Walking , Wheeling and Cycling Masterplan

Dinnington

ISSUE
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Dinnington Walking, Wheeling and Cycling Masterplan

Introduction

Introduction (1)

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, and the rural town of Dinnington in the east of the Borough (this report).

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.

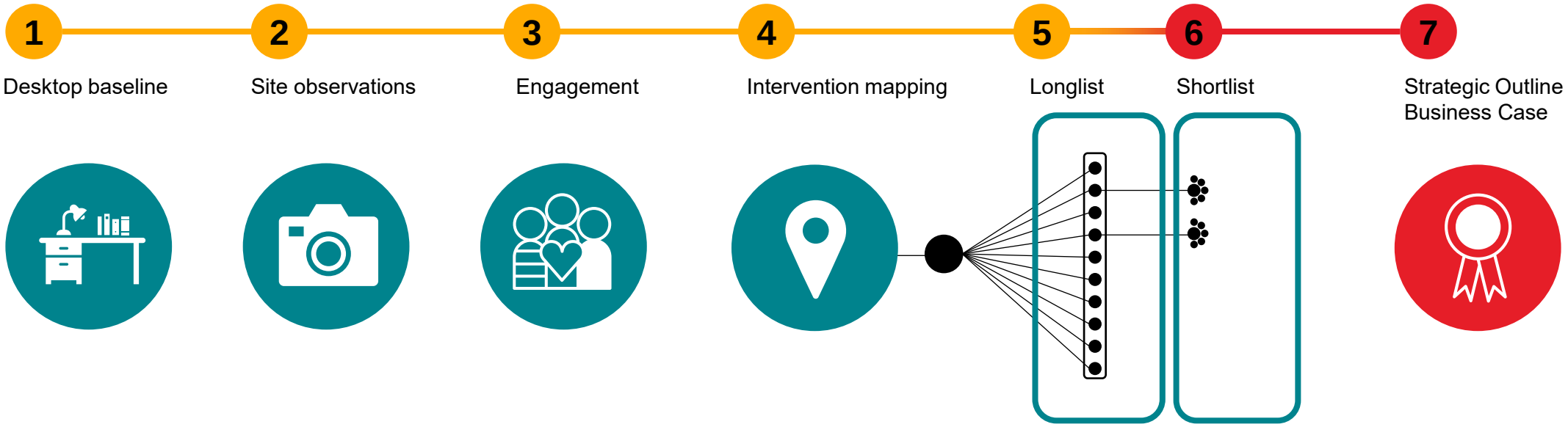
Introduction (2)

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.



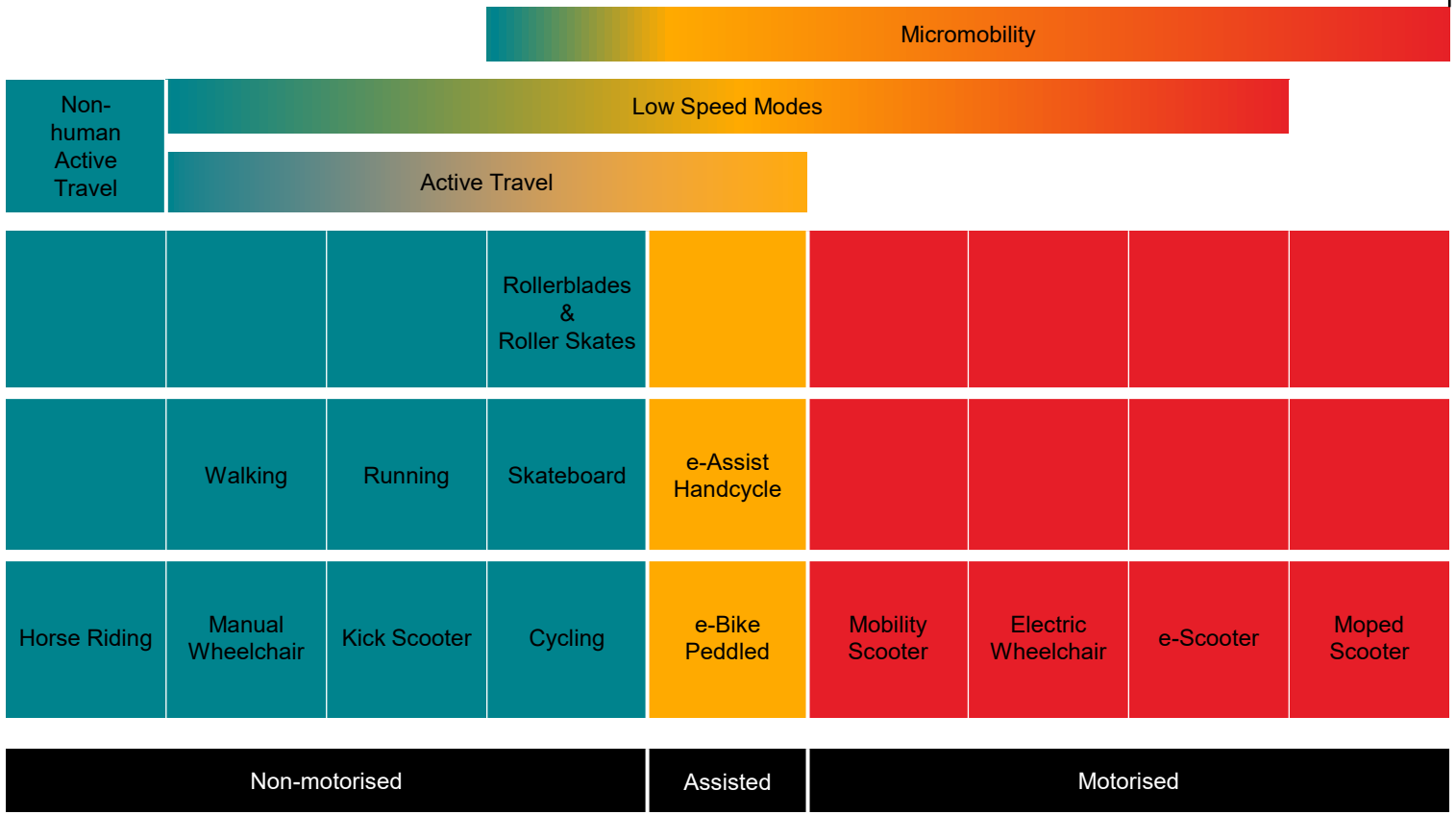
Introduction (3)

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].

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

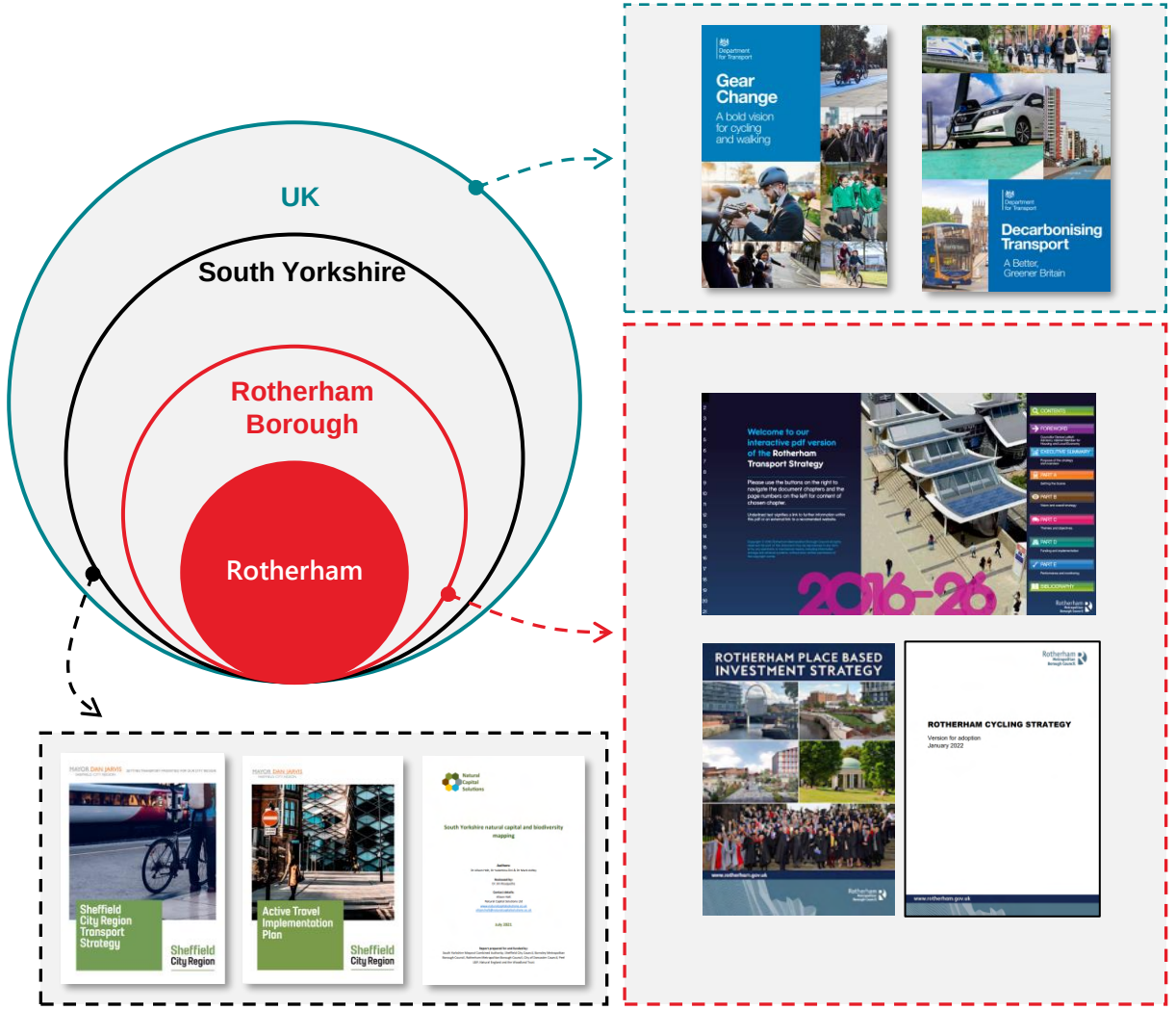
Introduction (4)

Policy review

A policy review has been carried out, 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 ensure 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 routes in the 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, leading to 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]

[1] SCR Transport Strategy, [2] SCR Active Travel Implementation Plan, [3] Rotherham Transport Strategy, [4] Rotherham Place-based Investment Strategy, [5] Rotherham Cycling Strategy, [6] SY Strategic Economic Plan

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 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 roads for all road users.

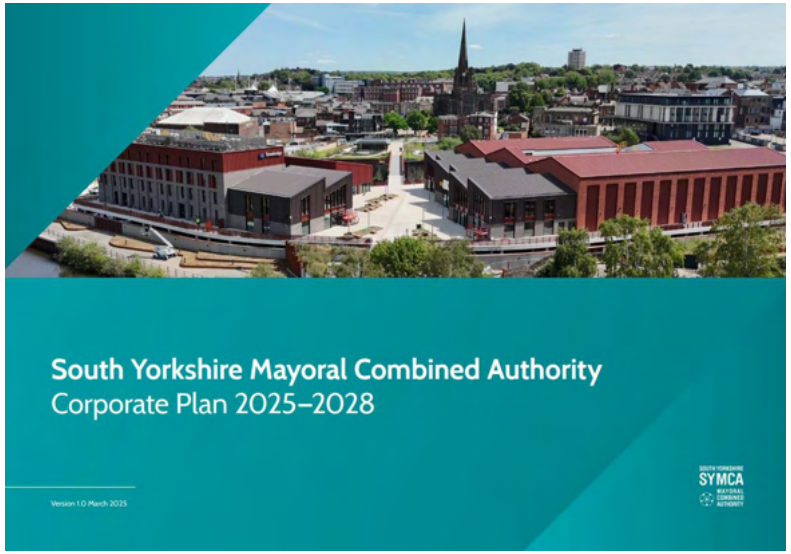
The South Yorkshire Mayoral Combined Authorities **Corporate Plan for 2025 to 2028** outlines ambitions for *"A wealthier, healthier, happier and safer South Yorkshire – where everyone has the opportunity to stay near and go far".* The Corporate Plan also sets out aspirations for the development of the 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, 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 as the number of cyclists increase • Connectivity: lack of joined up networks 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 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 promoting 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 that accessibility and inclusivity contributes 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, wheeling and cycling 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

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 finally 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

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 and wheeling 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, wheeling and cycling 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
walking, wheeling and cycling infrastructure to also fulfil the public health and environmental plans.

Baseline

Baseline (1)

Introduction to place

Dinnington is situated in the southeast of the district of Rotherham, approximately 12km from Rotherham centre. Dinnington is a small town surrounded by several villages including Laughton Common.

Originally a farming community, quarrying and subsequent coal mining grew the town's population from 250 in 1901 to 5,000 in 1951. Following the closure of Dinnington Main Colliery in 1992 the local area has experienced challenges, and the local economy has experienced closures to local businesses and job losses.

Dinnington has varied characteristics with large rural areas, industrial estates, suburban residential estates, former mining community housing and a high street.

Baseline (2)

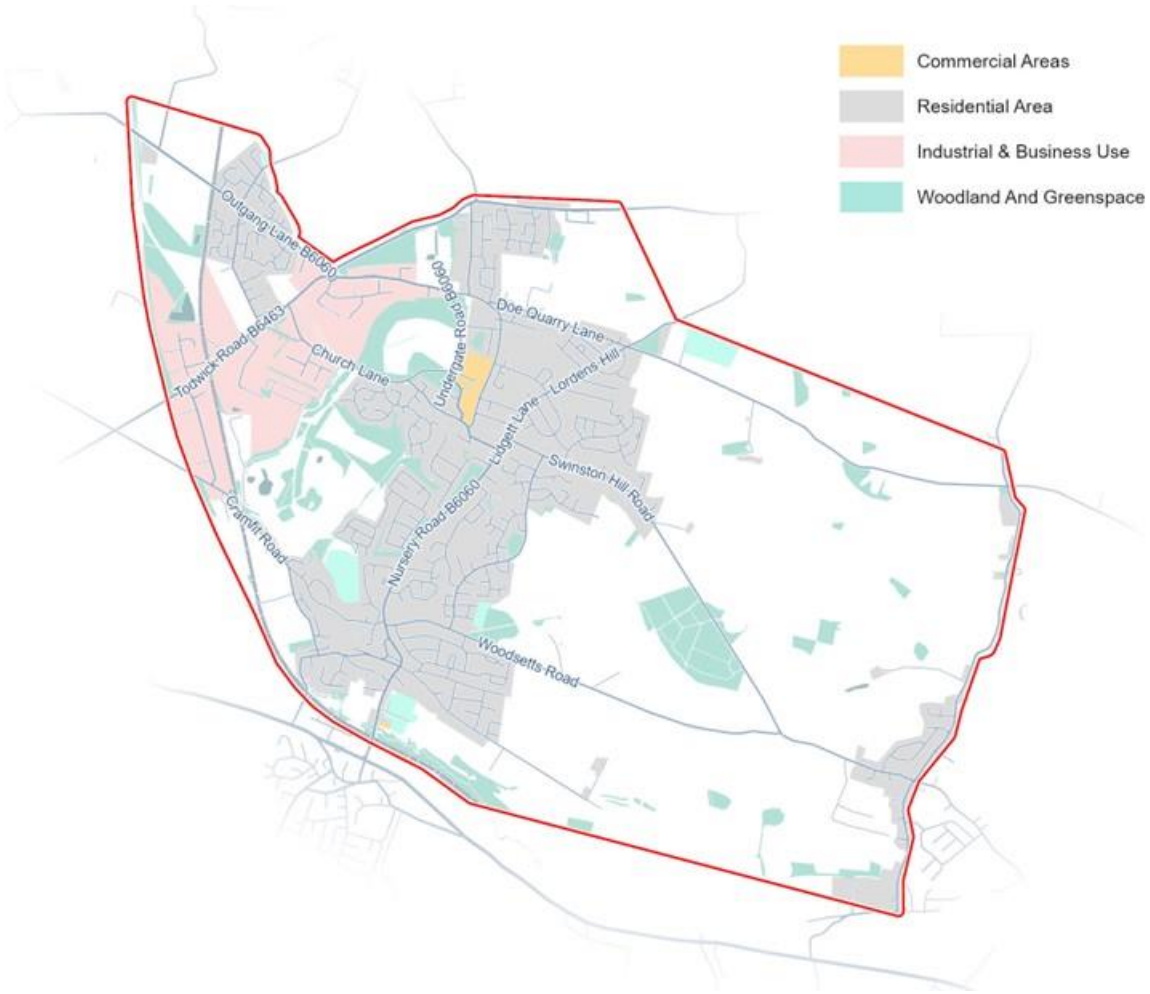
Land Use

Dinnington has a mix of residential, commercial, industrial and greenspace land use. The residential areas have grown from the original residences constructed for the local mining community to more recently constructed housing.

The industrial area is situated in the west of the study area and is made up of several large manufacturing, logistics and warehouse units. The industrial area is severed into two sections on either side of the South Yorkshire Joint Railway freight line. This rail line runs north to south, just west of the centre of Dinnington.

The eastern part of the study boundary is mainly farmland and woodland.

Dinnington is a largely residential settlement, with an industrial site off Todwick Road. Many everyday journeys to shops, schools, and public transport will be short enough for walking, wheeling and cycling if there is the supporting infrastructure.



Baseline (3)

Facilities

Dinnington benefits from a number of primary and secondary schools, the largest of which is Dinnington High School. This is a large site, also incorporating Elements Academy and Newman School.

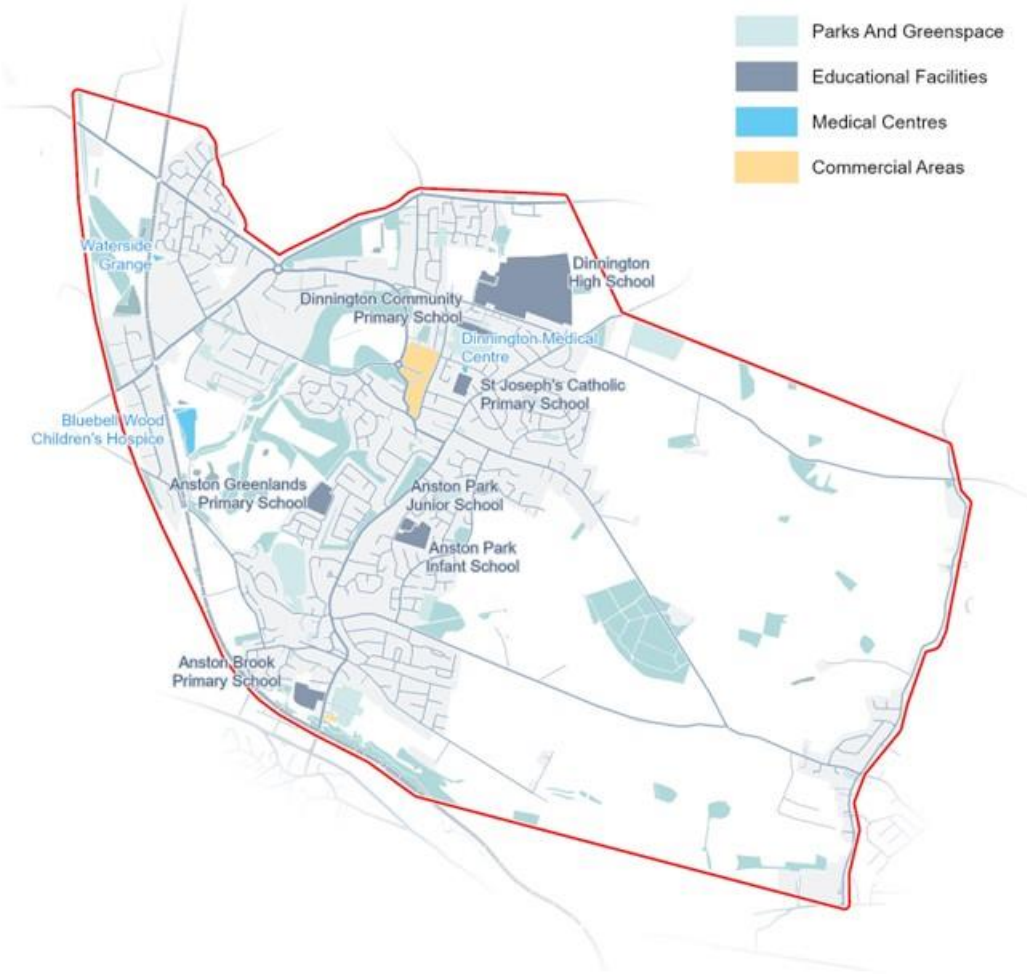
Dinnington High School sits in a 50-acre site and educates over 1,400 students.

Bluebell Wood, an important children's hospice for South Yorkshire, north Derbyshire, north Nottinghamshire and north Lincolnshire is located in the west of the study area. Waterside Grange nursing home is located in the northwest of the study area.

In the centre of Dinnington, the Resource Centre is a community hub that provides sports facilities (including a 3G football pitch) and the local library. The space is also used for community celebrations and parties.

The Lyric Theatre is situated between Dinnington Bus Interchange and Laughton Road. Centrally located, the venue hosts local theatre groups and is used for functions and charity events.

Doe Quarry Lane is a primary destination given the concentration of educational facilities. The Resource Centre and Bus Interchange are other key sites.



Future baseline (1)

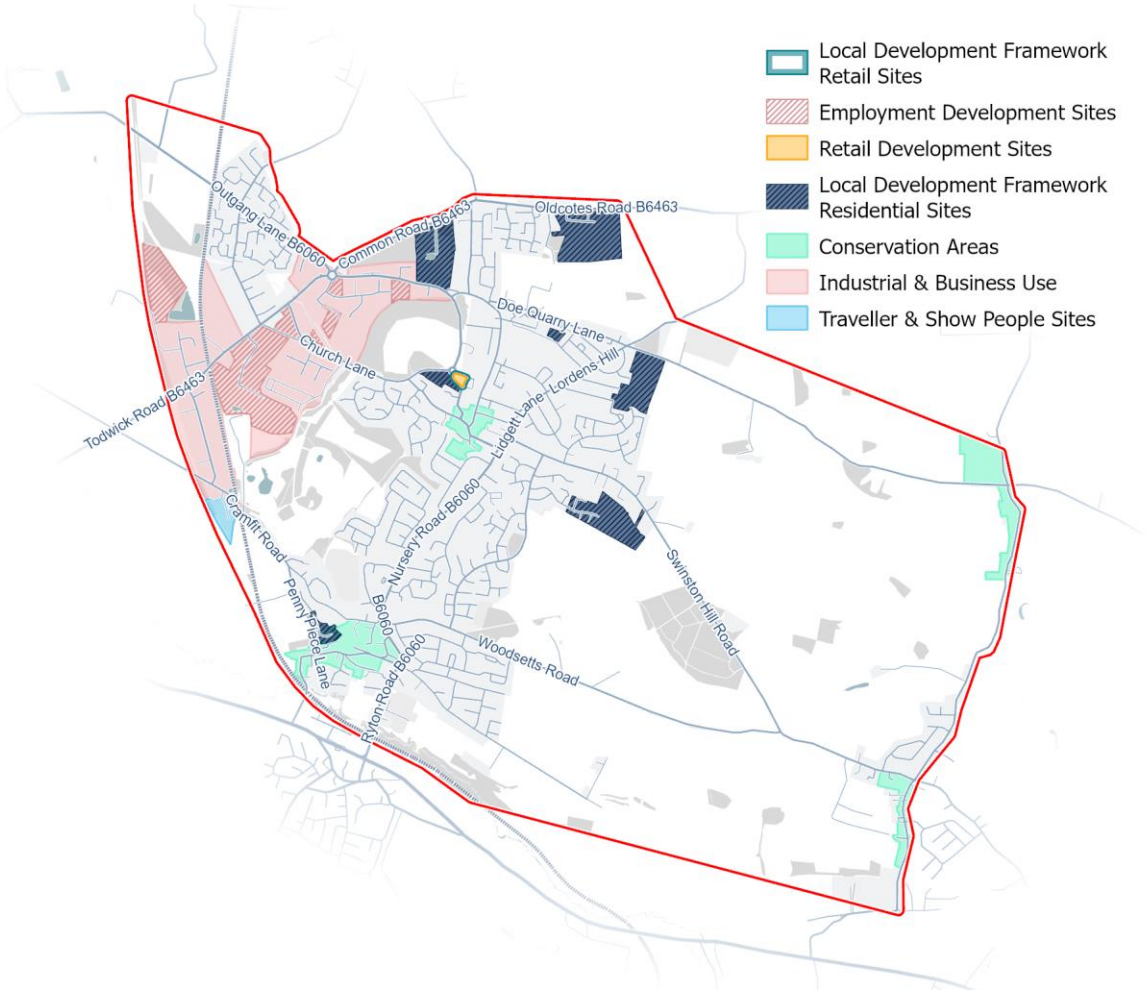
Planning and development

Future developments in Dinnington will adhere to the current land use patterns. The town is primarily residential, with several employment development sites, conservation areas and local development framework residential sites throughout.

