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TRANSPORT

Provision for the transport of people and goods is vital to Sheffield's future. The transport Policies of the Unitary Development Plan (UDP) contribute to all four major aims of the Plan (see pages 9-11) in several major ways:

- a better environment, by minimising the impact of transport;
- a more thriving City, by providing better access for new and existing developments;
- a more accessible environment, by making efficient and effective use of road space and public transport; and
- a more caring environment, by improving road safety and catering for people who cannot get around easily.

The Policies in this chapter should be read together with the land-use Policies to locate development where it can be reached easily by foot or public transport. This will make facilities more accessible for everyone, reduce the need to use vehicles for travel and, hence, lessen the impact of transport on the environment. Taken together, the Policies will significantly reduce road accidents. The Government's national planning guidance encourages local planning authorities to adopt such policies.

The City Council's approach to meeting the aims listed above takes the following factors into account:

- The economic viability of the City Centre depends on access and short-stay car parking for many users of private transport. These include people travelling in connection with their business, shoppers and other visitors to the City outside peak periods.
- The growth in car ownership and use predicted by the Government cannot be catered for in cities. It is forecast that car ownership in the City will increase by between 15 and 34% over the period 1991-2006 (see Central Area Integrated Transport Study). Car ownership is not something the Council can influence through its planning policies, but it can influence car use. What is needed is to spread journeys across different forms of transport and across the day.
- Much air pollution in built-up areas is caused by vehicle emissions. More than a quarter (28%) of carbon dioxide emissions in the UK come from road transport. Carbon dioxide is one of the major contributors to the 'greenhouse' effect. Vehicle emissions, therefore, harm the environment both locally and globally. It is necessary to encourage a switch to forms of transport which are more environmentally sustainable.
- 45% of households in Sheffield do not own a car (1991). An even greater percentage do not have regular access to a car.
- There are certain groups of people, such as children and people with disabilities, who are particularly disadvantaged in gaining access to facilities.
- Accidents can be cut most effectively by reducing the number of vehicles on the road, encouraging more use of public transport and reducing the speeds of vehicles. For more information on proposals to reduce the number of accidents, see the annual Road Safety Plan produced by the City Council.

A balance, therefore, needs to be struck between increasing accessibility for different groups of people and the need to conserve and improve the environment. The Policies aim to reverse the decline in the use of public transport in order to:

- improve access to the City Centre at peak times;
- use road space more efficiently; and

- improve the environment;

while recognising the role of private transport for:

- business operations in the City;
- off-peak travel for shoppers and visitors.

The Policies in this chapter will be implemented in a co-ordinated way to achieve the overall aims of the Plan. This is being done first in an area of south Sheffield to demonstrate the benefits to be gained. The South Sheffield Demonstration Project (commonly known as 'The Wedge') covers a part of the City with dense housing development through which major radial roads carry large amounts of traffic. This is described further in the City Council's report, *Integrated Transport: South Sheffield Demonstration Corridor*, Department of Land and Planning, Sheffield City Council, 1991.

Proposals for the City Centre resulting from the Central Area Integrated Transport Study are incorporated into the Plan. These are integrated with the land-use planning Policies and aim to help the regeneration of the City Centre. The options considered in the Study are described further in the City Council's report, *Sheffield Central Area Integrated Transport Study*, Department of Land and Planning, 1994.

PROMOTING PUBLIC TRANSPORT

Public transport is the key to the Plan's strategy for making the City more accessible. Policies T1 to T6 outline the main improvements which are proposed.

T1 PROMOTING PUBLIC TRANSPORT

Greater use of public transport will be encouraged and promoted, especially for journeys to work, by:

- developing a network of bus-priority routes; and**
- supporting Supertram proposals and improvements to local rail services; and**
- promoting park-and-ride facilities; and**
- improving public transport access into and within the Central Shopping Area; and**
- ensuring that road layouts facilitate the efficient provision of public transport services; and**
- encouraging development to locate where it can be served adequately by the existing public transport network; and**

Definitions

'Public transport' - includes buses, trains, trams and taxis. Public transport vehicles are owned by a wide variety of publicly and privately owned companies and community organisations.

'Supertram' - as for Policy T3, page 255.

'Park and ride' - as for Policy T6, page 257.

