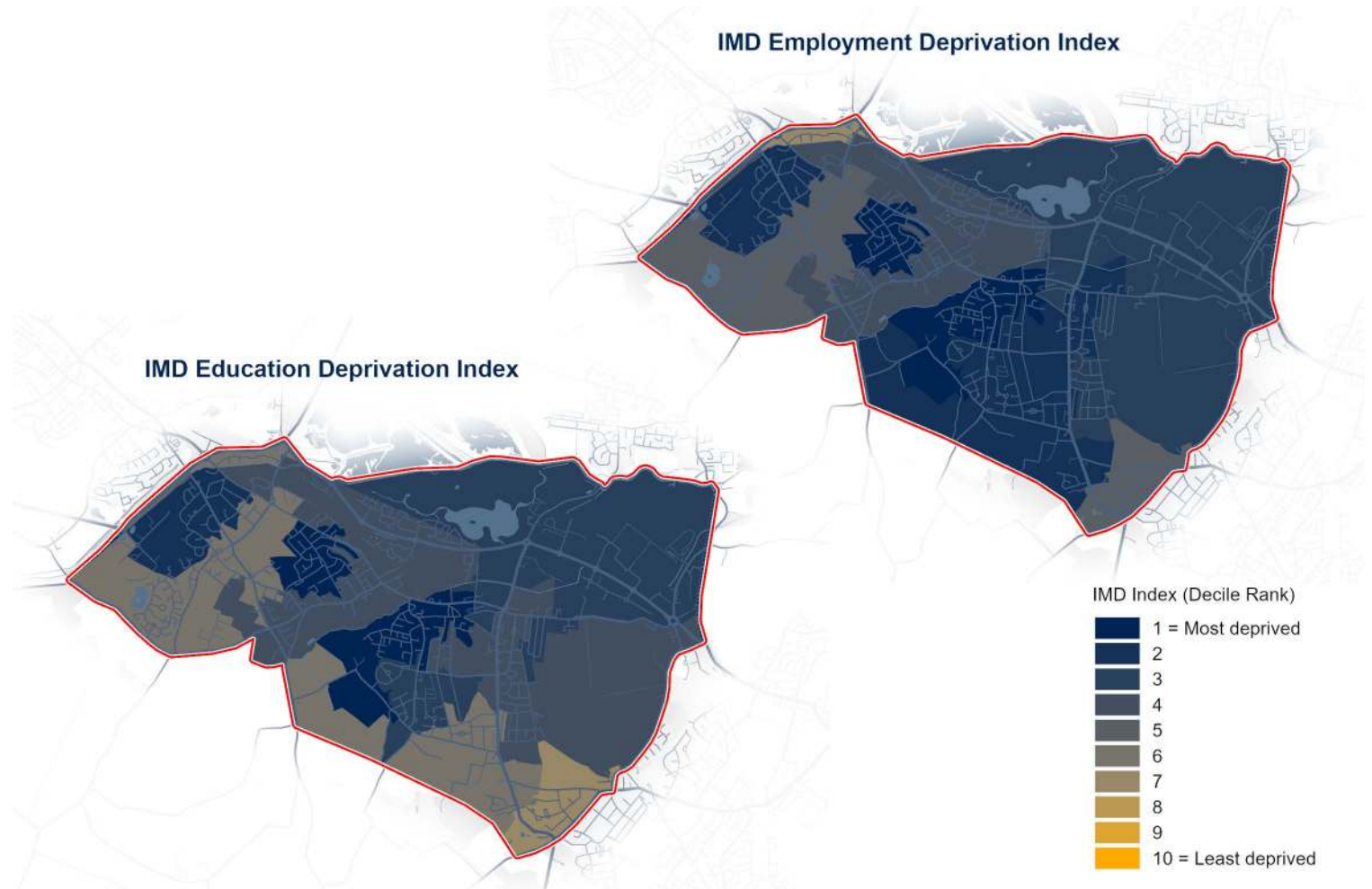
Population

The Indices of Multiple Deprivation (IMD) is used to evaluate levels of deprivation across different areas of the UK. Specific elements of deprivation are represented through IMD Indices. The IMD Education Deprivation Index represents the level of education attainment as well as skill level in an area. This is informed by the level of qualification achieved by residents in the areas, the proportion of younger people leaving education before age 16 and the education attainment of younger children. The IMD Employment Deprivation Index represents the number of people involuntarily without work in the area. It captures those who are unemployed, unable to work due to a disability or sickness or care responsibilities.

Wath is in Decile 3, making it part of the 30% most deprived areas in England. The central part of the study area is in the 10% most deprived, with some areas in the northwestern part of the study area also having some of the highest levels of deprivation.

Overall, Wath is the eighth most deprived ward out of the 25 wards in Rotherham.

Wath is a deprived area, and therefore requires a comprehensive active travel network, including to the Montgomery Road Bus Station and Bolton-Upon-Deerne Railway Station to support connections to economic centres such as Rotherham, Sheffield and Doncaster. This will support those without access to a car, or facing high costs related to car ownership.



Baseline (8)

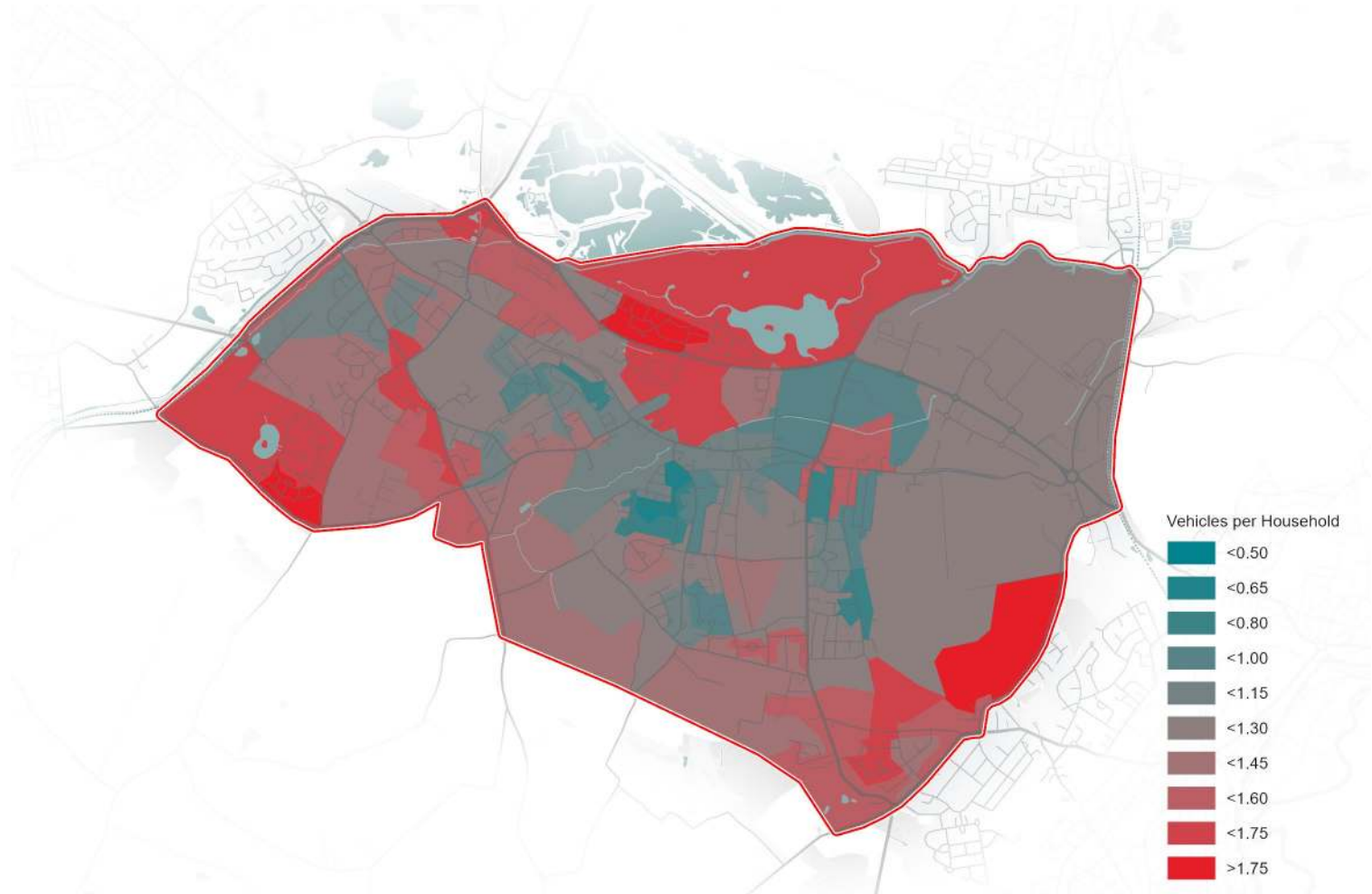
Vehicle Ownership

There is a correlation between deprivation levels and vehicle ownership in Wath – households in the more deprived areas tend to have less vehicles compared to areas with comparatively lower levels of deprivation.

Areas with fewer vehicles per household can be found along Wath Road, Barnsley Road and the B6097, as well as the area east to the A633 Sandygate. These areas could benefit more from having accessible walking, cycling and wheeling infrastructure, as they may be more likely to use sustainable modes due to their limited access to a car.

There is also seemingly a pattern where there is lower car ownership per household around the town centre and Montgomery Road Bus Stands (a hub for bus services in Wath). This does not necessarily mean that there is causation (i.e. access to public transport negating the need for car use), particularly given the deprivation levels and the relatively limited bus timetables.

Car ownership is lower in central Wath, where bus stops and community facilities are within an walking, wheeling and cycling distance. Expanding the reach of the network, and the connection to the railway station could further reduce car kilometres travelled.



Baseline (9)

Walking, wheeling and cycling

Walking, wheeling and cycling infrastructure provision in Wath is minimal. Segments of the National Cycle Network traverse the study area. Route 62, which also forms part of the Trans Pennine Trail, follows the River Dearne through the area, while Route 67 runs in parallel to the A6195 west to town before joining Route 62 just outside the study area. These segments connect Wath to nearby towns but do not provide adequate local connections within the town itself.

Locally, a segregated shared use path runs along either side of Manvers Way, starting at the Manvers Way/Pontefract Road junction in the west and continuing to the Manvers Roundabout in the east. There is currently no cycling infrastructure linking the residential areas, hospital and educational facilities in the central and southern parts of the study area to other parts of town.

Footways in Wath are of relatively low quality. While some roads have footways with adequate width, there are sections with little to no provision. Doncaster Road, for example, has a large section without footway provision even though it passes commercial, industrial and residential areas.



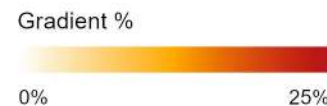
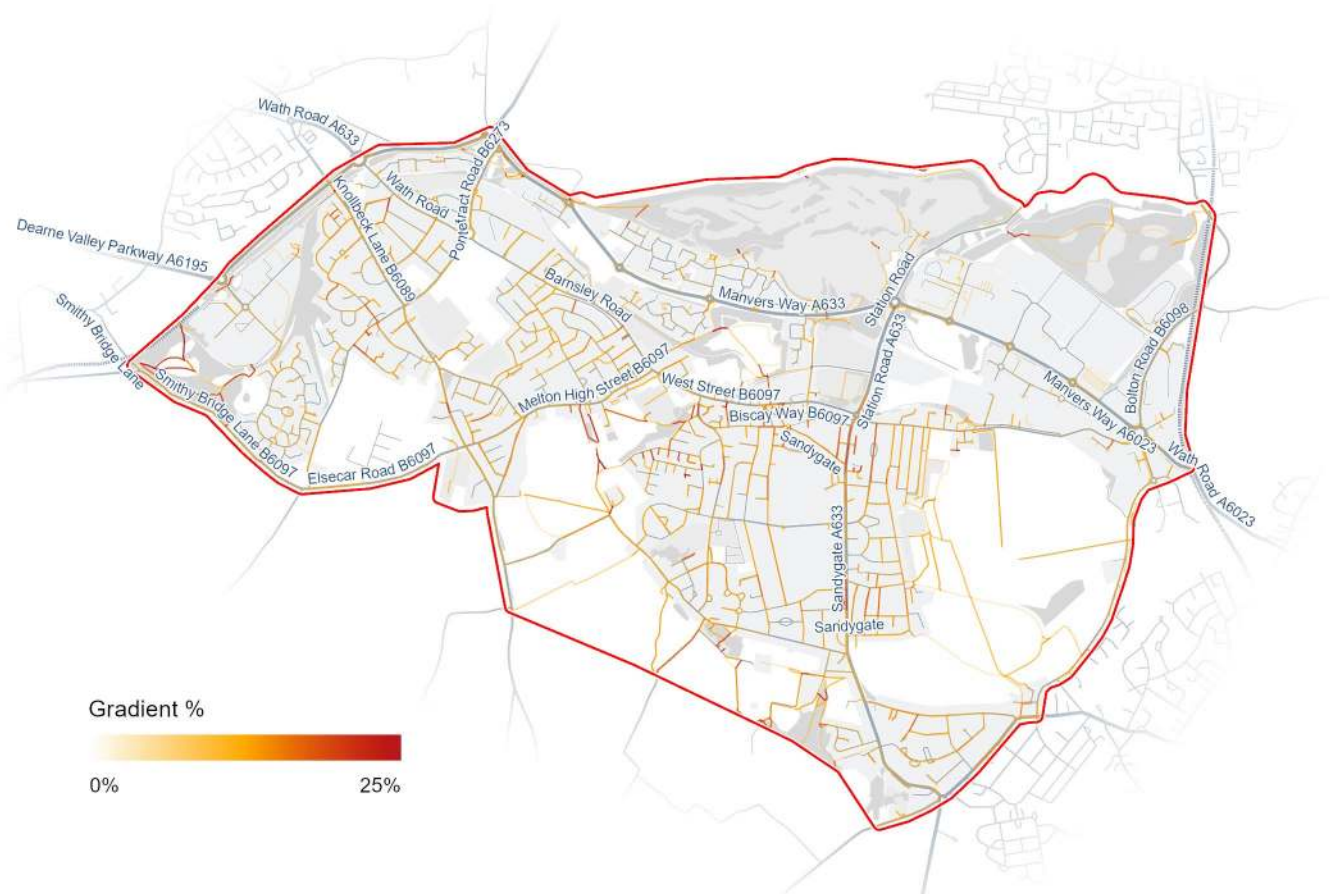
Baseline (10)

Physical environment

Wath features a few streets with significant inclines. In the study area, some streets have **10%+** gradients, such as **A633 Sandygate**, where several educational facilities are located, as well as the local residential roads nearby. Similarly, the local roads in residential areas located in the **northwestern part of Wath** are particularly steep.

A steeper gradient requires more energy to overcome when walking, wheeling or cycling than a flat section. LTN 1/20 (Cycle infrastructure design) provides guidance on balancing the directness of routes with the gradients of routes. Steep gradients can cause higher speeds when cycling when descending and slower speeds when climbing. This imbalance needs specific consideration. Gradients require additional consideration on segregation and edge protection as they may represent a potential hazard of reduced control when cycling.

There is not a key street or part of the network with a particular gradient challenge to consider.

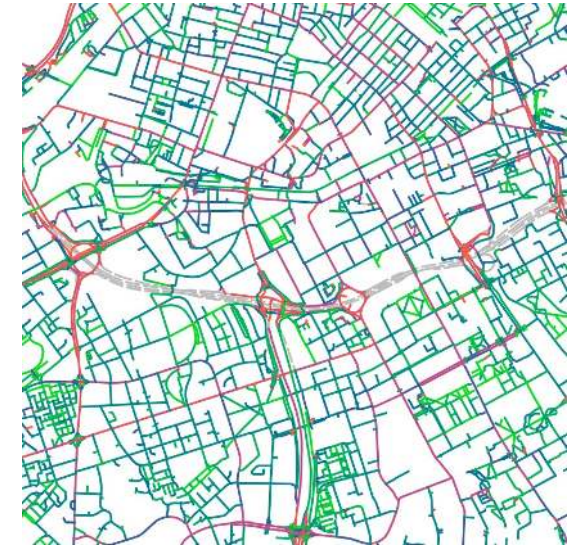
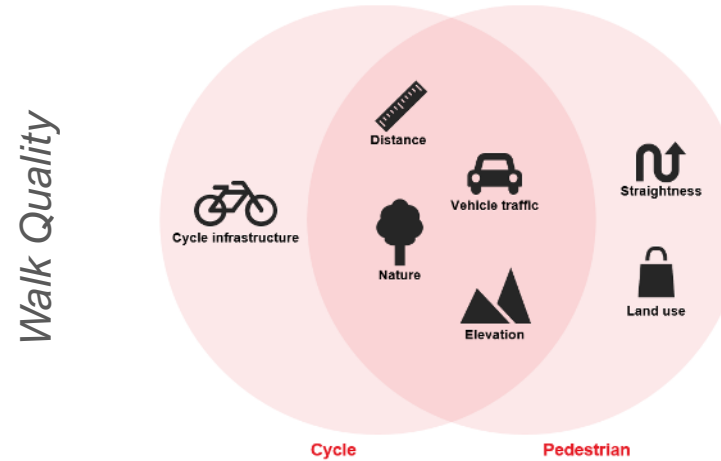


Baseline (11)

Staterra – Walking, Wheeling and Cycling Modelling Toolkit

To understand the baseline quality of the network for walking and cycling, Arup's walking, wheeling and cycling modelling toolkit was employed. Staterra is a bespoke tool that leverages open-source data, allowing interrogation of large study areas in a consistent, efficient and data-driven fashion.

The toolkit considers a suite of indicators and data patterns seen across the road and path network, resulting in a **walk quality** score. The results are presented as a perceived distance to the user which can be translated and mapped as a link quality. The tool considers the indicators shown in the diagram to the right:



A **relative footfall** calculation is also made possible with the toolkit, developing an estimate for how busy footfall might be compared to adjacent streets and paths. Alternative demand estimates are developed when other direct data counts for footfall are not available (e.g., spot counts, surveys, camera/AI, mobile phone data).

Within the UK, census data is available that can help us more accurately generate our demand proxies within an area – data used includes:

- *Population density (OA-level 2021)*
- *Commute to work mode split (OA-level 2021)*
- *Job density (OA-level 2021)*
- *Workplace arrive mode (MSOA-level 2021)*

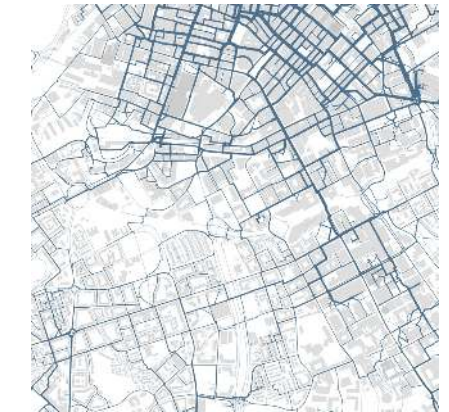
Relative Footfall



OA residential mode share



Building demand estimates



Relative footfall

Baseline (12)

Staterra – Walking Quality

- Higher walking quality emerges along areas of reduced vehicle traffic, commercially active areas, as well as completely segregated pathways that are altogether separate from road traffic (parks, active travel paths, etc.).
- In Wath we can see that walking, wheeling and cycling pathways along the Knoll Beck and around Manvers Lake ① score high as they are completely car-free, and adjacent to natural features.
- Additionally, small, quiet roads leading into neighbourhood cul-de-sacs have a medium score, as they are only host to lighter traffic levels.
- Busier roads running directly through the town (e.g., Station Road A633 ②) score low, as the streets are vehicle dominated with narrow footways.

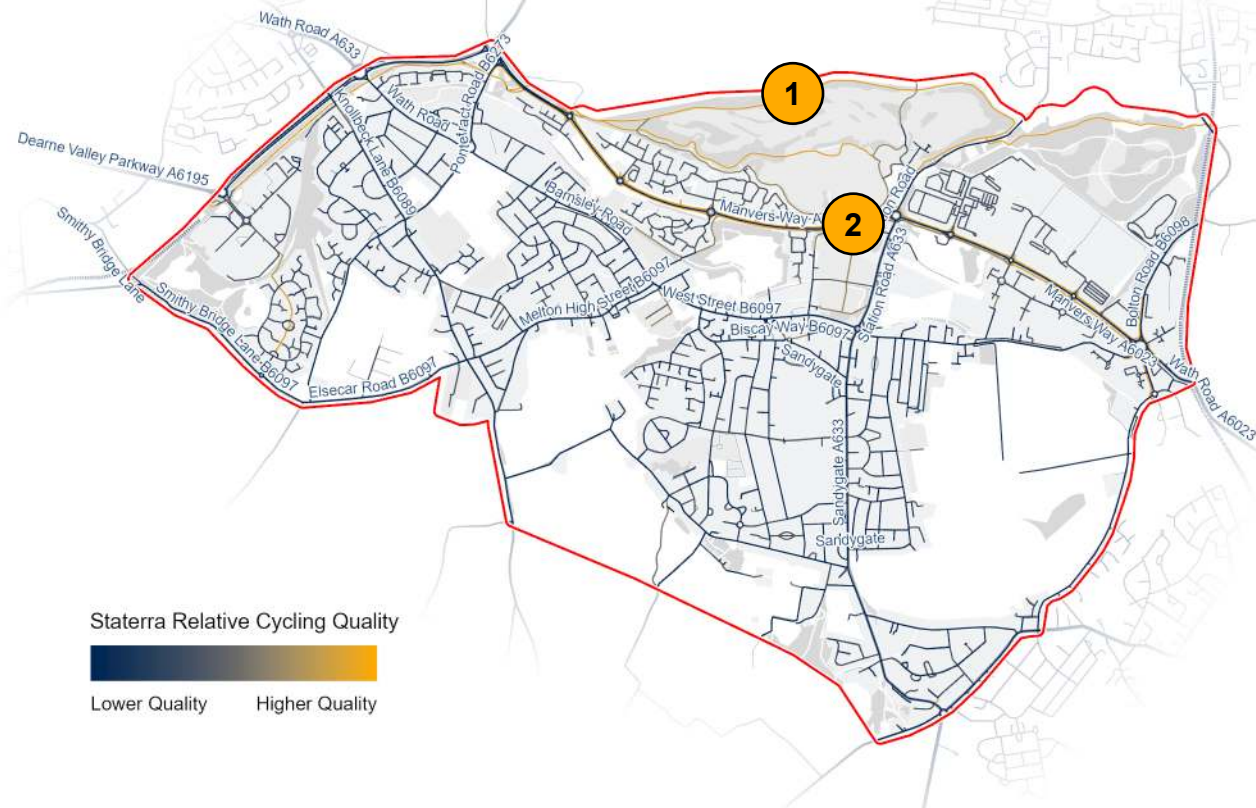


There is significant variation in the walking quality within Wath, with some improvements needed on key links such as Station Road.

Baseline (13)

Staterra – Cycling Quality

- Several trails exist that are suitable for both walking and cycling, with full separation from auto traffic. These include the trails around Manvers Lake, as well as the Trans Pennine trail ① between the River Dearne and Brookfield's Park. However, it is noted that many of these trails are unpaved so depending on weather, they will be of better or worse quality to users.
- Higher quality cycling options also exist alongside Manvers Way ② with sections of the walking, wheeling and cycling path fully set back behind a row of trees.
- Most other areas do not have cycling infrastructure or cycle markings and therefore are lower on the cycle quality rating.