Further employment developments are planned for several sites in the west. A significant portion of the sites are used for manufacturing, construction, and retail sectors Additionally, new residential developments are planned for several land plots, including two large plots in the northern part along the B6463, and smaller plots scattered throughout the area.

The area around Penny Piece Ln and Greenlands Park (largely residential) in the southwestern part of Dinnington is designated as a conservation area, as is the vicinity of St Leonard Church in the central part of town.

Doe Quarry Lane (already a concentration of points of interest) is due to see additional residential development and should therefore be a priority consideration in the masterplanning.



Baseline (4)

Laughton Common, separated from the rest of Dinnington by the industrial estate has the highest density in the area as a result of historical development patterns. This should be a priority to re-connect to Dinnington by safe walking, wheeling and cycling routes.

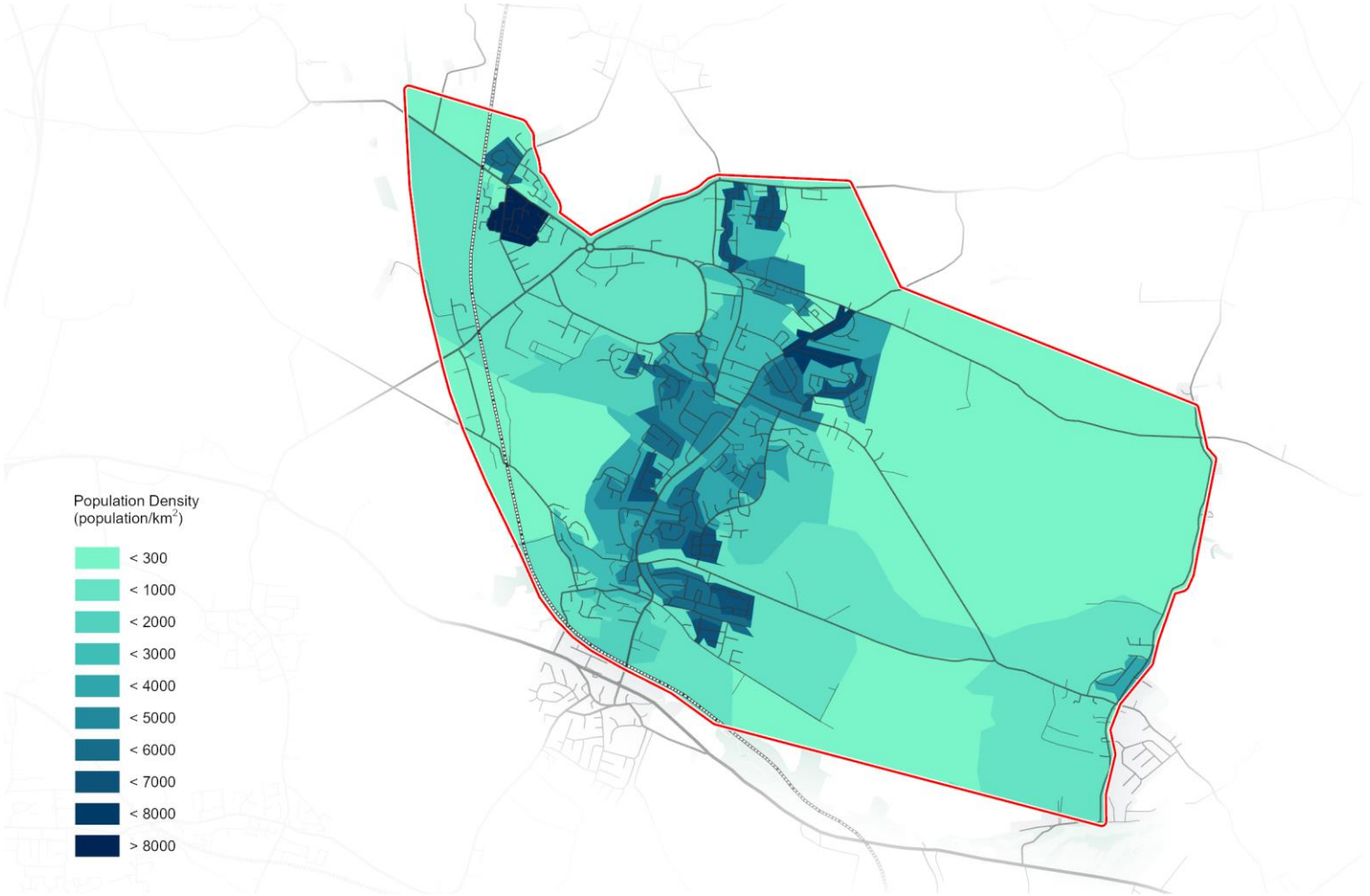
Population introduction

As of the 2021 Census there are approximately 5,639 dwellings in Dinnington, a 5.80% increase since 2011. The number of households in Dinnington is 5,364, a 0.60% increase since 2011.

Population density is varied across Dinnington. There are several areas in the east made up of farmland and fields with consequently low population densities. Similarly in the northwest, in areas of industrial units there is similarly low levels of population density.

Centrally to the study area there is a spine of built-up areas, made up of North Anston and Dinnington which subsequently has higher levels of population density.

Within the residential areas population density varies due to the type of residential units on the streets, with areas of terraced housing resulting in increased population density.



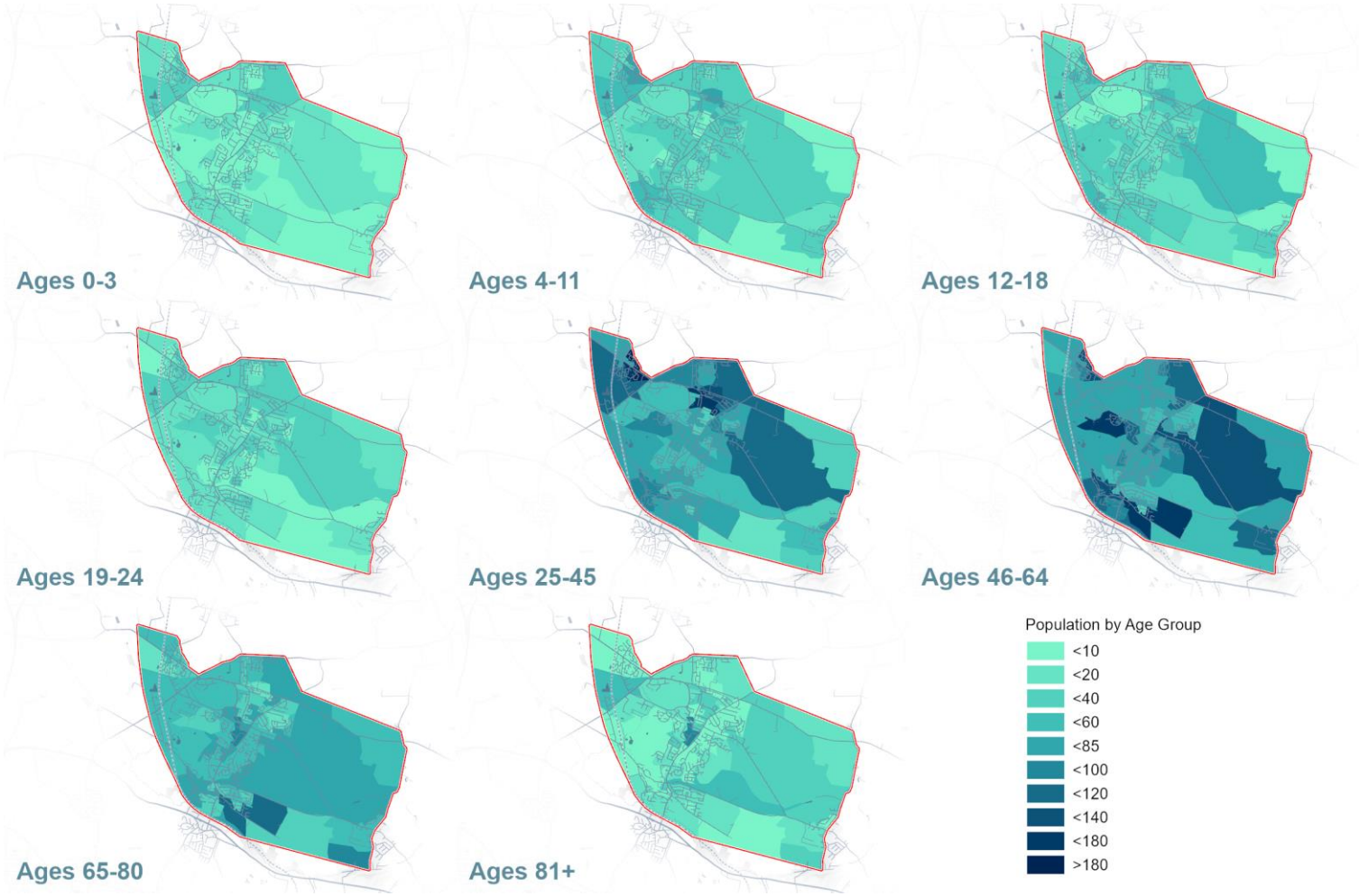
Baseline (5)

Population

The demographic of Dinnington is distributed across all age ranges with a relatively even geographical distribution across the study area for ages 0-3, 4-11, 12-18 and 19-24.

The most significant age range of the population of Dinnington is working aged people, with a high proportion of 25- to 45- and 46- to 64-year-olds.

The 81+ year old age demographic is concentrated around The Glades / Athorpe Lodge nursing home.



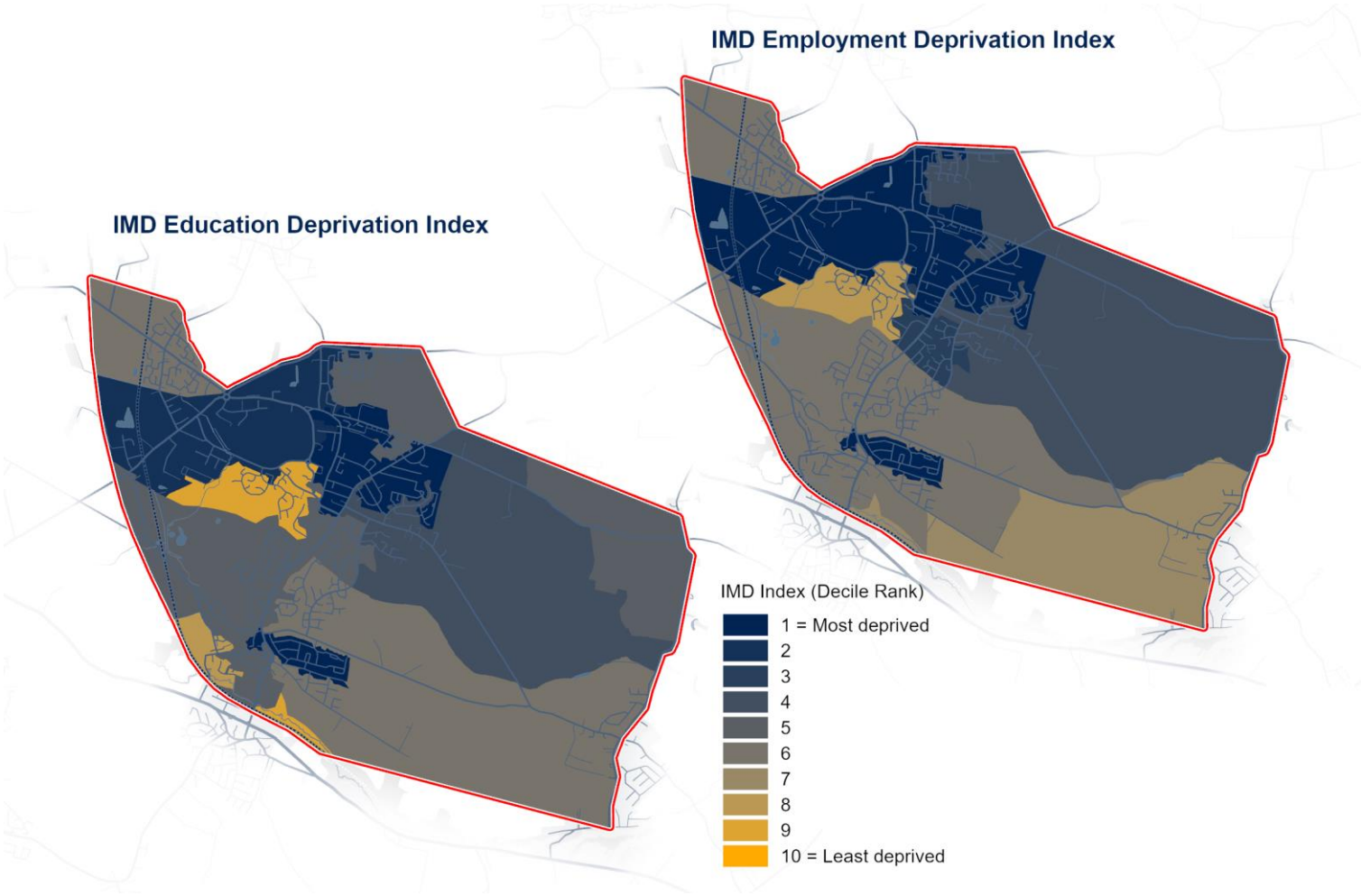
Baseline (6)

There are many deprived neighbourhoods within Dinnington. Considering the lack of a train station, active routes connecting with the bus station should be prioritised to provide access to wider opportunities.

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.

Dinnington ward is in Decile 3, making it part of the 30% most deprived areas in England. There are two wards in Dinnington, Dinnington Central and Dinnington East in the 10% most deprived in the country. Large disparities in deprivation exist across Dinnington. The areas around Laughton Road and Lordens Hill, in the centre, are the most deprived. Additionally, there are areas immediately south of Woodsetts Road that are some of the most deprived. Conversely, the areas south of Dinnington Community Woodlands and Athorpe Road as well as northwest Woodsetts are areas of comparatively low deprivation.

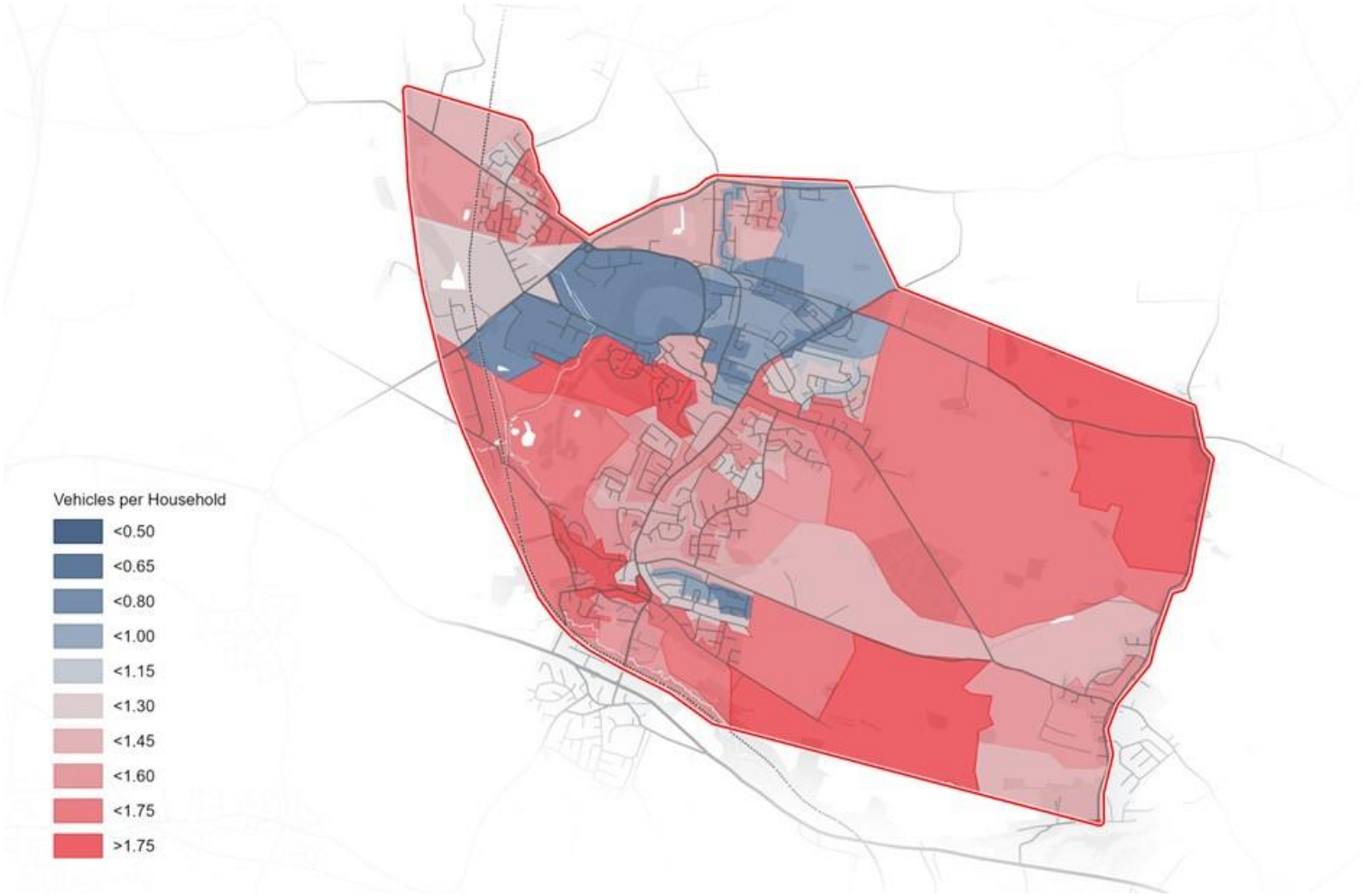


Baseline (7)

Vehicle Ownership

A correlation between deprivation levels and vehicle ownership can be seen across Dinnington. Areas with high levels of deprivation tend to be areas with lower levels of vehicles per household. These areas may be better placed to capitalise on improved accessibility of walking, wheeling and cycling infrastructure as residents may be more likely to use public transport and travel using active modes when they don't have to access to a car.

Considering the low car ownership levels – particularly in central Dinnington – there is a need to ensure access to local services by walking, wheeling and cycling. Road space will likely need to be reallocated to provide a more equitable distribution of space.



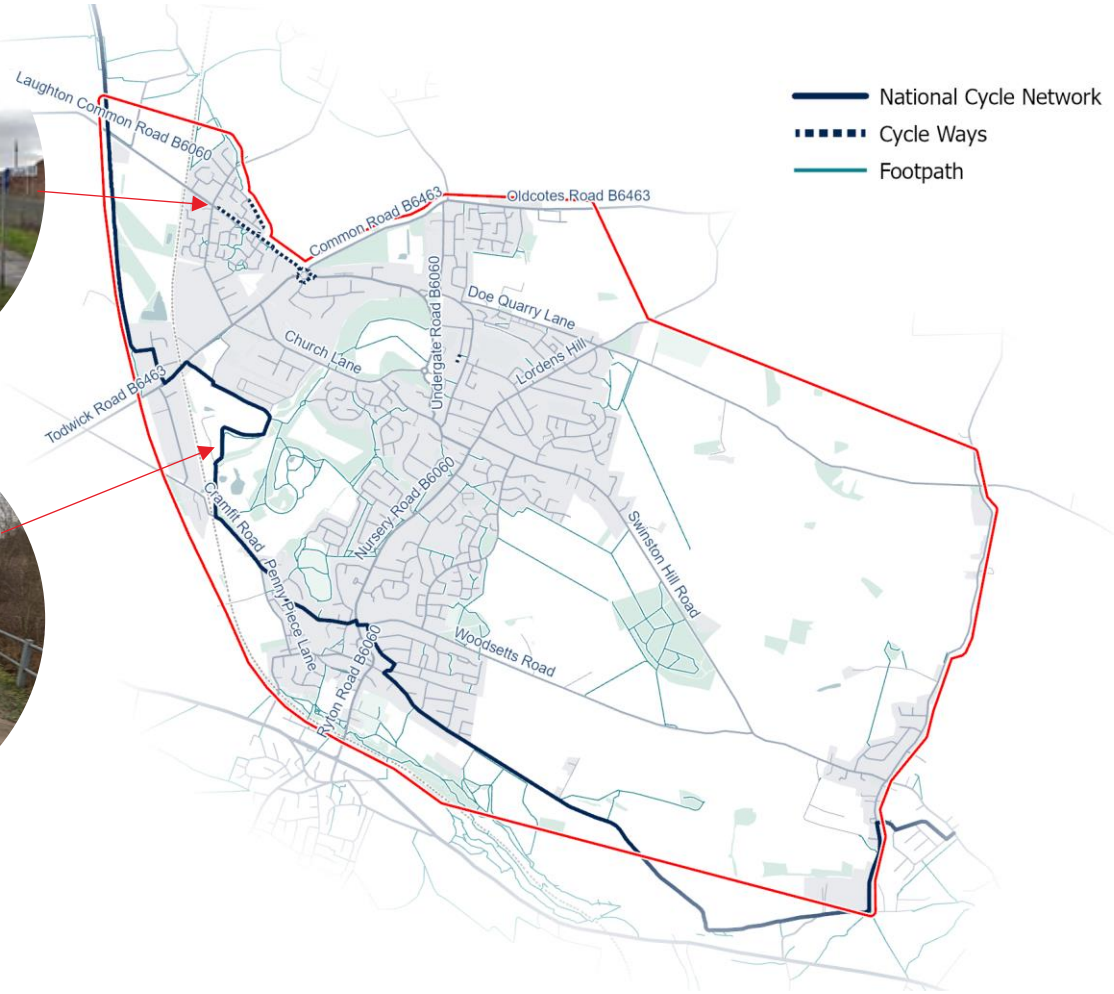
Baseline (8)

Walking, wheeling and cycling

There is very limited provision for walking, wheeling and cycling across Dinnington, including an absence of crossings on some of the most well-used streets.

Walking, wheeling and cycling infrastructure provision is limited across Dinnington. The sole segregated cycling infrastructure in the area serves movements around the periphery of the **Outgang Lane roundabout** and on the northeast arm approach to the roundabout. The remaining cycling provision in Dinnington is along the **National Cycling Network 674 route**. This infrastructure does not facilitate the key cycling desire lines, particularly the north south movements along Nursery Road.

Footways in Dinnington are of varying quality and scale. For example, along the main high street on Laughton Road, in certain areas, footways are wide with rest stops. However, roads such as Woodsetts Road have large sections without any footway provision, though pedestrian desire lines can be seen alongside the highway.