'Central Shopping Area' - as for Policy S1, page 183.

(g) promoting and supporting improvements to the quality of public transport services including improvements to access for people with disabilities.

Reasons for the Policy

Because public transport uses less road space than private cars carrying the same number of people, it enables greater efficiency in the use of available road space. This is especially true of peak times when congestion is currently a problem, which could get worse, particularly around the City Centre. So greater use of public transport is essential to regenerating the economy and environment of the City.

Public transport causes less air and noise pollution than private cars carrying the same number of people, and is a safer way of travelling.

Any measures to promote public transport will benefit the large numbers of people in Sheffield who do not have access to a car.

Encouraging development to locate where it can be served by the existing public transport network will help to maintain and enhance these services.

Measures to promote public transport will also enable more people to get into the countryside around Sheffield.

Strong support for this approach was expressed by many individuals and organisations during public consultation on the draft Plan.

Public transport can be operated efficiently if streets and other infrastructure are designed to cater for it and new developments are located where they can be served economically. However, many buses are smaller than in the past and can often use roads suitable for ordinary service vehicles, without the need for special highway design measures. This may help bus services reach more households. The more convenient and efficient the service, the more people will use it.

Since the deregulation of buses in 1986, the City Council has been unable to maintain the co-ordinated and cheap bus network previously maintained by South Yorkshire County Council. However, the measures that are proposed will successfully promote the use of public transport and make it more attractive to people who would otherwise travel by car.

Better quality public transport will encourage and enable more people to use it. Such improvements should include better design of vehicles and existing facilities - particularly to provide access for people with disabilities - and lower pollution emission levels.

How it will be put into practice

By:

Supporting and influencing the policies of the South Yorkshire Passenger Transport Authority on concessionary fares, tendered bus services, support for the local rail network, integration and co-ordination of public transport services, and its other areas of responsibility.

Other information

For access to the countryside, see Out and About in Sheffield's Countryside, Department of Land and Planning, Sheffield City Council, 1987.

For further guidance on facilitating public transport in residential layouts, see Design Bulletin DB32, Residential Roads and Footpaths: Layout Considerations, Departments of the Environment and Transport, 1992.

For further information on public transport, see Policies T2 to T6 below.

Definitions

'South Yorkshire Passenger Transport Authority' - the Authority responsible ►

for overall policy and finance for:

- non-commercial bus services, including evening, early morning, Sunday and special-needs transport;
- the concessionary fares scheme;
- support for the local rail network.

The Authority consists of councillors from Sheffield, Rotherham, Barnsley and Doncaster and is funded by a levy on each Council.

'South Yorkshire Passenger Transport Executive' - the organisation responsible to the Passenger Transport Authority for:

- securing non-commercial public transport services;
- co-ordinating these services wherever possible;
- managing the concessionary fare scheme;
- developing local rail services;
- developing, maintaining and managing bus and rail stations.

'Community Transport' - accessible low-cost transport for individuals and community groups.

Definitions

'Superbus' - high-capacity, low-pollution vehicles with low-floor access.

'High Amenity Zone' - as for Policy T9, page 262.

'Green-wave Technology' - the use of selective vehicle detection technology to ensure that approaching buses trigger the ►

Pressing all public transport operators to improve vehicle design, including access for people with disabilities, extra handrails and non-slip surfaces.

Liaising with the South Yorkshire Passenger Transport Executive to get improved design standards in tender specifications for subsidised bus services.

Supporting improvements by the Passenger Transport Executive, Railtrack and others, at bus stops, Supertram stops, stations and park-and-ride sites, to seating, waiting facilities, baby-care facilities and information systems, including fully accessible provision for people with disabilities.

Supporting and developing community transport initiatives, making City Council vehicles available to community groups where possible, and seeking improvements to driver training in co-operation with community transport groups.

Deciding planning applications.

Encouraging the South Yorkshire Passenger Transport Executive to liaise with bus companies to improve connections between buses and seek the introduction of more cross-city routes.

Encouraging the South Yorkshire Passenger Transport Executive to secure better access to the countryside when services are put out to tender and improved opportunities for people with disabilities to visit the countryside by bus.