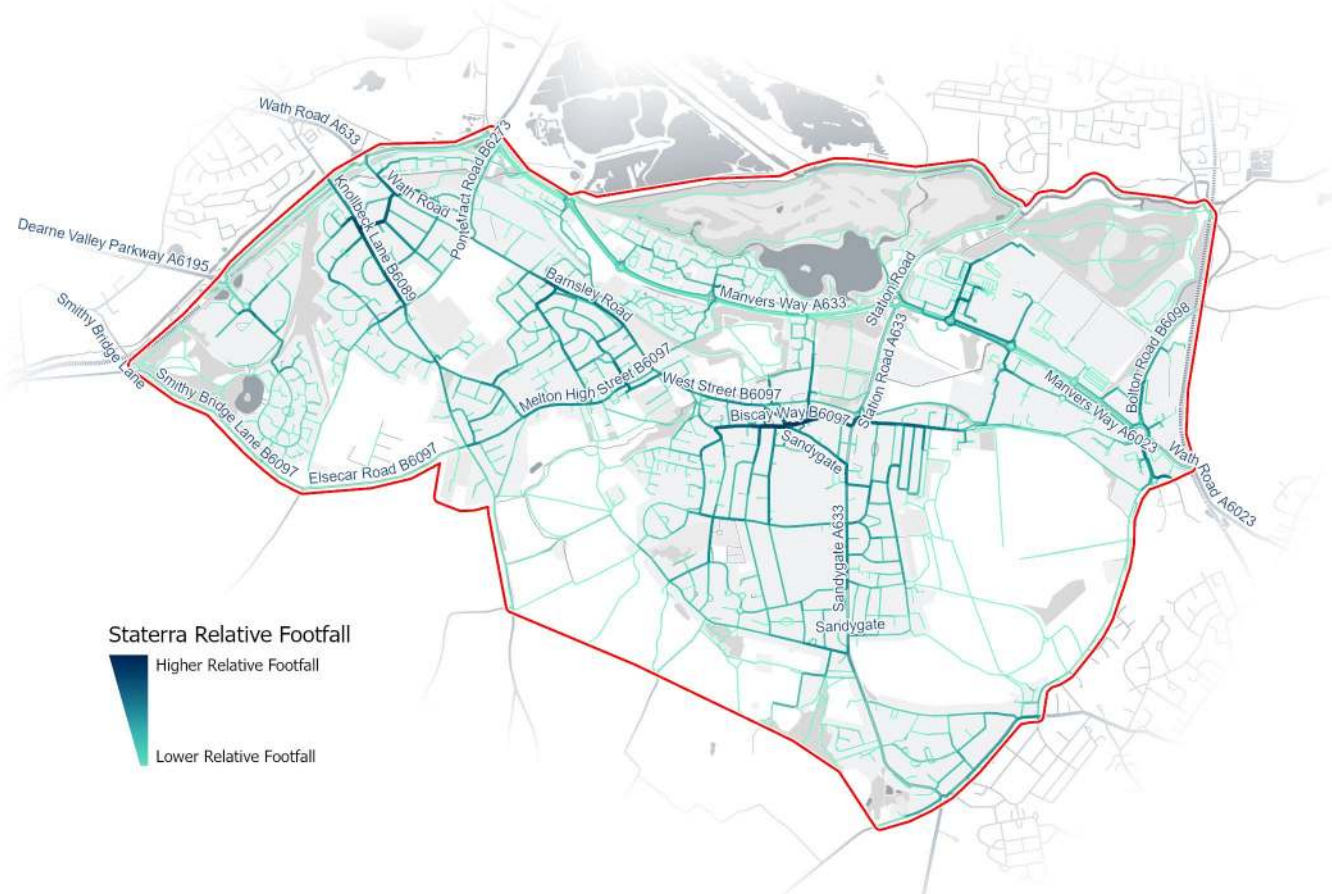
Aside from the off-road trails to the north of Wath, and the segregated cycle infrastructure along Manvers Way, there is an absence of cycle provision.

Baseline (14)

Staterra - Relative Footfall

- The relative footfall analysis highlights specific areas that are likely to show a greater number of pedestrians compared to others.
- One of the busiest areas is that of High Street/Church Street, an area of shopping and services, as well as a pedestrianised zone without vehicle traffic.
- The intersection of Knollbeck Lane and Chapel Avenue is also slightly higher than the surrounding streets but is notably lower than High Street/Church Street.

The area around Montgomery Street bus stops and library is a hotspot for anticipated footfall. Similarly, Knollbeck Lane, where there is a concentration of schools and other local amenities.



Baseline (15)

Public transport

There is currently **no railway station serving Wath** – the nearest station is Bolton-upon-Deerne Station, located approximately 2 miles to the north-east of the town centre.

The main bus interchange is located on Montgomery Road, equipped with a bus gate which closes the road from general traffic. Several bus routes serve the area, including those to economic centres such as Rotherham and Barnsley, as well as Thurnscoe, Chapeltown, Swindon, Cortonwood and Low Valley. Buses also provide a key mode of connection between areas in Barnsley and Doncaster in the immediate vicinity of Wath such as Wombwell and Adwick Upon Dearne.

Public transport in the area faces challenges with poor evening frequencies and a lack of night services, as well as punctuality and reliability challenges.

Given the absence of a railway station in Wath, emphasis should go on improving access to the key bus corridors, and the route to Bolton-upon-Deerne. Converting Montgomery Street into a mobility hub with cycle parking should be considered further.



Baseline (16)

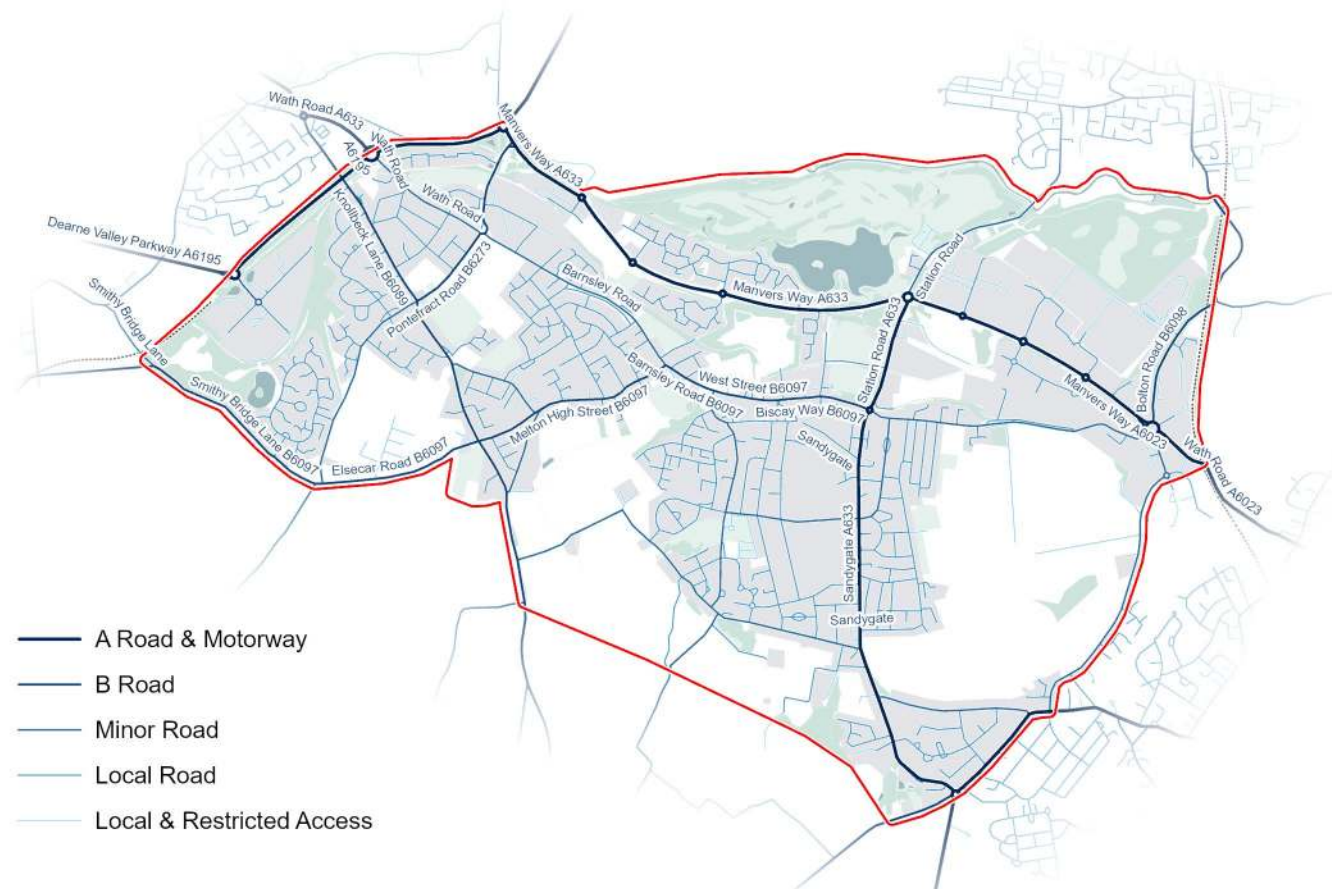
Road transport

Wath has a well-connected road network, linking it to nearby towns and cities.

The A633 runs through Wath from the south, linking the town to Rotherham, and continues northwest to Barnsley. At the Broomhill Roundabout, the A633 intersects with the A6195, providing access to the M1 motorway.

The B6097 is the main route through the town centre, intersecting with the A633 at the Wath Roundabout to the east and connecting Wath to Elsecar. This road also links to Church Street, the town's main high street, connecting residential areas with commercial and industrial zones.

Manvers Way is a good example of incorporating walking, wheeling and cycling around the road network which also needs to cater for traffic to the industrial and commercial centres. Other main roads in Wath need to be considered in terms of severance and crossing points at desire lines.



Baseline (17)

Road transport – traffic volumes

Vehicle tracking data, obtained from The Floow, has been analysed to understand vehicle behaviours on different streets in Wath. Data collected over a study period has been aggregated to provide insights into typical traffic volumes and speeds across road segments.

This map shows the combined maximum AM and PM peak car traffic flow per hour for Wath.

Wath is dissected by several A and B-roads which have traffic flows in the peak hours. This is particularly the case for the A633, the A6195, and Golden Smithies Lane along the northwestern and southeastern boundaries of the study area, all of these have flows over 1,150 vehicles (cars) per hour.

These higher volume roads have the effect of dividing Wath into smaller areas which can inhibit movement by walking, wheeling and cycling without improved infrastructure and result in higher dependency on crossing points to allow movement between them.

The A633, the A6195, and Golden Smithies Lane through Wath experience the highest volume of traffic flows in the AM and PM peak hours, which impacts on the ability for walking, wheeling and cycling.



Baseline (18)

Road transport – traffic and average speeds

This figure combines The Flow data and LTN 1/20 categories for vehicle speed and volume (reproduced below) to identify routes with either high traffic, high average speeds, or both. This can be used to identify both constraints and opportunities for active mode improvement. This shows that traffic speeds are generally quite high (for an urban area). Many of the main roads in Wath including the A633, West Street and Festival Road have high traffic flows and are higher speed roads.

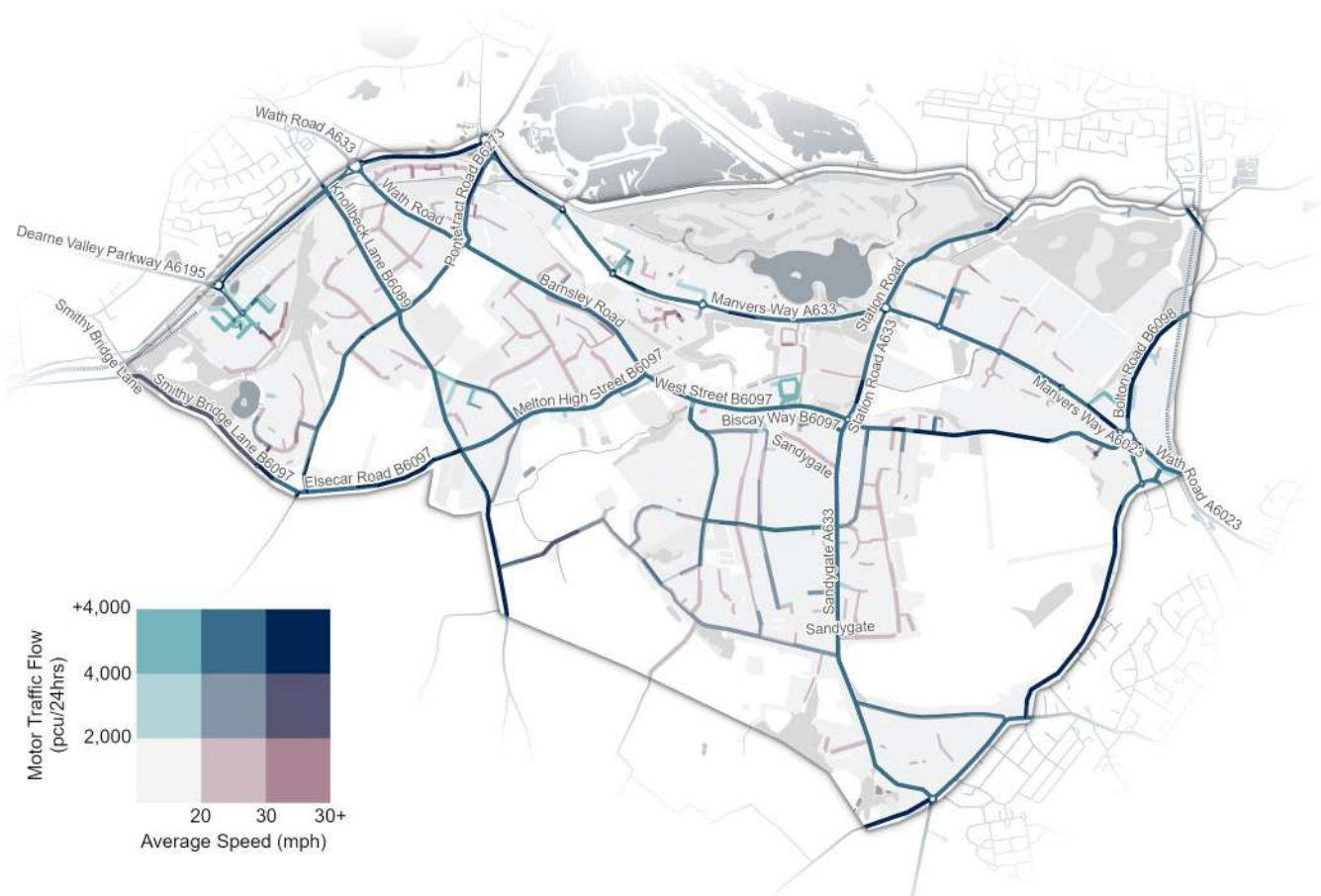
What provision is suitable depending on speed limit and traffic flow						
Speed Limit (using average speed in our analysis)	Motor Traffic Flow (pcu/24 hour)	Protected Space for cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph	0 - 2,000					
	2,000 - 4,000					
	4,000 - 6,000+					
30 mph	0 - 2,000					
	2,000 - 4,000					
	4,000 - 6,000+					
40 mph	Any					
50mph	Any					

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Traffic speeds on the main roads in Wath are quite high (around 30mph) coupled with high traffic flows on many links including the A633, West Street and Festival Road, creating a barrier to moving by active modes.



Baseline (19)

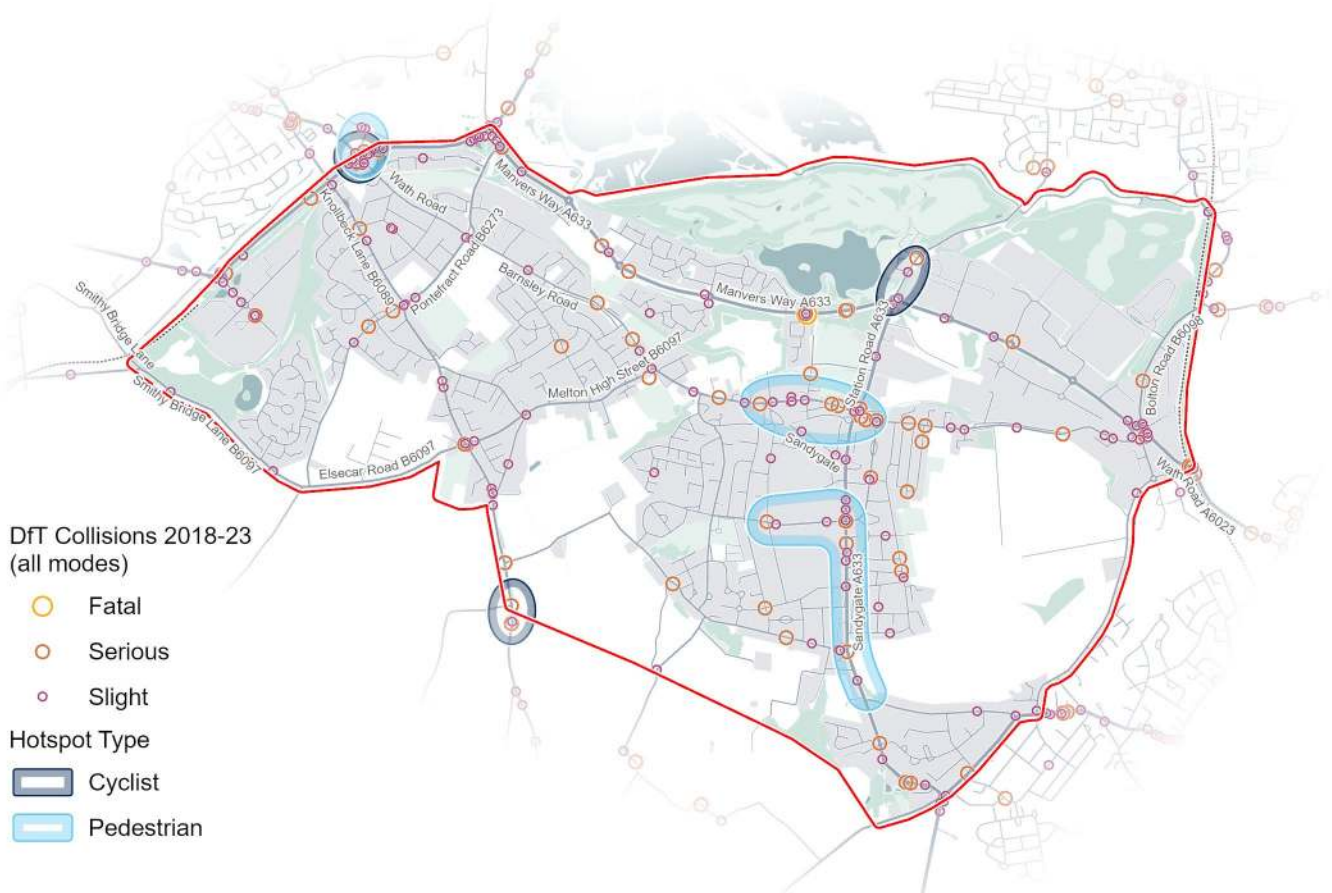
Collisions

Numerous hotspot for collisions involving pedestrians and cyclists have been identified within the study area based on collision data.

The stretch of **A633 Sandygate** between its intersection with Racecourse Road and the junction with Festival Road, as well as **Festival Road** itself, are areas with a high risk of pedestrian collisions. This vicinity has several educational facilities and is busy with students during pick-up and drop-off times. Another area identified with high risk of pedestrian collision is the B6097 and Wath Roundabout, with a supermarket located nearby.

Manvers Roundabout to the northeast is identified as a hotspot for collisions involving cyclist. Similarly, numerous cyclist accidents have occurred at Broomhill Roundabout, which is also a hotspot for pedestrian collisions. Both roundabouts have limited crossing facilities.

The junctions along Sandygate / Station Road, and various stretches between the junctions are collision hotspots for further investigation.



Future baseline (2)

Planned and proposed transport

Manvers to Wath cycle route / Manvers Cycleway

A scheme was approved in early 2023 to deliver a high quality, direct cycle route between the A633 Manvers Way and Wath Town Centre along Moor Road. The scheme is part of the wider Transforming Cities Fund delivery.

The scheme provides sustainable access for local residents and workers between Manvers, which has several key employment sites, and Wath via Manvers Way. Improved walking and cycling access will allow mode shift from cars, especially for shorter trips and potential new trips related to new developments along the corridor. This shift will help improve local air quality, reduce emissions and increase physical activity for the local residents.

TransPennine Trail Upgrade

In February 2025, RMBC approved just under £800k for the Trans Pennine Trail Community Access project in Wath. The project, which will run until 2027, will enhance a 5km section of the Trans Pennine Trail to upgrade the existing infrastructure, improving connectivity for residents. New access links will be created to provide easier access to the trail's green spaces.



The shared use off-road corridor and the cycling lane (RMBC)

Complete streets (1)

Landscape and public realm - Strengths & Weaknesses

Landscape analysis of the Wath site was undertaken to identify overarching strengths and weaknesses. The key findings are summarised below;

Strengths

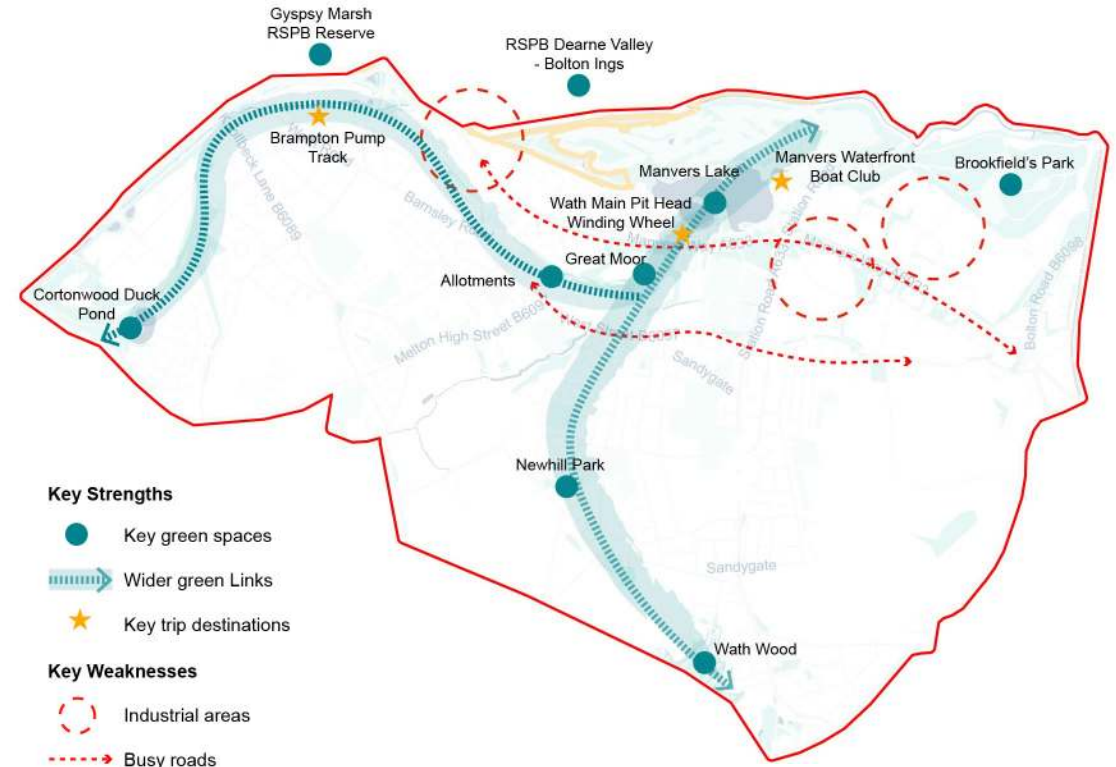
Across Wath there is a variety of recreational spaces with good walking, wheeling and cycling access such as at Manvers Lake. There are green spaces within short walking and cycling distance, including high quality green spaces such as the two RSPB reserves, Brookfield Park, Manvers Lake and Great Moor. The town core provides traffic calming measures, with a generous public realm space which has potential to be enhanced. There is some evidence of the local character presented by the building façades.