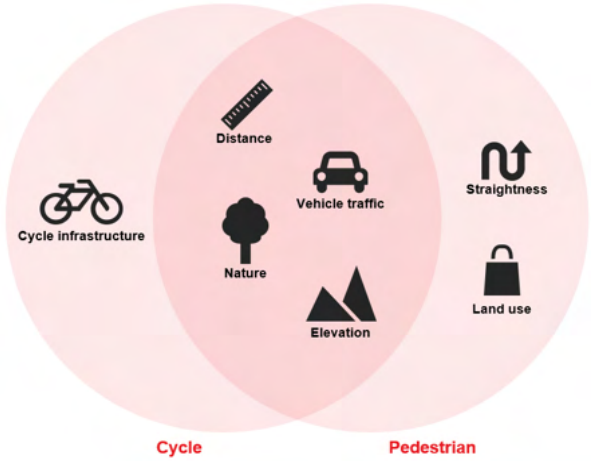
Baseline (9)

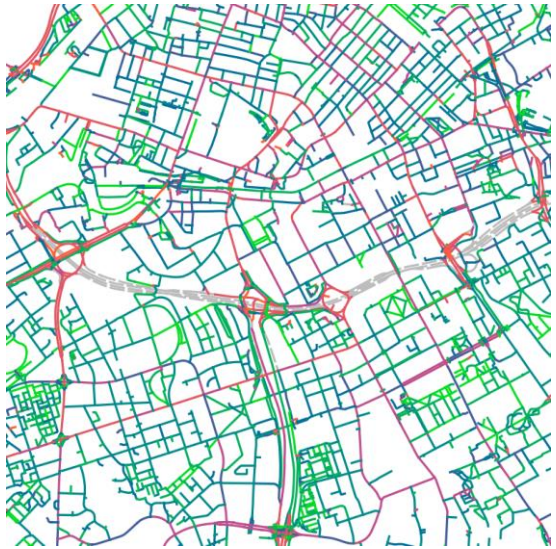
Staterra – Walking, Wheeling and Cycling Modelling Toolkit

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 uses 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:

Walk Quality



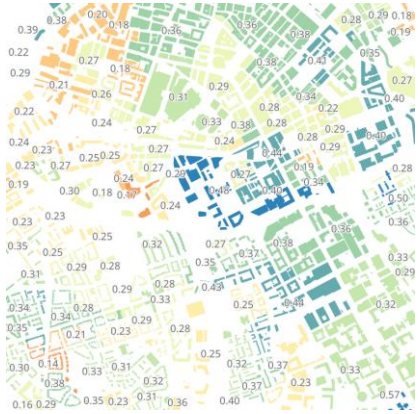


A **relative footfall** calculation is also made possible with the toolkit, developing an estimate for how busy footfall might be compared to adjacent streets and paths. Alternative demand estimates are developed when other direct data counts for footfall are not available (e.g., spot counts, surveys,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

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

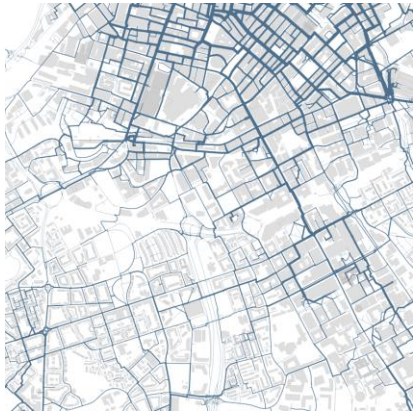
- ***Population density (OA-level 2021)***
- ***Commute to work mode split (OA-level 2021)***
- ***Job density (OA-level 2021)***
- ***Workplace arrive mode (MSOA-level 2021)***

Relative Footfall



OA residential mode share

Building demand estimates



Relative footfall

Baseline (10)

Staterra – Walking Quality

- Most of Dinnington scores are medium for walk quality, with many roads less busy and calmer for walking on.
- However, there are limits to quality, segregated walking pathways with most options lying directly adjacent to vehicular traffic (1)
- An example of a walking connection with higher quality is the pathway that runs along the edge of Dinnington Park (2). This provides not only a car-free option, but also a connection that runs through green-space.

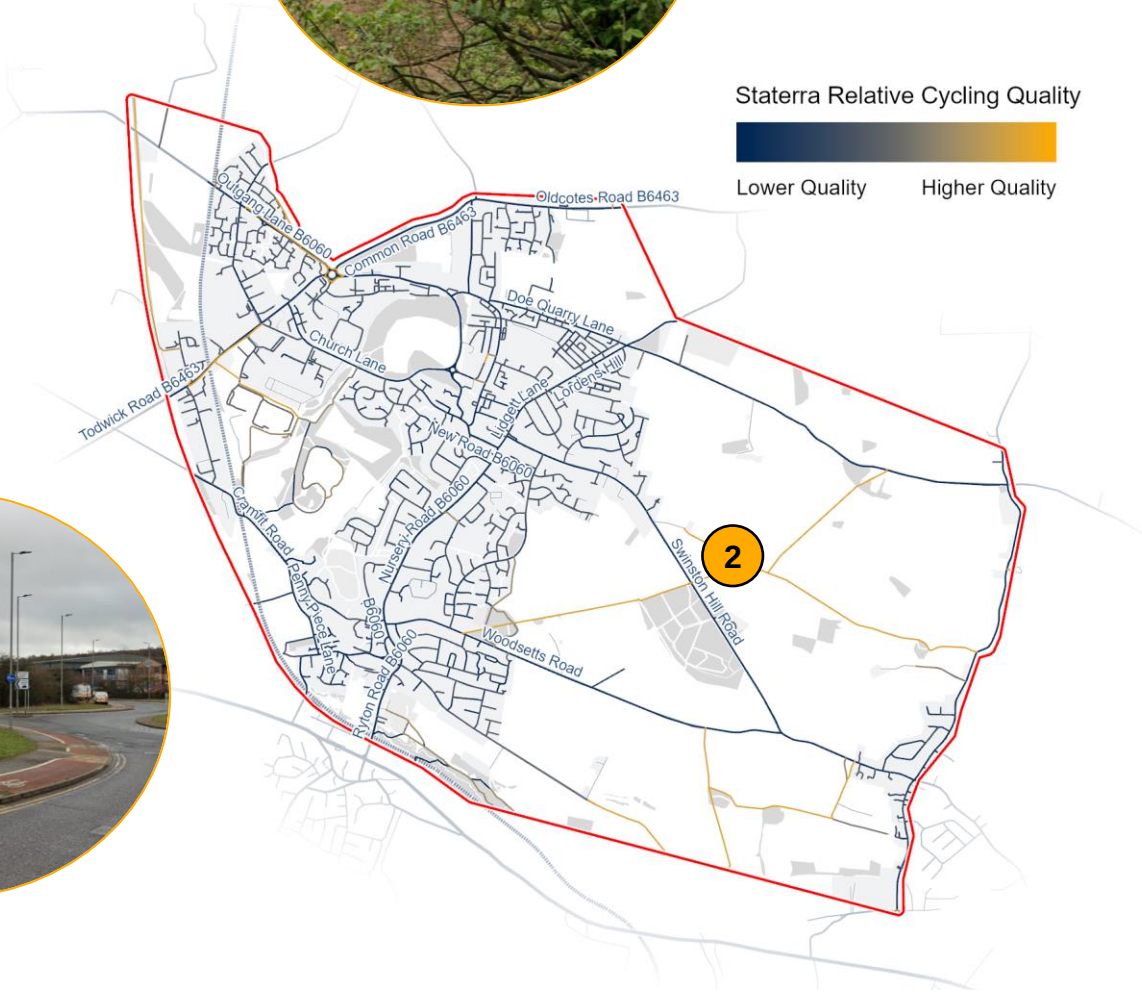
There are limits to quality, segregated walking pathways with most options lying directly adjacent to vehicular traffic without any significant buffer.

Baseline (11)

Staterra – Cycling Quality

- Few options exist for quality cycling provision in Dinnington, with most streets lacking any specific infrastructure or markings for cyclists.
- Small sections at the north-west of the centre have grade-separated cycle lanes, along Outgang Lane near to the traffic circle that meets Todwick Rd and Common Rd (1)
- It is noted that while several pathways technically allow cycling, many are unpaved and not maintained (e.g., paths that cross fields on the east side of the map (2)). These areas will be less attractive depending on the type of cyclist and whether or not it has recently rained (turning some of the paths to mud).

Most streets lack any specific infrastructure or markings for cyclists.

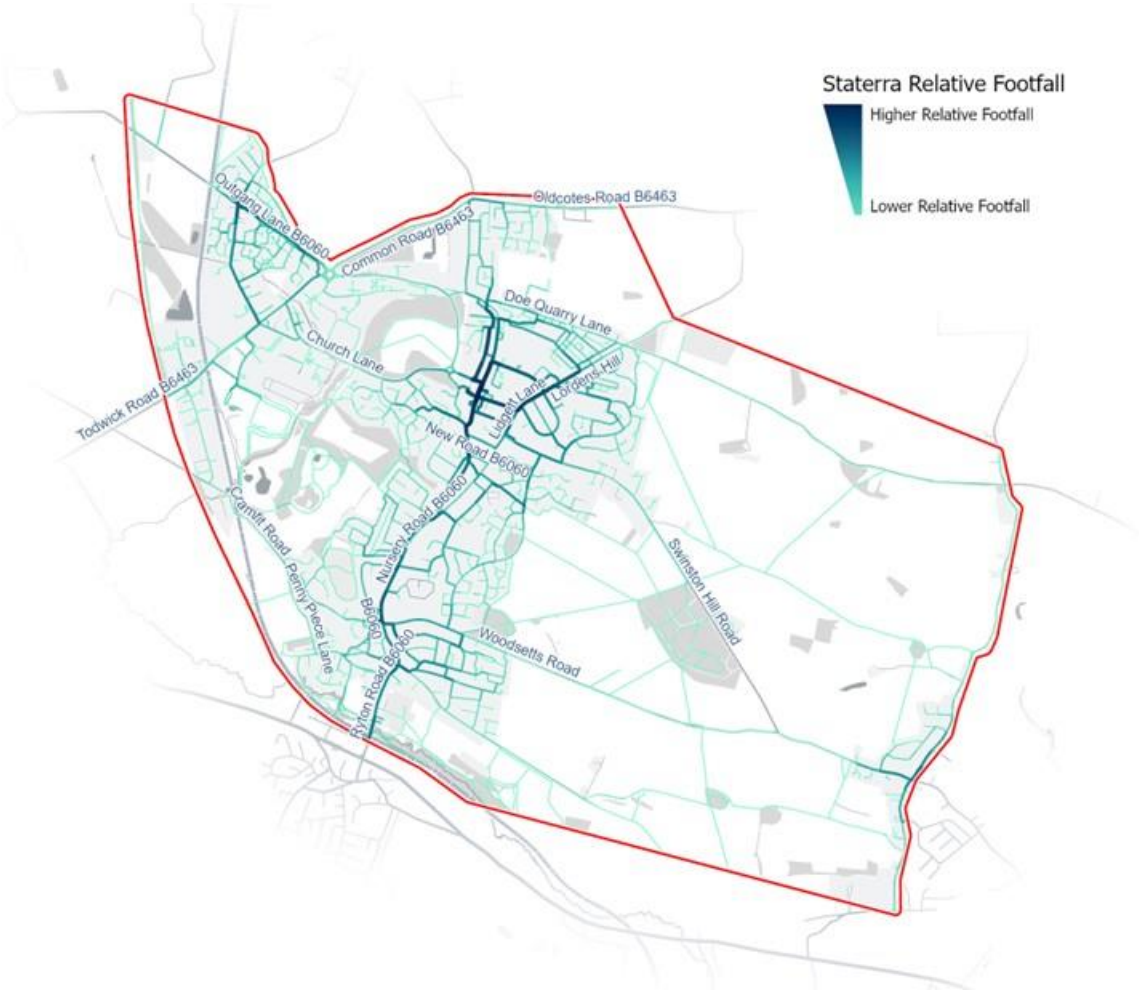


Baseline (12)

Staterra - Relative Footfall

- The relative footfall analysis highlights specific areas that are likely to show a greater number of pedestrians compared to others.
- The busier areas include Lidgett Lane/Lordens Hill, as well as Laughton Road, two stretches that are host to local shops, services and restaurants.
- The intersection of Outgang Lane and Rotherham Road also exhibits slightly heightened busyness (top left corner of the study area).
- However, this is all in relative terms and it is stressed that all areas are quite low for pedestrian activity, and the mapping is to show the relative differences across these areas.

Relative footfall is anticipated to be highest along Laughton Road (a high street function) and Lidgett Lane (a key north-south route). Improvements on these routes should be prioritised.



Baseline (13)

Public transport

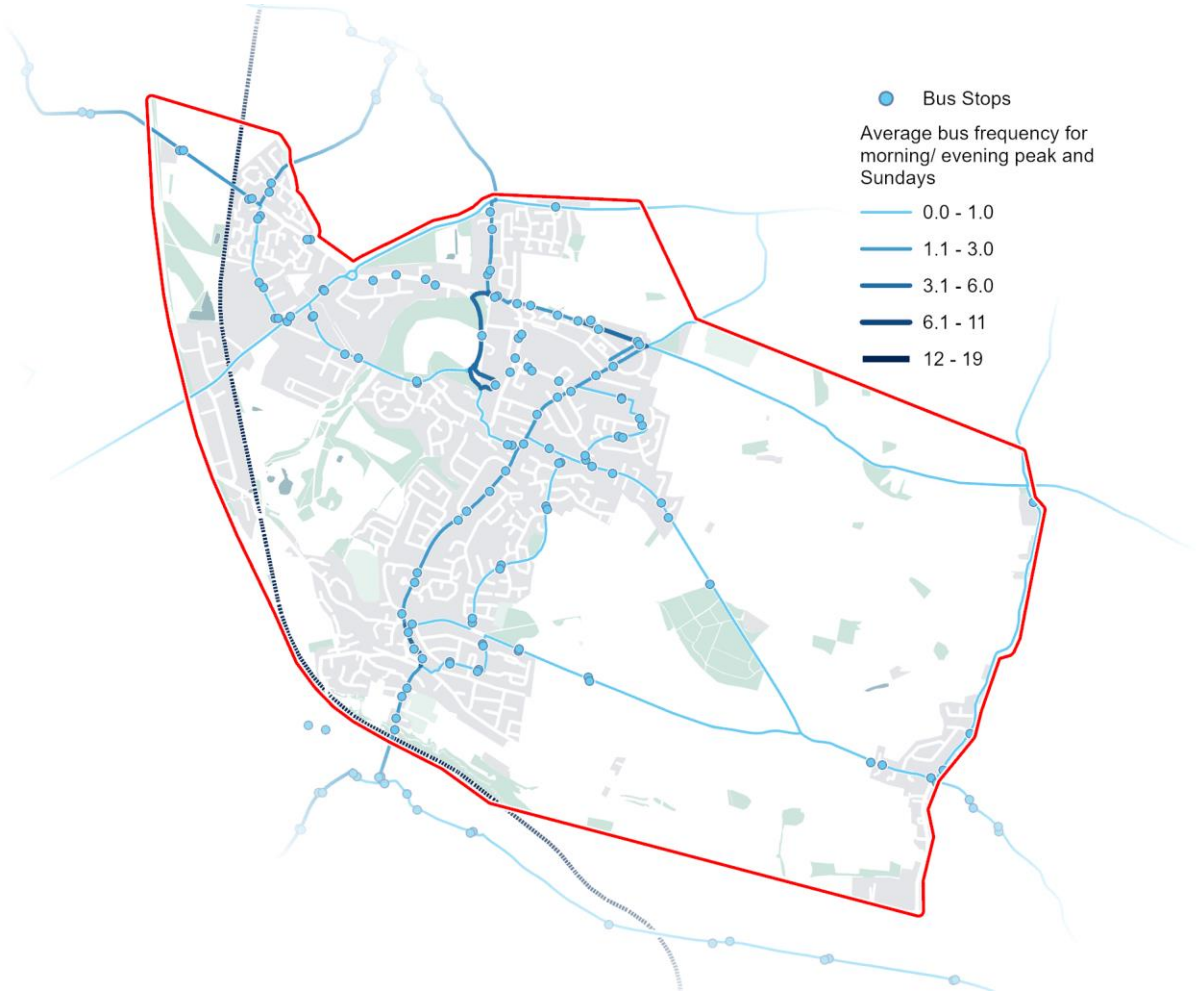
Dinnington is not served by a rail station, despite a freight rail line circumventing the western edge of the town. Despite this, several bus routes serve the area. The majority of these routes call at Dinnington Interchange, located on Constable Lane behind Laughton Road.

Dinnington is served by bus routes to Rotherham, Sheffield Interchange, Thurcroft and Maltby.

The X5 connects Dinnington is served by bus routes to key economic centres such as Rotherham and Sheffield, as well as other areas including Maltby, and Worksop. The 619 service connects Woodsetts Grange Avenue and North Anston to Dinnington School and Dinnington Interchange on schooldays.

Public transport in the area faces challenges with poor evening frequencies and a lack of night services, as well as punctuality and reliability challenges. The study area is included as part of the South Yorkshire Bus Franchising assessment scope and therefore bus services may be subject to change under any Franchising Scheme.

Doe Quarry Lane and Laughton Road (to Dinnington Bus Interchange) have the highest number of bus services and should be prioritised to make sure the stops are accessible for those walking, wheeling and cycling.



Baseline (14)

Road transport

Dinnington has a well-organised series of one-way loops, particularly around Laughton Road and the Interchange. This reduces the impact of vehicle dominance on the local centre. Heavy vehicles are frequently found on the network in the north-west, to access the industrial facilities.

Dinnington's road network is relatively well connected, providing access to neighbouring towns and cities such as Rotherham, Worksop and Sheffield. The A57 runs to the south of the study area and connects Dinnington and North Anston to the motorway network at the M1.

The main route through the centre of Dinnington is the B6060 which runs past Dinnington Park and connects to Laughton Road, the town's main high street.

Baseline (15)

Road transport – traffic volumes

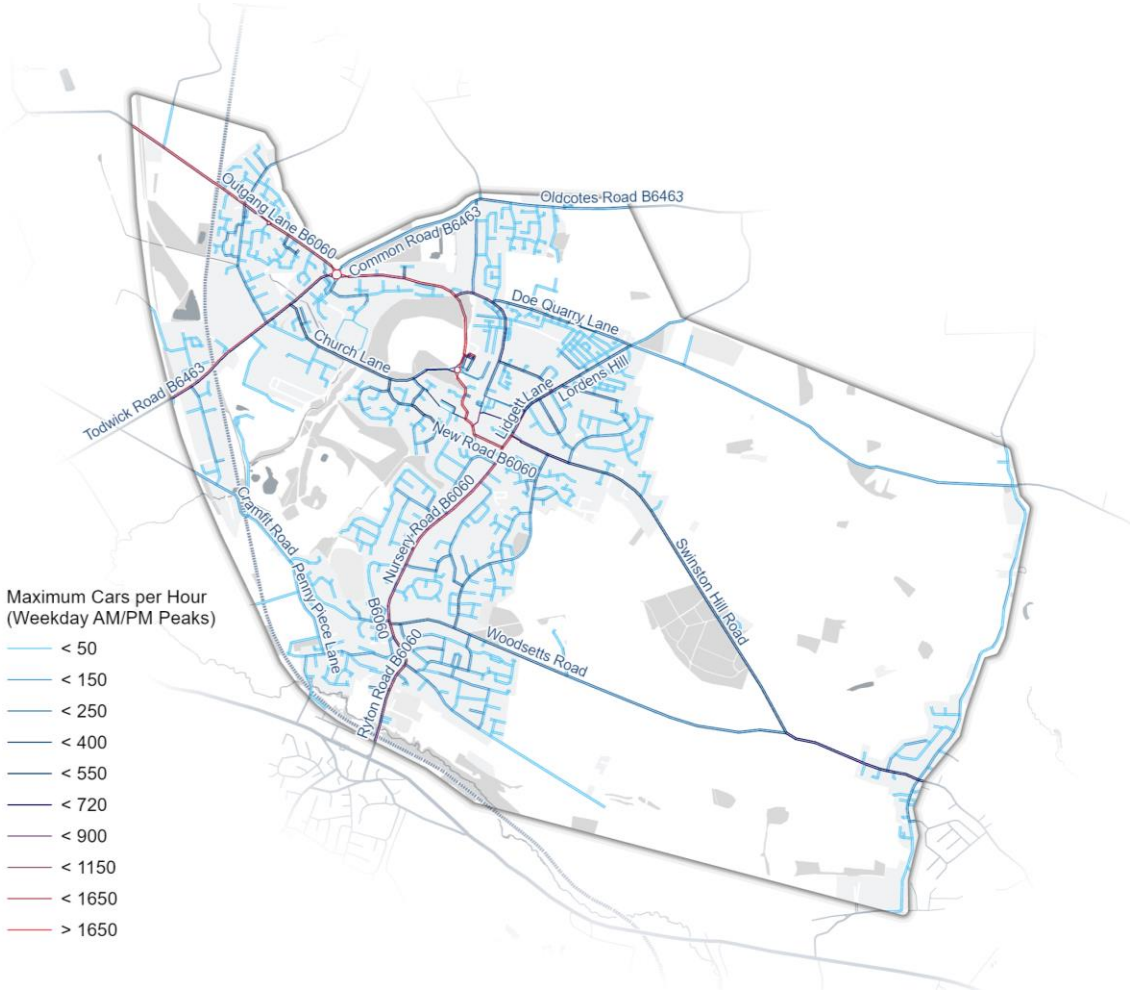
The B6060 through Dinnington experiences the highest volume of traffic flows in the AM and PM peak hours with roads such as Church Lane and Cramfit Road having lower peak hour traffic volumes which may be more suited to walking, wheeling and cycling.

Vehicle tracking data, obtained from The Floow, has been analysed to understand vehicle behaviours on different streets in Dinnington. 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 Dinnington.

The AM and PM peak traffic flows are show to be highest along the B6060 through Dinnington, including on the northwest section on Outgang Lane and to the south on Nursery Road. The route has a flow of vehicles (cars) of around 1,150 vehicles for most of its length through the town during the peak hours. This contributes towards severance of the town, splitting Dinnington's residential areas roughly in two with many shops and services in the eastern portion and much of the industrial and employment areas on the west/southern side.

Church Lane and particularly Cramfit Road in the south have lower peak traffic flows which may offer quieter walking, wheeling and cycling routes in the east-west direction across Dinnington, however both roads have relatively poor infrastructure currently.



Baseline (16)

Road transport – traffic and average speeds

Traffic speeds on the main roads in Dinnington are quite high (around 30mph) coupled with high traffic flows on many links including the B6060 (including Outgang Lane) and Church Lane.

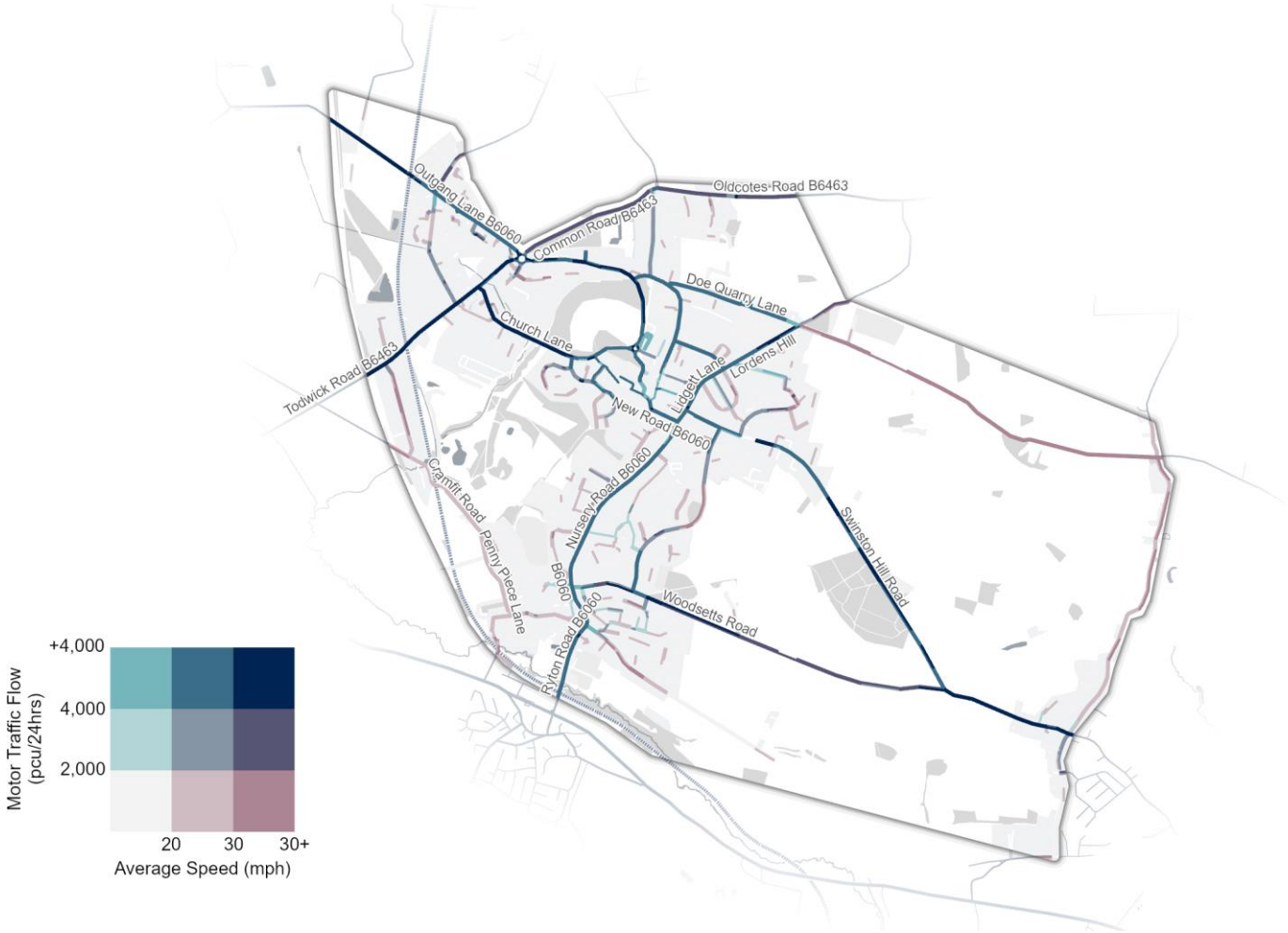
This figure combines The Flow data and LTN 1/20 categories for vehicle speed and volume (reproduced below) to identify routes with either high traffic, high average speeds, or both. This can be used to identify both constraints and opportunities for active mode improvement. This shows that traffic speeds are generally quite high (for an urban area). The B6060 Outgang Lane and Church Lane have high flows and high speeds whereas Doe Quarry and Lodge Lane are roads with lower traffic flows and high speeds.