T2 PROMOTING BUS USE

Travel by bus will be promoted, particularly by developing a network of bus-priority routes on which buses have priority over private vehicles. The network will complement Supertram and rail routes and provide links:

- (a) **between the suburbs and the City Centre; and**
- (b) **within the City Centre, where a Superbus network will be developed; and**
- (c) **elsewhere where buses are subject to traffic congestion.**










Reasons for the Policy

Traffic congestion disrupts and delays bus services. Bus-priority measures will enable buses to run more reliably and more effectively, making bus travel more attractive for everyone, including people who would otherwise use the private car.

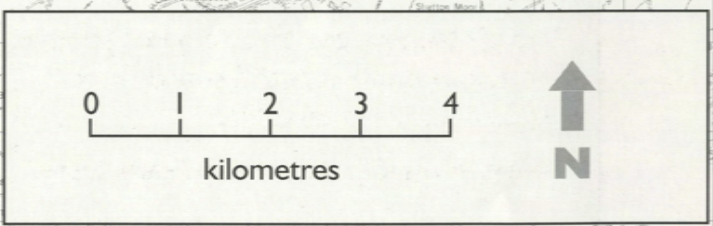
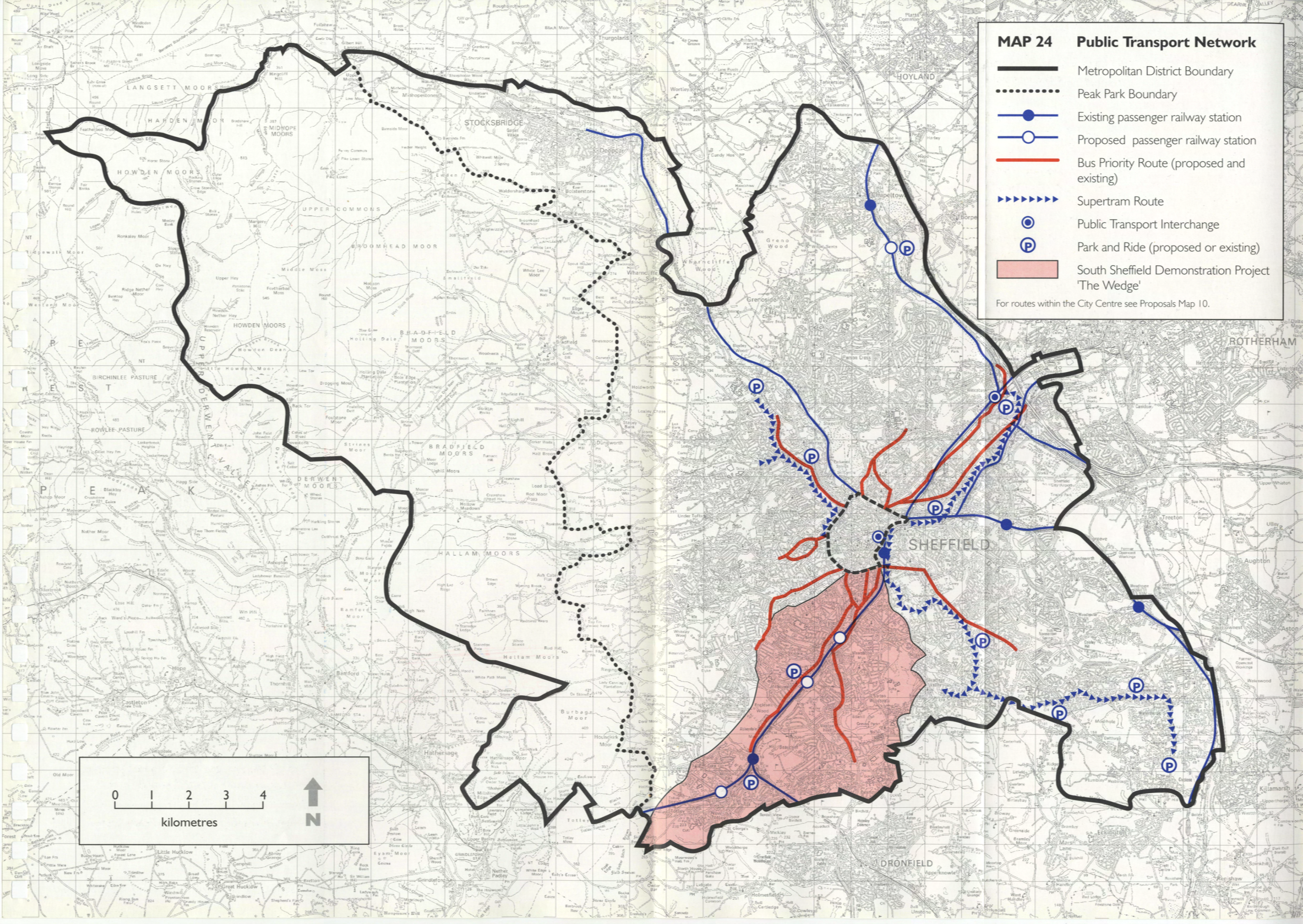
Buses use road space more efficiently than private cars. If buses are used more, the growth in traffic will harm the environment less and more people will be able to get to the City Centre at peak times.