Overall Weaknesses

The high streets and central core does not reflect its local character to its full potential, the poor-quality streetscape and public realm is cluttered with bollards and dated paving materials. There is a lack of street furniture, and the public realm space is functioning primarily for vehicles. Underutilised green spaces such as the Wath Primary School Playground, which is a large area of amenity grassland. Active travel links into the centre are poor and not direct, pedestrians and cyclists could be better prioritised in the central core with provision and facilities to accommodate.

There is poor accessibility into some green spaces such as to the north of Great Moor, visibility into Great Moor could help to enhance biodiversity and make the space more inviting from the north. Industrial areas to the north of Wath act as a barrier to wider green

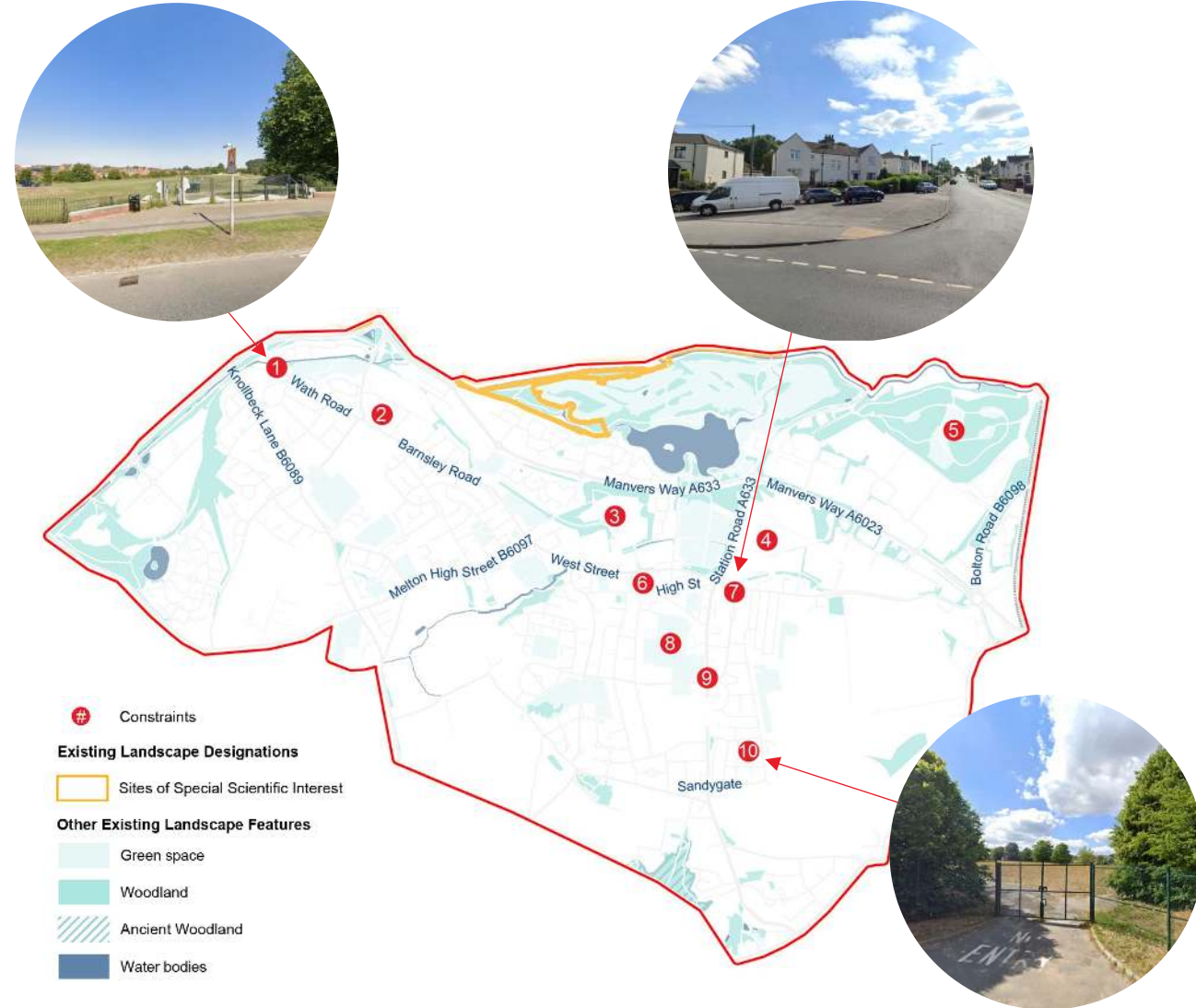
areas, discouraging people from exploring further, and give a poor experience when travelling across Manvers Way.

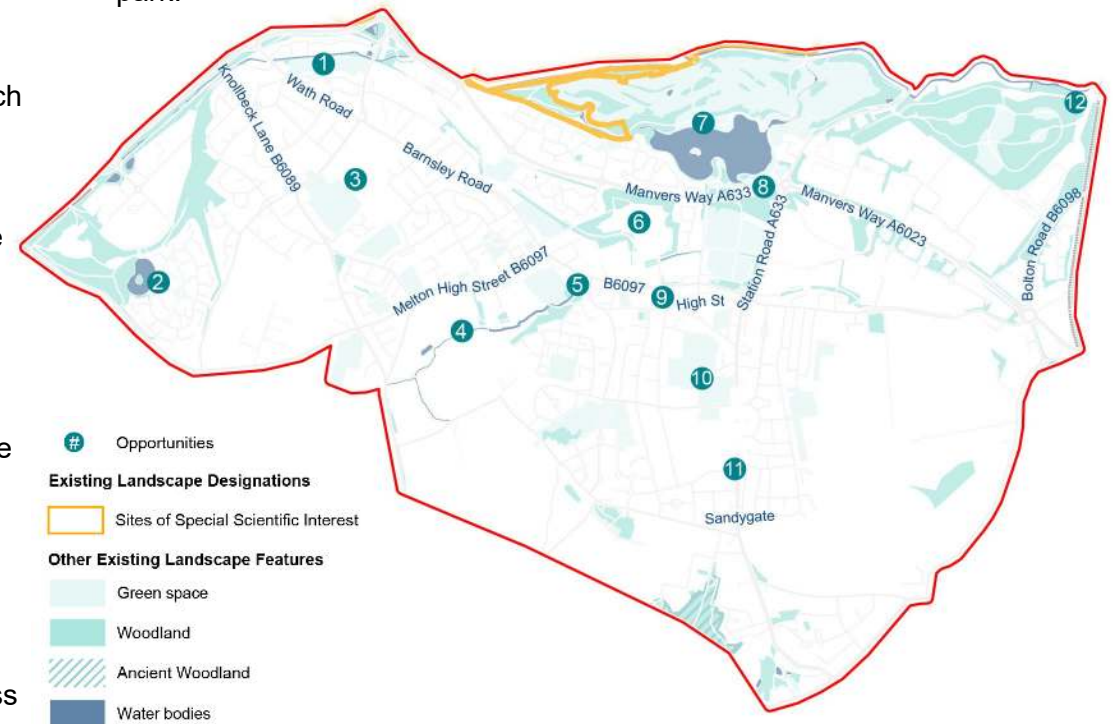


Complete streets (2)

Landscape and public realm - Constraints

- Existing access into park from Wath Road is uninviting and poor placement of street signage, could be made to be more inviting and welcoming.
- Industrial area feels cut off and out of place in comparison to its surroundings, it is not well integrated within the wider site. Some scattered semi-natural habitats with no public access to these. North of the site lies the TransPennine Trail, could be better integrated south.
- Neighbouring areas turned their back on the green assets including Great Moor. Fencing and obstructions where there could be accessible points into the woodland. Areas of neglect and fly tipping at entrance points to the south.
- Poorly integrated industrial park, could be better incorporated with the adjacent Station Road, lack of screening from Manvers Way.
- Brookfield's Park – a key green asset which is isolated from its surroundings and neighbourhood.
- High St and Montgomery Rd have a dated material palette, in poor condition, full of highway signage and clutter, lots of hard spaces with lack of planting. Lack of connectivity to the Town Hall/ churches and facilities - town core could be designed better
- Gateway into Burman Road is attracting cars to park on the footway. Space is underutilised and could be narrowed for a greener streetscape.
- The local schools have large green open spaces, which are underutilised, biodiversity improvements would benefit the wider green infrastructure.
- Junctions with poor, neglected landscaping areas.
- Brownfield site, overlooked by residents, underutilised space.







Stakeholder insights

Engagement approach

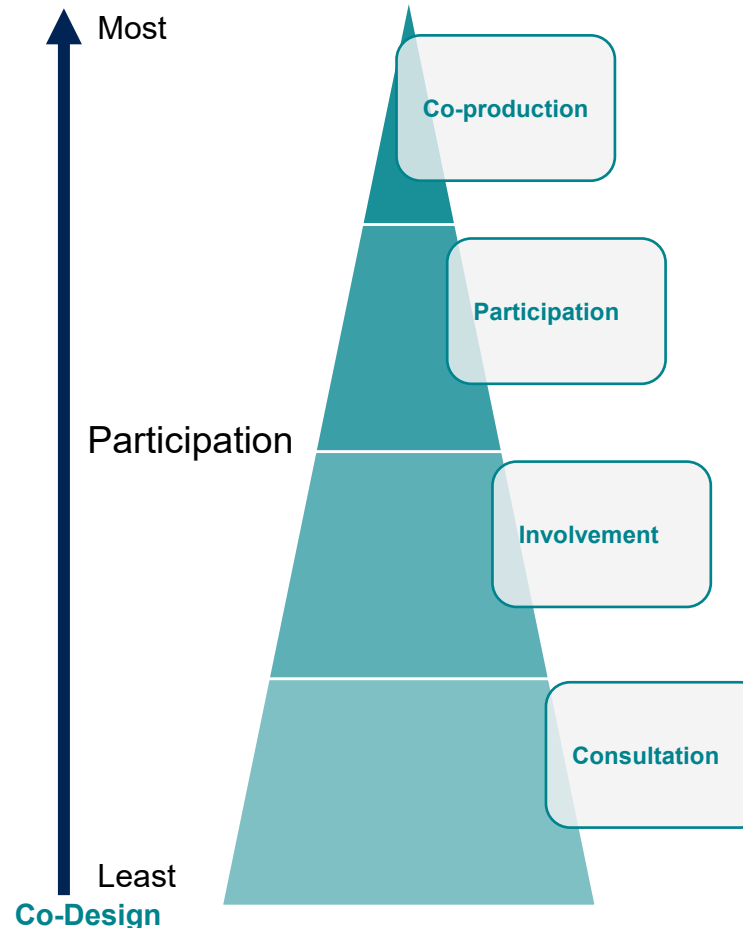
Context

South Yorkshire's Walking, Wheeling and Cycling Strategy is currently being refreshed with emphasis on putting communities' voices at the heart of the new network with the aim of creating healthier neighbourhoods. These far-reaching communities include residential, business, and school communities. This input to scheme design and development is crucial to the Strategic dimension of Strategic Outline Business Cases (SOBCs) which will be submitted at the end of the masterplan development.

The Plan

This engagement plan has broad objectives to support a set of evidence-based, community-driven masterplans and SOBCs.

1. **Develop a robust baseline understanding** of the current strengths, weaknesses, opportunities and threats. This is to be based on site and desktop study and community insights.
2. **Co-design interventions with local communities** when the emerging schemes develop from the baseline.
3. Support with RMBC's ambition to **raise awareness for walking, wheeling and cycling and its benefits.**



As part of these objectives, it is important to differentiate between the differing levels of public participation. The below co-production stages shows the different levels of public participation. As part of this plan, we will be:

Informing – we will be informing a range of local stakeholders about the project and the wider ambitions of the walking, wheeling and cycling strategy within Rotherham and South Yorkshire. Their involvement will remain at the 'inform' level, if they do not have the inclination to input to or attend the various engagement plan activities laid out within this plan.

Consulting – we will be inviting stakeholders to input on proposed designs towards the end of the project, or within a later business case stage (OBC, FBC)

Engaging – we will give stakeholders many opportunities to express their views in a multitude of different ways and formats.

Co-designing – as the schemes begin to emerge from the baseline, we will take these to various activities for stakeholders to input into.

Engagement sessions (1)

Overview

RMBC and Arup carried out a range of engagement activities throughout the project period to complement the insights recently collected as part of ATF and CRSTS programmes in the borough. A summary of these sessions can be found below. Further information can be found in **Appendix A**.

Overview of engagement activities throughout the project period			
Engagement Session	When?	Who was there?	Why?
Wath Library Session	6 and 12 August 2024	Parents, toddlers, general public	Hear from parents and toddlers regarding their journeys to and from the library they use regularly
Dearne Valley College Student Sign Up	10 September 2024	Students of the Dearne Valley college (signing up for activities)	Hear from students on how they travel to/from college on a daily basis.
Wath Active Festival	9 January 2025	Local residents and visitors of the leisure centre.	Hear from residents on the challenges and opportunities for walking, wheeling and cycling, identify places of interest and areas that need improvements.
Century Business Park	9 January 2025	Local businesses and employees.	Hear the views of workers in an area of Wath with a distinct land-use and different context to the residential and leisure areas.
Wath Library Session	14 January 2025	Parents, toddlers, general public	Hear from parents and toddlers regarding their journeys to and from the library they use regularly

Engagement sessions (2)

Wath Active Festival

RMBC and Arup held a community engagement session, 'Wath Active Festival' on 9 January 2025. The session was held at Wath Leisure Centre, a community facility located on Festival Road. The aim of this engagement session was to hear from local residents and visitors to the leisure centre about their daily trips, places of interest, areas for interventions and understand their needs for walking, wheeling and cycling around Wath. In addition to direct conversations, a questionnaire was shared to reach a wider audience.



Summary of observations

Crossing facility: Numerous comments were made on the lack of crossing facilities throughout Wath. Several highlighted places are Sandygate, Festival Road, Fitzwilliam Street and Cemetery Road.

Speeding vehicles: Residents note that drivers often exceed speed limits, particularly on Sandygate and Newhill Road. Concerns were raised as these areas are frequented by children travelling to and from schools.

Pavement connectivity, directness, widths and surface condition: Pavements throughout Wath often lack continuity (Station Road was specifically mentioned). Multiple comments were received regarding the surface condition of existing footways which are often uneven and littered. Some pavements are also narrow and overgrown with vegetation. Directness of footways was also commented on, highlighting the importance of aligning footways with desire lines.



Mapping exercise – residents pinned frequently visited places and areas that need improvements

Perception of cycling: Residents generally have a

positive perception of cycling, particularly children and teens. However, several commented the biggest barrier for them to undertake cycling are safety concerns.

Safety at roundabouts: Massive roundabouts around Wath are perceived to be dangerous for walking, wheeling and cycling, with speeding vehicles and lack of crossing points.

Wayfinding: Several residents mentioned that signage and wayfinding throughout Wath needs to be improved.

Places of interest

Cortonwood Retail Park is the main commercial centre in the area. However, accessing the retail park on foot is difficult due to fences between units, 'forcing' residents to rely on cars. Although there are several access from surrounding residential area into the retail park, these are not accessible as they feature steep steps and often experience flooding.

Brampton Pump Track is well-used for BMX and recreational cycling. The facility is popular, attracting visitors from outside Wath.

Greenspaces throughout Wath are generally well-used, especially for recreational purposes. Some residents welcome the idea of waymarked loops to allow people who are unfamiliar with the greenspaces to do leisure walks and cycles.

Engagement sessions (3)

Century Business Centre



Source: Century Business Centre, RiDO

An engagement session was run by RMBC and Arup at Century Business Park, located at the western end of Manvers Way. This business park has a mix of high-quality office spaces and workshop units and is managed by the Rotherham Investment and

Development Office (RiDO). Alongside the industrial estates in the north-east part of the study area, Century Business Centre serves as the primary hub for industrial and business activities in Wath.

The engagement session was designed to get insights from employees, business owners and occupants of the business park regarding their typical trips, views on walking, wheeling and cycling and any opportunities and challenges from their perspective. It was important for the team to reach out to this group as the business park has a distinct urban form compared to the rest of the study area, which would affect their trip characteristics.

Several people that were engaged with noted that most employees of the businesses live outside of the local area and therefore rely heavily on cars for the commute. From their perspective, it is challenging to undertake multimodal trips for commuting.

Some workers take lunchtime walks around Manvers, with one employee mentioning they use the existing walking and cycling lanes that connect to Manvers Lake. This showcased how infrastructure could induce uptake in leisure walking, wheeling and cycling,

especially in places like Wath with greenspaces throughout.

Another worker highlighted the proximity of the TransPennine Trail (TPT) to the existing infrastructure and expressed that an improvement in connectivity between these links would be beneficial – currently the TPT and existing infrastructures are not well connected.

Stakeholder priorities

Summary of emerging priorities

Make getting to school easier: active journeys to school are made difficult and unattractive through a lack of crossings, speeding traffic and pavement parking. These routes need to be made safe, attractive and logical.

Safety for walking, wheeling and cycling: Lack of crossing facilities throughout Wath, especially at roundabouts, have acted as barriers for walking, wheeling and cycling. Improving the perception of safety through interventions would alleviate this issue.

Emerging priorities

Getting the basics right: a number of smaller interventions including addition of dropped kerbs, zebra crossings, wayfinding, community signage and improved footway quality were raised as a priority.

Connectivity to local amenities: Comments were received that the local high street does not have a lot to offer, and residents mainly go to Cortonwood Retail Park (by car). It is important to ensure residents could walk, wheel and cycle to access necessary facilities.



The masterplan

Key moves for Wath

Introduction

Community cohesion



Wath has a diverse community of workers travelling in for the day, retirees, young families and children, with a wide range of deprivation levels across the study area. Wath also has strong community assets such as the pedestrian zone in central Wath, Bierlow Park and Manvers Lake that could be strengthened as community focal points and provide an opportunity to create healthier neighbourhoods. Access to schools by walking and wheeling could also be enhanced.

Direct routes



Several logical linear routes exist between some of Wath's main trip attractors. These corridors connect the Manvers Way industrial parks to Manvers Lake, residential areas, central Wath and Brampton. Leveraging these direct routes for walking, wheeling and cycling trips would allow people to make quick and logical trips which are a viable alternative to the car and contribute to the creation of healthier communities.

Multi-modal connections



Wath is served by several bus routes and homes within the study area are within a 5-30 minutes cycle to three rail stations (Bolton-Upon-Deerne, Swinton and Mexborough). The lack of a rail station within Wath means that connections to neighbouring rail stations and bus stops are key to facilitating a useful public transport network for residents, workers and visitors.

Multi-criteria assessment (1)

The process

Parallel to the long-list being developed, a multi-criteria assessment was carried out following these steps. Interdependent schemes are grouped together and scored as a package. This process enable to masterplan to transition into the SOBC.

Set Scoring Framework

- Local context is used to establish feasibility and develop eight custom personas.

Set Objectives

- Local, regional and national policy is used to set five scoring objectives. These are: accessibility and equity, safety and security, environmental impact, local growth and community cohesion, and healthy communities. Deliverability was also assessed.

Weight Objectives

- The five core objectives have two sub-objectives each, and deliverability has four sub-objectives, resulting in a total of 14 metrics. Weightings were set based on local needs & challenges using Masterplan evidence base.

Score Longlist

- Assessment determines how each option meets the metrics.

Shortlist Created

- Scoring outcomes are used to identify the shortlist.

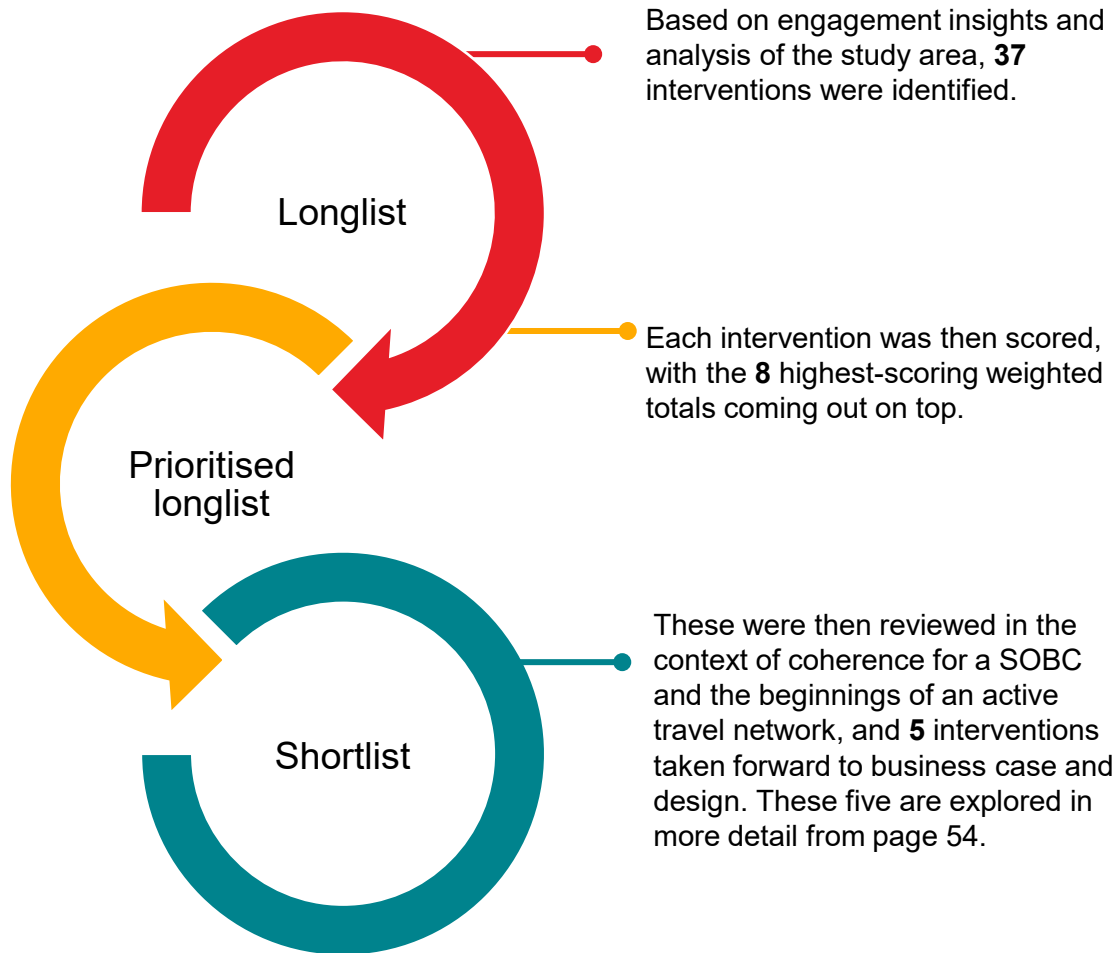
The framework included 14 metrics:

1. Proximity to underserved communities
2. Connection to essential services
3. Reduction of collision risk
4. Perceived safety improvements
5. Number of people benefitting from small reductions in short car journeys
6. Enhancements of greenspace
7. Support for local businesses
8. Community integration
9. Promotion of physical activity
10. Healthy equity
11. Feasibility
12. Alignment with standards and guidance
13. Stakeholder and community support
14. Persona score

The weighting of these metrics varied across each of the three study areas (Wath, Dinnington, Rotherham) depending on the 'key moves' (page.48). Metrics such as 'feasibility' and 'alignment with standards and guidance' were scored with input from civil engineers and landscape architects based on expert judgement. The 'stakeholder and community support' scoring was based on engagement to date.

Multi-criteria assessment (2)

Longlist to shortlist



Weighting of the metrics varied by theme, with 'safety and security', 'accessibility and equity' and 'healthy communities' as priority themes from the baseline assessment.



