

## ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Regeneration and Development</b>
2.	<b>Date:</b>	<b>Monday 13 January 2014</b>
3.	<b>Title:</b>	<b>Westgate to Clifton Park Cycle Route – Phase 1, Westgate to Wellgate</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

### 5. Summary

To inform Cabinet Member of the results of consultation into Phase One of a proposed scheme to create a cross town cycle route from Westgate to Clifton Park via High Street in Rotherham town centre.

### 6. Recommendations

**It is recommended Cabinet Member resolve that:**

- i) **The outcome of the consultation be noted;**
  - ii) **The scheme be implemented in the 2013/2014 financial year**
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## 7. Proposals and Details

A report was made to Cabinet Member on 28<sup>th</sup> May 2012 setting out proposed cycling improvements in and towards Rotherham town centre (Minute number G1 refers). The report discussed cross town cycle routes and identified that the first of cross town centre routes to be investigated would be a route from Westgate to Clifton Park. This route has been split into two phases to accommodate delivery and funding restrictions. The first phase covers the route from Westgate to Wellgate with the second phase covering Wellgate to Clifton Park section.

Cabinet Member considered a report regarding cycling in the town centre Vehicle Restricted Area (VRA) on 2<sup>nd</sup> December 2013 (Minute number 73 refers) and confirmed that this should be introduced on an experimental basis with an initial review after three months. A further report is currently being prepared for Cabinet on 15<sup>th</sup> January 2014 which will set out the monitoring and evaluation planned for the experimental period.

Design has been completed on the first phase of the Westgate to Clifton Park route and the proposed layout is shown on drawing numbers 129/17/TT198/DPM1, copy attached as Appendix A and drawing number 129/17/TT198/DPM2, copy attached as Appendix B.

In summary the proposed scheme involves

- Changing the operation of the existing traffic signals at the Westgate/Corporation Street junction to allow cyclists to travel into High Street
- The installation of pedestrian signals for the crossings at the bottom of Ship Hill and on the High Street entry to the junction
- Permitting un-segregated cycling on the trafficked section of High Street, outside of the Imperial Buildings
- Permitting two-way cycling on the one-way section of High Street within the town centre VRA
- Installing a flat top road hump at the junction of Moorgate Street and High Street, adding an additional traffic calming feature to the town centre 20mph zone
- Environmental improvements to High Street to upgrade the existing mismatched and aging paving to provide a high quality streetscape
- Installation of new, brighter street lighting in the High Street/Moorgate Street area
- A review and rationalisation of existing street furniture to de-clutter the High Street/Moorgate Street area
- Indicating a route to guide cyclists to a newly created advanced stop line at the Wellgate/College Road/Doncaster Gate junction to allow them to enter this junction safely and continue their journey onwards up Doncaster Gate.

Initial consultation on the proposed scheme has taken place with South Yorkshire Police. Their only concern is that delivery vehicles using the loading bay outside of the Imperial Buildings may obstruct the cycle lane. If a vehicle

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overhangs from the loading bay into the highway a cyclist would still be able to safely pass without encroaching into the path of oncoming traffic.

Consultation took place with Statutory Consultees and Ward Members for the Boston Castle Ward in November 2012 and no objections have been received.

In October 2013 consultation was undertaken with thirty five town centre businesses and residents who would be directly affected by the proposal and no objections were received.

A Road Hump Notice was advertised on street and in the Rotherham Advertiser on 15<sup>th</sup> November 2013 and no objections to this were received.

To permit un-segregated cycling on the trafficked section of High Street and two-way cycling on the one-way section of High Street in the town centre VRA requires a Traffic Regulation Order (TRO). The TRO to permit these changes was included in the changes proposed to the town centre TRO's to permit cyclists to use the town centre VRA. This was considered by Cabinet Member on 2<sup>nd</sup> December 2013 (Minute G72 refers) where it was decided that these changes should be introduced on an experimental basis for 12 months.

Detailed design on the scheme is complete and it is planned that the scheme would be delivered alongside a RiDO managed Townscape Heritage Initiative environmental improvement on High Street and Church Street. It is anticipated that works would start on site in early in 2014.

It is proposed that phase two of this scheme, covering the section between Wellgate and Clifton Lane crossroads, would be investigated following successful completion of phase one. The outcome of this investigation will be the subject of a further report to Cabinet Member sometime during autumn 2014.

## **8. Finance**

The highways work and the environmental improvement on the trafficked section of High Street has been estimated to cost £250,000. Funding for this element of the scheme is available from the Local Sustainable Transport Fund and the Local Transport Plan Integrated Transport Capital Programme for 2013/2014.

## **9. Risks and Uncertainties**

If cycling in the town centre VRA is not permitted in appropriate areas, Rotherham town centre will continue to act as a barrier to accessing employment, retail, and education/ training for the growing number of cyclists in Rotherham. In addition, the full benefits of investment in facilities for cyclists along routes into the town centre would not be realised if cyclists could not then continue along direct and safe routes to access facilities and services within the town centre or on the other side of the pedestrian areas.

Should the experimental TRO not be continued and made permanent then the facilities would still have merit in enhancing the public realm, pedestrian facilities and providing access in the shopping area and facilities at the top of High Street and the Imperial Buildings.

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## **10. Policy and Performance Agenda Implications**

This scheme would improve sustainable access by bicycle to the large number of employment, retail, and education/ training opportunities located within the town centre and industrial estates nearby. This scheme would also help to create a more viable cycle network for those who may not be able to afford a private vehicle, rising fuel costs or public transport to access employment. This is in line with the primary goal in LTP3, and the main LSTF priority of supporting economic growth. Promoting cycling as a mode of transport in the town centre through an improved cycle network also enhances social inclusion and health, another priority in LTP3, by encouraging emissions in line with the other LSTF main priority and LTP goal. Road safety for cyclists would also be improved by providing traffic free alternative routes to the major roads, and junctions/ roundabouts around the town centre.

By encouraging cycling this scheme would also help to meet the aims of the corporate plan under Improving the Environment which include reduced CO<sub>2</sub> emissions and lower levels of air pollution, and more people are cycling, walking or using public transport.

## **11. Background Papers and Consultation**

In 2010 the Government announced the creation of the Local Sustainable Transport Fund (LSTF) and made £560 million of funding available for projects over a four year period to 2014-15. South Yorkshire successfully bid for £24.6M from the fund. This bid was the subject of a report to Cabinet Member on 28 August 2012, Minute 33 refers.

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