A network of routes will make areas in the City Centre and elsewhere more accessible for bus users.

MAP 24 Public Transport Network

-  Metropolitan District Boundary
-  Peak Park Boundary
-  Existing passenger railway station
-  Proposed passenger railway station
-  Bus Priority Route (proposed and existing)
-  Supertram Route
-  Public Transport Interchange
-  Park and Ride (proposed or existing)
-  South Sheffield Demonstration Project 'The Wedge'

For routes within the City Centre see Proposals Map 10.



There are currently too many buses on the main shopping streets in the Central Area. This adds to congestion and creates a poor environment for pedestrians, bus users and essential access traffic. Within the High Amenity Zone, therefore, bus access will be restricted to high-quality Superbuses.

How it will be put into practice

By:

Introducing a range of traffic management measures to give buses priority in congested conditions.

Creating more bus lanes on existing roads and, where appropriate, within new road schemes, whilst meeting the essential needs of other traffic.

Investigating the feasibility of introducing new types of bus priority measures such as green-wave technology and guided buses in appropriate locations.

Encouraging the development of park-and-ride sites on bus-priority routes (see Policy T6, page 257).

Promoting the use of Superbuses, particularly in the High Amenity Zone in the City Centre (see Policy T9, page 262).

Promoting a high quality shuttle service (using low-floor, low-pollution vehicles) around the High Amenity Zone, linking the Zone with the Interchange, other bus services and public short-stay car parks.

Supporting improvements by the Passenger Transport Executive to facilities such as bus stations and waiting facilities (see Policy T1, page 252).

T3 SUPERTRAM

The Supertram network, promoted through the 1988/1989 South Yorkshire Light Rail Transit Acts, will continue to be supported.

Future extensions to the network will be supported where they would contribute towards a more comprehensive, efficient and environmentally acceptable system of public transport and where the completed development would comply with Policies for the Built and Green Environment as appropriate.

Reasons for the Policy

Supertram is one of the major ways of implementing the City Council's strategy to improve public transport. It has improved access to the City Centre and is comfortable and reliable. It has started to attract people from their cars, particularly during peak periods.

The Supertram system is more accessible than the bus for people with

green light at all traffic signals along a route.

'Guided buses' - buses fitted with guidewheels which extend from the front axle to meet with the walls of a guideway. This enables the bus to operate like a tracked vehicle when within the guideway, and like any other bus elsewhere.

Other information

For the bus-priority routes which are currently proposed, see the Proposals Maps and Map 24 facing page 254. Other routes will be added.

Definition

'Supertram' - a modern, lightweight, single-deck, electric tram. It has about 100 seats with room for wheelchair users, people with pushchairs, and standing passengers. Up to 300 passengers may be carried on a single tram.

Other information

For Policies for the Built and Green Environment, see pages 59-119.

Other information

For the Supertram network, see the Proposals Map and Map 24, facing page 254.

disabilities. It includes low-floor access for wheelchair users.

Supertram is a clean, quiet modern public transport system. A switch from car to Supertram will reduce air and noise pollution.

Supertram will have continuing economic benefits for Sheffield as a whole and, in particular, the City Centre, the Don Valley and the Mosborough area. It has improved accessibility and is acting as a catalyst for regeneration.