Longlist interventions map

Location and typology of interventions

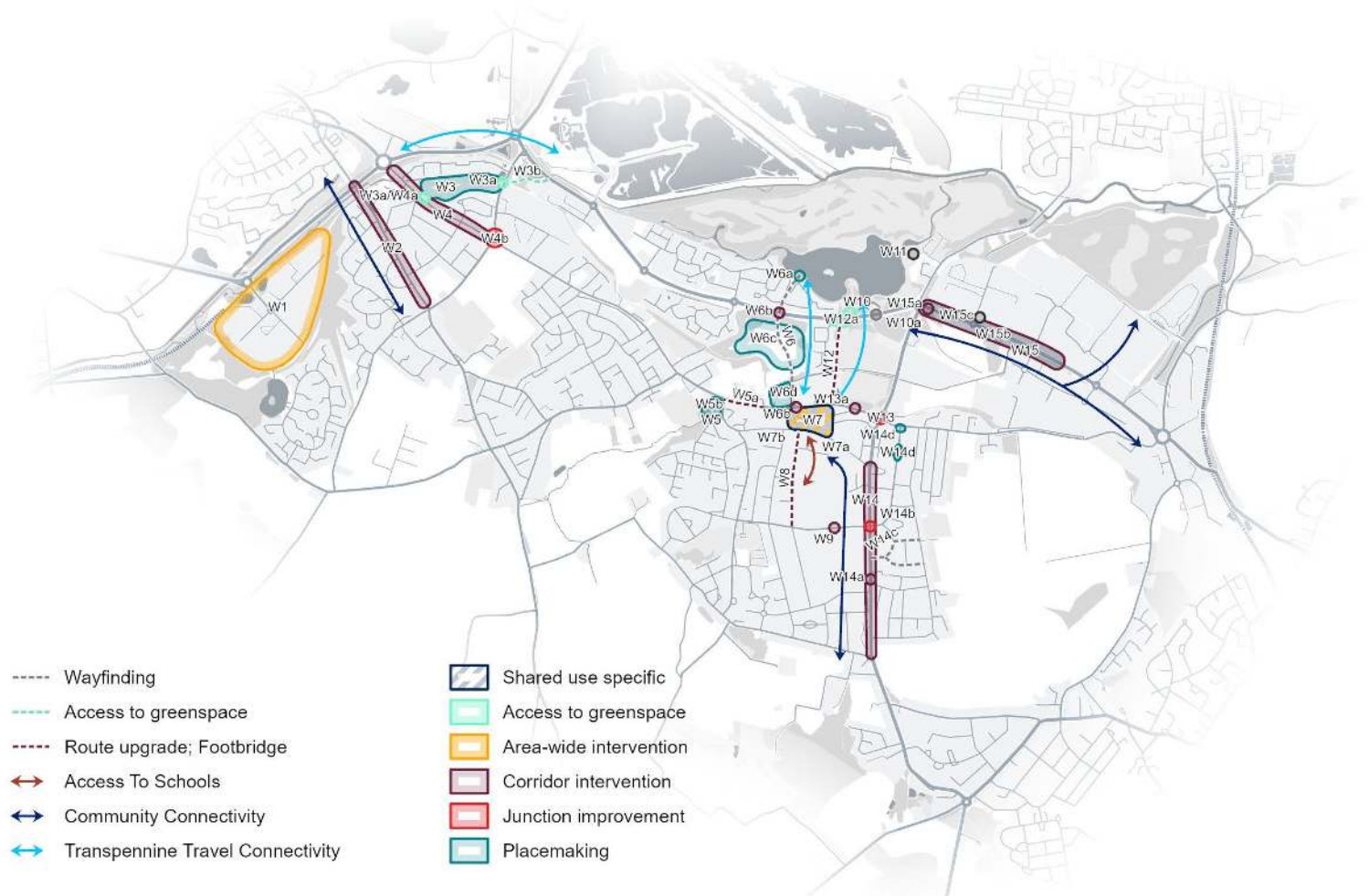
The longlist of interventions has been developed to be broad and far-reaching with consideration given to core infrastructure (hardware), complementary infrastructure, behaviour change measures (software) and regulatory measures.

The longlist is intended to be a compilation of practical scheme interventions that could be taken forward to business case development.

A cross-discipline workshop was held to develop scheme ideas for Wath with a team of civil engineers, landscape architects and transport planners. The workshop collectively discussed the existing assets and future needs of Wath. A largescale mapping exercise was undertaken evaluating scheme concepts over the whole study area. The mapping exercise identified opportunity sites, area-wide interventions, points of interest and crossings, corridor and junction interventions.

The collection of interventions identified in the mapping workshop were then collated into practical packages to be taken forward.

A full-size map with scheme names for the longlist can be found in Appendix C.



Longlisted schemes (1)

Future opportunities

Several schemes explored as part of the longlist but not taken forward to the shortlist offer additional future opportunities that could be explored further.

Manvers Way Corridor: This scheme comprises improvements to the existing Manvers Way cycling infrastructure. This includes the addition of crossings along the corridor focused at key employment sites. Biodiversity enhancements could be provided in the large grass verges along the route alongside the introduction of cycle hub facilities, including parking and maintenance provision, to complement Cycle to Work schemes at the Manvers Way employment sites.

This scheme would build on the existing key routes along Manvers Way and focus on encouraging walking, wheeling and cycling commuting trips for workers at the adjacent industrial parks.

Crossing counts to understand usage, employment site travel plans and land ownership should be explored.

Brook Dike Green Enhancements: This scheme includes improvements to the greenspace opposite Wath Primary School with additional planting and enhancements to encourage use as a key walking, wheeling and cycling node. The network of public footpaths through the greenspace will be enhanced alongside improved wayfinding to create a green

walking, wheeling and cycling corridor to central Wath.

This will leverage one of Wath's green assets, provide greater permeability in the local area and encourage active lifestyles for local residents. This builds on the existing strong green walking, wheeling and cycling links in the area.

Land ownership, the relevant key moves and a diverse range of funding opportunities (biodiversity, parks, sport etc.) should be explored.

Cortonwood Retail Park Walking Wheeling and Cycling Improvements: Routes into and out of the Cortonwood Retail Park would be enhanced using shared use paths through an area-wide assessment of links onto existing and future walking, wheeling and cycling routes. Cycle parking would also be increased at various strategic locations at the retail park site.

Improving the connectivity of the retail park site for walking, wheeling and cycling will reduce the reliance on private motor vehicle trips to the site and stitch it into the wider area.

Existing development plans for the site should be explored with the site's owners and consideration given to opportunities for collaborative development and funding.

Knollbeck Lane: Walking, wheeling and cycling improvements delivered through the implementation of a segregated cycling corridor. An improved perception of safety of cycling will encourage an increased number of people to travel actively and improve health outcomes for all.

Further work should investigate the relationship between existing walking, wheeling and cycling counts on Knollbeck Lane and Barnsley Road / Wath Road and Manvers Way to evaluate the benefit of parallel corridors.

Wath High Street Wayfinding. A series of improvements to wayfinding and signage in Wath town centre following best practice accessibility principles. This should enable seamless navigation between Wath's key sites and contribute to a sense of identity in the public realm.

This will improve the legibility and attractiveness of walking, wheeling and cycling around Wath for residents and visitors and tie into the strong leisure assets in the local area.

The wayfinding approach for Wath should be developed in line with wider ambitions across the borough and region.

Longlisted schemes (2)

Future opportunities – Melton Green

As a result of concerns about safety and pedestrian comfort from the community, the Melton Green area was explored in more detail. Whilst a scheme has not been taken to SOBC stage, there remain opportunities for improvement.

1. **Packman Road:** Double yellow lines on the west side of the carriageway (properties have driveways) to restrict parking to the east side of the carriageway to improve safety. Green build-outs could be added periodically to break up the parking (e.g. opposite Brookside Crescent entrance).
2. **Firth Road:** Similarly formalise parking on the north side of the carriageway to reduce conflict. Traffic calming and 20mph signage.
3. **Westfield Corner:** Placemaking around the entrance to the allotment (benches, planters etc). Improve accessibility to allotments.
4. **Allotment entrance:** Zebra crossing and improved accessibility of entrance to the allotment
5. **Elsecar Road Junction:** Improve safety and accessibility of crossing at this junction for pedestrians.
6. **Bramble Way Junction:** Dropped kerbs and continuous footway.
7. **Bramble Way Modal Filter:** Make the route one-way to reduce flows through the residential interior.
8. **Melton High Street Junction:** Slightly relocate the bus stops away from the junction to improve safety. Improve the accessibility of the ramp leading from Melton Green. Add a crossing to provide access to the bus stops and Brampton Road (including the primary school).
9. **Brampton Road:** Consider implementing a School Street between Brampton Road and Christchurch Road.
10. **Melton Green:** Reduce the carriageway width and incorporate a wider footway / shared use path.





Shortlisted schemes

Shortlist interventions map

Location and typology of interventions

Following the longlisting process, work was undertaken to refine proposals and shortlist to priority interventions. The longlist of interventions were consolidated and packaged where appropriate, and extents of scheme reevaluated following subsequent investigation into context and desired outcomes. This process resulted in a shortlist of five schemes to be taken forward through the business case process:

W1 Wath Road Walking, Wheeling and Cycling Corridor: establishing an active travel route and crossing improvements along Wath Road as a core corridor in the study area.

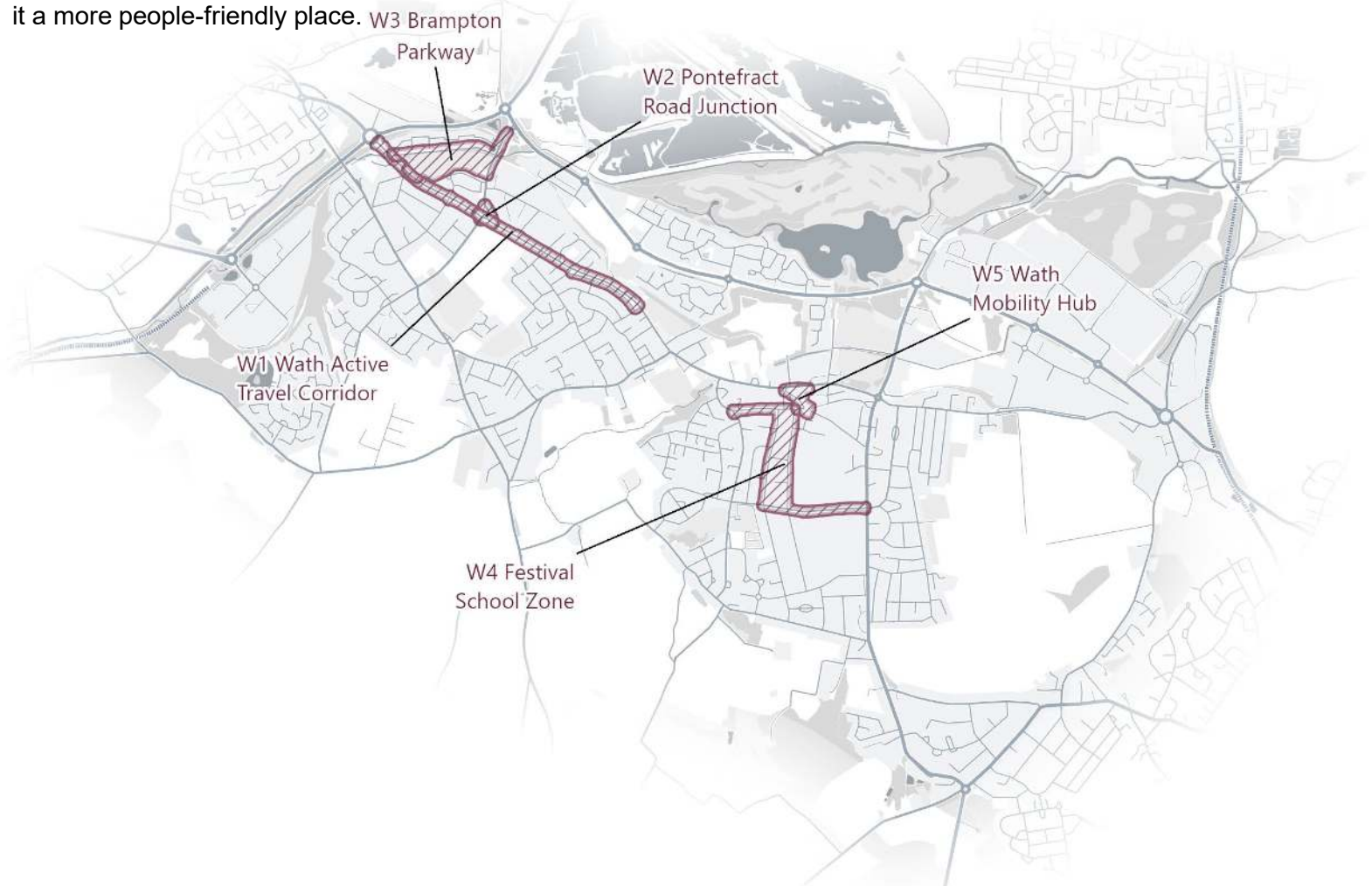
W2 Pontefract Road Junction: improving safety and increasing priority of walking, wheeling and cycling at this oversized junction.

W3 Brampton Parkway: enhancing access to the park and the TPT, as well as the resilience and versatility of Bierlow Park and the Brampton Pump Track.

W4 Festival School Zone: improving road safety at the cluster of school and community services around Festival Road to encourage more walking and wheeling to school.

W5 Wath Mobility Hub: enhancing and reorganising the space around Wath bus interchange and library to make

it a more people-friendly place.



Shortlisted schemes (1)

W1 | Wath Road Walking, Wheeling and Cycling Route

Walking, wheeling and cycling route and crossing improvements along Wath Road as a core corridor

Priority: High
Cost level: High
Delivery focus: Permeability, revitalising activity centres

Wath Road, Doncaster Road, West Street and Barnsley Road run in an east-west corridor through Wath, to the south of and roughly parallel to Manvers Way. The route interfaces with large residential areas as well as having terraced housing facing onto it. Additionally, the Wath roundabout, as a focal point of the route, provides a key link between central, residential and commercial areas of Wath and Manvers Lake.

The route connects points of interest but has very limited and poor-quality infrastructure to support active modes. The directness of the route offers opportunities for walking, wheeling and cycling connections but provides challenges in controlling traffic speeds.

The case for change

A lack of existing cycling provision and the requirement to cross several wide junctions has led to reduced attractiveness of walking, wheeling and cycling along this direct route in Wath. This reduces levels of physical activity in the area and increases car use causing worse

air quality leading to poorer health outcomes for residents. Increasing the attractiveness of the route for walking, wheeling and cycling will address this.

This would also enhance connectivity to the communities outside of Wath, including towards Wombwell (in Barnsley) to the north-west.

Constraints and considerations

- Crosses several junctions and interfaces with several roundabouts.
- Disparate on-street parking including that serving residential dwellings.
- Traffic flows need to be understood in detail to understand the impact of proposal.
- Scale of the intervention at the Pontefract Road junction (double mini-roundabout) to be integrated with this scheme.
- Consideration to be given to continuous footways on side road crossings



Shortlisted schemes (2)

W1 | Wath Road Walking, Wheeling and Cycling Route

The proposal

- A new signalised crossing at the eastern end of the road at the existing TransPennine trail crossing.
- A zebra crossing on Wath Road at Chapel Avenue, at Moorbridge Crescent and west of Grove Road
- Traffic calming measures (e.g. speed humps, carriageway narrowing and buildouts) at various locations.
- A parallel crossing on Barnsley Road at Moorlands Court.
- Segregated cycle lane along the length of the road between the Rotherham Road roundabout and the Pontefract Road junction.
- Management of existing parking at various locations along the length.

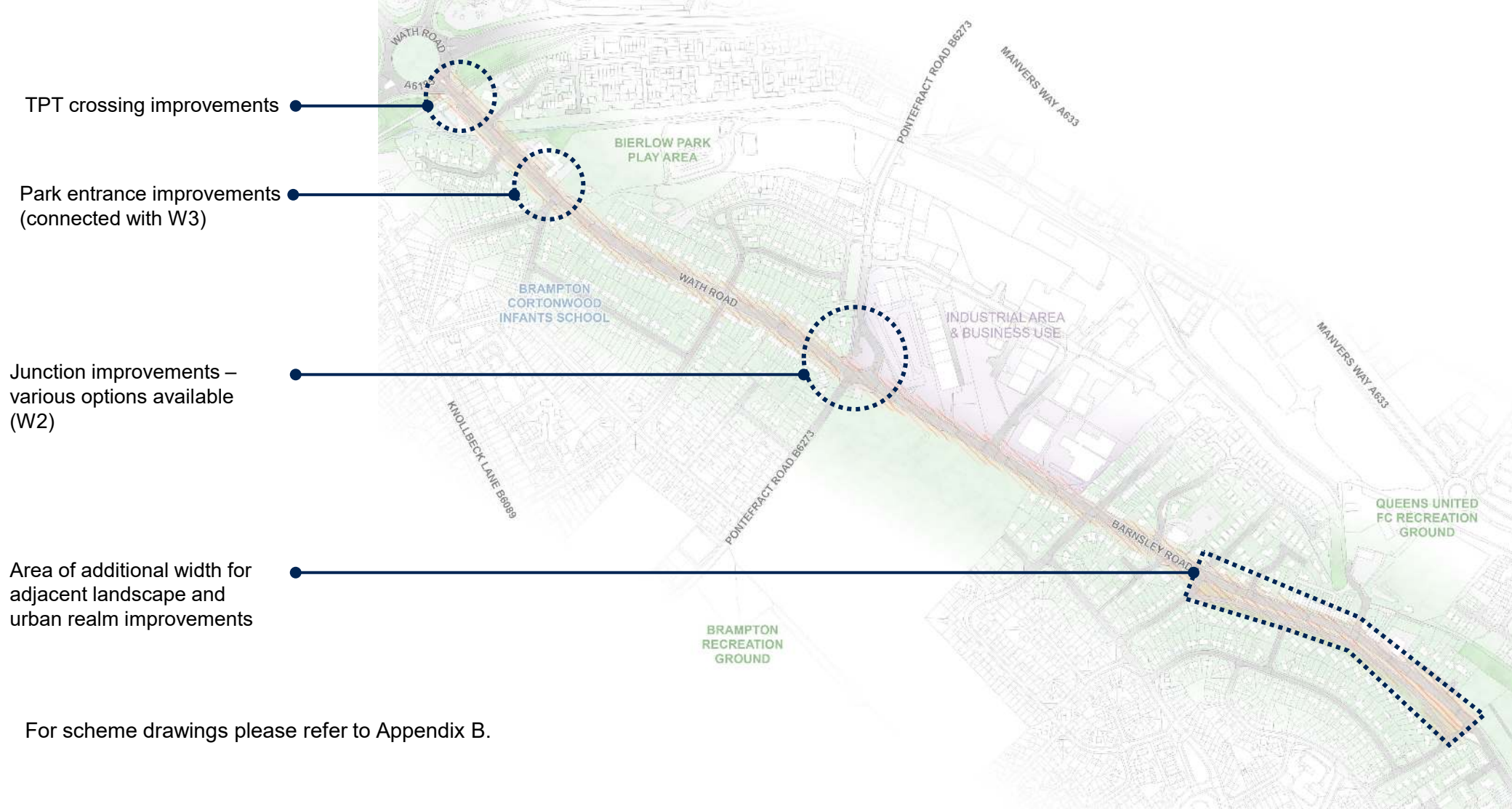
Indicative cost: £3,841,000. A large proportion of the cost is derived from adding cycle infrastructure along Wath Road, including footway widening. Additional elements including raised table crossings, relocating bus stops and amending drainage, signs and lighting are also included along the length of the scheme. Further details are provided in Appendix C.

Potential funding: City Region Sustainable Transport Settlement, Active Travel Fund, Community Infrastructure Levy.



Shortlisted schemes (3)

W1 | Wath Road Walking, Wheeling and Cycling Route



For scheme drawings please refer to Appendix B.

Shortlisted schemes (4)

W2 | Pontefract Road Junction

Improving safety and active priority at this oversized junction

Priority: High
Cost level: High, moderate, low
Delivery focus: Permeability

The junction between Pontefract Road and Wath Road is a key intersection between Brampton and Wath. Taking up a large amount of land, the junction is a complicated double roundabout configuration with limited opportunities for safe crossing when walking, wheeling or cycling. This demonstrates a strategic barrier to north-south and east-west journeys for walking, wheeling and cycling.

The challenging arrangement is likely to reduce traffic speeds in an effective way but confusion of the layout alongside a lack of crossing facilities may lead to increases in conflict with people walking, wheeling and cycling.

The case for change

A lack of dedicated cycling provision and poor legibility of routes for those walking and wheeling contributes to a confusing and unattractive environment for active trips. This reduces the attractiveness of walking, wheeling and cycling trips reducing activity levels, creating poorer health outcomes and poorer air quality for residents. Redesigning

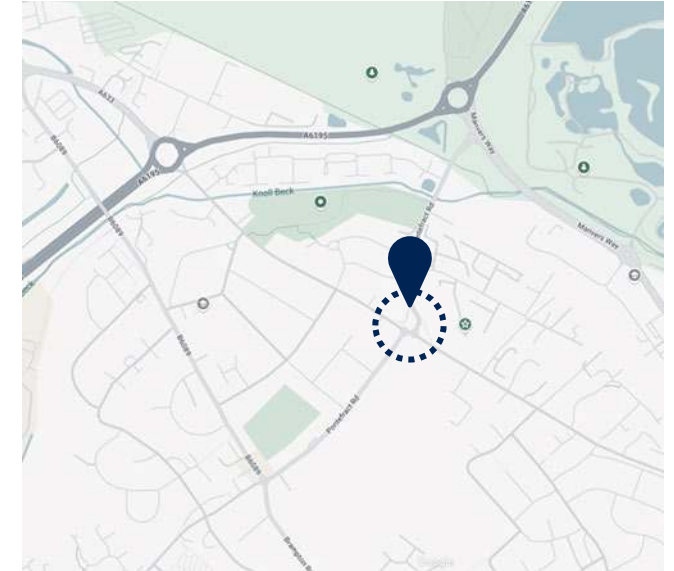
the junction to better accommodate walking, wheeling and cycling trips with an enhanced perception of safety, directness and legibility will address these issues.

Community insights

- *Roundabouts were mentioned by members of the community as key barriers in the local area for walking trips as they are difficult to cross.*
- *A member of the community noted that many people cycling in the local area feel the need to wear cameras to record their journeys in case of collisions as roundabouts are difficult spaces to navigate.*

Constraints and considerations

- Further consideration required to the north along Pontefract Road to ensure integration with the TransPennine Trail.
- Full assessment of capacity required for all options
- Complicated junction connecting key movements adjacent to a large grass verge.
- Some possible implications on utilities in the area. These will need to be carefully managed as schemes develop with appropriate surveys undertaken.
- Existing layout may result in positive reduction in traffic speed that needs to be maintained.
- Possible HGV movements.



Shortlisted schemes (5)

W2 | Pontefract Road Junction

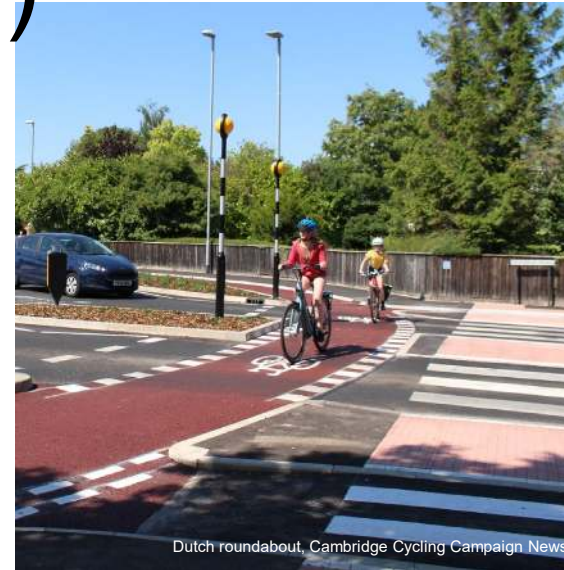
The proposal

Two options are presented to be taken forward with differing levels of ambition and cost:

- **Existing layout upgrade:** The existing double roundabout layout will be retained and enhanced through the addition of crossings on each of the arms of the junctions. Footways will be extended around.
- **Signalised junction:** This design introduces a signalised intersection to better control vehicle movements within the existing layout.