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



Baseline (17)

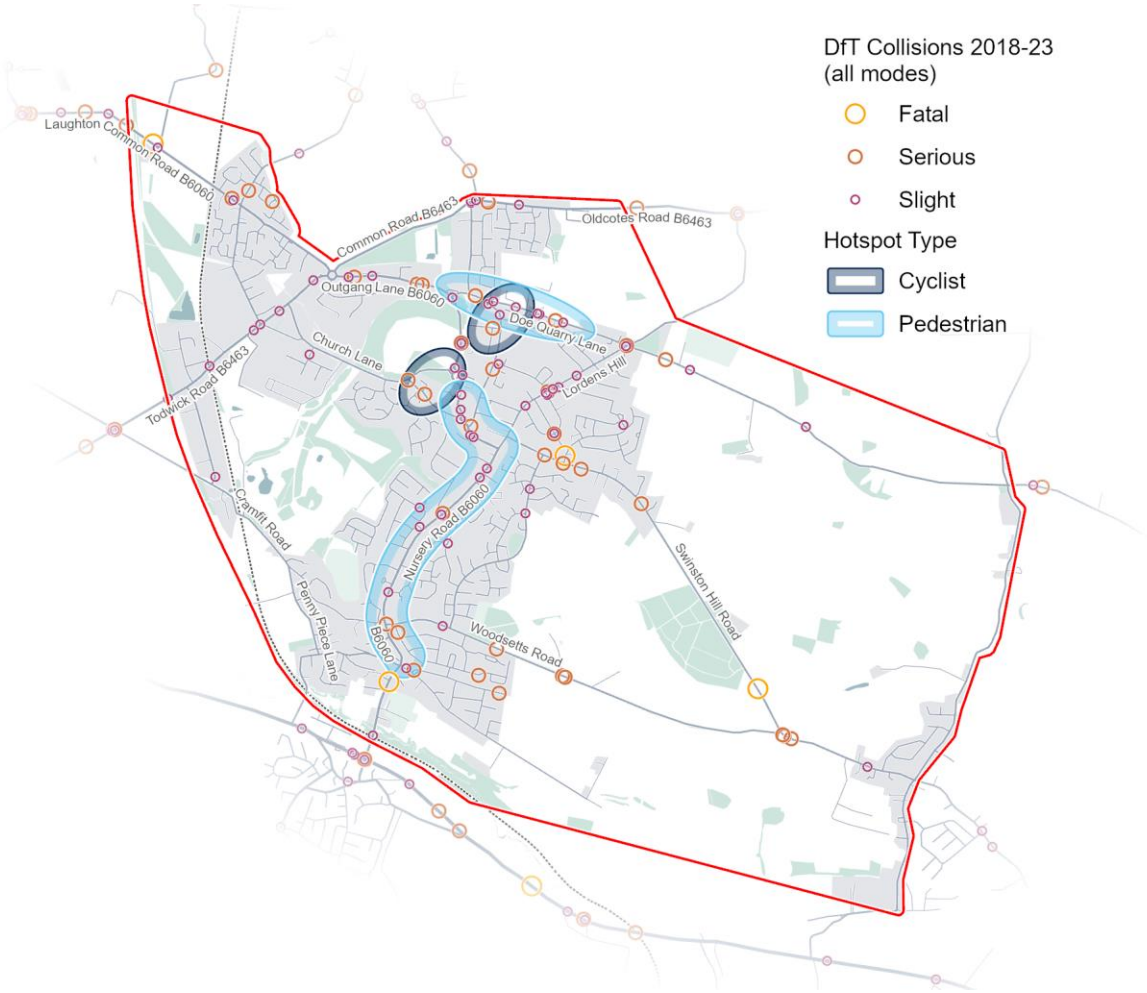
Collisions

Doe Quarry Lane has been identified as a hotspot for pedestrian collisions over the past five years. This is a key route to Dinnington High School and is busy with students outside the school during pick-up and drop-off time.

The main B6060 Nursery Road through Dinnington has also been identified as a pedestrian collision hotspot. There have been a number of collisions adjacent to Dinnington Park along this road.

Cyclist collisions are mainly focused around Athorpe Road and the north of Laughton Road.

There are significant hotspots on Doe Quarry Lane and Nursery Road, both of which have a distinct lack of safe crossings at desire lines.



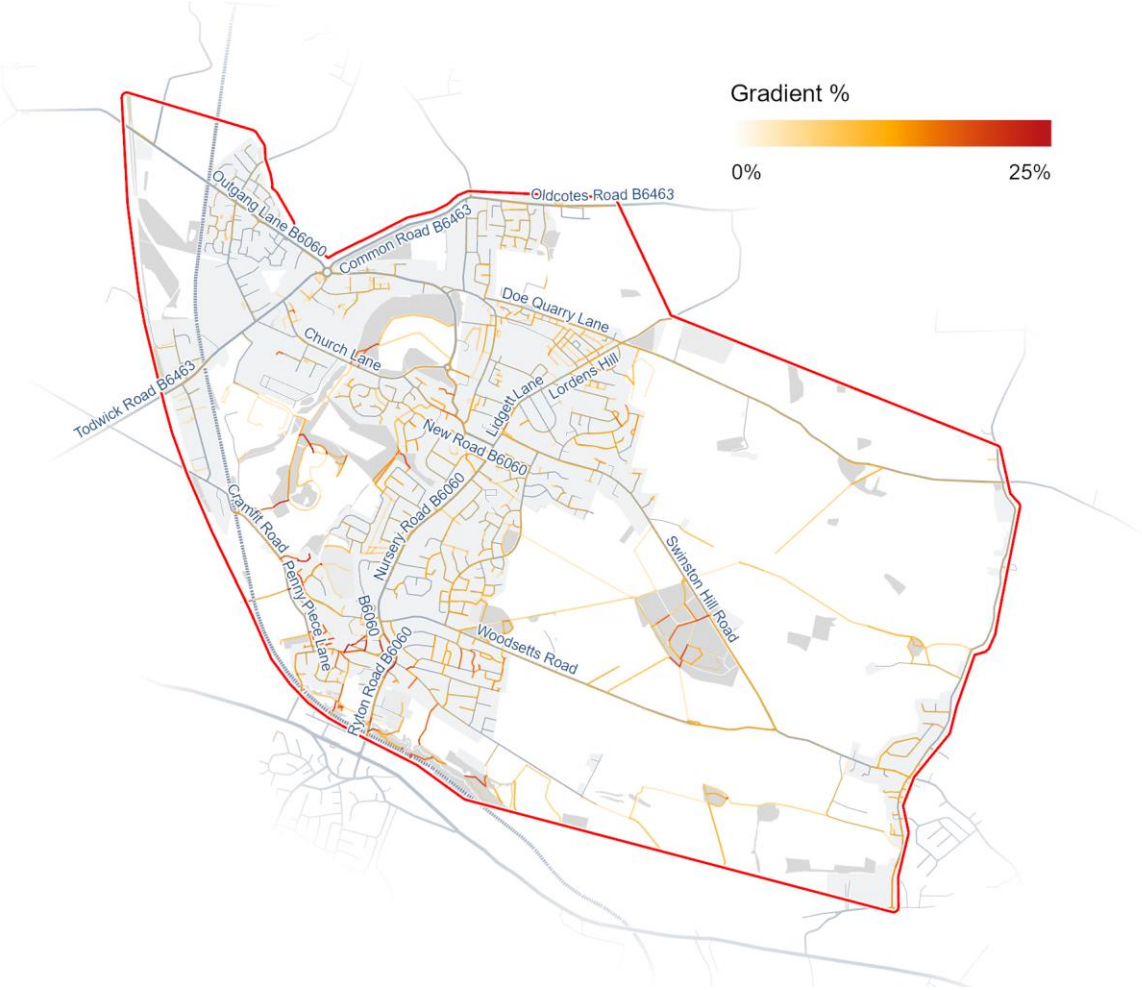
Baseline (18)

Physical environment

The Dinnington area is broadly flat with some steeper sections of land at the Dinnington Community Woodlands, around Swinston Hill and streets around the middle of Main Street in North Anston.

For example, Main Street, The Green and the footpath between Hillside and The Green in North Anston are particularly steep routes. Additionally, routes through Swinston Hill Wood are some of the steepest in the area.

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



Future baseline (2)

Planned and proposed transport

The most prominent future proposed scheme in Dinnington is the £12 million Dinnington High Street and Market regeneration scheme. This Levelling Up Fund scheme aims to boost the local economy through clearance of burnt out and derelict buildings on the High Street with replacement of a new attractive town square, with purpose built commercial units.

Development like this can generate increased demand for trips into Dinnington, it is important that trips by walking, wheeling and cycling are well promoted and facilitated to complement this scheme.

Walking, wheeling and cycling access to the high street and market will be prioritised throughout the study to ensure there are complementary routes to the broader regeneration programme.

Dinnington High Street and Market proposed scheme images (Rotherham Metropolitan Borough Council)

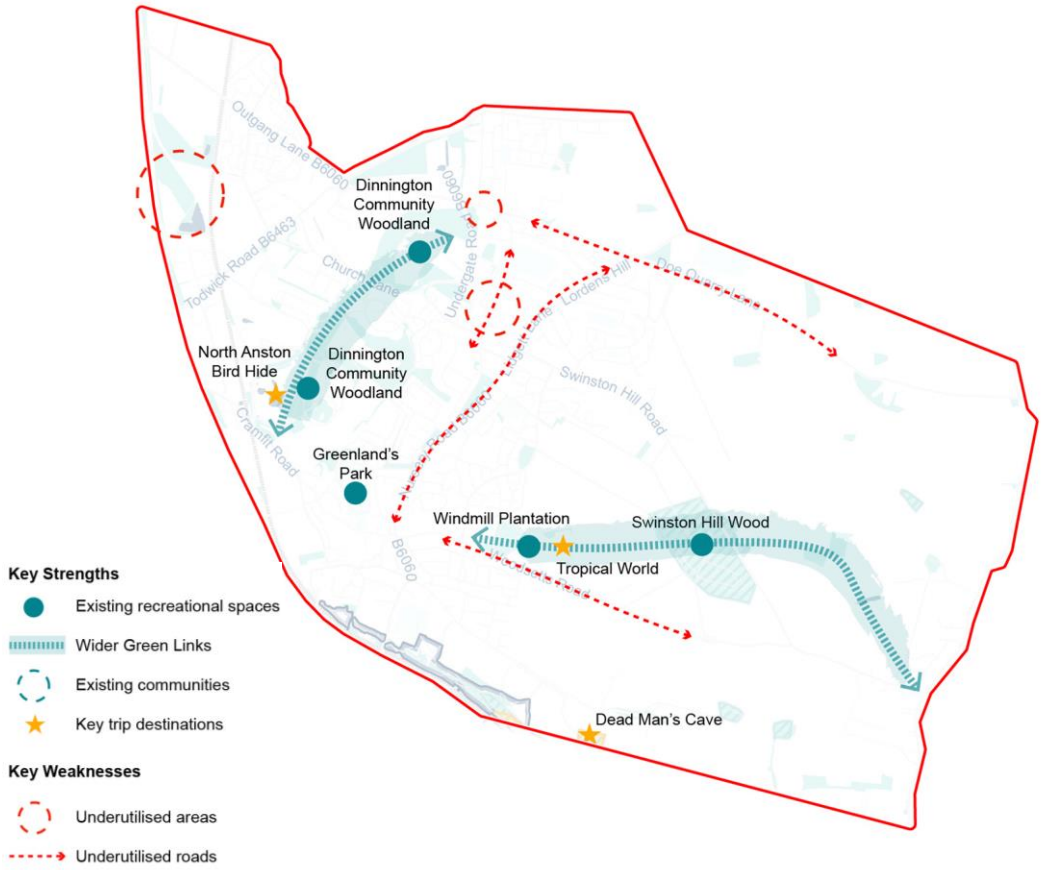
Complete streets (1)

Landscape and public realm- Strengths & Weaknesses

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

Overall Strengths
Across Dinnington, there are several recreational resources, of which some appear to be well used such as the Southern Dinnington Community Woodland and there are also tourist attractions such as Tropical World. Large areas of green spaces exist with the potential to be better connected to wider neighbourhoods. There is evidence of an existing community here in Dinnington which appear to appreciate and use their recreational spaces. There is a bus interchange in the centre of Dinnington with good quality indoor public space, which appears to be well used.

Overall Weaknesses
The centre of Dinnington appears to have poor quality surfacing, outdated buildings, and a low quality streetscape and palette with a lack of street furniture which could discourage people to stay and enjoy the high streets, particularly during poor seasonal weather conditions. The high street also appears to be overwhelmed with street clutter, such as bollards, signage and security cameras. There is a lack of sense of place in Dinnington, with no bold features or statement landmark buildings/ structures. Furthermore, the core in general lacks charm and character, as well as lacking any greening particularly on Laughton Road. There is a large amount of car park bays and car parking provision in the town centre which is unnecessarily taking up space. At main junctions and roundabouts there are large areas of dead space. This space could be enhanced with greening provision and low cost wins such as 'no mow' meadows at verges on busy roads where there is existing grass verges.



Complete streets (2)

Landscape and public realm- Constraints

1. Lack of character and sense of place near Railway Track and across Cramfit Road, railway severs green connections.
2. Industrial area with narrow provision for pedestrians, cycleway ends abruptly at roundabout but has potential to extend further.
3. Derelict pub and large car park – underused space.
4. Security fence to school is uninviting and imposing. Wide tarmac footpaths encouraging cars to park here instead of using the existing car parks to the school.
5. Community woodland is heavily screened and not accessible for neighbourhoods to the south, surrounded by busy roads and an industrial area.
6. Poor quality streetscape, lack of greening in the centre of Dinnington. Outdated and poor-quality concrete paving with uninviting spaces.
7. Poor entrance into high street from Laughton Road, lack of sense of place or wayfinding, could be presented better to be welcoming for visitors.
8. Slim verges along Nursery Road and Lidget Lane, and wide roads with wasted central carriageway space.
9. Poor quality wayfinding by the bridleway entrance.
10. Wide grass verges, and poor pedestrian paving along Woodsetts Road.

Complete streets (3)

Landscape and public realm- Opportunities

1. Opportunity for better connectivity following the watercourse to connect two recreational areas.
2. Create southern access points into Dinnington Community Woodland for the neighbourhood to access and enjoy. Potential to provide sculpture trail.
3. Provision for a variety of routes including circular route, to experience the woodland. Improve habitat diversification for biodiversity.
4. Potential for a community hub, refurbish the existing building and create public realm adjacent. Located on key junction close to the centre and school.
5. Potential to provide for safe crossings, traffic calming and retrofit natural drainage/urban greening along Doe Quarry Lane to improve pedestrian environment and safety for school users.
6. High street has potential for urban greening to soften the streetscape and enhance space. Potential for cycle parking and natural drainage with removal of unnecessary car park bays, opportunity to co-ordinate and integrate the proposal of Market Square.
7. Provide a welcoming entrance, wayfinding, high quality street furniture and lighting to High St.
8. Opportunity to retrofit natural drainage at junctions and within neighbouring streets.
9. Provide wayfinding for bridleway and a softer, slower active route opportunity, connecting Swinston Hill Wood, Windmill plantation and Tropical World attraction.
10. Opportunity to provide access to the east for the rural community to enjoy the woodland.

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.

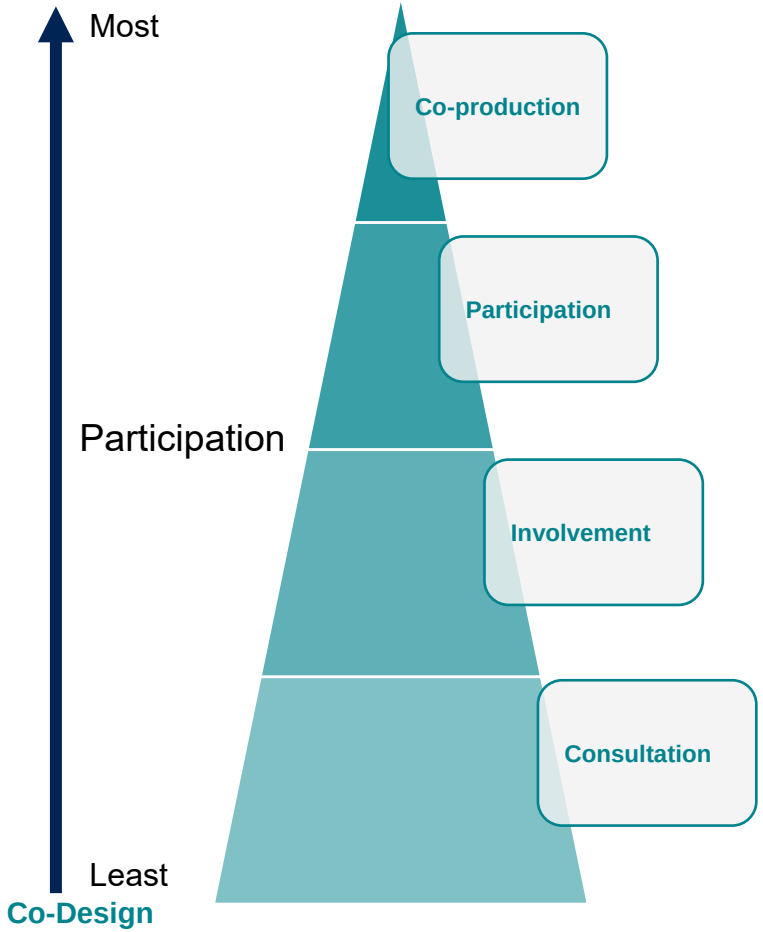
The Plan

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?
Dinnington Library Session	09 August 2024	Members of the public	Hear views from members of the public on the priorities for the area
LUF Dinnington Market Consultation	March 2024	Members of the public	Hear view on the proposed market redevelopment scheme
Dinnington High School	10 January 2025	Pupils and teachers at the school. Including the school's Modeshift STARS group and the head teacher.	Hear the views of an underrepresented group (teenagers)
Dinnington Resource Centre	5 February 2025	Local residents, sports teams, community disabled groups, students at Newman Special School, parents and children at the pre-school.	Hear the views of underrepresented groups (elderly, those with impaired mobility).
Dinnington High Street	5 February 2025	Local residents, visitors and employees in local businesses.	Hear the views of people in a priority regeneration area, at the interface with the Levelling Up Fund scheme
Matrix Business Park	5 February 2025	Local businesses and employees.	Hear the views of workers in an area of Dinnington with a distinct land-use and different context to the residential and leisure areas.

Engagement sessions (2)

Dinnington High School

RMBC and Arup attended Dinnington High School to deliver a walking, wheeling and cycling and healthy streets focused community engagement session with pupils from Dinnington High School. The group comprised ten girls in Year 7 and involved classroom-based activities and the completion of a Healthy Streets Scorecard outside of the school gates on Doe Quarry Lane.

This session provided a useful forum to hear about the challenges and opportunities of pupils and teachers at the school particularly at pick up and drop off and particularly from the perspective of young girls.

A number key themes were raised by pupils as areas of particular concern:

Safety: The chaos of pick-up and drop-off time was highlighted, resulting in difficulties in crossing Doe Quarry Lane. This has resulted in students having to navigate inappropriately parked cars, encounter speeding vehicles, buses and larger vehicles. The pupils commented that they are left with no option but to risk it/their lives crossing the road with waiting times to crossing being up to 5 minutes . Conversations with teachers confirmed that there had been several near misses outside the school.

Participants from the group offered a number of ideas for improving walking, wheeling and cycling on Doe Quarry Lane.

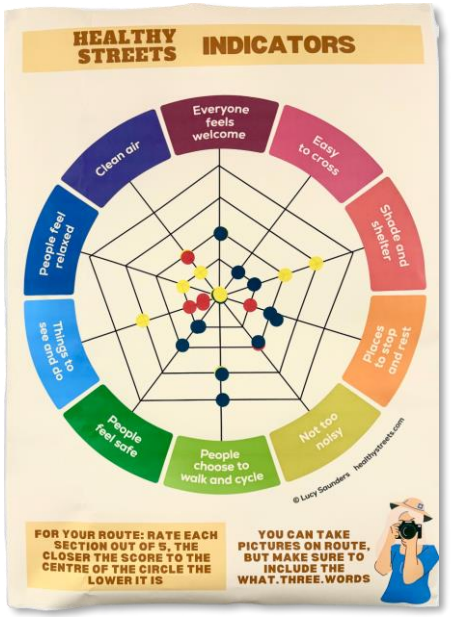
Pupils expressed disappointment that people don't speak to you and aren't very nice on the roads in the local area leading to a poor score on feeling welcome as part of the Healthy Streets assessment. Additionally, it was commented that adults do not stop for the pupils crossing the road as they feel like where they've got to be is more important than us .

Poor Air Quality: The smell of cars and petrol was a key talking point on issues around air quality on Doe Quarry Lane, being mentioned multiple times, with noise pollution from the road also raised.

Bland Public Realm: Driving around in a car was raised as the main thing to do in the local area by the pupils. However, some pupils praised the Resource Centre for providing things to see and do and a place to shelter.

The Healthy Streets Scorecard:

The results of the Healthy Streets scoring by the pupils is summarised below (stickers closer to the centre of the diagram represent a less favourable opinion of that category).



- *Everyone feels welcome*
- *Easy to cross*
- *Shade and shelter*
- *Places to stop and rest*
- *Not too noisy*
- *People choose to walk and cycle*
- *People feel safe*
- *Things to see and do*
- *People feel relaxed*
- *Clean Air*

Engagement sessions (3)

Dinnington Resource Centre

Source: @DinningtonResC on X

RMBC, Note Bene and Arup ran a session at Dinnington Resource Centre to coincide with the Dinnington Community Café, Talk n Train fitness for all session, nursery drop-off and pick-up and general visits to the centre. The purpose of the session was to informally chat with visitors and residents on challenges and opportunities in Dinnington as well as generate data on popular places and locations known to need improvement using a large community-focused map.

To foster meaningful conversations with members of the public the team set up an engagement station in the centre of Dinnington Resource Centre. The station was set up to focus on an A0 engagement map with stickers, pens and paper available for members of the team and members of the public to record places of interest and comment. These places of interest focused on places which were often visited, enjoyed and those places that were identified as possible places for improvement and intervention.

The centre was a busy space throughout the day leading to many meaningful exchanges. Activities at the library, café space, offices and football pitch ensured a lively atmosphere for engagement. Visitors to the centre included young parents dropping off children at the nursery, community groups including Newman Special School, community disabled groups, elderly residents and individual visitors.

Cllr Amanda Clarke from RMBC and Cllr Jean Hart from Dinnington Town Council were also present at the centre and provided useful insights from their experiences and engagement in Dinnington.

Summary of observations

Quality of footways: Numerous comments were made about a desire for footway resurfacing to resolve issues with potholes and ruts.

Accessibility barriers: The cut through to Tesco on South Street was raised as a problem area for pupils with mobility issues from Newman School.

Dog fouling: The path between Doe Quarry Lane and Laughton Road was raised as a priority area for intervention to reduce dog fouling.

Repositioning of speed limits: Repositioning the speed limit change from 60mph to 30mph on the approaches to Doe Quarry Lane from Leys Lane and Lodge Lane.

Additional crossings: New crossings, predominantly around Doe Quarry Lane were suggested.