How it will be put into practice**By:**

Supporting further development of completed routes which would increase patronage and maximise the benefits of the system.

Implementing further traffic management measures, especially where the trams are running on-street.

Encouraging the development of further park-and-ride sites on Supertram routes (see Policy T5, page 257).

Investigating, with the Passenger Transport Authority, the scope for extending the Supertram network, in consultation with local residents, businesses and the emergency services and taking into account the monitoring study of the initial network to be published by the South Yorkshire Passenger Transport Executive and the Department of the Environment, Transport and the Regions in 1998.

T4 PROMOTING RAIL USE

Improvements to the local rail network, including the provision of new stations, will be encouraged and promoted. Proposals put forward by the South Yorkshire Passenger Transport Authority for new stations at Ecclesfield, Heeley, Millhouses and Totley Brook will be supported.

Reasons for the Policy

The improvement of the local rail network is an important part of the strategy for encouraging people to use public transport.

New stations and improved services will make rail an attractive alternative to the car for travel to the City Centre for many more people.

A switch from car to rail would produce an overall reduction in air and noise pollution.

How it will be put into practice**By:**

Continuing to liaise with the South Yorkshire Passenger Transport Executive on the local Rail Plan, including the provision of new stations.

Liaising with the Passenger Transport Executive and Office of Passenger

Other information

All the local rail services supported by the Passenger Transport Executive are provided ►

Rail Franchising to ensure increasing levels of grant to improve service levels and ensure that numbers and timings of trains meet demand.

Liaising with the Passenger Transport Executive to ensure that the local rail network is as accessible as possible to everyone, including people with disabilities.

Investigating, with the Passenger Transport Executive, the possibility of re-opening passenger services to Stocksbridge and developing new stations at Wadsley Bridge, Deepcar and Stocksbridge.

Protecting both the existing network and disused railway alignments for future use (see Policy T5, below).

T5 PROTECTING RAIL ROUTES

The existing network of rail freight and passenger routes will be safeguarded. Disused railway alignments will be protected for transport uses including recreation purposes.

Reasons for the Policy

Movement of freight by road creates environmental and road safety problems (see Policy T27, page 284).

Improving the passenger rail network is an important part of the strategy for encouraging people to use public transport (see Policy T4, above). This includes maintaining and seeking to expand the existing network. Planning powers can be used to protect the network of routes from development which might prejudice existing or future transport services, but not to ensure the operation of such services.

The linear nature of railway routes offers opportunities for improving transport facilities. This could include extending the Supertram network, introducing guided-bus or expanding the pedestrian and cycle network. These opportunities should be protected.

How it will be put into practice

By:

Continuing to liaise with the South Yorkshire Passenger Transport Executive

Deciding planning applications

Acquiring land as opportunities arise

Supporting, where appropriate, applications for freight facilities grant aid under the Railways Act 1993 (see Policy IB16, page 140).

T6 PARK AND RIDE

Park and ride will be encouraged and promoted at appropriate

by Regional Railways North East. The Office of Passenger Rail Franchising will agree a minimum service level with the Passenger Transport Executive with funding for this coming from central Government to the Passenger Transport Executive.

Definition

'Disused railway alignment' - rail routes shown on the Proposals Map not used by passenger or freight services.

Other information

For protected disused lines, see also Policy T11, page 264, and the Proposals Map.

Definition

'Guided bus' - as for Policy T2, page 254.

Definition

'Park and ride' - a system of car parks outside the City ➤

Centre, linked to the centre by fast, frequent and direct public transport.

Other information

For access to the countryside, see Out and About in Sheffield's Countryside, Department of Land and Planning, Sheffield City Council, 1987.

locations in the suburbs and on the edge of the City, to serve local rail, Supertram and the bus-priority network.

Reasons for the Policy

Park and ride will encourage motorists to leave their cars and switch to public transport, particularly along routes which are heavily congested at peak times. This will also help to reduce pollution and environmental problems.

Park and ride will encourage people travelling to the City by car to take advantage of the improvements to public transport into the City Centre.

The development of a park-and-ride network may enable long-stay car parking in the City Centre to be converted to short-stay (see Policy T23, page 279).

Because Sheffield is a regional centre, used by people from a wide area for work, shopping and leisure, park-and-ride provision on the fringes of the City will help to encourage regeneration without increasing congestion.