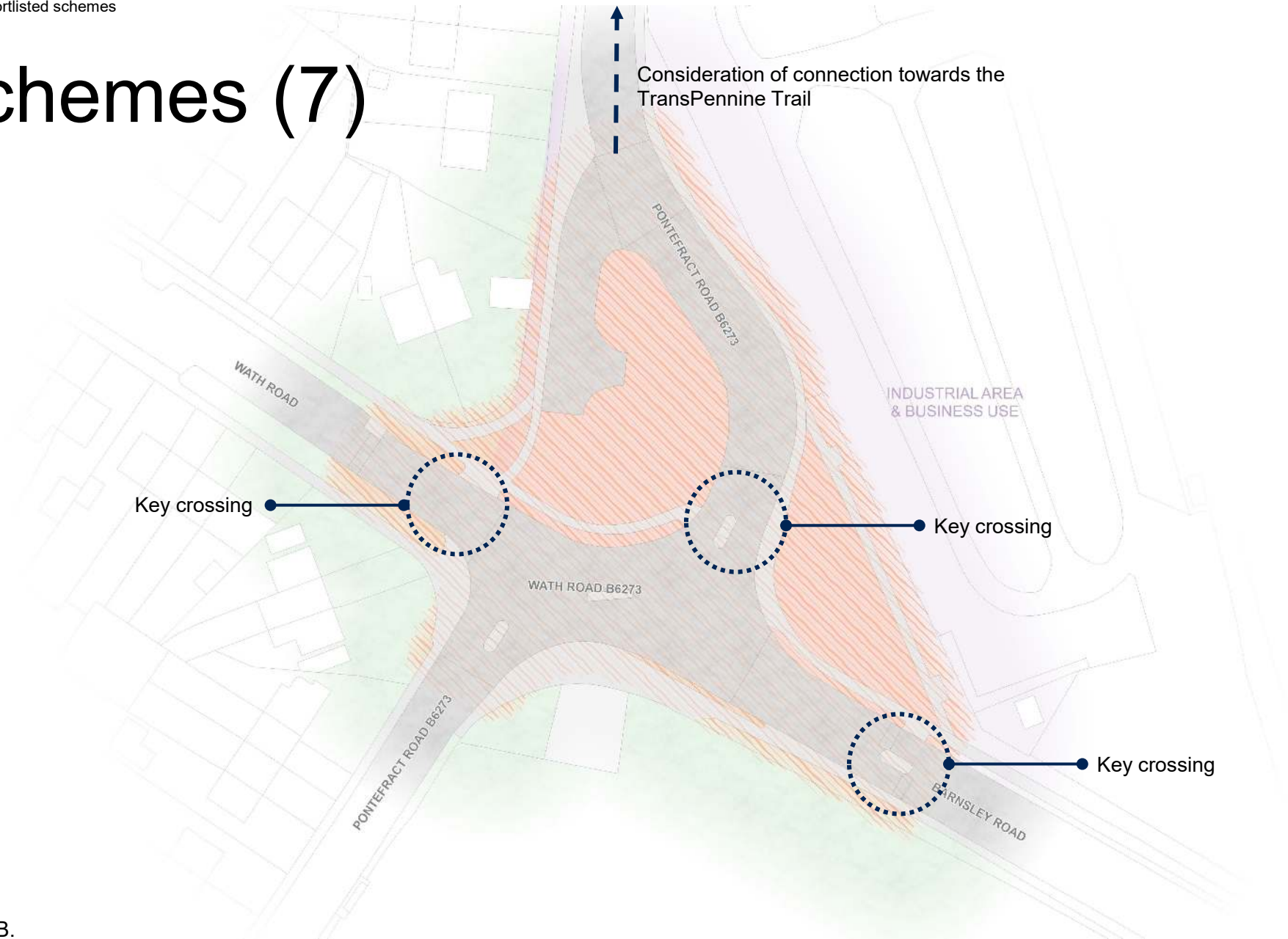
Indicative cost: £858,000 (Existing layout upgrade) - £2,719,000 (Signalised junction). The range is proportionate to the scale of intervention and the improvement for pedestrian and cycle comfort. Further details are provided in Appendix C.

Potential funding: City Region Sustainable Transport Settlement, Active Travel Fund, Community Infrastructure Levy



Shortlisted schemes (7)

W2 | Pontefract Road Junction



For scheme drawings please refer to Appendix B.

Shortlisted schemes (8)

W3 | Brampton Parkway

Enhancing access to, as well as the resilience and versatility of Bierlow Park and the Brampton Pump Track

Priority: Medium

Cost level: Moderate

Delivery focus: Permeability, nature network, revitalising activity centres, independent mobility

Bierlow Park and the Brampton Pump Track are key green assets supporting active lifestyles in the surrounding area of Wath. Currently the park comprises of a pump track, football pitch, MUGA and play-area. The park is adjacent to Knoll Beck between Wath Road, Pontefract Road and Moorbridge Crescent.

At present the park includes large open grass fields, which can make the park boggy and less accessible. Enhancing access to the site, increasing flood resilience and versatility of uses will further encourage active lifestyles in the local area and protect the site for years to come.

The case for change

The existing park has limitations with clear sight lines of walking, wheeling and cycling routes, a lack of attractive cycle parking facilities and limited stitching in of the park to the wider walking and wheeling and cycling networks. This contributes to reduced attractiveness of walking, wheeling and cycling to and through the park as a key green asset for the local area. This fosters greater reliance on private car trips for short journeys for local

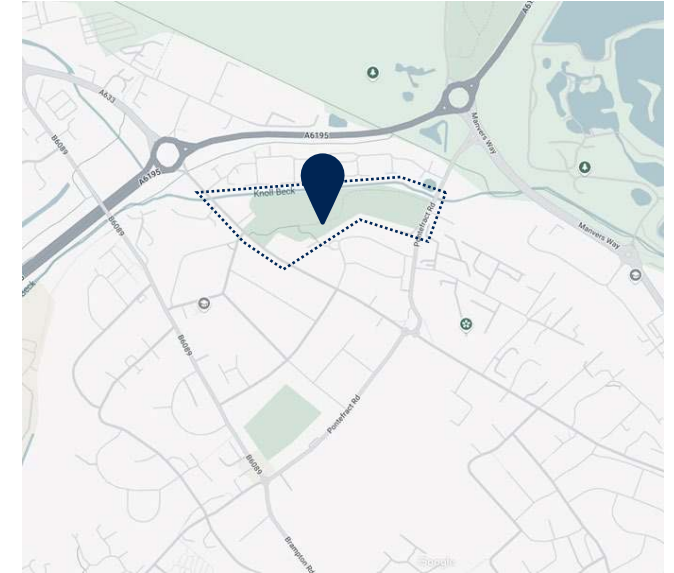
residents leading to reduced activity, poorer health outcomes and poorer air quality. Improving the attractiveness of the park as an active destination and the associated green routes will help to address this, and contribute to creating healthier communities.

Community insights

- *Research indicates a lack of diverse and flexible uses to parks and recreation areas is recognised as a barrier to appropriately serving women and teenage girls in communities.*
- *BMX and recreational cycling were mentioned as popular activities in Wath, with the BMX track mentioned as a key asset to the community.*
- *Concerns around cleanliness of the park was referenced by a resident of Wath during engagement.*

Constraints and considerations

- Flooding from adjacent Knoll Beck (further design and analysis around the flood risk and resilience is required).
- Use of motorbikes on pump track.
- Part-time / weekend use by community sports teams.
- Low ongoing maintenance.



Bierlow Parish Council

Shortlisted schemes (9)

W3 | Brampton Parkway

The proposal

Three options are presented to be taken forward with differing levels of ambition and cost.

Do Min: Addition of bike storage facilities, accessible entrances to the park and additional zebra crossings. Meadows and vegetation clearance will improve perceptions of safety, natural surveillance and attractive walking, wheeling and cycling routes. Wayfinding and a moved or repositioned park container will enhance the legibility of the routes through the site and the welcome effect of the park.

Do Mid: All elements of the Do Min will be delivered with the addition of creating a wetland environment at the existing lowland flooding site. Alongside this a community garden will be created to foster community cohesion and attractiveness of the active space.

Do Max: All elements of the Do Mid will be delivered with additional work undertaken to reposition the existing car park. The car park will be relocated to a more appropriate location away from residential streets with the existing parking area enhanced to create a better walking, wheeling and cycling arrival to the park.

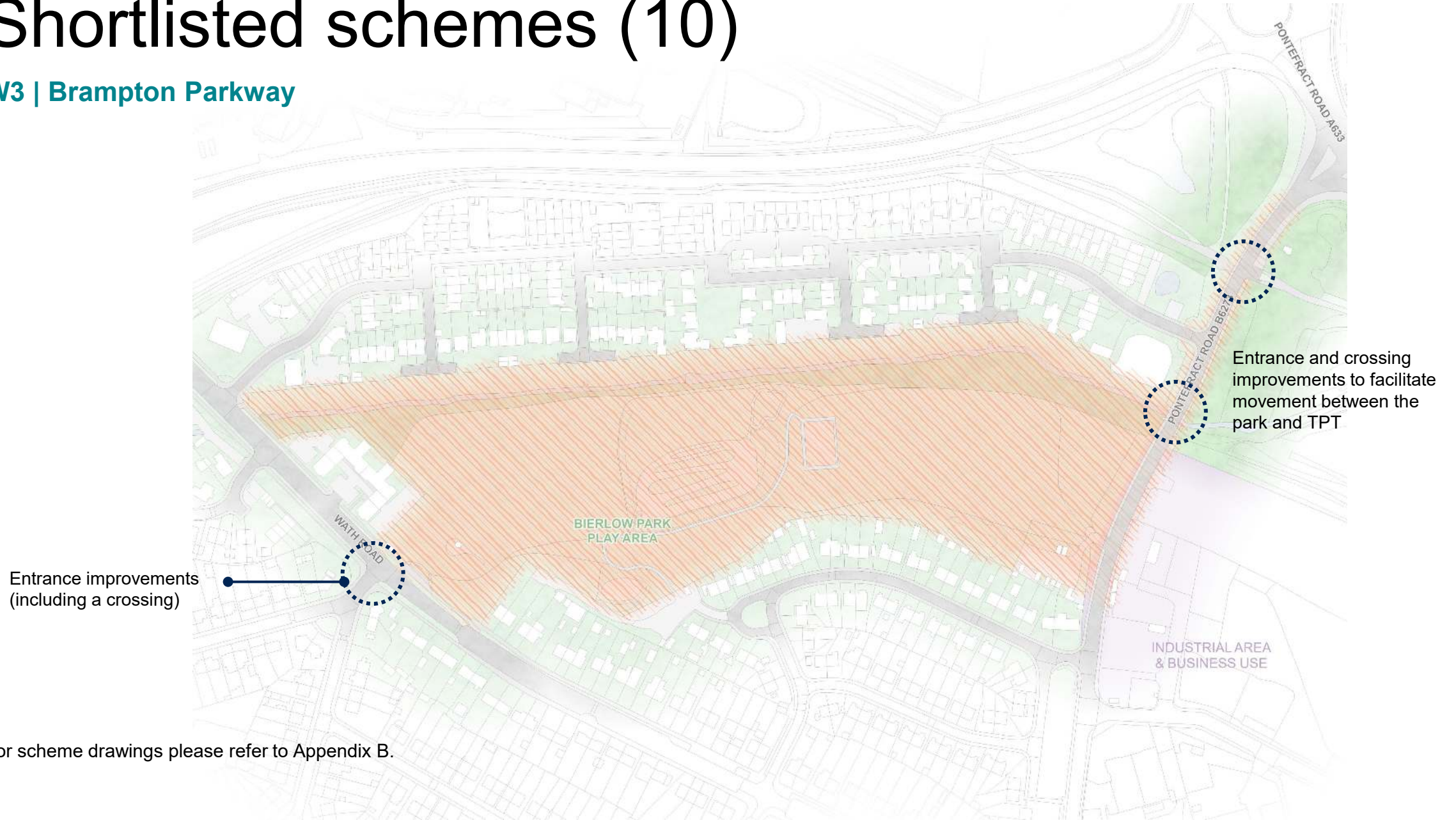
Indicative cost: £3,269,000 is the cost of the Do Maximum, with line items for the various components allowing flexibility for what is brought forward depending on community involvement and funding. Further details are provided in Appendix C.

Potential funding: Plan for Neighbourhoods, City Region Sustainable Transport Settlement, Active Travel Fund, Community Infrastructure Levy, Sports England funding, Parks funding, Climate resilience funding.



Shortlisted schemes (10)

W3 | Brampton Parkway



For scheme drawings please refer to Appendix B.

Shortlisted schemes (11)

W4 | Festival School Zone

Road safety improvements around the cluster of schools and community services around Festival Road

Priority: High

Cost level: Moderate

Delivery focus: Nature network, revitalising activity centres

The case for change

Festival Road is a hub of schools and community services. Pick-up and drop-off time congestion, which is partly due to poor parking behaviour coupled with a lack of high-quality walking, wheeling and cycling provision contributes to a lack of safe and attractive alternatives to driving. This causes safety issues, poorer air quality and reduced activity levels for children. Having a safer, more attractive street design around Festival Road will contribute to addressing these problems and encourage more trips to school by walking and wheeling, particularly for younger children, and cycling.

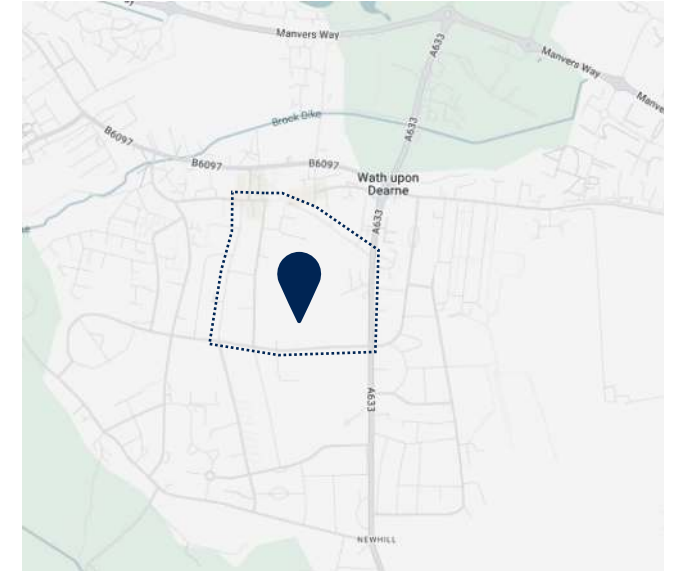
Community insights

- *During engagement, a resident of Wath mentioned it could be good to implement school streets in the local area as they had noted their success elsewhere.*
- *Pavement parking was commented as an issue throughout Wath.*

- *Residents of Wath commented that children and teens in the area have a positive perception of cycling and it would be good to build on this.*

Constraints and considerations

- The need for some pick-up and drop-off facilities by car including for pupils with reduced mobility.
- Multiple trip attractors and residential homes in a concentrated area.
- Width restrictions on the streets immediately in front of the school gates.
- Possible conflicts with pupils walking or wheeling into the road at pick-up and drop-off times.



Shortlisted schemes (12)

W4 | Festival School Zone

The proposal

To reduce the likelihood of conflicts between pupils and residents walking, wheeling and cycling to school or the local facilities and residences, a series of measures are proposed. Vehicle traffic will be rerouted to a one-way system with parking formalised for pick-up and drop-off and improved crossing facilities. The system will operate southbound only on Fitzwilliam Street (south of Old Cross Lane) and northbound on Chapel Street with Cross Street remaining two-way. This simpler arrangement for vehicles will reduce pavement parking, clearing the footways for walking and wheeling and improve the legibility of the route for parents and carers who need to drop off using a car.

Cycling will be permitted in both directions on Fitzwilliam Street and Chapel Street.

This will be implemented alongside an

improved waiting area outside of the school gates on Fitzwilliam Street, creating a more comfortable and social environment to promote active trips to and from school. A new crossing will also be provided on Festival Road at Fitzwilliam Street, as well as at the Wath Leisure Centre. Traffic calming measures are also proposed on Festival Road.

Indicative cost: £2,813,000 including the widened footways, raised zebra crossings and junctions, as well as the associated signage and lighting amendments. Further details are provided in Appendix C.

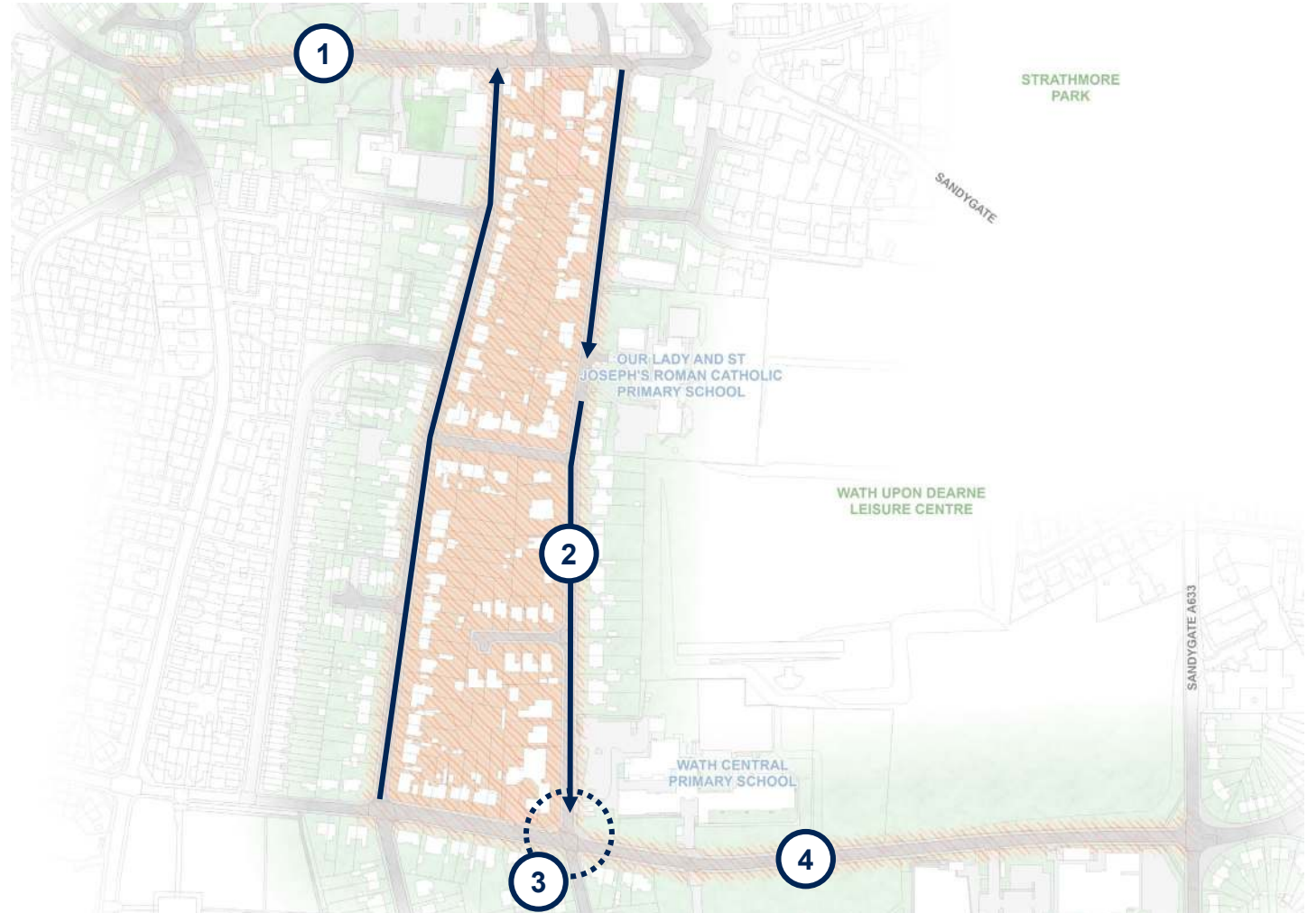
Potential funding: City Region Sustainable Transport Settlement, Active Travel Fund, Community Infrastructure Levy, School Streets funding.



Shortlisted schemes (13)

W4 | Festival School Zone

- 1 Traffic calming
- 2 One-way system
- 3 Junction improvements and new crossing
- 4 Parking formalisation



For scheme drawings please refer to Appendix B.

Shortlisted schemes (14)

W5 | Wath Mobility Hub

Reorganising and enhancing the space around Wath bus interchange and library to make it a more people-friendly place

Priority: Medium

Cost level: Moderate

Delivery focus: Permeability, nature network, revitalising activity centres

Mobility hubs offer an integrated facility to transfer between public transport, micro-mobility and walking, wheeling and cycling trips. A “one-stop shop” for facilities in an attractive hub design increases the attractiveness of these trips and the ease by which interchange between modes and legs of trips can take place.

The case for change

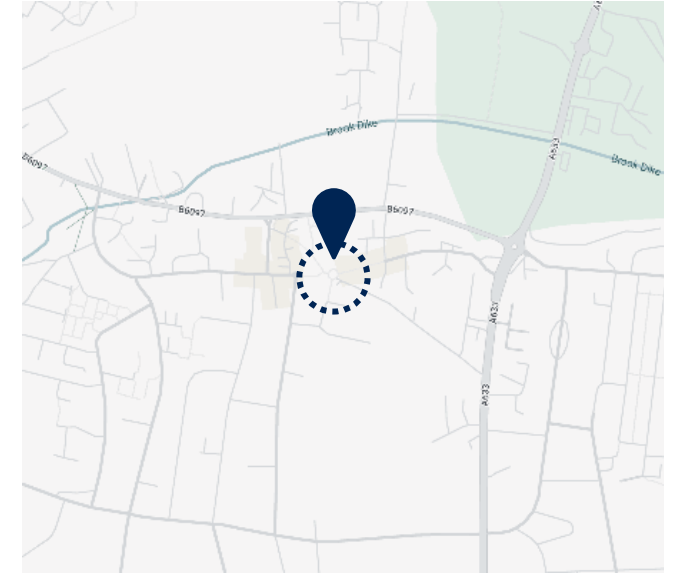
Space constraints and a lack of dedicated multi-modal facilities around the existing bus stands in Wath town centre reduce the attractiveness and ease of making multi-modal trips and trip-chaining around Wath. This makes life more difficult for residents and visitors to Wath and underutilises an important public space in the town centre. Creating a mobility hub and making improvements to the layout of the area will address this.

Community insights

- During engagement, residents of Wath suggested a mobility hub to complement the Wath Library improvements with features such as “a repair station” or “cycle parking”.
- It was also commented that pupils in Wath often walk to take the bus from the terminus. Making it an important location to support active school trips.
- The relationship between the town centre and bus services was commented as “critical”.

Constraints and considerations

- Needs of bus services and proximity of bus stands to the town centre for those with reduced mobility.
- Planned works at Wath-upon-Dearne Community Library.
- Relation to wider South Yorkshire mobility hub strategies.
- The redevelopment of the Wath Library should be a consideration in the function of any Mobility Hub in this area.
- Engagement with SYMCA on the operation of bus services in the area should inform the future design development.
- Opportunity to offer green connection towards the north, to link towards the TransPennine Trail



Shortlisted schemes (15)

W5 | Wath Mobility Hub

The proposal

Wath Mobility Hub will be a package of interventions to improve the attractiveness of walking, wheeling and cycling to central Wath, enhance the arrival by bus, increase the attractiveness of the public realm, improve climate resilience and create a more multi-functional space in the town core. These measures will improve the desirability to be in the town centre and the attractiveness of the arrival by walking, wheeling and cycling.