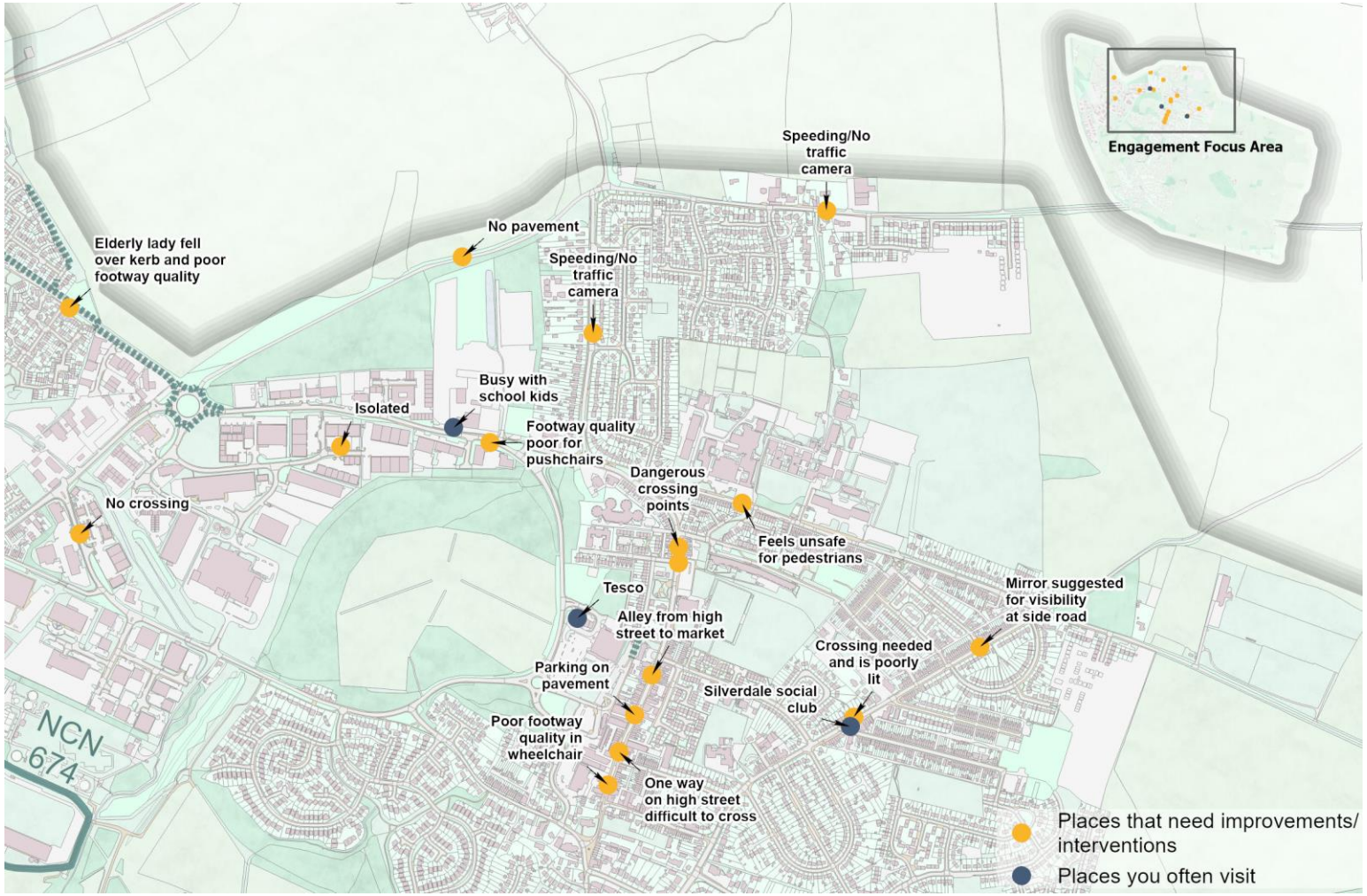
Pavement parking: Doe Quarry Lane was mentioned as an area that disabled groups find it difficult to navigate due to pavement parking.

Safety for children: Concerns were raised around children running into the road on Lordens Hill out of alleyways with limited visibility.

Lack of footways: Common Road was suggested as a location for intervention as there is currently no footway.

Engagement sessions (4)

Dinnington Resource Centre



The adjacent map represents the comments received during the Dinnington Resource Centre session. A physical printed map was annotated with text and stickers by members of the public during the session and has been digitised for inclusion in this report.

Yellow stickers represent places identified for improvement or intervention by community contributors.

Blue stickers represent places identified as popular and often visited.

Engagement sessions (5)

Dinnington High Street / Laughton Road

To engage with members of the public and businesses in Dinnington the team visited Dinnington High Street on Laughton Road during a weekday morning. The team observed a diverse mix of activities including several dog walkers, many parents with children in pushchairs and a few motorised wheelchair users.

The main areas raised were:

Green assets: As enjoyed by the number of dog walkers present in the morning engagement, it was commented that Dinnington has several appreciated greenspaces for recreational use. These are an important part of daily life in Dinnington and important to the local community.

Informal crossings: Several informal crossings across Dinnington were raised as points of concern. It was noted that vehicles rarely stopped to allow crossing at these informal points and those walking or wheeling were left waiting for lengthy periods for gaps in the traffic. A desire for these informal crossing points to be made formal by using signals or zebra crossings was expressed. These comments were predominantly focused on the build-outs on Lordens Hill.

Speeding: Vehicle speeding was raised as a point of concern particularly in relation to crossing the road and children independently moving around Dinnington. Speeding was raised as an issue that creates an unattractive walking, wheeling and cycling environment. Specifically in relation to the informal crossing points previously mentioned, it was commented that it is difficult to cross at these informal crossing points when cars can quickly appear as they speed around corners and over the crest of hills.

Street lighting: Alleyways across Dinnington were mentioned as areas that give a reduced perception of safety. Several routes were highlighted between the High Street and Dinnington Market as areas of concern relating to this issue with the alleyway adjacent to the Cooplands Bakery identified as the primary area requiring improvement.

Pavement parking: Parking of vehicles on the footways was raised as an issue that makes walking and wheeling more difficult across Dinnington. Prevalence of pavement parking along the High Street was noted as making navigation challenging at times.

Dinnington High Street, Laughton Road

An example of West Riding era wayfinding sign in Dinnington with a modern addition to the pole.

Engagement sessions (6)

Matrix Business Park

Source: Matrix Business Park, RiDO

Matrix Business Park is an office space to the north-west of Dinnington town centre, consisting of 41 offices and workshop units for small businesses in the region. It is one of the core components of the wider Dinnington Business Park and is run by Rotherham Investment & Development Office (RiDO).

The team visited Matrix Business Park, where several Dinnington businesses are based to discuss thoughts, opportunities and challenges from the perspective of the business park occupants. It was important for the team to reach out to this group as the business park sites have a distinct urban form compared to central and more residential parts of Dinnington.

Many workers explained that they rarely visit the High Street and central Dinnington as they live outside the local area and only visit Dinnington when driving into work at the business park site. The walk along Outgang Lane was deemed too long and unattractive to walk into central Dinnington for lunch or during breaks.

It was additionally noted that there is an issue with speeding on Outgang Lane. This was suggested as contributing to a hostile environment to walking, wheeling and cycling and is exacerbated by the straight route with a low level of visual interest.

The team also experienced challenges to the walking, wheeling and cycling environment firsthand along Outgang Lane whilst attending the Business Park. These included challenges with footway quality, a lack of signalised crossings over the 40mph Outgang Lane, wide side road entries to cross whilst navigating the route and a lack of visual interest.

The engagement session emphasised the need to think about how walking, wheeling and cycling in Dinnington can be a way of stitching together different areas (such as a business park area to the High Street) to create an overall more cohesive neighbourhood. Feedback about how this could be achieved through attractive routes informed scheme development.

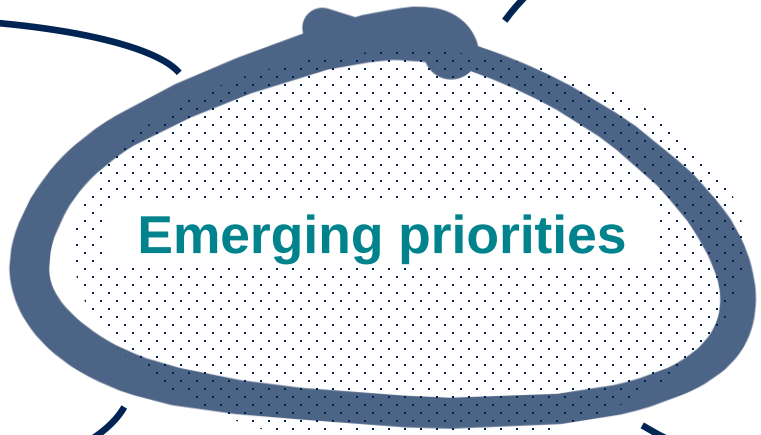
The walk between several business parks and central Dinnington on Outgang Lane

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.

Create an attractive Destination Dinnington : create a more attractive public realm with visual points of interest. Improve the perception of active modes through engaging and visually stimulating wayfinding and landscape.



Improve the inclusive environment: obstacles to people's daily journeys including a lack of dropped kerbs, street lighting or rest spots discourage active trips for vulnerable groups across Dinnington. Improving the inclusivity of the walking, wheeling and cycling environment in Dinnington will support everyone but make a difference to the elderly, those with reduced mobility and women the most.

Improve access to green space: enhance links to and through the key green assets across Dinnington including the community woodlands and Dinnington Park. Dinnington has some fantastic green assets that can be better stitched into the wider area for all to enjoy. Leveraging green links as practical options in the walking and wheeling and cycling networks will also support permeability for walking, wheeling and cycling trips.

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

The masterplan

Key moves for Dinnington

Introduction

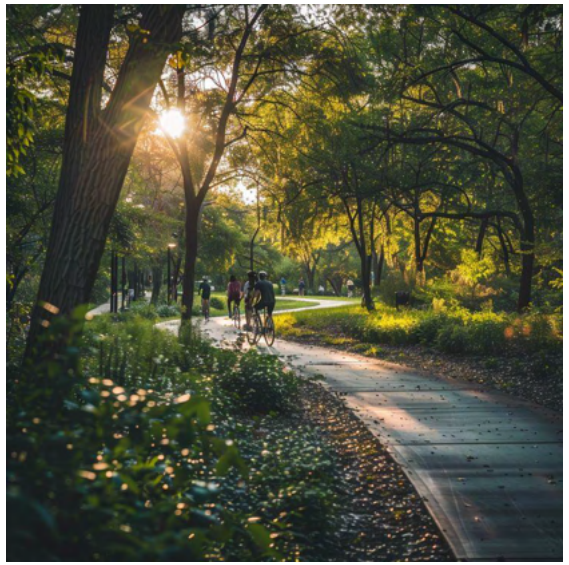
Independent mobility

Enabling more convenient and safer access by walking, wheeling and cycling to and from schools and community facilities. Everyday journeys to Dinnington High School, the community woodland and supermarkets could be made more accessible for all and contribute to creating healthier communities.

Routes to the market

Promoting access by walking, wheeling and cycling to/from the town centre and Dinnington Market. Dinnington is fortunate to have a natural local centre with Laughton Road operating as a lively high street nearby the Bus Interchange and larger supermarkets. This should continue to be emphasised particularly as the Markets Regeneration scheme progresses.

Open for all



Encouraging access for leisure users and introducing links to existing nature assets close and within the town. Dinnington Park and the community woodland offer green routes to travel to and through and should be emphasised and made more accessible year-round to expand the potential for utility trips as well.

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.

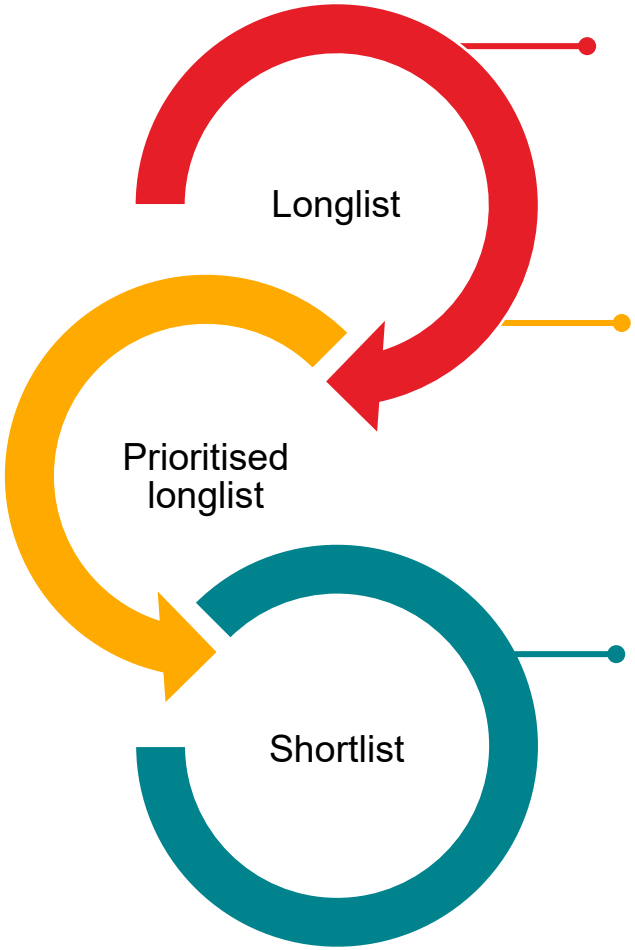
The framework included 14 metrics:

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

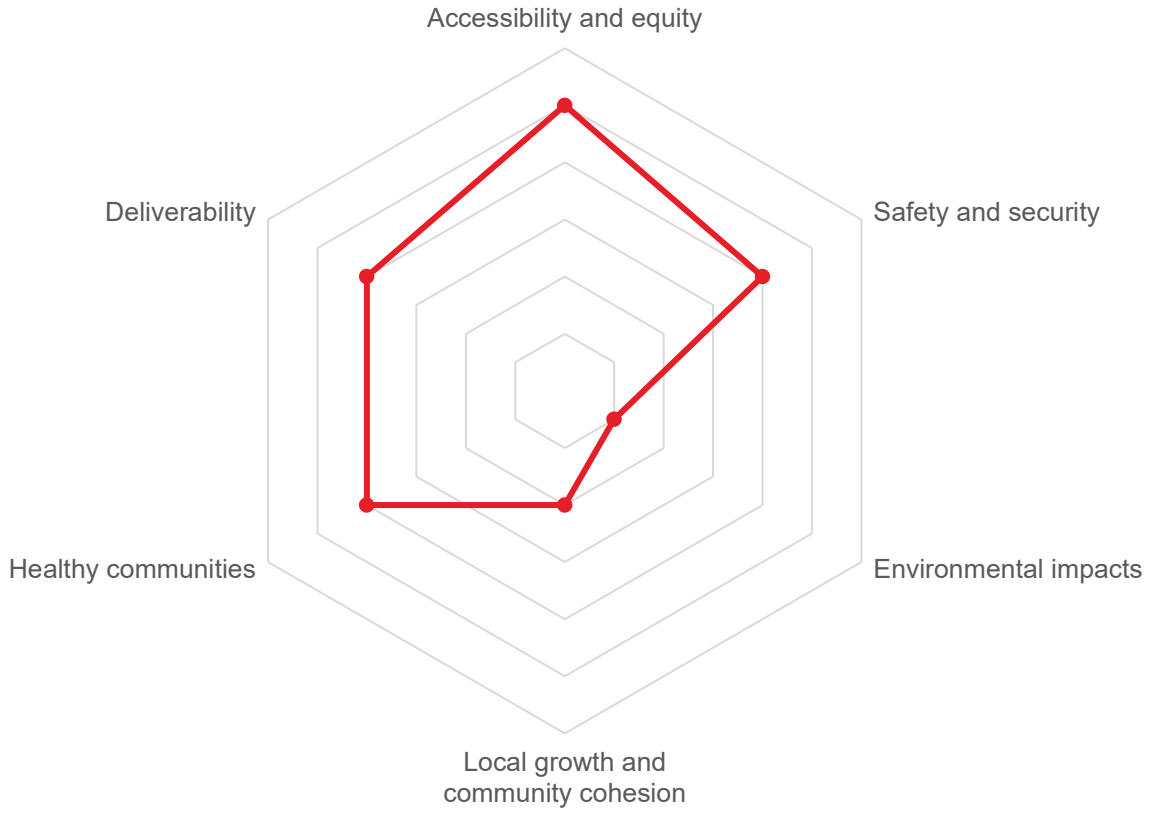


Based on engagement insights and analysis of the study area, **29** interventions were identified.

Each intervention was then scored, with the **12** highest-scoring weighted totals coming out on top.

These were then reviewed in the context of coherence for a SOBC and the beginnings of walking and wheeling and cycling networks, and **5** interventions taken forward to business case and design. These five are explored in more detail from page 57.

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 collection of practical scheme interventions that could be taken forward to business case development.

A workshop was held to develop scheme ideas for Dinnington with a team of civil engineers, landscape architects and transport planners. The workshop collectively discussed the existing assets and future needs of Dinnington. 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.

Full details are provided in Appendix C.

Longlisted schemes

Future opportunities

Several schemes that were sifted at the long-list stage still have significant potential to support more walking, wheeling and cycling in Dinnington. In many instances, they were scored well, but there were interdependencies or additional engagement required before being progressed further. Those with particular promise are explored below.

New route through the community woodland – Delivering this scheme requires RMBC to ascertain ownership and management responsibility. The north part of the Dinnington Community Woodland is a former grazing land which has been transformed into a community woodland as part of the Council's efforts to create a greener and cleaner environment, a home for nature that the public can enjoy. Improving access into the woodland with better wayfinding and wider gates/entrances makes the woodland accessible for all. The proximity to residential and employment sites presents an opportunity to increase the use of the woodland.

Improve pedestrian entrances to Aldi, Tesco Superstore and the Bus Interchange – This scheme would need further engagement with the businesses prior to delivery. The Littlefield Road-Undergate Road corridor is a commercial hub for local shopping and services, including Aldi and Tesco Superstore. The Dinnington Bus Interchange is also located nearby. The area around Littlefield Road is mainly residential. Currently there is limited provision for cycling along this corridor and pedestrians must navigate narrow footways with no designated crossing facilities. Collision data indicates that this corridor is a hotspot for pedestrian accidents.

High Street Improvements (Laughton Road) – Improvements on Laughton Road (placemaking, decluttering, a new crossing) are recommended to be taken further as part of the on-going market regeneration scheme, or as a follow-on to the shortlisted schemes, particularly D3 (Laughton Road Southern Gateway). Several improvements could be delivered along Laughton Road, including better wayfinding to the Bus Interchange, formalising crossing points (particularly near the north end of the street near the Resource Centre), reducing pavement clutter and delivering placemaking measures with community input.

Lorden's Hill pocket park – This scheme includes public realm improvements, such as seating and landscaping to the square outside the shops as a key resting point on a popular route into the centre of Dinnington. This scheme has a good potential to be delivered, but further community engagement sessions are needed with the local businesses and residents

Dinnington Park – This scheme provides an off-road, accessible walking, wheeling and cycling route for N-S movements. Dinnington Park is located on Nursery Road, which forms part of the central spine of the study area and is identified as a collision hotspot. The area surrounding the park is mainly residential. The park is equipped with a playground and footpaths, which connect to New Road via Church Lane. Currently there is minimal wayfinding and the footpaths are narrow. Further collaboration with the park's stakeholders (RMBC parks team, Sustrans, Ramblers groups) should be pursued as a next step for this scheme.

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 schemes 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:

D1 Safe Routes to School, Doe Quarry Lane: improving safety and comfort around local schools, creating a safer environment for walking, wheeling and cycling and using the bus stops.

D2 Laughton Link: connecting Laughton with central Dinnington, including comfort and safety improvements at the roundabout.

D3 Laughton Road Southern Gateway: enhancing the southern entrance to the local high street as a pedestrian-focused gateway.

D4 Outgang Walking, Wheeling and Cycling Route: improving and extending the Outgang Gang route to provide connection to local businesses and connect to Doe Quarry Lane for pedestrians and cyclists

D5 Lodge Lane Entry: improving the safety and accessibility from the north-east of Dinnington, as well as improving access to Dinnington Rugby Club.

Shortlisted schemes (1)

D1 | Safe Routes to School, Doe Quarry Lane

Improving safety and comfort around local schools, plus a safer environment for local residents walking, wheeling and cycling and using the bus stops

Priority: Essential
Cost level: Moderate
Delivery focus: Permeability, independent mobility

Doe Quarry Lane is situated in the north-eastern part of the study area. This road features a mix of residential properties and local amenities, including several educational facilities and small businesses. Bus services operate along Doe Quarry Lane with multiple bus stops available. However, the road lacks crossing facilities. Furthermore, although some stretches of the road are equipped with wide footways, they are often used for roadside parking which makes it challenging to those walking, wheeling and cycling.

The case for change
Based on collisions data, Doe Quarry Lane is a hotspot for accidents involving pedestrians. With several schools along its length, it is an area well-used by young people. Introducing crossing points allows pupils, parents and school staff to cross the road safely, which improves their perception of safety. This also aligns with the strategy to encourage walking, wheeling and cycling for school trips.

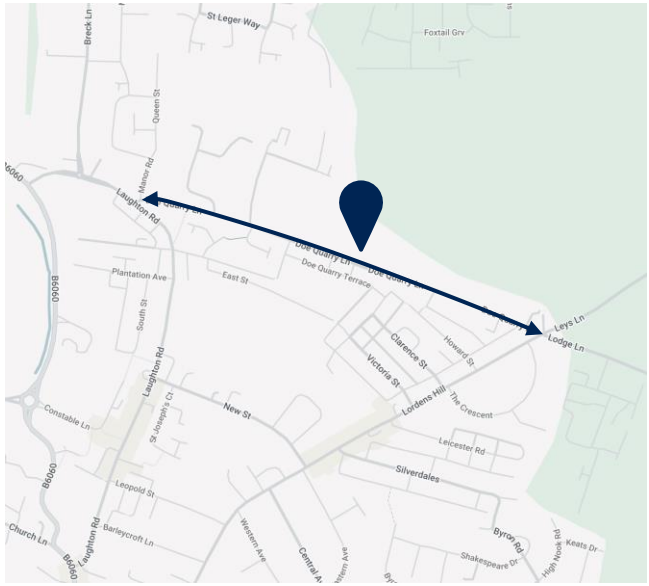
Amendments to parking would remove a barrier to walking, wheeling and cycling by freeing up the footways. New crossing points and wider footways will also improve access to bus stops, making public transport more accessible. Additionally, these changes will promote community integration for residents.

Community insights

- *Safety concerns: many experience difficulties in crossing Doe Quarry Lane during school pick-up and drop-off times due to lack of crossing points, parked cars, speeding vehicles and buses and larger vehicles using the street.*
- *Poor air quality and noise pollution from the road traffic experienced by students and residents.*
- *Disabled groups find it difficult to navigate Doe Quarry Lane due to pavement parking.*

Constraints and considerations

- Ensuring availability of parking spaces for houses in the vicinity.
- Location of existing bus stops and ensuring buses continue to be supported along Doe Quarry Lane.



Shortlisted schemes (2)

D1 | Safe Routes to School, Doe Quarry Lane

The proposal

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

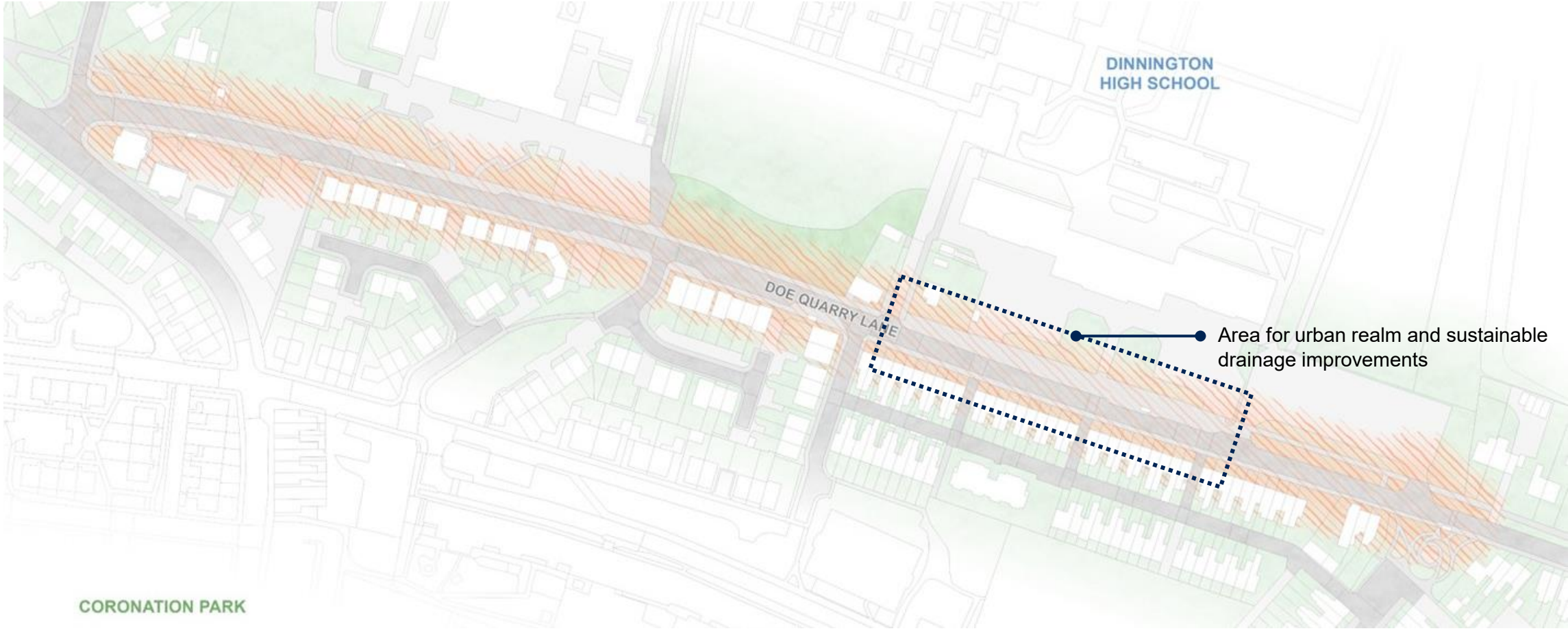
- Crossing Provision: New zebra crossings along Doe Quarry Lane.
- Crossing Provision, Traffic Calming with Landscape Enhancements: New zebra crossings, with the addition of traffic calming measures and landscaping (implementing Sustainable urban Drainage Systems (SuDs) at key junctions and along the footways to provide a buffer to the main road) to discourage pavement parking, improving safety and journey quality, with the addition of enhancing the greenspace at Hope Avenue junction with naturalistic swale, trees and meadow planting, with seating and play elements incorporated.