Park and ride can also be used to encourage people travelling into the surrounding countryside to use public transport services, reducing congestion, pollution and car parking problems in, for instance, the Peak District.

How it will be put into practice

By:

Developing sites next to the local rail network in conjunction with the Passenger Transport Executive. Sites at Ecclesfield, Millhouses and Dore (Proposals Maps 3, 8 and 9) are currently under investigation.

Investigating park-and-ride facilities at Stocksbridge, Deepcar and Wadsley Bridge if a passenger line to Stocksbridge is opened (see Policy T4, page 256).

Developing sites next to the proposed Supertram network in conjunction with South Yorkshire Supertram Limited and the Passenger Transport Executive. Sites currently under consideration, and shown on the Proposals Maps, are at:

- Cuthbert Bank Road
- Manor Top
- Moss Way/Waterthorpe Greenway
- Halfway
- Birley Lane.

Considering other sites on major commuter routes, e.g. The Arena and Coleridge Road.

Identifying sites alongside the proposed bus-priority network.

Negotiating with developers in the City Centre to make a financial

contribution towards park-and-ride facilities as an alternative to providing parking in the Centre (see Policy CF5, page 173 and Policy T23, page 279).

Promoting the use of facilities with the Passenger Transport Executive, and public transport operators.

Liaising with promoters of schemes to ensure a high standard of design (for landscape design, see Policy BE6, page 65).

Deciding planning applications.

PROMOTING CYCLING AND WALKING

Everyone is a pedestrian at some stage of each journey. Because many trips are over short distances, travelling by foot or cycle is a realistic alternative to using the car for many people. Policies T7 to T11 outline ways in which the environment will be improved for pedestrians (including people with wheelchairs, prams and pushchairs) and for cyclists.

T7 PROMOTING WALKING AND CYCLING

Walking and cycling will be promoted as alternatives to car travel by providing better facilities to make them safer and more attractive activities. In assessing transport and development proposals, particular attention will be given to the needs of pedestrians and cyclists.

Reasons for the Policy

Walking and cycling are cheap methods of travel, available to many, including young people.

They do not harm the environment. In particular, they do not use up non-renewable energy resources or produce noxious emissions. For example, a switch to walking and cycling would lower carbon dioxide emissions, which would help reduce global warming.

A switch from motor travel to walking and cycling would improve people's health. This is a major aim of the Healthy Sheffield 2000 strategy and the consultation, Improving Health in Sheffield and Rotherham: The Transport Challenge.

The Plan aims to locate development where it would reduce the distances people have to travel. This will make it possible for more people to switch to walking and cycling. Already a lot of journeys currently made by motorised transport are over short distances. The most recent National Travel Survey has shown that 59% of car journeys were under 5 miles.

The lack of facilities and unfriendly environment deter many people from walking and cycling - for example, the lack of defined routes, the danger and nuisance from road traffic and the fear and risk of injury in road

Other information

For the Government's national planning guidance on improving facilities for pedestrians and cyclists, see Planning Policy Guidance Note PPG13, Transport, Department of the Environment, 1994.

See also: Our City, Our Health, Healthy Sheffield 2000, 1991, page 41.

Improving Health in Sheffield and Rotherham: The Transport Challenge, Sheffield and Rotherham Transport and Health Group, 1996.

Transport Statistics Report: National Travel Survey, 1993-95. ➤

Government Statistical Service, HMSO, 1996.

Road Safety Plan, Transport Policies and Proposals, 1997-98, Sheffield City Council, 1996, page 49.

accidents or personal assault. Both cyclists and pedestrians are very vulnerable to other traffic. Between 500 and 700 pedestrians are injured or killed on Sheffield's roads each year (1983-94).

Improving the pedestrian environment benefits everyone as everyone is a pedestrian at some stage of all journeys.

Transport schemes and development proposals have frequently concentrated on the needs of car drivers at the expense of those of pedestrians and cyclists. This Policy helps to correct that imbalance by ensuring that full account is taken of all means of transport from the outset.

During public consultation on the draft Plan strong support was expressed by many individuals and organisations for such a policy.

How it will be put into practice

By:

Improving the environment for pedestrians and cyclists, as described in Policies T8 to T11, below.