Features include additional cycle parking, a reconfiguration of the public realm to ease movement through the space and improved climate resilience and attractiveness through Sustainable urban Drainage Systems (SuDS) and green spaces.

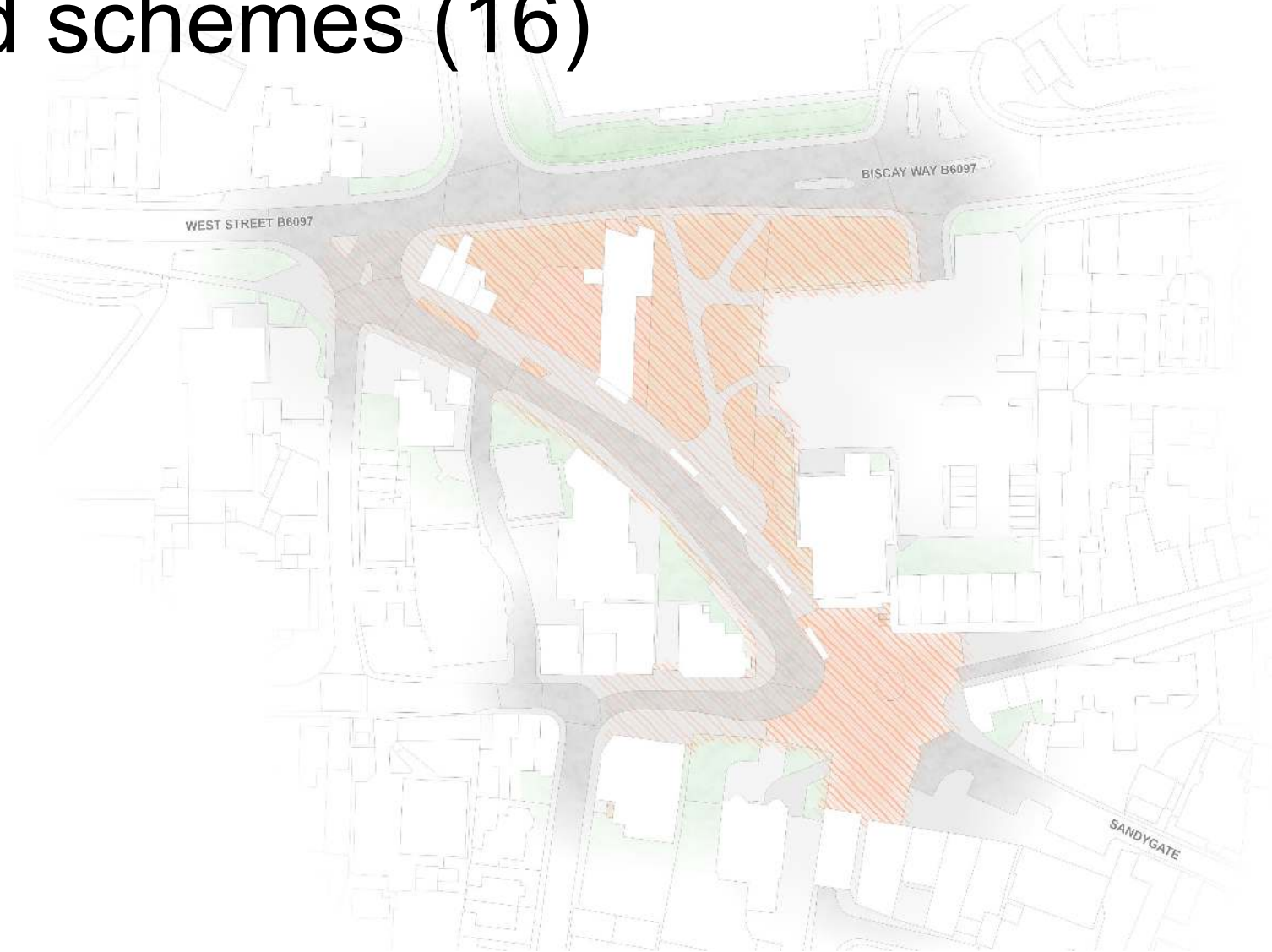
Indicative cost: £2,209,000 inclusive of public realm improvements e.g. seating, planters, light installations, wayfinding and art. Further details are provided in Appendix C.

Potential funding: City Region Sustainable Transport Settlement, Active Travel Fund, Community Infrastructure Levy, Towns Fund successor,



Shortlisted schemes (16)

W5 | Wath Mobility Hub



For scheme drawings please refer to Appendix B.

Next steps (1)

Next steps (2)

Prioritisation and phasing

Intervention delivery plan					
	Intervention	Why?	Delivery timescales	Likely stakeholders	Interdependencies / next steps
W1	Wath Road Walking, Wheeling and Cycling Route Three options including addition of crossings, traffic calming and SuDS.	Existing allocation of space is not consistent with sustainable transport hierarchy.	Long	Local residents Business community Wath Primary School SYMCA Cottonwood Comeback Centre	Approval of the SOBC and development of the OBC. Development of modelling and public consultation. Gain a deeper understanding of the traffic flows and movements
W2	Pontefract Road Junction Three options for changes to the double roundabout junction. Includes additional crossings and redesign of junction.	- Roundabouts mentioned as a barrier to walking, wheeling and cycling in engagement. - Make better use of land.	Long	Local residents Business community Developers (s106 or similar funding opportunity)	Approval of the SOBC and development of the OBC. Development of modelling and public consultation. Engagement with housing developer. Full capacity analysis required for the junction for the preferred option(s)
W3	Brampton Parkway Three options for improvements to the park including cycle storage, accessibility improvements, wayfinding, creation of a wetland environment, community garden and car parking repositioning.	- Improve accessibility and perception of safety for all. - Enhance climate resilience and biodiversity. - Embed active lifestyles into community assets.	Long	Local residents Environment Agency RMBC Parks Cottonwood Comeback Centre	Approval of the SOBC and development of the OBC. Engagement with local community.

Next steps (3)

Prioritisation and phasing

	Intervention	Why?	Delivery timescales	Likely stakeholders	Interdependencies / next steps
W4	Festival School Zone Reconfiguration of road to one-way, formalised parking, additional crossings and improved pick-up drop-off waiting area.	Schools and children listed as a priority through engagement and in the aims of the region.	Short-moderate	Local schools Leisure Centre Local residents	Approval of the SOBC and development of the OBC. Engagement with schools.
W5	Wath Mobility Hub Public realm improvements, enhanced bus interchange, cycle parking, SuDS.	- Better utilise an important public space. - Improve walking, wheeling and cycling integration with public transport.	Short-moderate	SYMCA Bus operators Wath Community Library Local residents Business community	Approval of the SOBC and development of the OBC. Engagement with Library and bus operators.

Appendices

Appendix A (1)

Further engagement materials

Wath Active Festival Survey

As part of the What Active Festival, a 'quick questions' short survey was created. This provided an opportunity for members of the community who dropped by the festival to input, but did not have the time to stay and contribute to the mapping exercise. 25 responses were captured.

How often do you walk, wheel and cycle in Wath?

- 18/25 walk, wheel and cycle more than 3 days per week, with many travelling actively on a daily basis
- Trips to school were a primary source of daily activity
- Other responses included 'never' (1), 'rarely' (2), with one individual stating that the church grounds are the only pleasant place to walk around in Wath

Where do you go most often?

- School(s)
- Wath Town Centre
- Local services: Library, Wath Leisure Centre, Bus Station
- Supermarkets: Aldi, TESCO
- Nature: Manver's Lake, Clifton Park, TransPenine Trail, Swinton, RSPB Old Moor
- Other: Football grounds, Century 2 Business Park (for work), Church, Wentworth, Wath cemetery



Share your views on moving actively in Wath!

Please answer the following questions to support our ongoing work to make Wath a safer and more enjoyable place to walk, cycle, wheel and scoot about!

1. How often do you walk, wheel and cycle in Wath?

.....

.....

.....

2. Where are the places that you go most often?

.....

.....

.....

3. Around Wath, what improvements can be made to make walking, wheeling, and cycling more fun and safe? (provide a location if you can?)

.....

.....

.....

Appendix A (2)

Further engagement materials

Wath Active Festival Survey cont.

What improvements can be made?

- “More policing as streets are not safe”
- “More police needed everywhere - I don't feel confident going out”
- “More lollipop ladies and crossings”
- “More grit and salt around schools in particular”
- Sandygate: “speed controls; speed cameras”
- “Wider pavement especially between Festival Road and Old Sandygate”
- “More places to cross the road safely around Festival Road”
- “More signs for how to access different places, with approximate distance and time stated”
- “Improve pavements” and “Level, clean pavements everywhere”
- “There could be safer roads because of all the children walking to and from school”
- “Crossing at Fitzwilliam Street”
- “Car park to avoid chaos”
- “Hard to get to bus stops”
- “Signals could be better to make it easier to cross”
- “Colourful step count posts/lamppost bands to encourage kids on to next 500 steps.”
- “Dropped kerbs and crossings in the places making the shortest walking route connection, not where it suits the road.”

- “Make road signage more visible for cars who exceed the speed limit.”
- “Road humps or speed limits in the built-up areas where people walk, dog walkers walk and older people get about daily.”
- “Extra lighting from Station Road onto Manvers way.”
- “What I want is a vast improvement in the bus services provided given that the journeys to Barnsley and Rotherham from anywhere but Wath Centre are appalling and no where near the quality they used to be!”
- “More bench and flower bed areas to sit and talk to others. The paths around the lake need the muddy puddles dug out and resurfaced, the vegetation removed from them and shrubs and trees cut back.”



Appendix B

Scheme designs



- LEGEND**
- Existing Elements**
- Groups of trees - retained
 - Individual trees - retained
 - Pump Track
 - Multi-use games area (MUGA)
 - Play Area
 - Container
 - Knoll Beck
 - Bridleway
- Proposed Elements**
- Footway
 - Cycleway
 - Dirt bike track (for use of Pump Track)
 - Outdoor gym trim trail
 - Footbridge
 - Pedestrian Crossings
 - Individual tree
 - Groups of trees
 - Hedgerow
 - Meadow planting
 - Wetland planting
 - Informal planting beds
 - Sustainable Drainage System
 - Gateway
 - Opportunity area for bike repair or workshop
 - Removal of vegetation
 - Wetlands connecting to Beck
 - Indicative area for seating
 - Indicative area for wayfinding
 - Indicative informal mown path

Precedent Images



Opportunity to create BNG units that it may be possible to sell or use to offset other schemes.

Proposed wetland areas to provide flood storage capacity, increase biodiversity, increase amenity value and provide greater climate resilience.

Existing container to be relocated to a less prominent location and repurposed for play equipment storage

Proposed wet grass and marginal vegetation around wetland area for greater biodiversity benefits

Proposed wildflower meadow to grassed areas surrounding Brampton Pump Track to increase biodiversity, reduce maintenance requirement and enhance amenity value

Proposed localised vegetation clearance along Knoll Beck to provide natural surveillance to the north and wider visibility to the park

Proposed outdoor gym equipment and trim trail to encourage physical activity for improved health and encourage playful interaction with the park

Towards transpennine trail

Public right of way leading to Transpennine trail

Existing container relocated away from the entrance to the park to make entrance more welcoming

Proposed Community Garden

Proposed Community Orchard

Existing Play Area

Opportunity for shared community garden planting beds or allotment spaces

Opportunity for a community beehive or other community activity

Future opportunity for bike hub area / bike repair workshop facilities

Opportunity to enhance entrance to park around existing play area by providing additional seating and furniture, interpretation and wayfinding, gateway features and by diversifying vegetation to improve amenity value and make the entrance more welcoming

Opportunity to relocate car park away from residential area to reduce traffic on local streets and provide opportunity to enhance the existing car park area as an entrance and focal point for the park

	26/02/25	A.S	G.D	
Issue	Date	By	Chd	Appd

11-12 Wellington Place
Leeds LS1 4AP
Tel 0113 242 5438
www.arup.com

Client
South Yorkshire Mayoral Combined Authority (SYMCA)

Job Title
ATP 4 Rotherham Active Masterplans

Drawing Title
Wath upon Dearne - Town Centre Public Realm
Concept Design Plan

Scale at A1
1:500

Discipline
Landscape Architecture

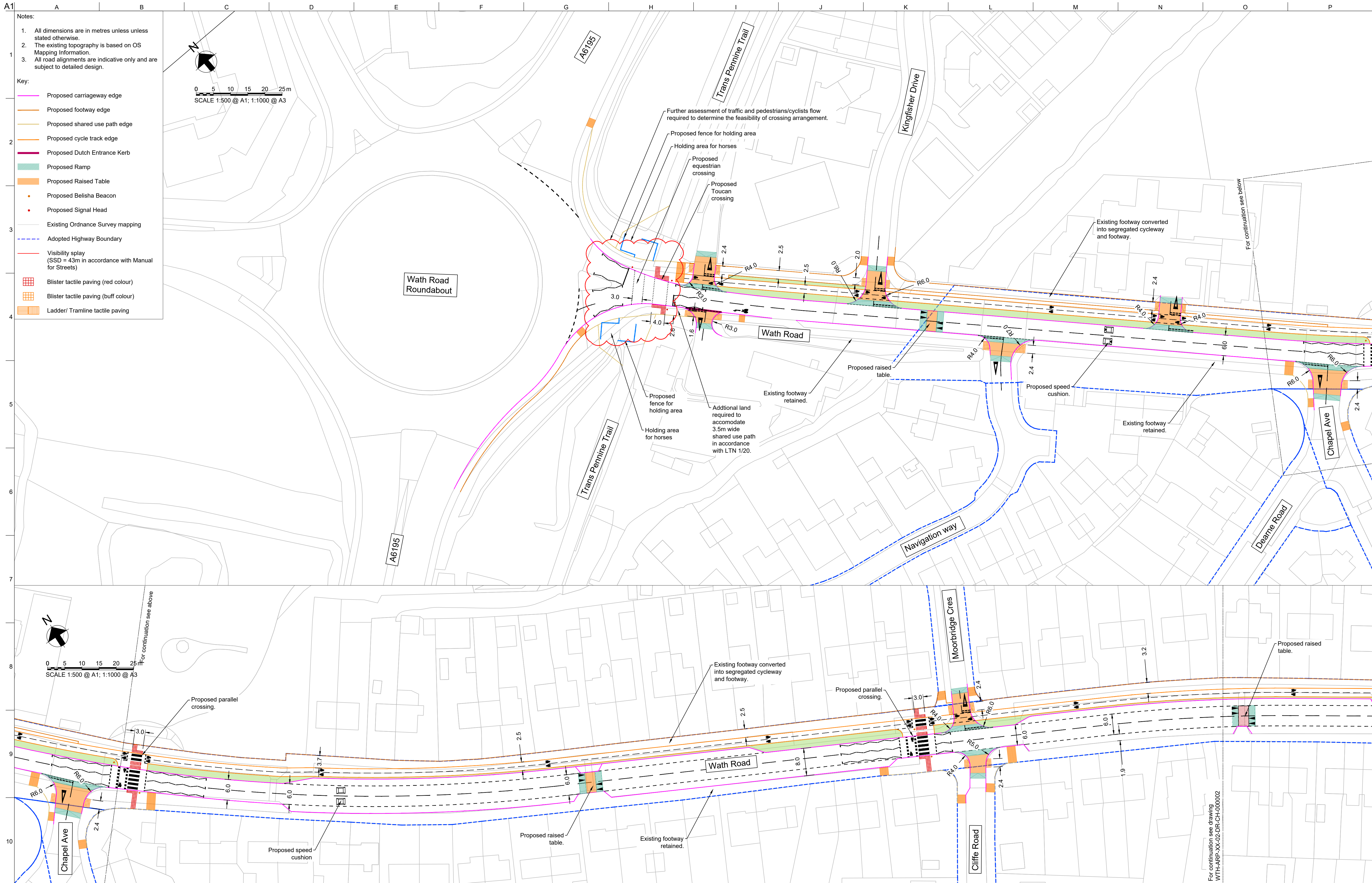
Job No
305171-00

Drawing Status
S0 - Initial Status

Drawing No
WTH_ARP_XX_01_DR_L_0002

Issue





P02	14 /03/25	SM	SR	CW
First Issue				
P01	14 /02/25	SM	SR	CW
Draft Issue				
Issue	Date	By	Chkd	Appd

ARUP

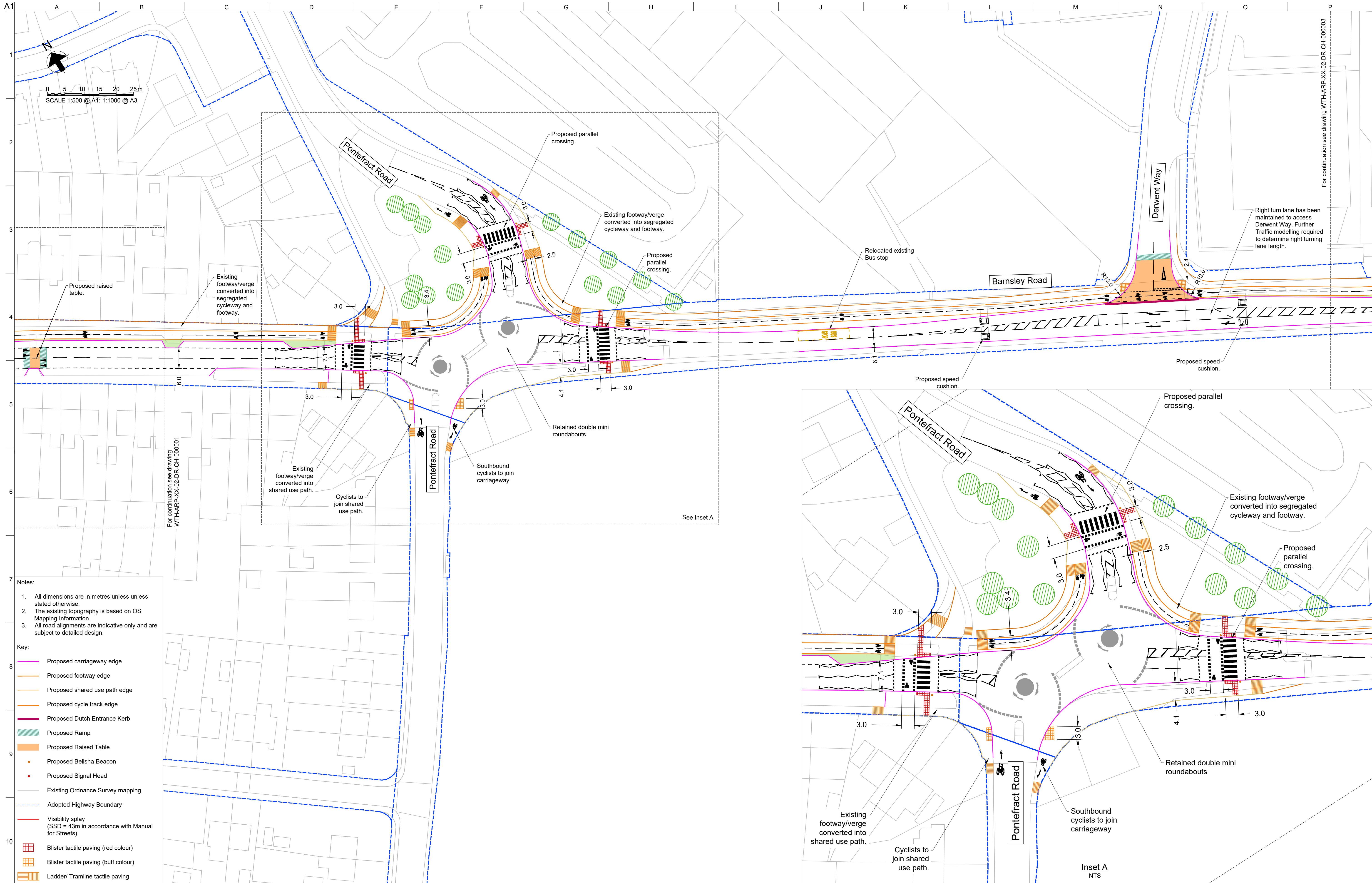
12 Wellington Place, Leeds
LS1 4AP, United Kingdom
Tel +44 (0)113 242 5499
www.arup.com

Client
South Yorkshire Mayoral
Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath
and Dinnington

Drawing Title
Wath
W1 Wath Road Walking, Wheeling
and Cycling Route
(Sheet 1)

Scale at A1 1:500	
Role	Civil - Highways
Suitability	S2- Fit for Information
Arup Job No	Rev
305171	P02
Name	
WTH-ARP-XX-02-DR-CH-000001	



- Notes:
1. All dimensions are in metres unless unless stated otherwise.
 2. The existing topography is based on OS Mapping Information.
 3. All road alignments are indicative only and are subject to detailed design.
- Key:
- Proposed carriageway edge
 - Proposed footway edge
 - Proposed shared use path edge
 - Proposed cycle track edge
 - Proposed Dutch Entrance Kerb
 - Proposed Ramp
 - Proposed Raised Table
 - Proposed Belisha Beacon
 - Proposed Signal Head
 - Existing Ordnance Survey mapping
 - Adopted Highway Boundary
 - Visibility splay (SSD = 43m in accordance with Manual for Streets)
 - Blister tactile paving (red colour)
 - Blister tactile paving (buff colour)
 - Ladder/ Tramline tactile paving



P02	14 /03/25	SM	SR	CW
First Issue				
P01	13 /02/25	SM	SR	CW
Draft Issue				
Issue	Date	By	Chkd	Appd