Indicative cost: £274,000 - £1,259,000. The higher end of the estimate includes additional zebra crossings, the raised table at Lordon's Hill Junction and extensive public realm and SuDS improvements around the existing bus stop. Further details are provided in Appendix C.

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

Shortlisted schemes (3)

D1 | Safe Routes to School, Doe Quarry Lane



For scheme drawings please refer to Appendix B.

Shortlisted schemes (4)

D2 | Laughton Link

Connecting Laughton with central Dinnington, including comfort and safety improvements at the roundabout

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

The northwestern part of Dinnington has a mix of residential and industrial areas, with one of the densest populations within the study area and a high concentration of working-age residents. There are also plans for further employment developments. Rotherham Road, Church Lane and Athorpe Road to connect this area to the town centre. However, the Staterra walking and cycling quality scores for these links are low. Despite this, the corridor has a higher relative footfall compared to other links, indicating significant benefits could be achieved through investment in walking, wheeling, and cycling infrastructure along this route. Infrequent bus services run along this corridor, showing the need to provide alternatives for those with no access to cars. An analysis of collision data also shows that Athorpe Road is a cyclist casualty hotspot.

The case for change

- Connecting residential and industrial areas and town centre, inducing mode shift from cars and promoting physical activity
- Better connecting underserved communities with low bus frequency and car ownership
- Potential high demand for walking, wheeling and cycling along the corridor
- Improved access to Dinnington Community Woodlands, encouraging leisure activities
- Safety improvements: reduction of collision risk and improved safety perception

Community insights

- *Lack of footways is mentioned numerous times by residents at engagement sessions, highlighting the need for continuous and connected walking and wheeling infrastructure throughout Dinnington.*
- *Quality of footways: a desire for footway improvements throughout Dinnington.*
- *The need for additional crossings to improve safety for walking and wheeling.*

Constraints and considerations

- Road space and land ownership. This is particularly the case on Church Lane where there is insufficient width to provide segregated cycling.
- There is also a local narrowing at an existing culvert which restricts the options available for cycling provision. This should be reviewed as par of the detailed design development.

Shortlisted schemes (5)

D2 | Laughton Link

The proposal

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

Walking and Wheeling scheme only:

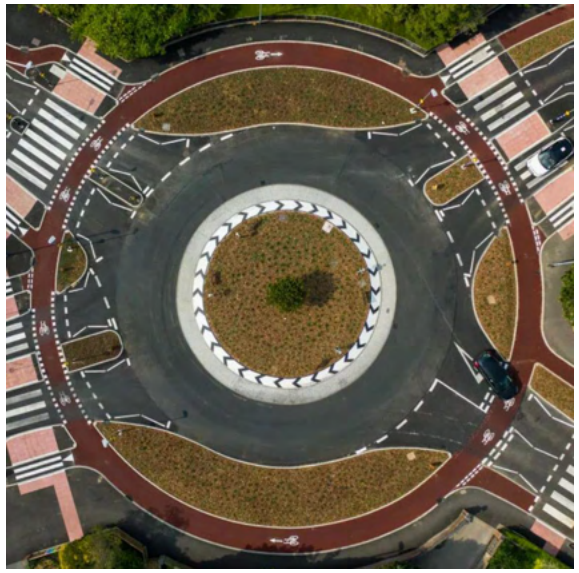
- Raised table at the junction of Rotherham Road and Monksbridge Road
- Monksbridge Road pedestrian crossing
- New Church Lane footway on the pedestrian desire line
- Footway widening along Church Lane
- Brooklands Way crossing
- Parallel crossing on Littlefield Road

Walking, Wheeling and Cycling scheme:

- All elements of the Walking only scheme, with the parallel crossing on Littlefield Road replaced with Athorpe Roundabout improvement to deliver a cycle-friendly roundabout as well as signalised cycle phases on at the Monksbridge Road/Rotherham Road/Church Land junction.

Indicative Cost: £1,441,000 - £2,969.000. The higher end of the estimate includes more extensive highways amendments and additional crossings related to the roundabout redesign, rather than only on one of the roundabout arms. Further details are provided in Appendix C.

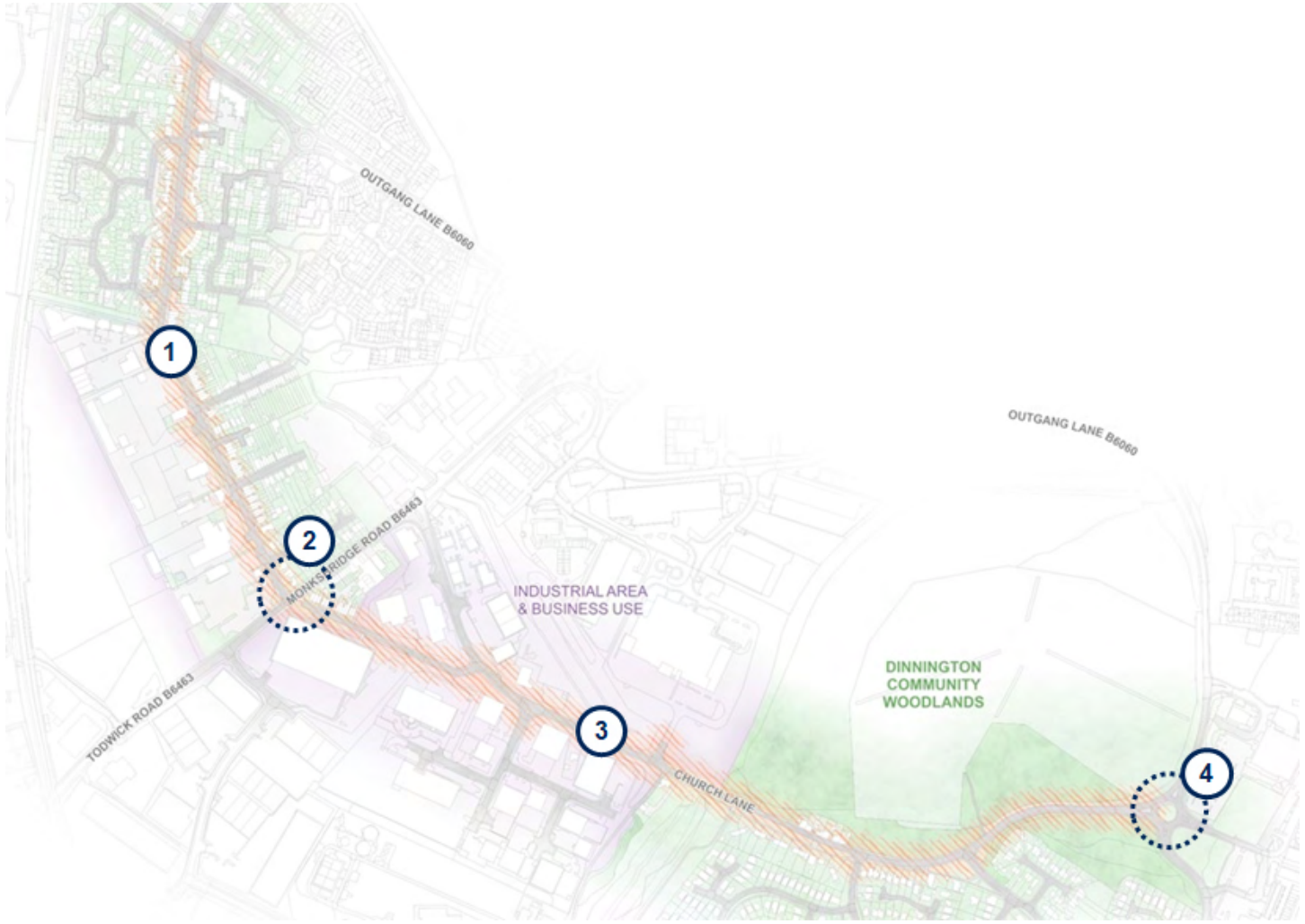
Funding: City Region Sustainable Transport Settlement, Active Travel Fund, Community Infrastructure Levy.



Shortlisted schemes (6)

D2 | Laughton Link

1. Signed quietway
2. Improved crossing facility
3. Walking and wheeling scheme along Church Lane
4. Junction and crossing improvements (varies by Do Min and Do Max)



For scheme drawings please refer to Appendix B.

Shortlisted schemes (7)

D3 | Laughton Road Southern Gateway

Enhancing the southern entrance to the local high street as a pedestrian-focused gateway

Priority: Medium
Cost level: Moderate
Delivery focus: Nature network, revitalising activity centres

Laughton Road is the main high street in Dinnington. The street is vibrant, lined with various shops, restaurants and local businesses. The Dinnington Resource Centre, a community hub, is also located here (towards the northern end of the street). However, the street lacks sense of place or wayfinding, especially at the southern end around St. Leonard's Church.

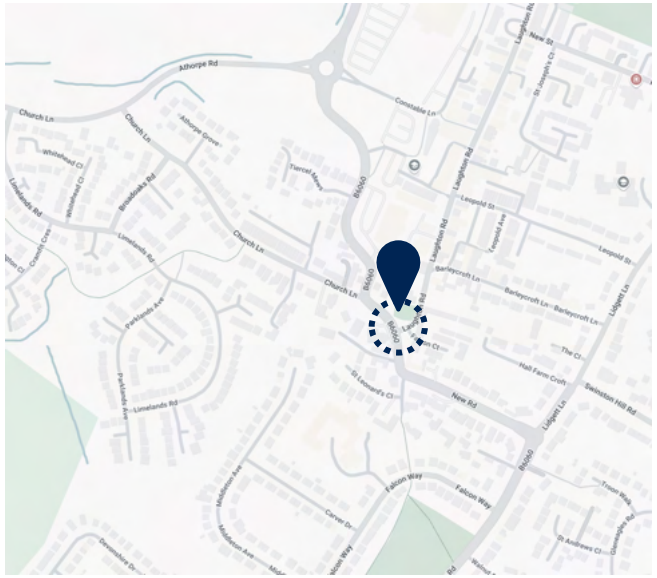
The square opposite Falcon Court at the junction to Church Lane/Laughton Road features remains of a historic cross, which is listed on the National Heritage List for England. The remains are in an enclosure, surrounded by benches with some planting nearby. This area has a good potential to be presented better to be welcoming for residents and visitors.

The case for change

- The scheme would enhance public realm through improved wayfinding, landscaping works and integrated seating and planting elements, creating a welcoming gateway.
- Safety improvements for walking, wheeling and cycling through reduced junction widths and improved crossing point and pavement surface. This would result in reduction of collision risk and improved safety perception

Constraints and considerations

- Currently the scheme design is all within the adopted highway, and routes in and out of the church (e.g. by hearse) have been considered. However, given the proximity of the potential scheme to St Leonard's Church, additional stakeholder engagement and co-design is recommended.



Shortlisted schemes (8)

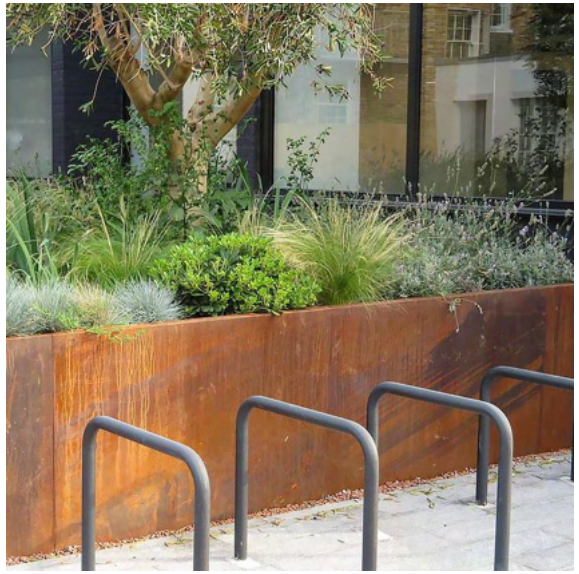
D3 | Laughton Road Southern Gateway

The proposal

Placemaking to improve the public realm around St Leonard Church which also acts as an entrance to the main high street (Laughton Road). This would include feature seating, planting, wayfinding and renewing the block paving, in a sensitive way to the area's heritage. Vehicular access has been retained in the scheme layouts, as has the memorial statue.

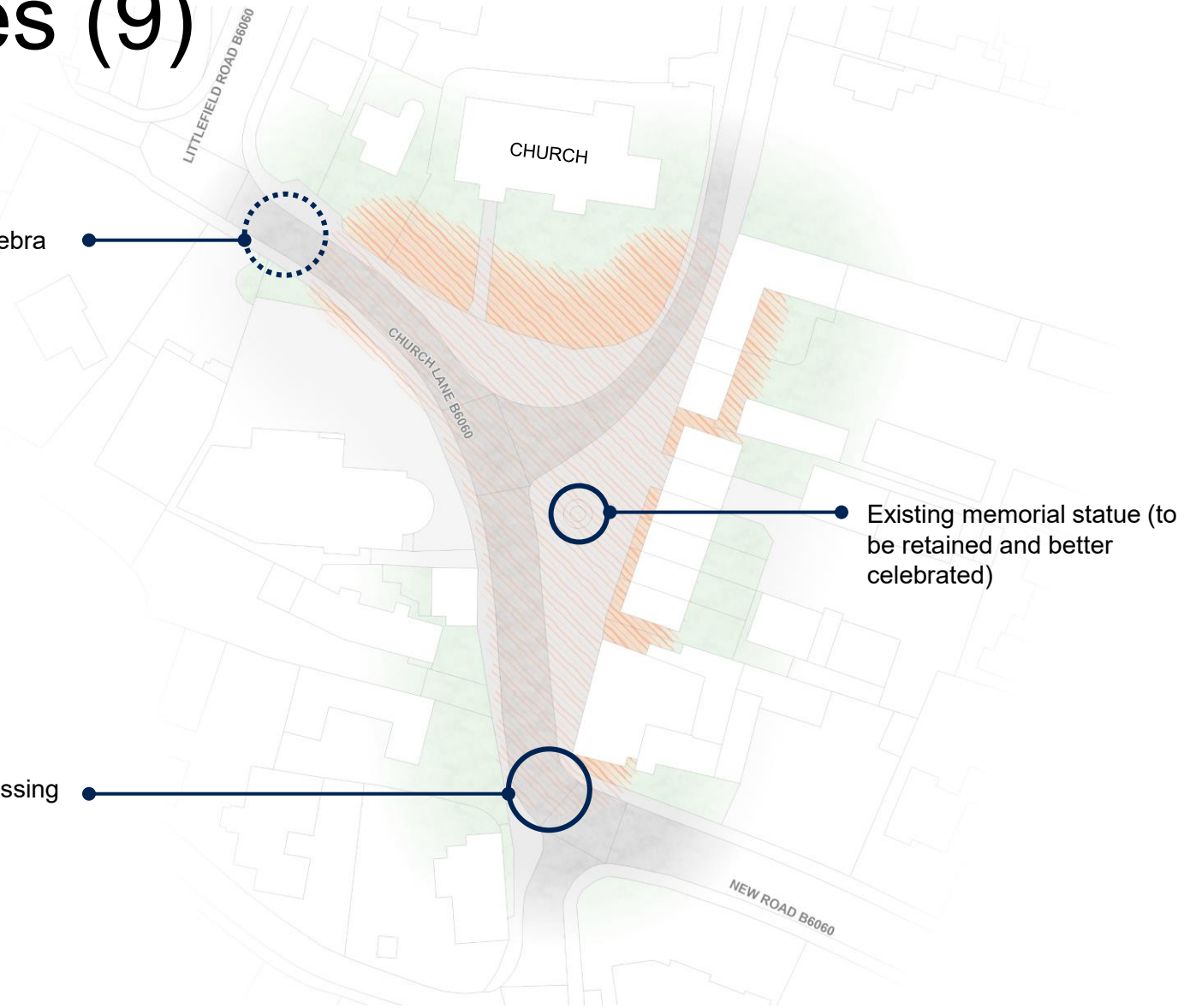
Indicative cost: £771,000 for all landscaping, assuming that 50% of the block paving is renewed. An additional zebra crossing would be installed on Church Lane close to Littlefield Road. Further details are provided in Appendix C.

Funding: Active Travel Fund, Community Infrastructure Levy, Everyday Heritage Grants (Historic England) (or other Heritage related funding)



Shortlisted schemes (9)

D3 | Laughton Road Southern Entrance



For scheme drawings please refer to Appendix B.

Shortlisted schemes (10)

D4 | Outgang Lane Walking, Wheeling and Cycling Route

Improving and extending the Outgang Lane walking, wheeling and cycling route to provide connection to local businesses and connect to Doe Quarry Lane

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

Outgang Lane connects the north-west part of Dinnington to the town centre. This area is mainly residential with high concentration of working-age population. New houses are also being built on Outgang Lane, with 271 homes planned. This area is among the most deprived areas within the study area. Additionally, there are no bus services along this corridor, showing the need to provide alternatives for those with no access to cars.

The Staterra walking and cycling quality scores are notably higher along a specific stretch of Outgang Lane equipped with a walking and cycling path (D19). However, footfall drops off considerably at the roundabout and along sections of Outgang Lane that lack active corridors. This indicates that residents actively use the available infrastructure and extending the corridor would yield substantial benefits.

The case for change

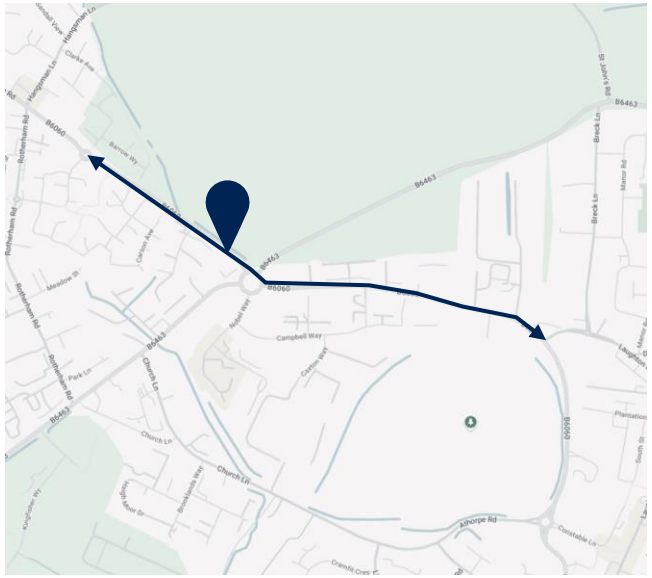
- Linking the existing walking and cycling paths on Outgang Lane to the main high street, inducing mode shift from cars and promoting physical activity
- Better connecting underserved communities with no bus services, reducing car dependency
- Potential high demand for walking, wheeling and cycling along the corridor
- Improved access into Dinnington Community Woodlands, encouraging leisure activities
- Safety improvements: reduction of collision risk and improved safety perception

Community insights

- *The walk along Outgang Lane is perceived to be unattractive, lacking visual interest.*
- *Residents highlighted the need for continuous and connected walking and wheeling infrastructure throughout Dinnington.*
- *Quality of footways: a desire for footway improvements throughout Dinnington.*
- *The need for additional crossings to improve safety for walking and wheeling.*

Constraints and considerations

- Road space, land ownership and car parking on some stretches of Outgang Lane.
- Junction redesign would require consideration of the junction operation and capacity



Shortlisted schemes (11)

D4 | Outgang Lane Walking, Wheeling and Cycling Route

The proposal

These elements are proposed as part of the scheme:

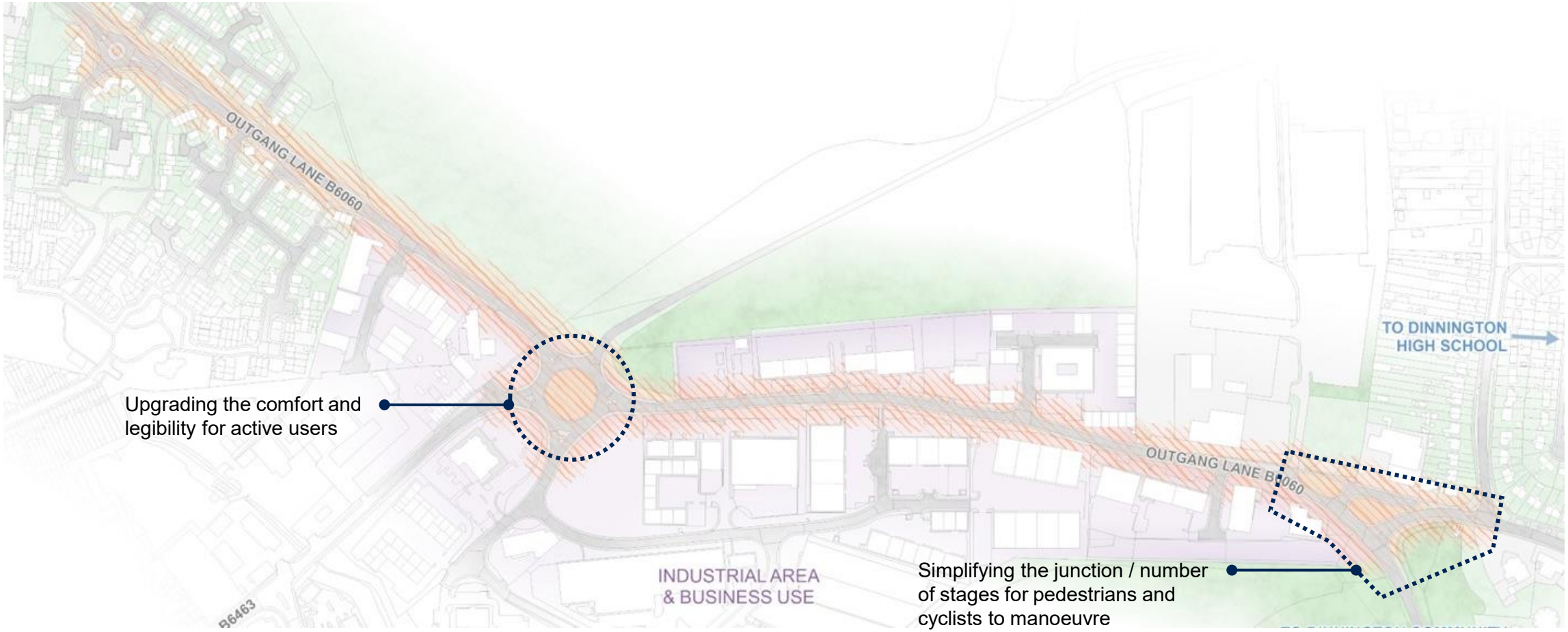
- Enhanced footway widths along Outgang Lane, connecting with the existing infrastructure.
- Outgang Lane roundabout improvements, with new crossing on all arms.
- Outgang Lane existing walking, wheeling and cycling path upgrade.
- Outgang Lane junction improvements to facilitate better movements by cyclists (an alternative option which takes cyclists off carriageway at the junction as also been considered).

Indicative Cost: £1,255,000 inclusive of footway widening, vegetation clearance, new cycle lanes and parallel crossings. Further details are provided in Appendix C.

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

Shortlisted schemes (12)

D4 | Outgang Lane Walking, Wheeling and Cycling Route



For scheme drawings please refer to Appendix B.

Shortlisted schemes (13)

D5 | Lordens Hill and Lodge Lane Entry

Improving the safety and accessibility from the north-east of Dinnington

Priority: Essential
Cost level: Low
Delivery focus: permeability, nature network, revitalising activity centres, independent mobility

Lodge Lane intersects with Lordens Hill, Leys Lane and Doe Quarry Lane to the north-east of Dinnington. This junction is the main link from the north-east part of Dinnington to the town centre. This area is mainly residential and is within proximity to several schools on Doe Quarry Lane. Dinnington Rugby Club is also located on Lodge Lane. Despite this, this link sees relatively low footfall on all arms, which could relate to their low walking and cycling quality on Staterra.

In addition to the existing demand, this junction will see an increase in traffic demand from new housing development on Lodge Lane (152 homes). Considering its relative proximity to the town centre, it is important to ensure that shorter trips could be undertaken by walking, wheeling and cycling.