Easing any potential conflict between pedestrians, including wheelchair users, and cyclists. Designing shared-use areas so as to minimise conflict, where it is not feasible to segregate cycling facilities, in accordance with Government guidelines, and monitoring the use of such areas.

Taking into account the needs of different groups of pedestrians such as people with various disabilities, including wheelchair users, as well as elderly people, women, and parents with young children, and cyclists, and consulting such groups as appropriate.

Deciding planning applications.

T8 PEDESTRIAN ROUTES

The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and new routes and areas created, to form a pedestrian-friendly network throughout the City and provide access to the countryside around Sheffield.

Priority for action will include the City Centre, District Shopping Centres, areas of known poverty and areas with a high proportion of pedestrian accidents. Particular priority will be given to improving links into the Central Shopping Area and between it and the public transport interchange.

Major new developments will be required to include links to nearby existing or proposed pedestrian routes.

Reasons for the Policy

Pedestrian routes form a vital part of the provision for non-motorised transport (see Policy T7, above).

Many people fear for their personal safety on pedestrian routes, for example when they have to use bridges and subways, especially after dark.

Many existing pedestrian routes are inconvenient, and, for some people, impossible to use, for example, when there are steps or long ramps because of changes in level to cross major roads.

Where the environment of pedestrian routes is unpleasant many people simply stop using them. This has happened in parts of the City Centre.

Expansion of the network of long-distance strategic footpaths will give people better access to the countryside around Sheffield (see Policy T11, page 264).

Pedestrian routes into the Central Shopping Area should be attractive and convenient approaches to the heart of the City. The link between the Central Shopping Area and the public transport interchange is particularly unattractive at present, with many steps, unpleasant subways, inconvenient detours and physical barriers, some of which are associated with the Arundel Gate/Eyre Street dual carriageway.

Pedestrian links to new development should be an integral part of new schemes, in which the development and the pedestrian environment are harmonised.

How it will be put into practice

By:

Creating routes which are safe at night as well as during the day.

Creating an attractive pedestrian network into the Central Shopping Area from bus stops and the railway station (including the public transport interchange), car parks, and surrounding commercial, industrial, housing and leisure areas.

Providing surface-level road crossings instead of subways or bridges, and making them safe through thoughtful design.

Taking into account the needs of different groups of pedestrians such as people with various disabilities, including wheelchair users, as well as elderly people, women and parents with young children and consulting such groups as appropriate.

Using traffic features and surfacings as appropriate,

Maintaining footways.

Providing comprehensive signposting and information for pedestrians and publicising pedestrian routes extensively.

Providing and maintaining footpaths, as part of the Countryside Management Service (see Putting the Plan into Action, page 302).

Negotiating access with landowners and entering into legal agreements to create paths.

Achieving the Countryside Commission's Recreation 2000 strategy in Sheffield (having all rights of way open, signed and publicised by the year

Other information

For the design of pedestrian routes, see Policy BE10, page 70.

2000).

Keeping an up-to-date Definitive Map of Public Rights of Way.

Deciding planning applications.

Negotiating with developers and entering into legal agreements to link major developments to pedestrian routes (see Policy CF5, page 173).

Making improvements through regeneration programmes and in partnership with the private sector.

T9 HIGH AMENITY ZONES

Definition

'High Amenity Zones'

- areas where measures to give pedestrians (people on foot or in wheelchairs) preference over motor transport will be combined with measures to create a high-quality built environment and public spaces. The Zones could include areas of major pedestrian concentrations such as shopping centres. The designated City Centre Zone is shown on Proposals Map 10.

Other Information

For the design of pedestrian areas, see Policy BE10, page 70.

In the City Centre High Amenity Zone, improvements will be carried out to pedestrian facilities. New Zones will be designated as appropriate in other parts of the City.

Reasons for the Policy

People travel to the City Centre by various means but, once there, they are all pedestrians. The area designated as a High Amenity Zone in the City Centre contains the streets with the largest numbers of pedestrians.

Some City Centre streets are for pedestrians only, some are for buses, cyclists and local access only, and others are general traffic routes. People on foot vastly outnumber vehicles, and yet more attention has often been paid to the design of routes for traffic than to design for pedestrians.