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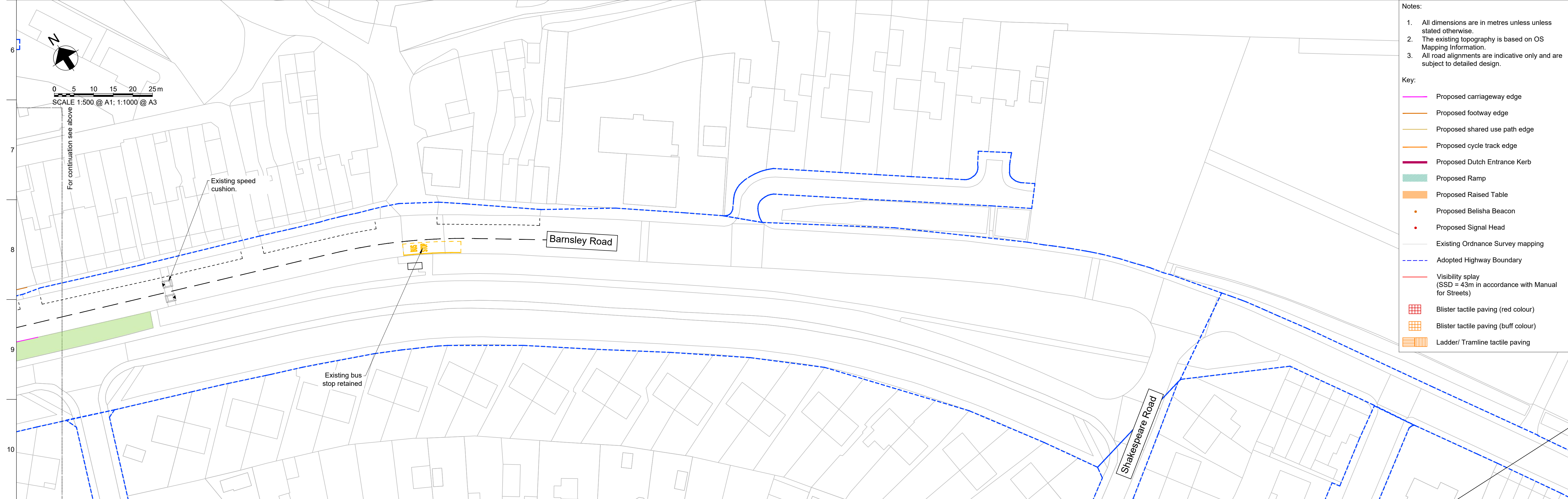
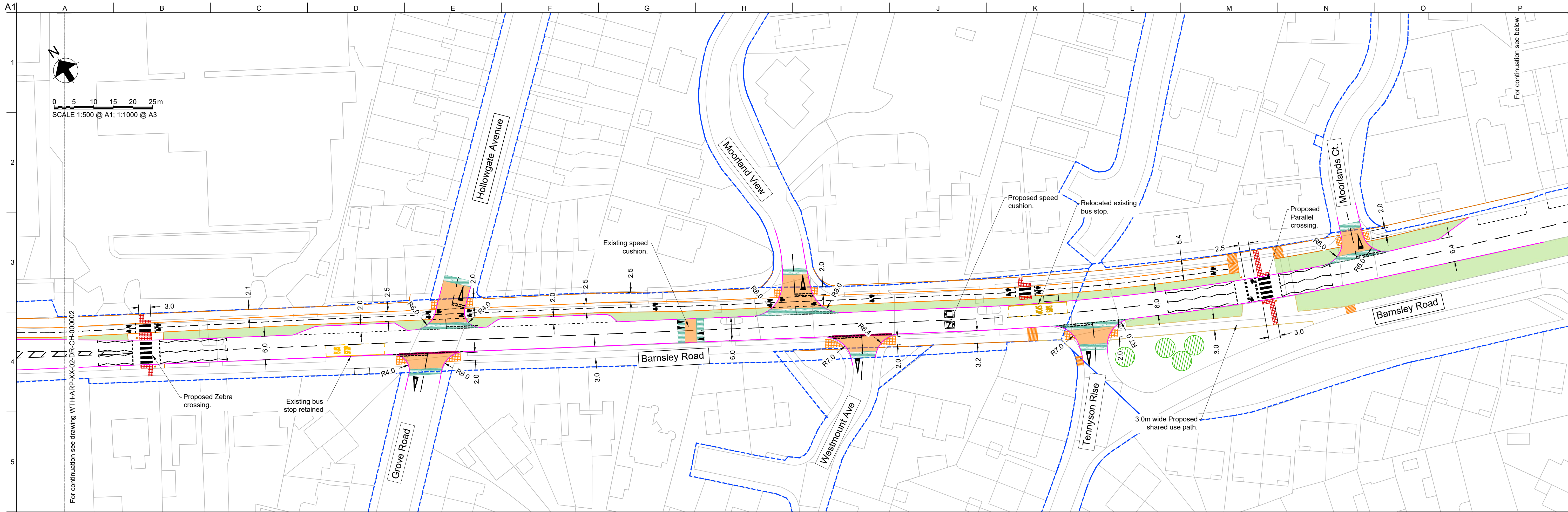
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Client
South Yorkshire Mayoral
Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath
and Dinnington

Drawing Title
Wath
W1 Wath Road Walking, Wheeling
and Cycling Route
(Sheet 2)

Scale at A1 1:500	
Role	Civil - Highways
Suitability	S2- Fit for Information
Arup Job No	Rev
305171	P02
Name	
WTH-ARP-XX-02-DR-CH-000002	



- Notes:
1. All dimensions are in metres unless unless stated otherwise.
 2. The existing topography is based on OS Mapping Information.
 3. All road alignments are indicative only and are subject to detailed design.
- Key:
- Proposed carriageway edge
 - Proposed footway edge
 - Proposed shared use path edge
 - Proposed cycle track edge
 - Proposed Dutch Entrance Kerb
 - Proposed Ramp
 - Proposed Raised Table
 - Proposed Belisha Beacon
 - Proposed Signal Head
 - Existing Ordnance Survey mapping
 - Adopted Highway Boundary
 - Visibility splay (SSD = 43m in accordance with Manual for Streets)
 - Blister tactile paving (red colour)
 - Blister tactile paving (buff colour)
 - Ladder/ Tramline tactile paving



P02	14 /03/25	SM	SR	CW
First Issue				
P01	14 /02/25	AA	SR	CW
Draft Issue				
Issue	Date	By	Chkd	Appd

ARUP

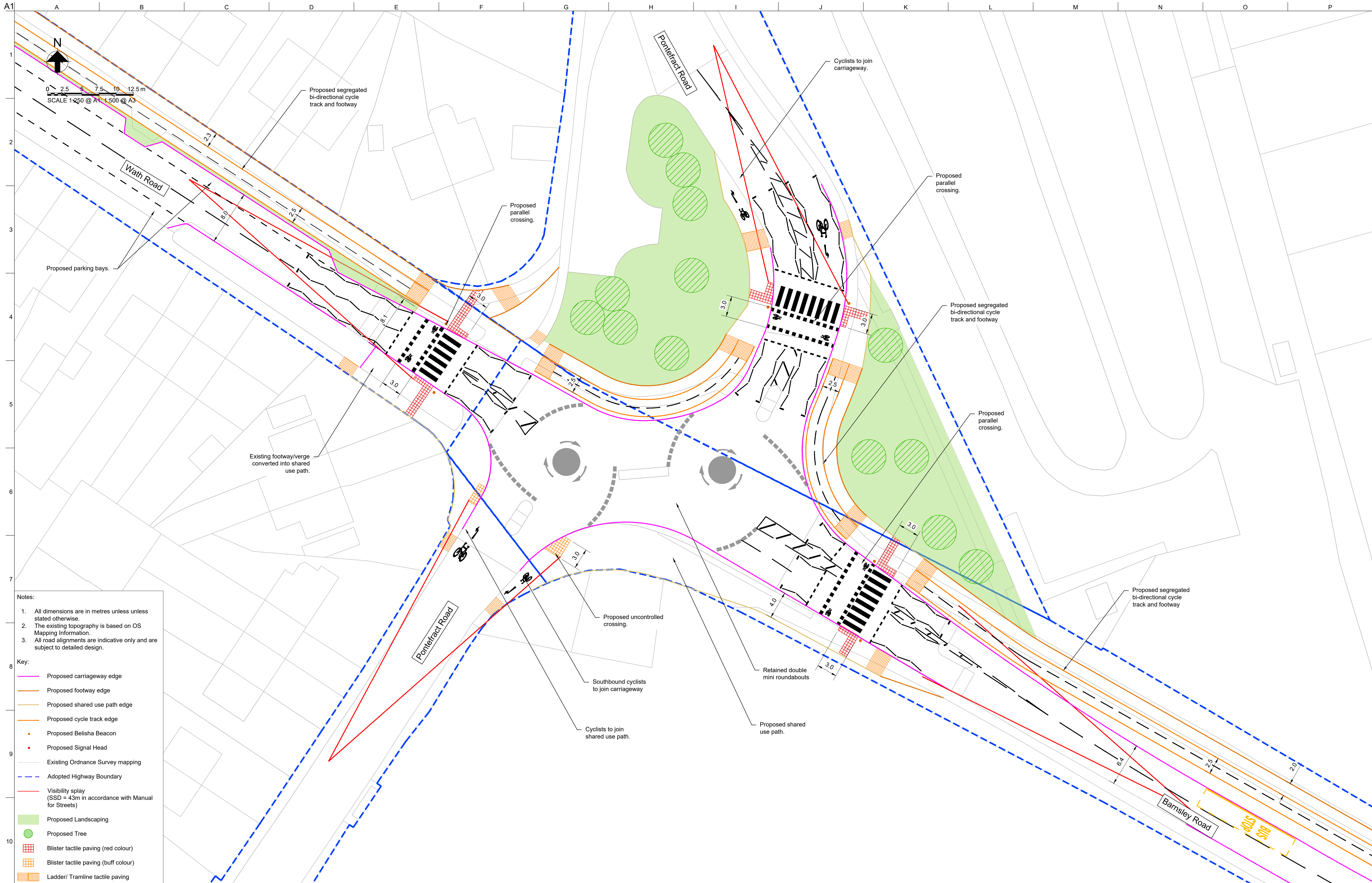
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LS1 4AP, United Kingdom
Tel +44 (0)113 242 5499
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Client
South Yorkshire Mayoral
Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath
and Dinnington

Drawing Title
Wath
W1 Wath Road Walking, Wheeling
and Cycling Route
(Sheet 3)

Scale at A1	1:500
Role	Civil - Highways
Suitability	S2- Fit for Information
Arup Job No	305171
Name	WTH-ARP-XX-02-DR-CH-000003
Rev	P02



Notes:

1.

All dimensions are in metres unless stated otherwise.

2.

The existing topography is based on OS Mapping Information.

3.

All road alignments are indicative only and are subject to detailed design.

Key:

Proposed carriageway edge

Proposed footway edge

Proposed shared use path edge

Proposed cycle track edge

Proposed Belisha Beacon

Proposed Signal Head

Existing Ordnance Survey mapping

Adopted Highway Boundary

Visibility splay
(SSD = 43m in accordance with Manual for Streets)

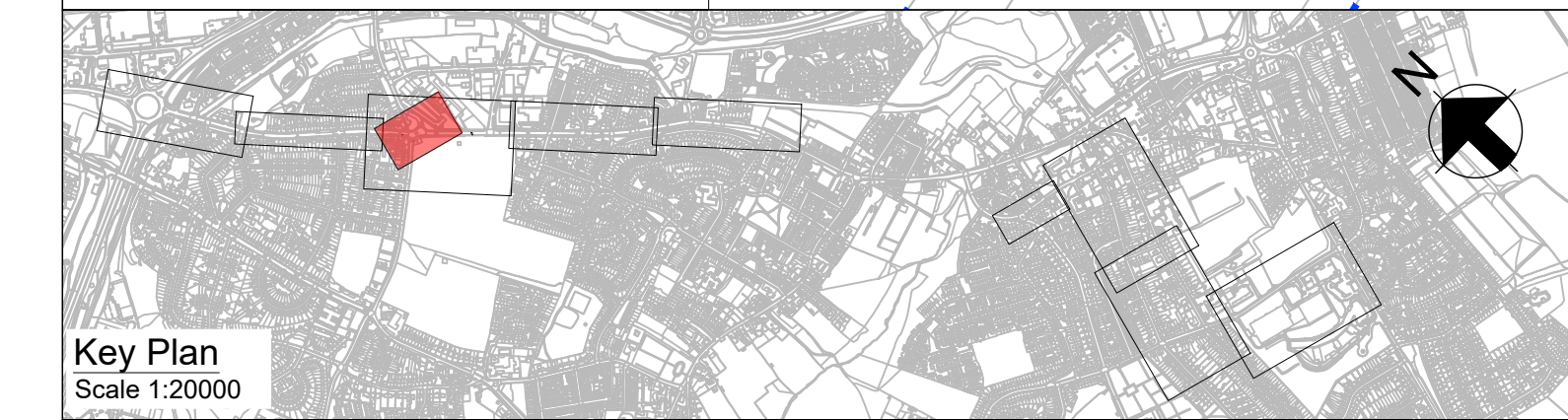
Proposed Landscaping

Proposed Tree

Blister tactile paving (red colour)

Blister tactile paving (buff colour)

Ladder/ Tramline tactile paving



P02	12 /03/25	SM	SR	CW
First Issue				
P01	14 /02/25	SM	SR	CW
Draft Issue				
Issue	Date	By	Chkd	Appd

ARUP

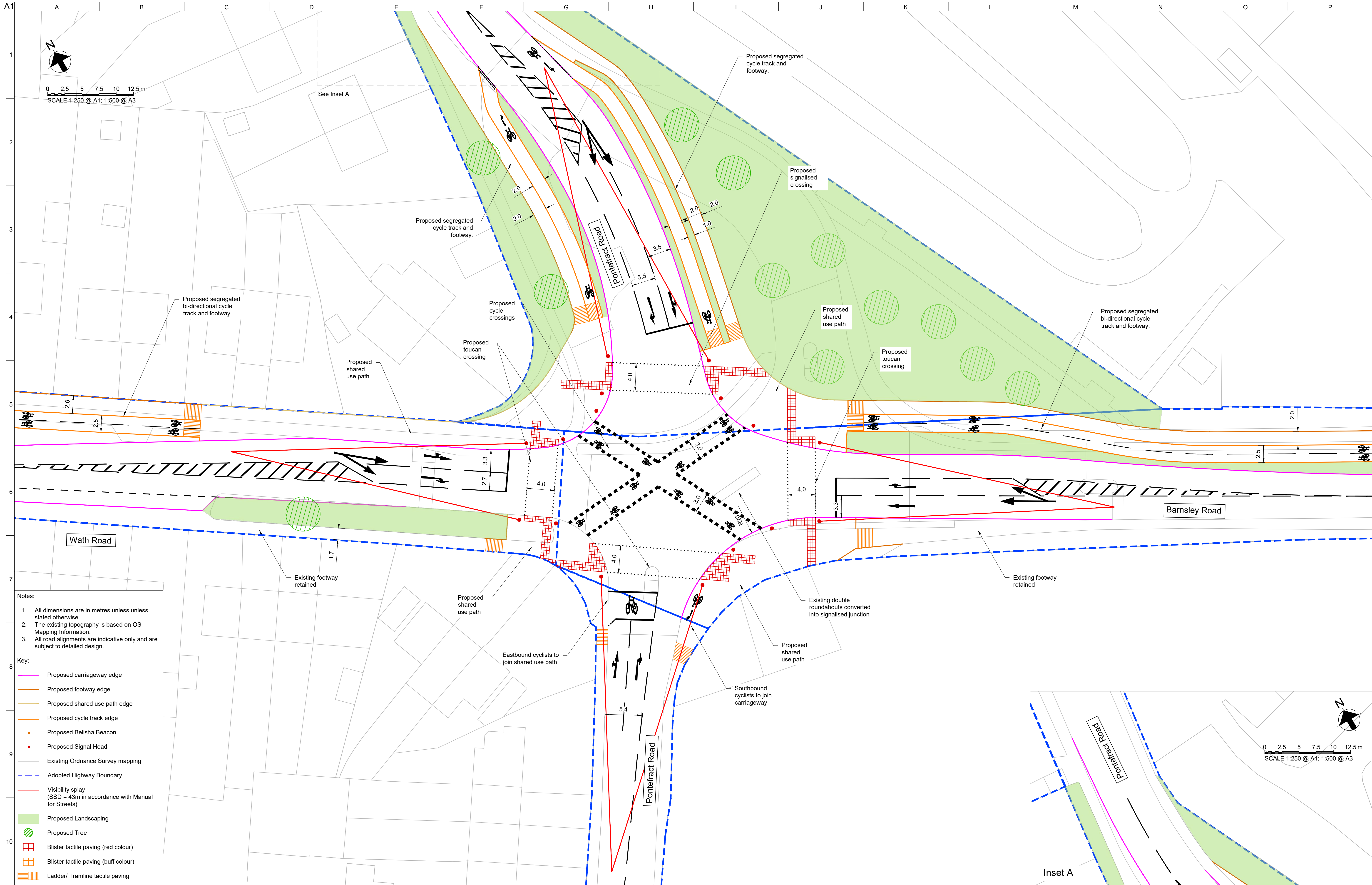
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Client
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Combined Authority

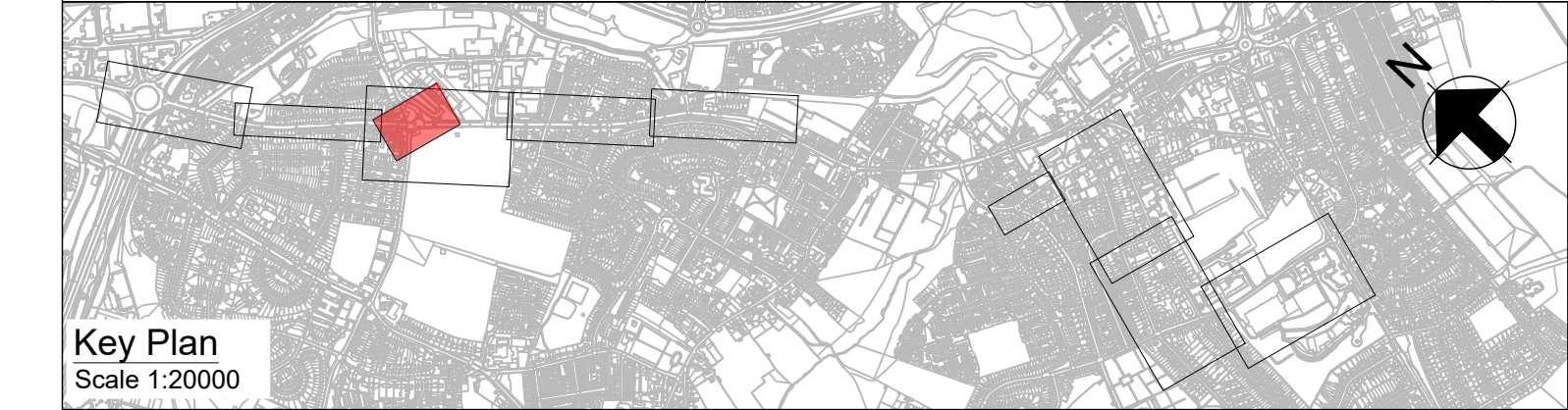
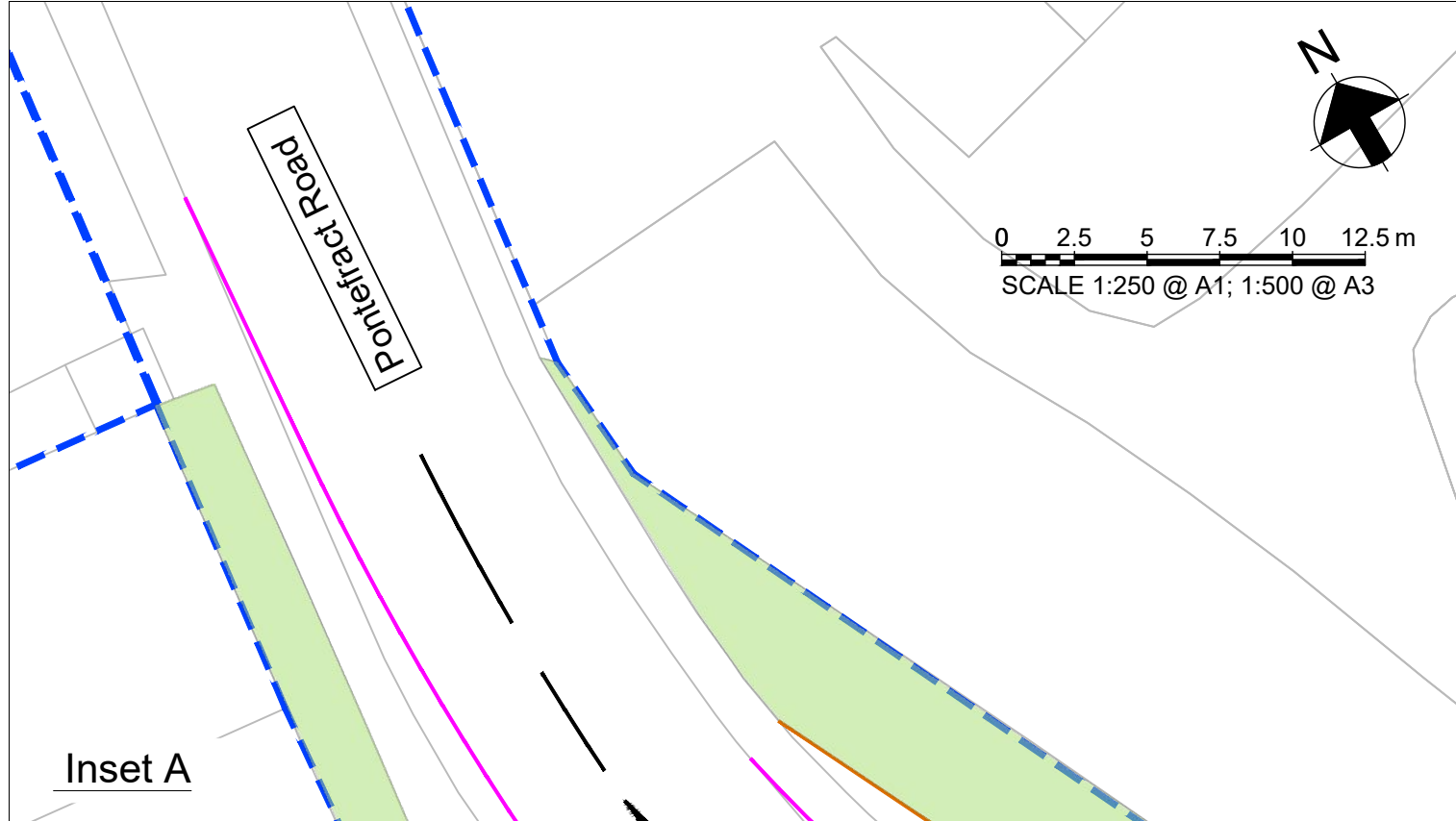
Project Title
ATF4 Studies: Rotherham, Wath
and Dinnington

Drawing Title
Wath
W2 Pontefract Road Junction
Existing Layout Upgrade

Scale at A1 1:250	
Role	Civil - Highways
Suitability	S2- Fit for Information
Arup Job No	Rev
305171	P02
Name	
WTH-ARP-XX-02-DR-CH-000004	



- Notes:
1. All dimensions are in metres unless stated otherwise.
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- Key:
- Proposed carriageway edge
 - Proposed footway edge
 - Proposed shared use path edge
 - Proposed cycle track edge
 - Proposed Belisha Beacon
 - Proposed Signal Head
 - Existing Ordnance Survey mapping
 - Adopted Highway Boundary
 - Visibility splay (SSD = 43m in accordance with Manual for Streets)
 - Proposed Landscaping
 - Proposed Tree
 - Blister tactile paving (red colour)
 - Blister tactile paving (buff colour)
 - Ladder/ Tramline tactile paving



P02	12 /03/25	SM	SR	CW
First Issue				
P01	18 /02/25	SM	SR	CW
Draft Issue				
Issue	Date	By	Chkd	Appd