The case for change

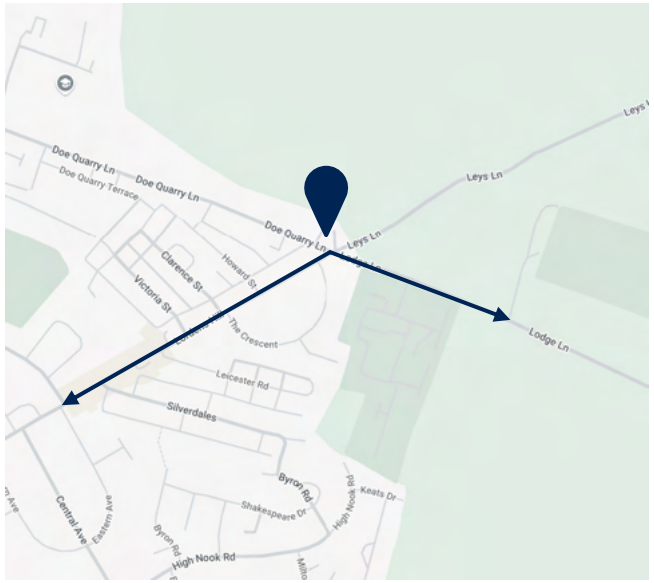
- Enabling walking, wheeling and cycling from north-east Dinnington, inducing mode shift from cars and promoting physical activity
- Reducing car dependency, particularly for shorter trips into town from the residential area
- Potential high demand for walking, cycling and wheeling along the corridor
- Safety improvements: reduction of collision risk and improved safety perception

Community insights

- *Vehicle speed: residents feel the speed limit change from 60mph to 30mph on the approaches needs to be repositioned.*
- *Additional crossings are needed around Doe Quarry Lane.*
- *Safety for children: concerns were raised around children running into the road on Lordens Hill out of alleyways with limited visibility.*
- *Pedestrian access to Dinnington Rugby Club is very limited with no safe crossing points.*

Constraints and considerations

- Bus stop relocation
- Access to and from Dinnington Rugby Club should improved for walking and wheeling
- Consideration of the transition from the rural area to the urban area, which happen over a short distance



Shortlisted schemes (14)

D5 | Lordens Hill and Lodge Lane Entry

The proposal

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

Walking and Wheeling Scheme:

- New crossing points along Lordens Hill and Lodge Lane
- Speed limit change
- Footway extension

Enhanced Traffic Calming Scheme:

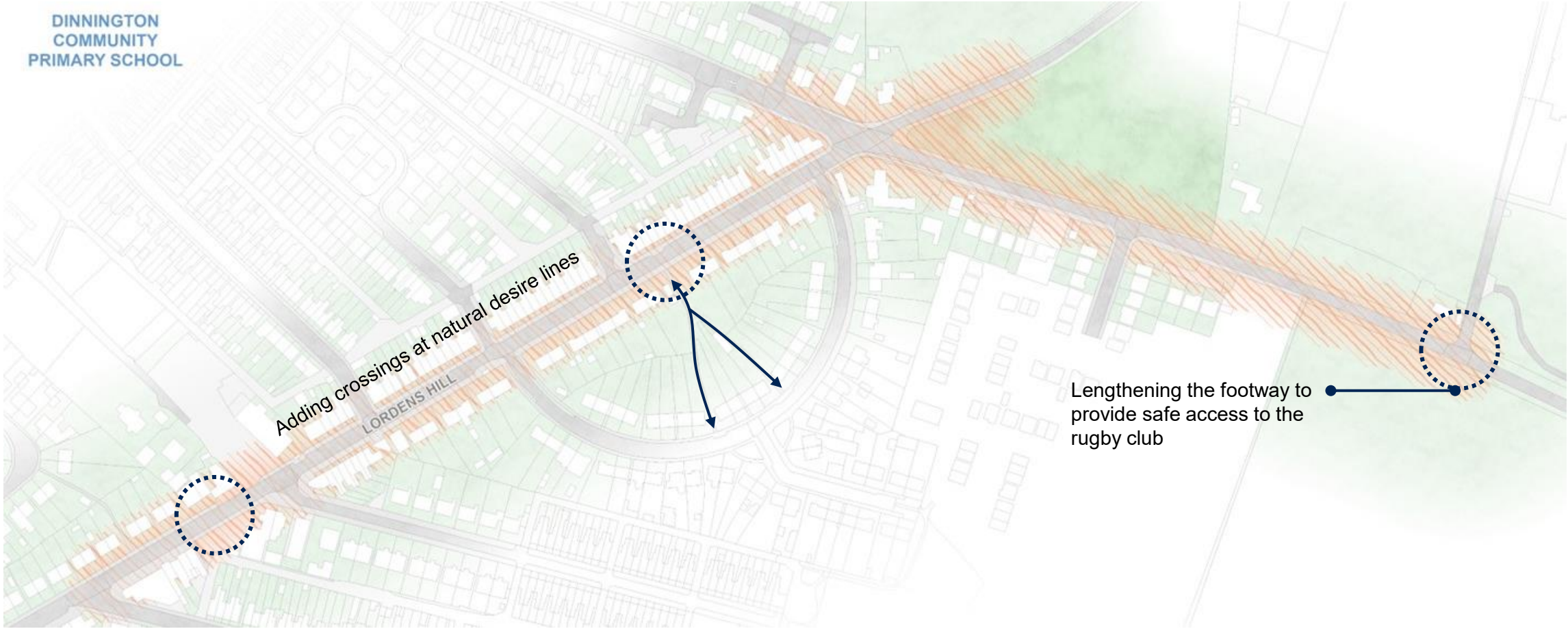
- All elements delivered in Do Min, with additional traffic calming measures and a puffin crossing on Lodge Lane.

Indicative Cost: £439,000 - £575,000. The higher end of this range incorporates the Do Maximum features, with the puffin crossing the main source of difference in the cost estimate. Further details are provided in Appendix C.

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

Shortlisted schemes (15)

D5 | Lordens Hill and Lodge Lane Entry



For scheme drawings please refer to Appendix B.

Next steps

Next steps (2)

Prioritisation and phasing

Intervention delivery plan

	Intervention	Why?	Delivery timescales	Likely stakeholders	Interdependencies / next steps
D1	**Safe Routes to School, Doe Quarry Lane** Three options including new crossing points, footway improvements, traffic calming measures and landscaping work	• Improving safety for walking, wheeling and cycling particularly for children, identified as a priority through engagement and local aims.	Short-medium	Local residents and nearby schools	Approval of the SOBC and development of OBC, public consultation.
D2	**Laughton Link** Two options including new crossing points, footway widening and extension and roundabout improvements.	• Roundabouts mentioned as a barrier to walking, wheeling and cycling in engagement. • Improving continuity	Long	Local residents and businesses	Approval of the SOBC and development of OBC, public consultation.
D3	**Laughton Road Southern Gateway** Two options to improve the public realm to create a welcoming environment to the high street, including placemaking elements and crossing improvements.	• The southern entrance of Laughton Road lacks sense of place and wayfinding.	Long	Local residents St. Leonard's Church Historic England	Approval of the SOBC and development of OBC. Engagement with local community and stakeholders.
D4	**Outgang Lane Walking, Wheeling and Cycling Route** Improvements and extension of the existing infrastructure, new shared use corridor and roundabout improvements.	• Improving wider connectivity to local businesses and connect to Doe Quarry Lane.	Long	Local residents and businesses	Approval of the SOBC and development of OBC, traffic modelling and public consultation.
D5	**Lordens Hill and Lodge Lane Entry** Two options including new crossing points, adjustment of speed limits, footway extension and traffic calming measures.	• Improving connectivity from north-east Dinnington with new housing developments	Long	Local residents Developers (S106 agreement)	Approval of the SOBC and development of OBC, traffic modelling and public consultation. Engagement with developers.

Appendices

Appendix A (1)

Dinnington High School Engagement Quotes

Participants: 10 Year 7 Girls (Members of the school's walking, wheeling and cycling Modeshift group)

Mode Share: 3 bus, 3 walk (between 5 minutes and 30 minutes), 1 park and stride, 3 car

General comments at the start of the session

Some of my friends have to walk 45 minutes because there's no buses

It's mental at pick up time

There's lorries and people turning around (on Doe Quarry Lane)

When people see you trying to cross they speed up (mentioned 8 times)

A request was made for railings outside the school gates to stop kids running out into the road

A comment that cars do 40mph in the 30mph speed limit

Appendix A (2)

Dinnington High School Engagement Quotes

Comments on the Healthy Streets Score exercise

Everyone feels welcome – poor score because there are no signs , people don't speak to you , people aren't very nice on the road

Shade and shelter – poor because there are only the bus shelters

Places to stop and rest – poor because there are only the bus shelters

Not too noisy – poor because the road is noisy

People choose to walk and cycle – moderate because many people at the school choose to walk and cycle but some people don't feel safe to because cars go fast

People feel safe – poor because I don't feel safe

People feel relaxed – poor because lots of cars and quite noisy

Clean Air – poor because You can smell the cars , it smells of petrol (mentioned 5 times)

Things to see and do – poor because you can drive a car around and that's about it , some scored moderate to good because of the resource centre

Appendix A (3)

Dinnington High School Engagement Quotes

General comments after the Healthy Streets exercise and being out on Doe Quarry Lane

All the cars are zooming

Get some monkey bars so we can climb over the road

It's easier to cross when there's not many cars

I'm waiting like 5 minutes to cross by the roundabout

People look forward but not at the side when driving

I just risk it, you just have to run

You risk your life crossing the road

They honk/blast their horns at you

There's cars parked all along the pavement

You have to walk out into the road to see what's coming

The hill's too big so cars can't see you

They think that they're an adult so that where kids need to be is less important

Appendix A (4)

Dinnington High School Engagement Quotes

General comments about pick up time

It's monkey mayhem

They the cars line up

People park on the kerb, think it's quicker but it would be quicker if everyone parked properly

Get a guard to check people parking on double yellows

They the teachers should stagger leaving times (the headteacher later confirmed this is what happens now)

The kids and teacher commented that the black and white bollards should be replaced with the porcelain children bollards

A student commented on the importance of considering disabled parking needs if there are any changes to parking

Appendix B

Scheme designs

A1

Notes:

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

Key:

- Proposed carriageway edge
- Proposed footway 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

N

0 5 10 15 20 25 m

SCALE 1:500 @ A1; 1:1000 @ A3

Manor Road

Laughton Road

Existing bus stop retained

Proposed zebra crossing

Existing bus stop and shelter to be relocated

Doe Quarry Lane

Hope Ave

For continuation see below

For continuation see above

Pencil Lane

Issue	Date	By	Chkd	Appd
P03	03 /06/ 25	SM	SR	CW
Client's comments incoorporated				
P02	12 /03/ 25	SM	SR	CW
First Issue				
P01	05 /02/ 25	SM	SR	CW
Draft Issue				

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Client
South Yorkshire Mayoral Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D1, Safe Routes to Schools,
Doe Quarry Lane
Crossing Provision

Scale at A1 1:500

Role Civil - Highways

Suitability S2- Fit for Information

Arup Job No 305171

Rev P03

Name DNT-ARP-XX-01-DR-CH-000001

Do not scale

A1

Notes:

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- Blister tactile paving (buff colour)
- Ladder/ Tramline tactile paving

N

0 5 10 15 20 25 m

SCALE 1:500 @ A1; 1:1000 @ A3

Manor Road

Laughton Road

Existing bus stop retained

Proposed zebra crossing

Existing bus stop and shelter to be relocated

Existing parking bays retained

Doe Quarry Lane

Proposed raised table

Proposed Continuous crossing

Proposed Continuous crossing

For continuation see below

3.6

3.2

6.0

2.8

2.8

1.8

5.5

2.5

43 m SSD

43 m SSD

N

0 5 10 15 20 25 m

SCALE 1:500 @ A1; 1:1000 @ A3

For continuation see above

For continuation see drawing DNT-ARP-XX-01-DR-CH-000003

Existing parking bays retained

Proposed Continuous crossing

Proposed raised table

Proposed zebra crossing

Existing bus stop and shelter to be relocated

Proposed raised table

Proposed speed cushion

Proposed uncontrolled crossing

Proposed raised table

Proposed uncontrolled crossing

Proposed build out

Proposed Continuous crossing

Proposed raised table

Pencil Lane

Doe Quarry Lane

Proposed raised table

Existing bus stop to be relocated

Proposed uncontrolled crossing

5.6

6.0

6.00

3.0

3.0

2.8

2.5

4.5

2.0

43 m SSD

43 m SSD

Key Plan
Scale 1:25000

N

Do not scale

Issue	Date	By	Chkd	Appd
P03	03 /06/ 25	SM	SR	CW
Client's comments incoorporated				
P02	12 /03/ 25	SM	SR	CW
First Issue				
P01	05 /02/ 25	SM	SR	CW
Draft Issue				

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Client
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Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D1, Safe Routes to Schools, Doe Quarry Lane
Crossing Provision and Traffic Calming with Landscape Enhancements (Sheet 1)

Scale at A1 1:500

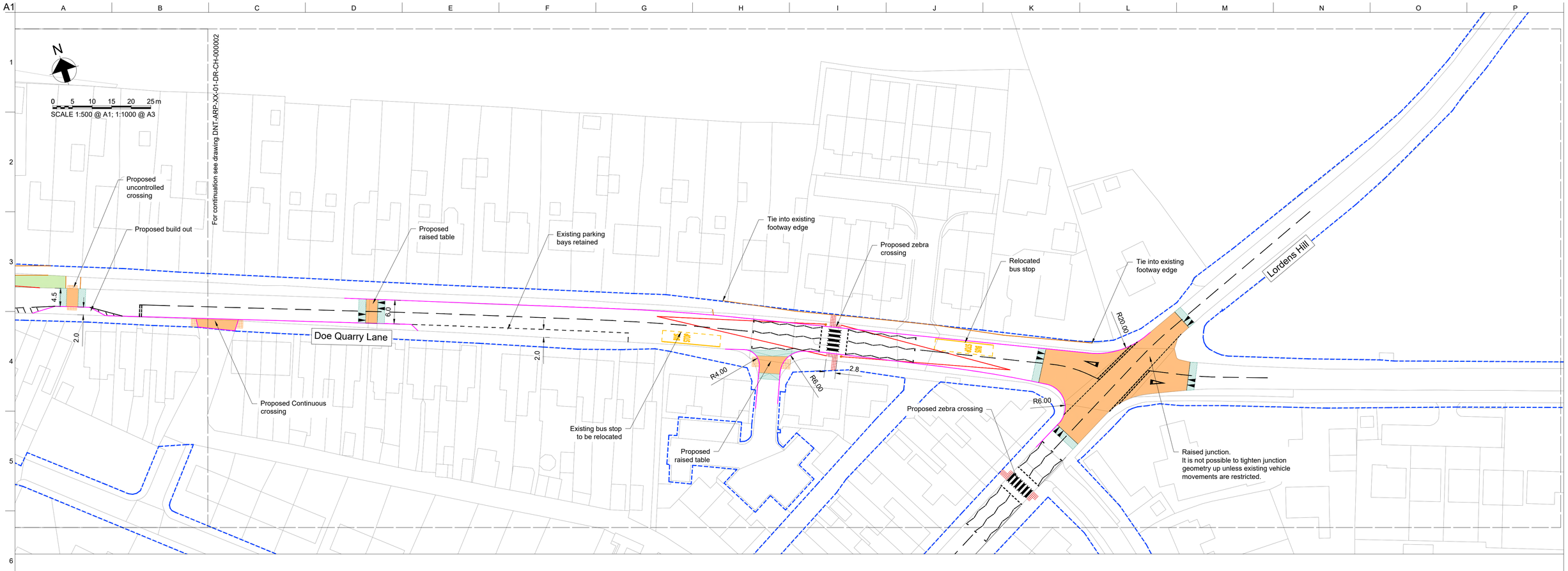
Role Civil - Highways

Suitability S2- Fit for Information

Arup Job No 305171

Rev P03

Name DNT-ARP-XX-01-DR-CH-000002



Notes:

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Key:

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- Proposed Landscaping
- Proposed Tree
- Blister tactile paving (red colour)
- Blister tactile paving (buff colour)
- Ladder/ Tramline tactile paving

Do not scale

Issue	Date	By	Chkd	Appd
P03	03 /06/ 25	SM	SR	CW
Client's comments incoorporated				
P02	12 /03/ 25	SM	SR	CW
First Issue				
P01	05 /02/ 25	SM	SR	CW
Draft Issue				

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Client
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Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D1 Safe Routes to Schools,
Doe Quarry Lane
Crossing Provision, Traffic Calming and Landscape Enhancements
(Sheet 2)

Scale at A1 1:500

Role Civil - Highways

Suitability S2- Fit for Information

Arup Job No **305171**

Rev **P03**

Name **DNT-ARP-XX-01-DR-CH-000003**

A1

N

0 5 10 15 20 25 m

SCALE 1:500 @ A1; 1:1000 @ A3

B6060 Outgang Lane

B6463 Common Road

B6463 Monksbridge Road

Nobel Way

Proposed toucan crossing

Proposed segregated cycle-ped provision to tie into existing segregated shared use path

Proposed uncontrolled crossing

Proposed toucan crossing

Proposed toucan crossing

Proposed toucan crossing

Proposed Toucan crossing

Additional land required to accommodate segregated cycle and pedestrian facility

Alternative option, subject to traffic capacity modelling is to tighten roundabout geometry, remove roundabout flaring and reduce overall roundabout size. This could potentially include providing a compact roundabout to improve pedestrian and cyclist crossings and amenity.

For continuation see drawing DNT-ARP-XX-01-DR-CH-000006

Ø48.1

R7.0

R16.0

R26

R40.0

34.0

4.0

2.0

2.6

3.5

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Key:

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- 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)
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- Proposed Tree
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- Blister tactile paving (buff colour)
- Ladder/ Tramline tactile paving

Issue	Date	By	Chkd	Appd
P03	03 /06/ 25	SM	SR	CW
Client's comments incoorporated				
P02	12 /03/ 25	SM	SR	CW
First Issue				
P01	05 /02/ 25	SM	SR	CW
Draft Issue				

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Client
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Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D4 Outgang Lane Walking, Wheeling and Cycling Route
(Sheet 1)

Scale at A1 1:500

Role Civil - Highways

Suitability S2- Fit for Information

Arup Job No 305171

Rev P03

Name DNT-ARP-XX-01-DR-CH-000005

Do not scale

A1

N

0 5 10 15 20 25m

SCALE 1:500 @ A1; 1:1000 @ A3

B6060 Outgang Lane

Colliery Close

Manor Drive

For continuation see below

For continuation see above

DNT-ARP-XX-01-DR-CH-000005

3.5

6.8

2.5

2.6

6.8

R10.0

R5

2.4

Proposed Zebra crossing

2.5m wide footways.

N

0 5 10 15 20 25m

SCALE 1:500 @ A1; 1:1000 @ A3

Proposed footway tie into existing footway

Outgang Lane

Proposed parallel crossing

Proposed footway tie into existing footway

8.2

2.4

2.0

2.5

1.0

7.9

2.4

3.0

R15.9

R8.0

R14.0

Proposed parallel crossing

6.9

2.4

2.0

R12.0

3.5

2.4

R10.0

7.5

Tie into existing footway

Proposed signalised crossing

B6060 Undergate Road

7.3

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- Ladder/ Tramline tactile paving

Do not scale

P03	03 /06/ 25	SM	SR	CW
Client's comments incoorporated				
P02	12 /03/ 25	SM	SR	CW
First Issue				
P01	05 /02/ 25	SM	SR	CW
Draft Issue				
Issue	Date	By	Chkd	Appd

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Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D4 Outgang Lane Walking, Wheeling and Cycling Route Alternative Option (Sheet 2)

Scale at A1 1:500

Role Civil - Highways

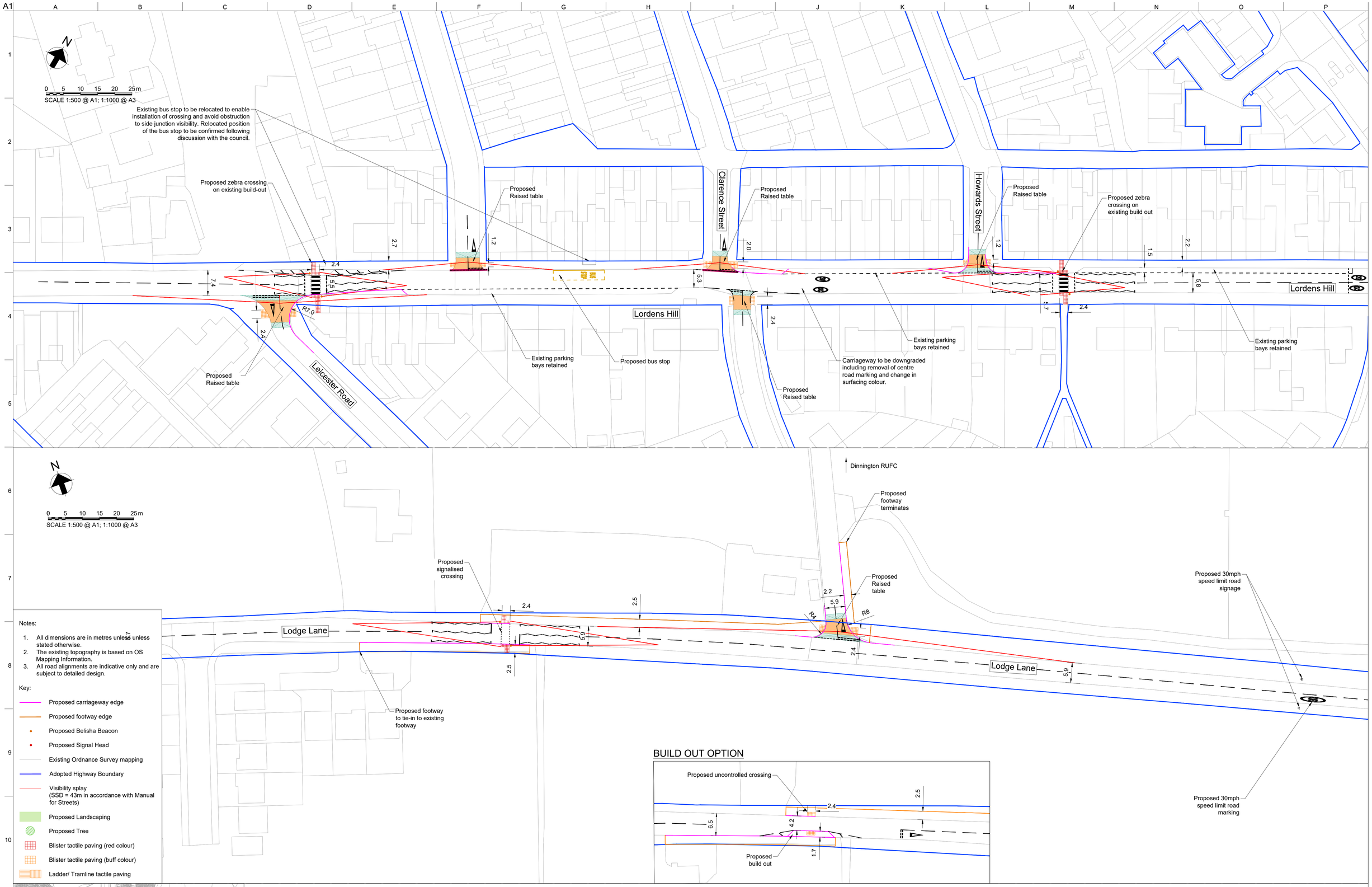
Suitability S2- Fit for Information

Arup Job No 305171

Rev P03

Name DNT-ARP-XX-01-DR-CH-000006

A1



Notes:

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- Proposed Tree
- Blister tactile paving (red colour)
- Blister tactile paving (buff colour)
- Ladder/ Tramline tactile paving

BUILD OUT OPTION

Do not scale

Issue	Date	By	Chkd	Appd
P03	03 /06/ 25	SM	SR	CW
Client's comments incoorporated				
P02	12 /03/ 25	SM	SR	CW
First Issue				
P01	05 /02/ 25	SM	SR	CW
Draft Issue				