ARUP

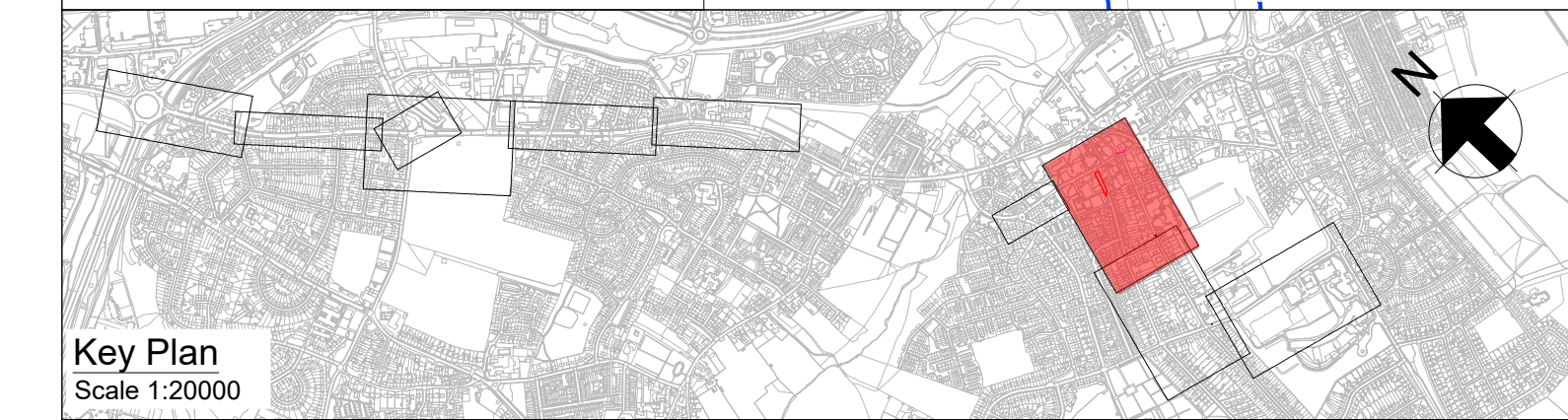
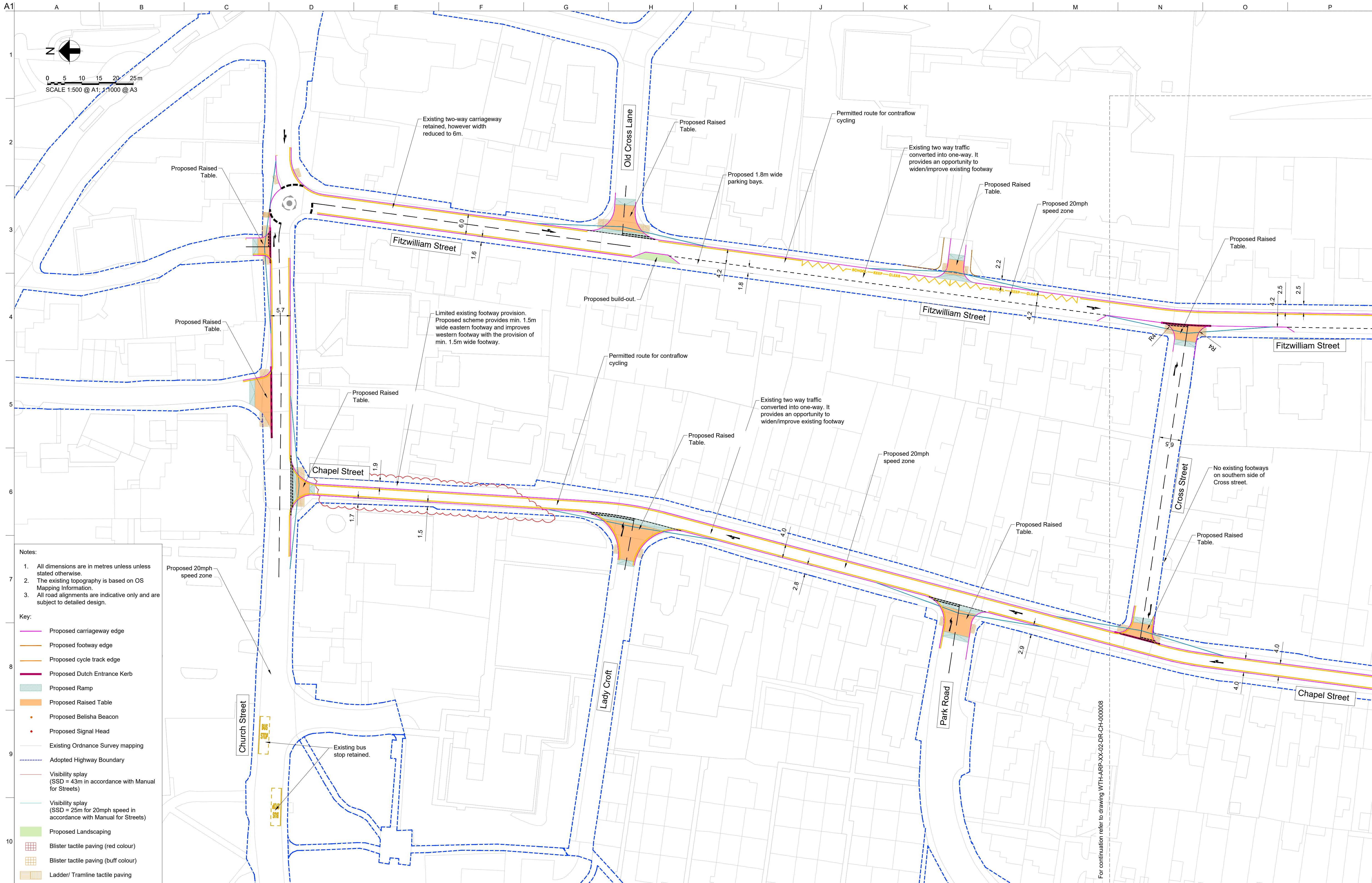
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Client
South Yorkshire Mayoral
Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath
and Dinnington

Drawing Title
Wath
W2 Pontefract Road Junction
Signalised Junction

Scale at A1	1:250
Role	Civil - Highways
Suitability	S2- Fit for Information
Arup Job No	Rev
305171	P02
Name	
WTH-ARP-XX-02-DR-CH-000005	



Do not scale

P03	03 /06/25	SM	SR	CW
Client's comments incorporated				
P02	12 /03/25	SM	SR	CW
First Issue				
P01	25 /02/25	SM	SR	CW
Draft Issue				
Issue	Date	By	Chkd	Appd

ARUP

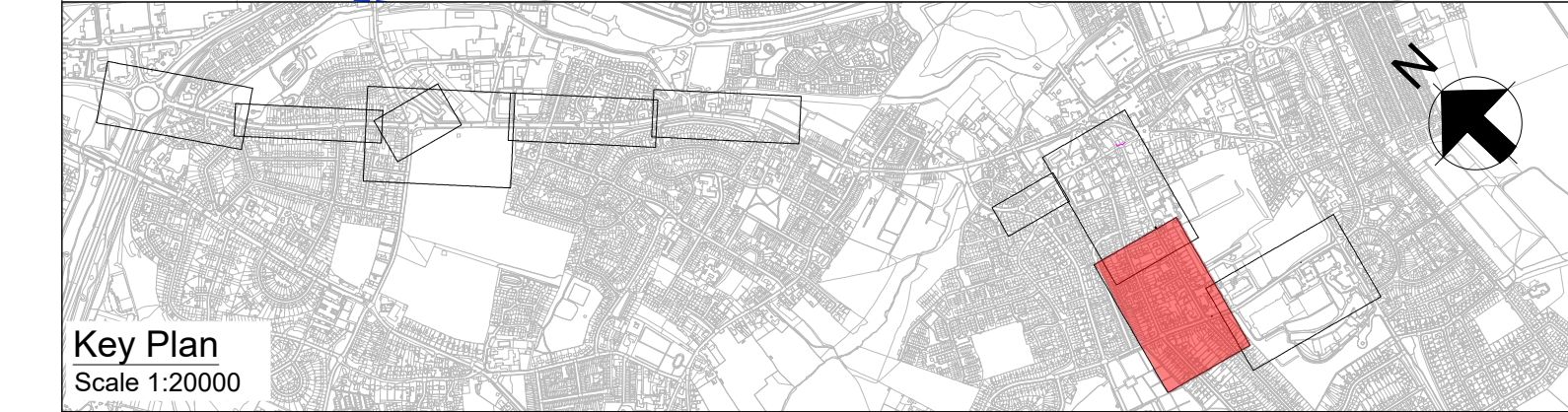
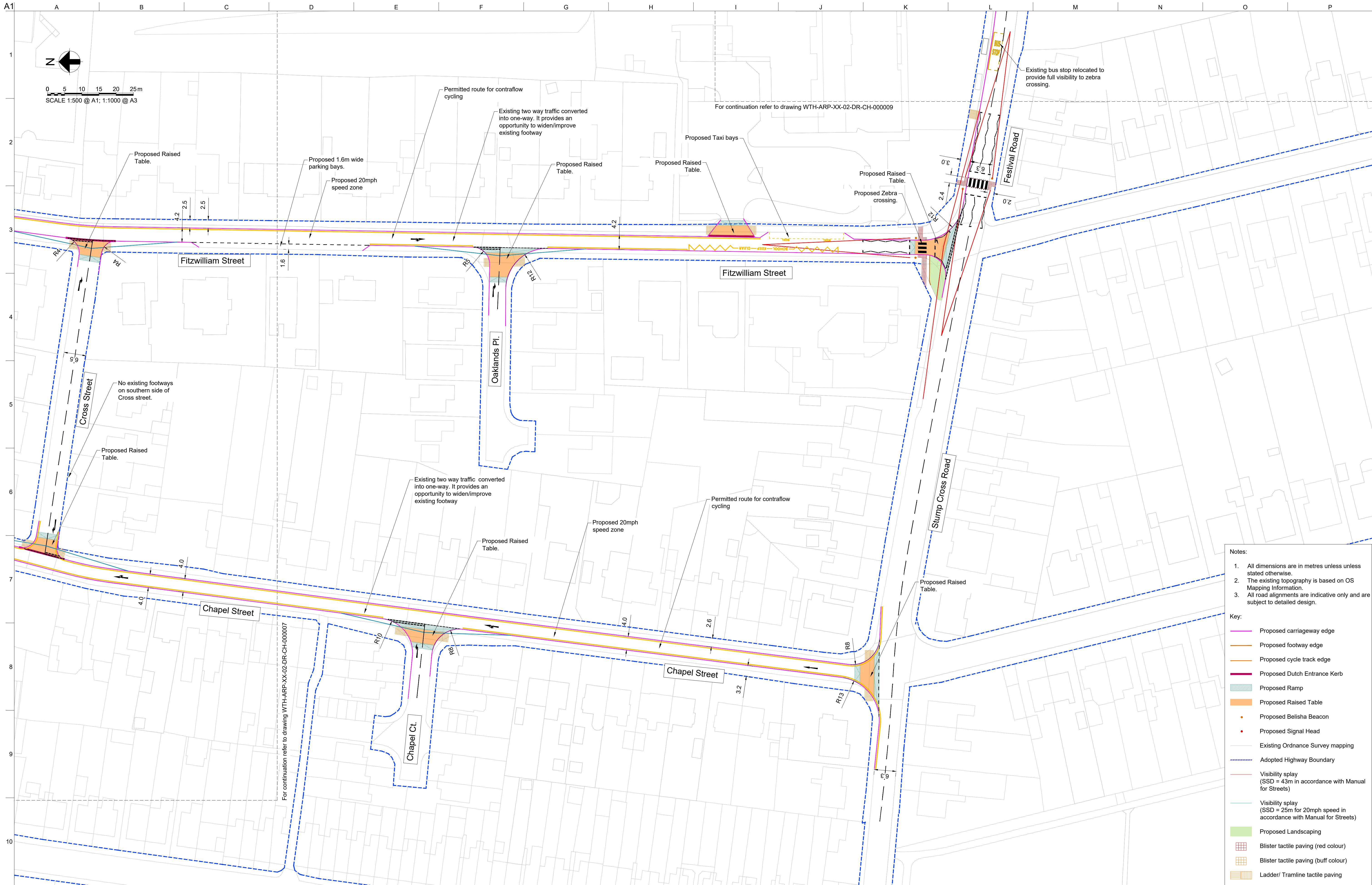
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Client
South Yorkshire Mayoral
Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath
and Dinnington

Drawing Title
Wath
W4 Festival School Zone
(Sheet 1)

Scale at A1	1:500
Role	Civil - Highways
Suitability	S2- Fit for Information
Arup Job No	305171
Name	
Rev	P03
WTH-ARP-XX-02-DR-CH-000007	



Do not scale

P03	03 /06/25	SM	SR	CW
Client's comments incorporated				
P02	12 /03/25	SM	SR	CW
First Issue				
P01	25 /02/25	SM	SR	CW
Draft Issue				
Issue	Date	By	Chkd	Appd

ARUP

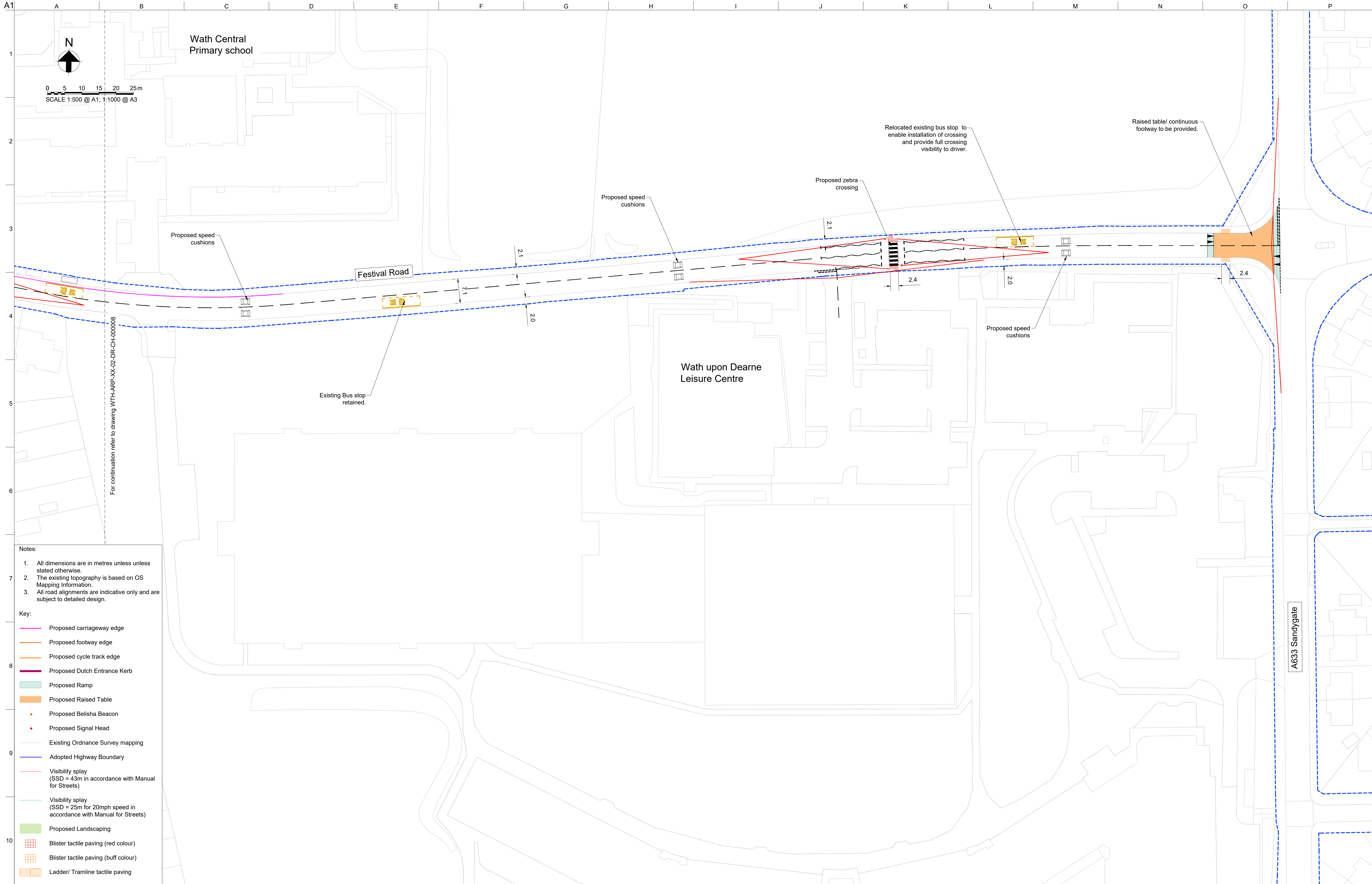
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LS1 4AP, United Kingdom
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Client
South Yorkshire Mayoral
Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath
and Dinnington

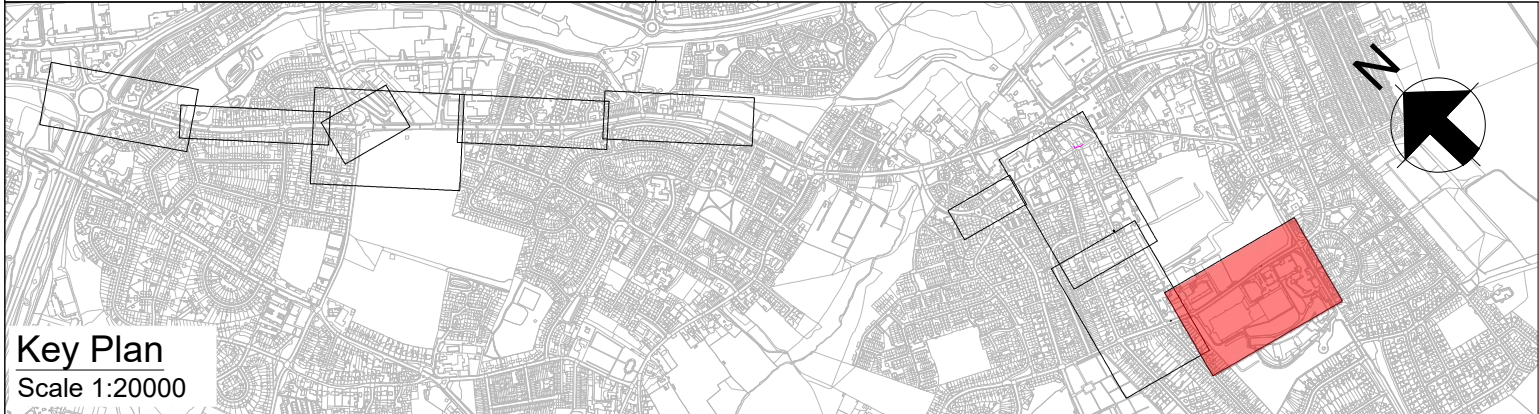
Drawing Title
Wath
W4 Festival School Zone
(Sheet 2)

Scale at A1	1:500
Role	Civil - Highways
Suitability	S2- Fit for Information
Arup Job No	Rev
305171	P03
Name	
WTH-ARP-XX-02-DR-CH-000008	



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 2. The existing topography is based on OS Mapping Information.
 3. All road alignments are indicative only and are subject to detailed design.

- Key:
- Proposed carriageway edge
 - Proposed footway edge
 - Proposed cycle track edge
 - Proposed Dutch Entrance Kerb
 - Proposed Ramp
 - Proposed Raised Table
 - Proposed Belisha Beacon
 - Proposed Signal Head
 - Existing Ordnance Survey mapping
 - Adopted Highway Boundary
 - Visibility splay (SSD = 43m in accordance with Manual for Streets)
 - Visibility splay (SSD = 25m for 20mph speed in accordance with Manual for Streets)
 - Proposed Landscaping
 - Blister tactile paving (red colour)
 - Blister tactile paving (buff colour)
 - Ladder/ Tramline tactile paving



P03	03 /06/25	SM	SR	CW
Client's comments incorporated				
P02	12 /03/25	SM	SR	CW
First Issue				
P01	25 /02/25	SM	SR	CW
Draft Issue				
Issue	Date	By	Chkd	Appd

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Client
South Yorkshire Mayoral
Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath
and Dinnington

Drawing Title
Wath
W4 Festival School Zone
(Sheet 3)

Scale at A1	1:500
Role	Civil - Highways
Suitability	S2- Fit for Information
Arup Job No	305171
Name	WTH-ARP-XX-02-DR-CH-000009
Rev	P03

Appendix C (1)

Costing information: Cost Estimate Methodology

General: Indicative cost estimates have been prepared for each of the shortlisted schemes. Scope has been derived from the concept designs, landscaping aspirations and review of existing conditions via Google Earth. Unit rates have been derived from similar schemes, or built up to reflect the nature of the proposals. Specifications are implied, quantities and provisional allowances have been assumed to represent the potential interventions. The nature and cost of the works is expected to vary around the order of magnitude range estimates, typically by +/-20%. Rates are current at 4Q2024.

Preliminaries: Pending further design and sequencing, costs have been assessed as a % of the value of direct construction works. Preliminaries have been allowed at 14%, Contractors Overheads and Profit at 8%, Method Related charges and Temporary works at 2%; and Traffic Management at 4% of direct construction costs where works are on carriageway. Total = 28%.

Statutory undertaker costs: Surveys for existing and affected utilities have not been conducted. Provisional sums for statutory undertaker costs to disconnect or divert utilities have been made. A high-level approach has been taken to consider the scope of each scheme for the potential to encounter utilities based on location and depth of excavation. Plans showing existing service locations were not available. Google Earth has been used to note existing infrastructure and the possibility of an interface. Provisional sums have been allowed for diversion / protection of observed utilities. However, there is a wide cost risk associated with utilities.

Obtaining C2 information and C3 budgets from statutory undertakers is recommended. All provisional sums are pending future C2/C3 budgets, and deemed inclusive of NRSWA Discount.

Project development costs: These costs have been considered as a % addition to foregoing cumulative costs.

- **Estimate variance and contingency.** 'Estimating Variance Risk' for scope that is unmeasurable or not yet confirmed by surveys etc. For example, where a provisional quantity in the estimate assumes 10 signs but this becomes 9 or 11 signs in the final scheme. The +/- range is expressed as a value using a probability distribution. A P80 value has been used to cover 80% of the net outcomes. This is typically <10% of the construction costs in the following estimates.
- **'Construction Contingency'.** This percentage nominally provides a contingency budget for risks normally associated with highway construction projects. Pending scheme selection and a risk register, a percentage has been applied on the foregoing construction costs and estimate variance risk. Typically, this has been set at 10% with higher values where schemes are more complex or have greater interfaces. For example, roundabouts and interfaces with adjacent property.
- **Professional fees:** 15% for design & construction support on the cumulative cost of construction, plus estimate variance risk and contingency. This approach

provides an overall budget for a package of schemes. The demand for professional services will vary depending on the interventions. This budget should be revisited at a later date once the makeup of the package is known.

Exclusions:

- Inflation beyond current prices at 4Q2024.
- Internal client project management and stakeholder costs
- Cost of land purchase / leasing / extinguishing access to or acquiring adjacent plots
- Works associated with other highway projects, private property works or the creation / construction of development sites.
- Value Added Tax (VAT) at 20%.
- Finance & legal fees.
- Compensation to third parties (e.g. loss of revenue, disruption or provision of transport facilities during construction).
- Archaeological and ecological surveys or discoveries and associated programme implications
- Contaminated land and/or obstructions (other than allowance made during excavation).
- Other sources of abnormal cost that may exist that are not discernible from the documents used, or which might arise from future consultations and agreement. For example from planning or environmental conditions.

Appendix C (2)

Costing information: Scheme cost estimate summary

Summary of scheme cost estimates			
Scheme	Base cost (GBP, £)	Notes	Higher cost variant
W1: Wath Road	3,841,000	Add segregated footway/cycleways and verges along Wath & Barnsley Rd. See W2 for Pontefract Rd options. Raised table crossings, relocation of bus stops. Amendments to drains, signage, lighting and service covers etc.	-
W2: Pontefract Road Junction	858,000	Existing Layout Upgrade: Retain existing double mini-roundabouts, add 3nr parallel crossings. Convert paths to segregated foot/cycleways. Reposition lighting. Localised resurfacing of carriageway. Amendments to drains, signage and service covers etc. Signalised junction: Diagonal crossing with 4nr Toucan signals. Reconstruct the junction and northern arm of Pontefract Rd on new alignment. New kerbs, foot / cycleways. New drainage catchment, signage, lighting and service diversions etc	£2,719,000
W3: Brampton Parkway	3,269,000	Park enhancements with outdoor gym, wetlands and community garden / orchard. Main footways (685m) and cycleways (850m) with lighting. 3nr crossings on adjacent roads. Informal meadow and paths.	-
W4: Festival School Zone	2,813,000	Widened footways along Chapel St & Fitzwilliam St. Raised crossings at 13nr junctions and 2nr zebra crossings. Alter signage, lighting and service covers etc.	-
W5: Wath Mobility Hub	2,209,000	Town centre public realm improvements. Seating, planters, light installations, wayfinding and art. Opportunity for Transport Hub and SUDS car parking enabled, but scope and costs to develop are TBC / excluded.	-
TOTAL	12,990,000		15,709,000