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Client
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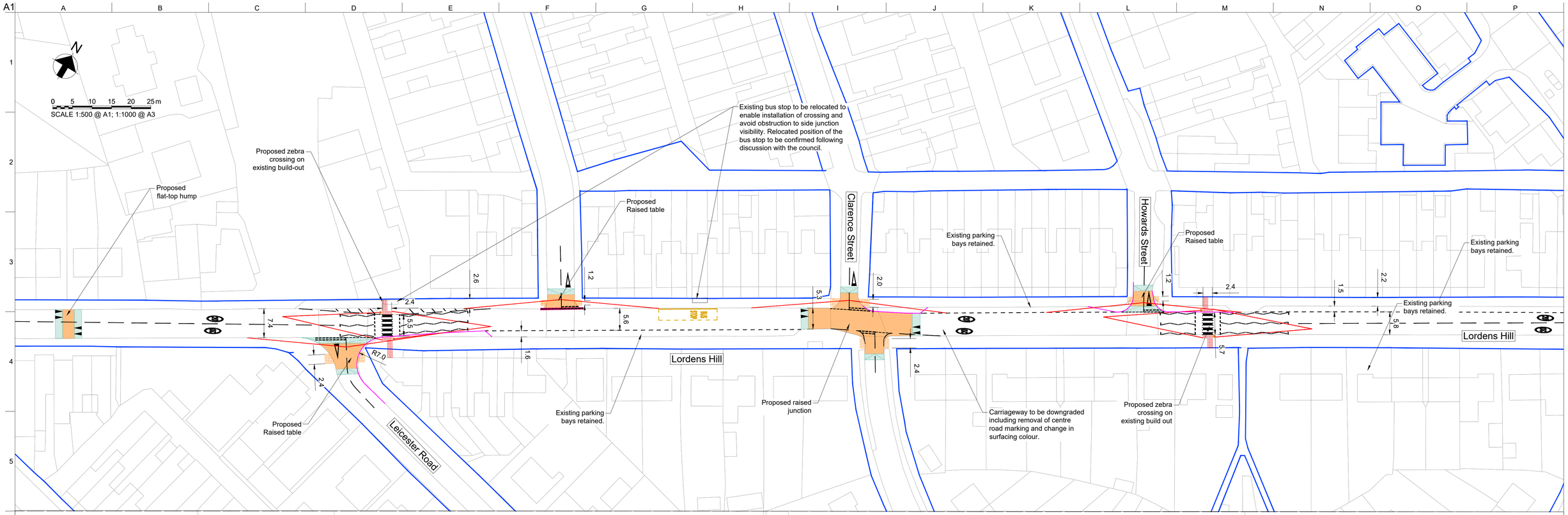
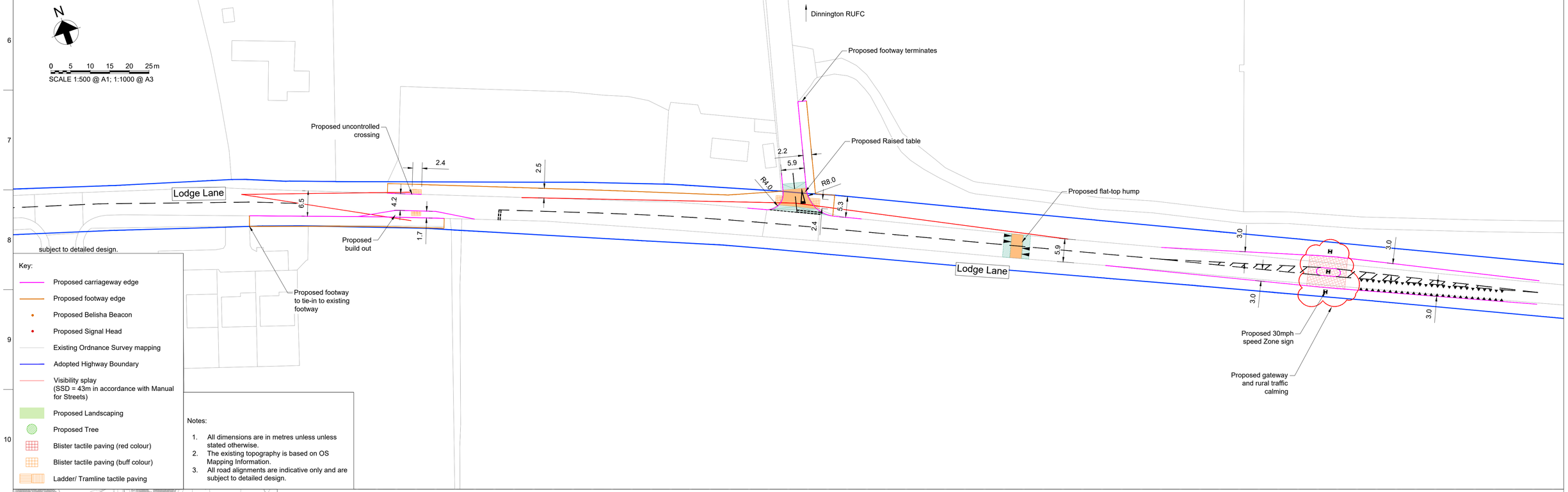
Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D5 Lordens Hill and Lodge Lane Entry Walking and Wheeling Scheme

Scale at A1: 1:500
Role: Civil - Highways
Suitability: S2- Fit for Information
Arup Job No: 305171
Rev: P03
Name: DNT-ARP-XX-01-DR-CH-000007

A1





Key:

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- Proposed footway edge
- Proposed Belisha Beacon
- Proposed Signal Head
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- Adopted Highway Boundary
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Do not scale

Issue	Date	By	Chkd	Appd
P03	03 /06/ 25	SM	SR	CW
Client's comments incoorporated				
P02	12 /03/ 25	SM	SR	CW
First Issue				
P01	05 /02/ 25	SM	SR	CW
Draft Issue				

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Client
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Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D5 Lordens Hill and Lodge Lane Entry Enhanced Traffic Calming Scheme

Scale at A1 1:500

Role Civil - Highways

Suitability S2- Fit for Information

Arup Job No 305171

Rev P03

Name DNT-ARP-XX-01-DR-CH-000008

A1

Notes:

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Key:

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- Proposed footway 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

N

0 5 10 15 20 25 m

SCALE 1:500 @ A1; 1:1000 @ A3

B6463 Monksbridge Road

Rotherham Road

Church Lane

Church Lane

Church Lane

Proposed signalised pedestrian crossing

Cyclists to join carriageway

Existing localised narrowing on Church Lane

Proposed bollards to avoid vehicular runover

Quiet mix vehicle-cycle route

For continuation see drawing DNT-ARP-XX-01-DR-CH-000010

R9.0

R9.0

6.6

6.7

7.0

2.4

2.4

2.4

2.4

3.0

Key Plan
Scale 1:25000

Issue	Date	By	Chkd	Appd
P03	03 /06/25	SM	SR	CW
Client's comments incorporated				
P02	12 /03/25	SM	SR	CW
First Issue				
P01	05 /02/25	SM	SR	CW
Draft Issue				

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Client
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Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D2 Laughton Link
Walking, Wheeling and Cycling Scheme
(Sheet 1)

Scale at A1 1:500

Role Civil - Highways

Suitability S2- Fit for Information

Arup Job No 305171

Rev P03

Name DNT-ARP-XX-01-DR-CH-000009

Do not scale

A1

Notes:

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- 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

Church Lane

7.3

Proposed raised table

Min 1.8m wide footway.

3.5m wide footways

Church Lane

R18

R12.0

3.0

5.8

2.0

0.8

3.5

Proposed zebra crossing

For continuation see drawing DNT-ARP-XX-01-DR-CH-000009

For continuation see below

N

0 5 10 15 20 25m

SCALE 1:500 @ A1; 1:1000 @ A3

N

0 5 10 15 20 25m

SCALE 1:500 @ A1; 1:1000 @ A3

For continuation see above

Proposed raised table

Proposed uncontrolled crossing

3.5m wide footways

Church Lane

3.5

Proposed uncontrolled crossing

Proposed raised table

Church Lane

For continuation see drawing DNT-ARP-XX-01-DR-CH-000011

Key Plan
Scale 1:25000

N

Do not scale

Issue	Date	By	Chkd	Appd
P03	03 /06/ 25	SM	SR	CW
Client's comments incorporated				
P02	12 /03/ 25	SM	SR	CW
First Issue				
P01	05 /02/ 25	SM	SR	CW
Draft Issue				

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Client
South Yorkshire Mayoral Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D2 Laughton Link
Walking, Wheeling and Cycling Scheme (Sheet 2)

Scale at A1 1:500

Role Civil - Highways

Suitability S2- Fit for Information

Arup Job No 305171

Rev P03

Name DNT-ARP-XX-01-DR-CH-000010

A1

Notes:

1. All dimensions are in metres unless unless stated otherwise.
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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 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)
- Proposed Landscaping
- Proposed Tree
- Blister tactile paving (red colour)
- Blister tactile paving (buff colour)
- Ladder/ Tramline tactile paving

N

0 5 10 15 20 25 m

SCALE 1:500 @ A1; 1:1000 @ A3

B6463 Monksbridge Road

Rotherham Road

Church Lane

Church Lane

Church Lane

7.0

7.0

7.0

R8.0

4.0

Proposed raised table

R9.0

6.6

Proposed toucan crossing

Existing localised narrowing on Church Lane

Quiet mix vehicle-Cycle route

For continuation see drawing DNT-ARP-XX-01-DR-CH-000013

Key Plan
Scale 1:25000

Do not scale

Issue	Date	By	Chkd	Appd
P03	03 /06/25	SM	SR	CW
Client's comments incorporated				
P02	12 /03/25	SM	SR	CW
First Issue				
P01	05 /02/25	SM	SR	CW
Draft Issue				

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Client
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Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D2 Laughton Link
Walking and Wheeling Scheme Only (Sheet 1)

Scale at A1: 1:500
Role: Civil - Highways
Suitability: S2- Fit for Information
Arup Job No: 305171
Rev: P03
Name: DNT-ARP-XX-01-DR-CH-000012

A1

Church Lane

Notes:

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

Key:

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- Proposed footway 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

7.3

Proposed raised table

Min 1.8m wide footway.

3.5m wide footways

Church Lane

R18

R12.0

3.0

6.8

6.8

1.8

5.5

Proposed zebra crossing

For continuation see drawing DNT-ARP-XX-01-DR-CH-000012

For continuation see below

N

0 5 10 15 20 25m

SCALE 1:500 @ A1; 1:1000 @ A3

N

0 5 10 15 20 25m

SCALE 1:500 @ A1; 1:1000 @ A3

For continuation see above

Proposed raised table

Proposed uncontrolled crossing

3.5m wide footways

Church Lane

3.5

Proposed uncontrolled crossing

Proposed raised table

Church Lane

For continuation see drawing DNT-ARP-XX-01-DR-CH-000014

Key Plan
Scale 1:25000

N

Do not scale

P03	03 /06/ 25	SM	SR	CW
Client's comments incorporated				
P02	12 /03/ 25	SM	SR	CW
First Issue				
P01	05 /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 8498
www.arup.com

Client
South Yorkshire Mayoral Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D2 Laughton Link
Walking and Wheeling Only
Scheme (Sheet 2)

Scale at A1 1:500

Role Civil - Highways

Suitability S2- Fit for Information

Arup Job No 305171

Rev P03

Name DNT-ARP-XX-01-DR-CH-000013

A1

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 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

N

0 5 10 15 20 25 m

SCALE 1:500 @ A1; 1:1000 @ A3

3.5m wide footways

Athorpe Road

3.5

B6060 Undergate Road

Constable Lane

For continuation see drawing DNT-ARP-XX-01-DR-CH-000013

B6060 Littlefield Road

2.3

Tie into existing footways.

Proposed Zebra crossing

Proposed uncontrolled crossing

Constable Lane

3.0

Key Plan
Scale 1:25000

P03	03 /06/25	SM	SR	CW
Client's comments incorporated				
P02	12 /03/25	SM	SR	CW
First Issue				
P01	05 /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
Dinnington
D2 Laughton Link
Walking and Wheeling Scheme Only
(Sheet 3)

Scale at A1 1:500

Role Civil - Highways

Suitability S2- Fit for Information

Arup Job No **305171**

Rev **P03**

Name **DNT-ARP-XX-01-DR-CH-000014**

Do not scale

A1

N

0 5 10 15 20 25m
SCALE 1:500 @ A1; 1:1000 @ A3

B6060 Outgang Lane

Colliery Close

Manor Drive

Outgang Lane

B6060 Undergate Road

For continuation see drawing DNT-ARP-XX-01-DR-CH-000005

For continuation see above

For continuation see below

3.5m wide footways

2.5m wide footways.

Proposed cycle Zebra crossing

Proposed zebra crossing

Proposed zebra crossing

Proposed footway to tie into existing footway

Proposed footway to tie into existing footway

Proposed footway to tie into existing footway

Proposed toucan crossing

Proposed toucan crossing

Proposed signalised junction

Any vegetation within visibility splays to be cleared to avoid obstruction.

6.8

3.5

2.5

2.6

2.4

R10.0

R5

R14.0

R12.0

R8.0

R11.0

4.0

7.3

2.0

Notes:

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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.

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- Proposed footway edge
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- 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

Key Plan
Scale 1:25000

Do not scale

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

ARUP
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Client
South Yorkshire Mayoral Combined Authority

Project Title
ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title
Dinnington
D4 Outgang Lane Walking, Wheeling and Cycling Route
(Sheet 2)

Scale at A1 1:500
Role Civil - Highways
Suitability S2- Fit for Information
Arup Job No 305171
Rev P02
Name DNT-ARP-XX-01-DR-CH-000015

A1

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.

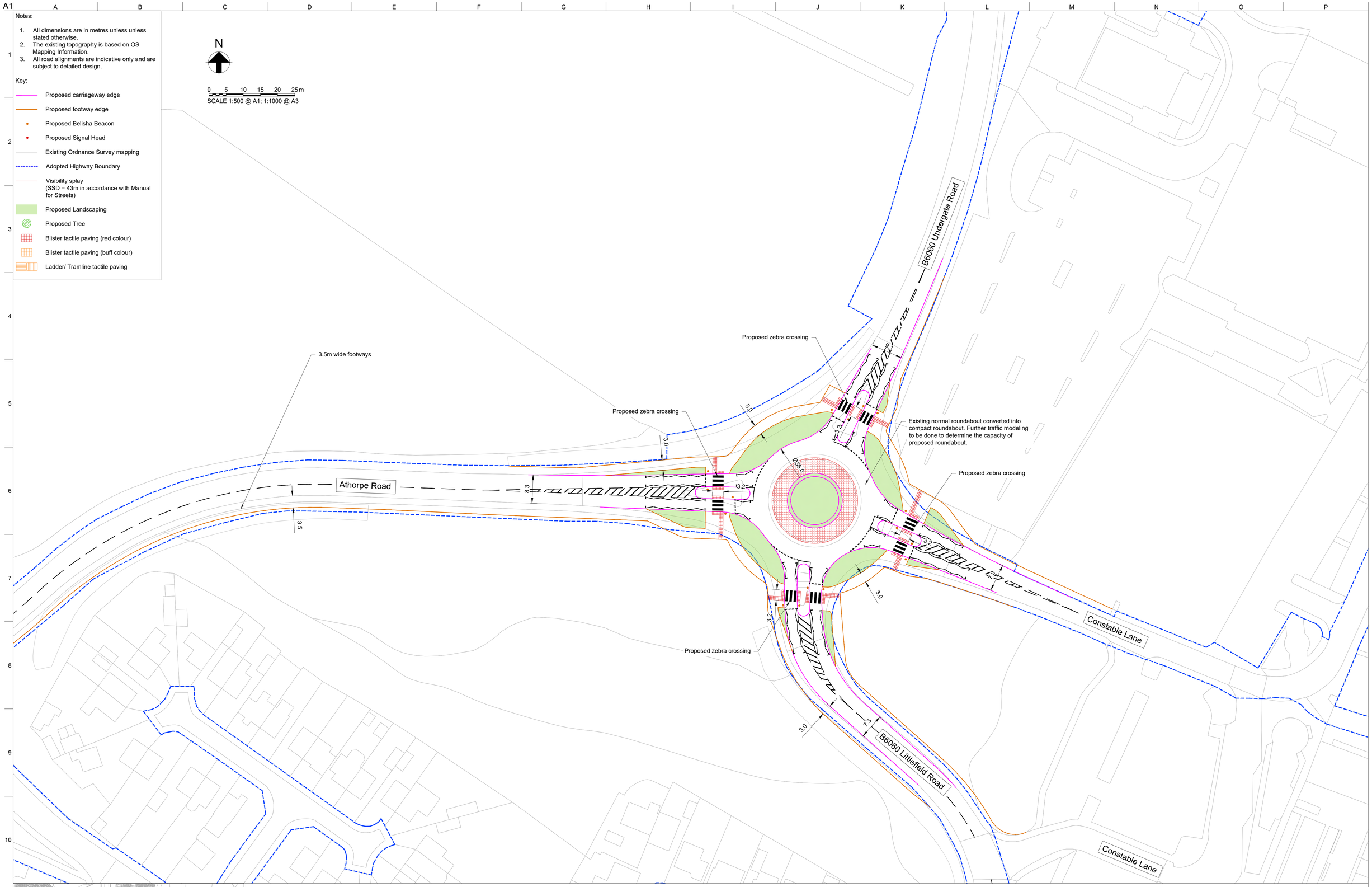
Key:

- Proposed carriageway edge
- Proposed footway edge
- Proposed 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

N

0 5 10 15 20 25 m

SCALE 1:500 @ A1; 1:1000 @ A3



Key Plan
Scale 1:25000

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

ARUP
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Client: South Yorkshire Mayoral Combined Authority

Project Title: ATF4 Studies: Rotherham, Wath and Dinnington

Drawing Title: Dinnington D2 Laughton Link Walking, Wheeling and Cycling Scheme (Sheet 3)

Scale at A1: 1:500

Role: Civil - Highways

Suitability: S2- Fit for Information

Arup Job No: 305171

Rev: P01

Name: DNT-ARP-XX-01-DR-CH-000016

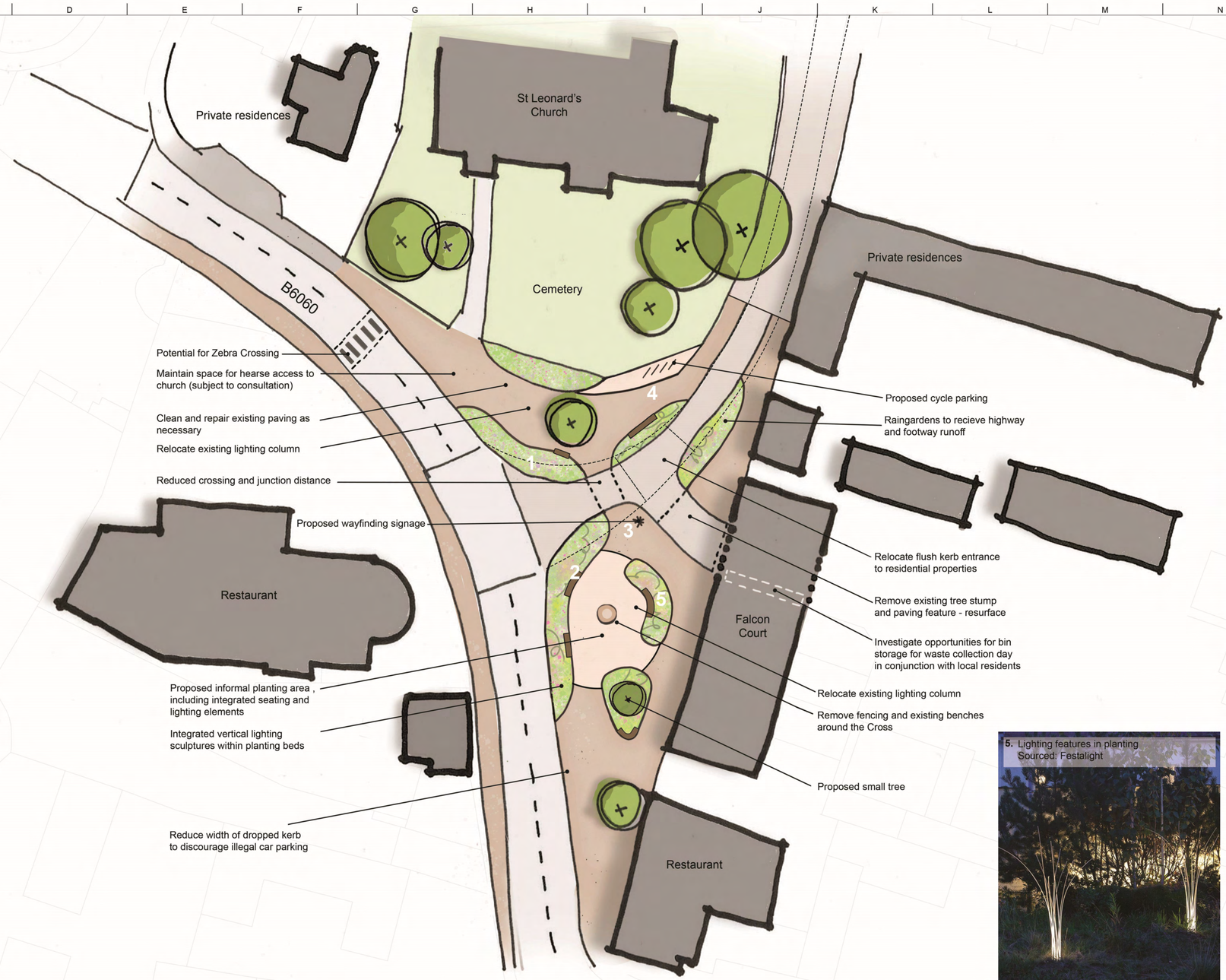
Do not scale

A1

N

0 10 20 50 Metres

Scale 1:250



Legend

Existing Elements

- Buildings
- Road
- Footway
- Green space
- Trees
- Dinnington Cross
- Road alignment to Laughton Road

Proposed Elements

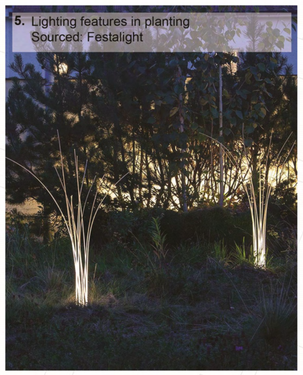
- Pedestrian crossing
- Informal planting beds
- Wayfinding signage
- Proposed small tree
- Provision for cycle parking
- Proposed paving feature

Precedent Images

1. Sustainable urban drainage systems to buffer main road and capture rain water run off
Sourced: nigeldunnett.com/grey-to-green

2. Seating integrated with planting
Sourced: Archinect.com

3. Wayfinding
Sourced: betterfutureawards.com



5. Lighting features in planting
Sourced: Festalight

4. Cycle parking facility
Sourced:https://uk.pinterest.com/pin/418905202858260144/

Issue	Date	By	Chkd	Appd

Client
South Yorkshire Mayoral Combined Authority (SYMCA)

Job Title
ATF 4 Rotherham Masterplans
Dinnington South Entrance

Scale at A1
1:250

Discipline
Landscape Architecture

ARUP

Drawing Title
Dinnington South Entrance

Drawing Status
S0 - Initial Status

Job No	Drawing No	Issue
305171-00	ATF4_ARP_XX_XX_DR_L_001	

Do not scale

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 percentage 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.

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 (e.g. Do Maximum)
D1: Safe Routes to School, Doe Quarry Lane	274,000	Base: 2nr zebra crossings on carriageway. Localised build-outs and resurfacing of carriageway and footways. Relocation of bus stops. Amendments to drains, signage, lighting and service covers etc. Higher: 4nr zebra crossings. Kerbs and resurfacing of carriageway and footways. Relocation of bus stops. Amendments to drains, signage, lighting and service covers etc. Raised table at Lorden's Hill junction for crossings and ramps to side roads.	£1,259,000
D2: Laughton Link	1,441,000	Base: 1nr Toucan crossing & 2nr parallel crossings. New footway along Church Lane to Littlefield Rd. Reposition lighting. Localised resurfacing of carriageway. Amendments to drains, signage and service covers etc. Higher:1nr Toucan crossing & 5nr parallel crossings. New footway along Church Lane to Littlefield Rd. Reposition lighting. Remodel B6060 roundabout with cycleways. Amendments to drains, signage, boundaries and service covers etc.	£2,060,000
D3: Laughton Road Southern Gateway	771,000	Base: 3nr zebra crossings. Landscaping scheme with 50% of block paving renewed, feature seating, planting, maintaining vehicle access. Amendments to drains, signage, lighting and service covers etc.	-
D4: Outgang Lane	1,255,000	Base: Widened footway along Outgang Lane. Clear vegetation. New cycle lanes and 4nr parallel crossings. Significant adjustment to combined drainage kerbs. Alter signage, lighting and service covers etc.	-
D5: Lodge Lane Entry	439,000	Base: Do Medium – 2nr zebra crossings on Lorden's Hill. Localised resurfacing of carriageway and footways. Speed cushions. Amendments to drains, signage, lighting and service covers etc. Build-out option without crossing on Lodge Lane. Higher: 2nr zebra crossings on Lorden's Hill. Localised resurfacing of carriageway and footways. Speed cushions. Amendments to drains, signage, lighting and service covers etc. Puffin crossing on Lodge Lane .	£575,000
TOTAL	**4,180,000**		**6,829,000**