Providing a high quality pedestrian environment will attract more people to use these areas. This is important if the City Centre is to continue to thrive and compete with new developments, such as Meadowhall, which have a high quality environment for pedestrians.

How it will be put into practice

By:

Keeping the numbers of vehicles as low as possible, particularly in peak pedestrian hours, and taking measures to ensure that vehicles travel slowly.

Taking into account the needs of different groups of pedestrians such as people with various disabilities, including wheelchair users, as well as elderly people, women and parents with young children, and consulting such groups as appropriate.

Monitoring air quality improvements in the City Centre.

Retaining access for cyclists and for vehicles of people with disabilities.

Creating a pedestrian environment which is safe at night as well as during the day.

Making road crossings more convenient for pedestrians by allowing people to stay at surface level.

Introducing traffic calming and traffic management measures in

consultation with businesses, emergency services and local residents.

Restricting bus access in the City Centre High Amenity Zone to Superbuses using prescribed bus-priority routes (see Policy T2, page 254).

Restricting new car parking provision in the City Centre High Amenity Zone (see Policies T21 to T24, pages 276-281).

Giving high priority to maintenance in the Zones (see Policy T19, page 274).

Providing comprehensive signposting and information for pedestrians.

Requiring developers of major schemes to incorporate good pedestrian access and signing, as appropriate (see Policy CF5, page 173).

Making improvements in partnership with the private sector and through regeneration programmes.

Investigating the creation of High Amenity Zones outside the City Centre and the extension of the City Centre Zone, for example to include the transport interchange.

T10 CYCLE ROUTES

The safety, convenience and attractiveness of cycle facilities and routes will be improved and new ones created to make the City cycle-friendly and provide access to the countryside around Sheffield. Priority will be given to improvements in the City Centre and other major commuter routes.

New developments will be required to include cycle links with existing or proposed routes where such an opportunity exists. Cycle parking facilities will be expected in new developments, including at park-and-ride sites and tram stops. The provision of cycle parking facilities will be encouraged at existing major destinations for cyclists, including in the City Centre and at railway stations.

Reasons for the Policy

Cycling is an alternative to motor transport for trips which are too long for walking. It could therefore play a significant part in relieving traffic congestion (see Policy T7, page 259).

The expansion of cycle routes will enable people to get more easily to the countryside around Sheffield and to the regional long-distance network (see Policy T11, below).

Cycle route links to new development should be an integral part of new schemes, in which the new development and its surrounding area are harmonised.

Cycling is a healthy pursuit, particularly where cycle routes are sited away from busy main roads which are polluted by exhaust fumes.

Definition

'Cycle routes' - routes on which cycling will be promoted. They include cycle lanes and long-distance strategic cycle paths (see Policy T11, page 264) and may include the shared use of bus-priority facilities and the shared use of roads which are sufficiently traffic free for cycling to be encouraged there.

How it will be put into practice

By:

Identifying the routes which cyclists prefer to use, into and around the City Centre and to other major destinations, and the journeys which cyclists find the most difficult.

Developing a City Centre network which provides access to all major facilities and links up with long-distance paths (see Policy T11 below). It will include streets little used by traffic and involve specific cycle-priority measures.

Providing more cycle routes with complete or partial segregation from motor traffic. These will have surface-level crossings, where appropriate, and other measures to protect cyclists from road traffic.

Converting subways so that pedestrians and cyclists can share them, especially at roundabouts where no other safe route exists.

Providing a continuing right of way for cyclists, unless there are overriding safety reasons for not doing so, where the right of way for vehicles has been or is to be removed (with or without physical enforcing measures), either at a particular point or over a length of road.

Providing wide bus lanes on major radial routes into the City Centre, for buses and cycles to share.

Including safe and convenient provision for cyclists in all new road schemes promoted by the City Council.

Maintaining cycle routes.

Publicising the network of cycle routes extensively, to encourage its use.

Negotiating with developers and entering into legal agreements to provide cycle routes and signing (see Policy CF5, page 173).

Encouraging the provision of cycle parking at existing major destinations.

Consulting and negotiating to establish designated cycle routes through city parks.

Taking into account the needs of different groups of cyclists, including children, and consulting as appropriate.

Other information

For cycle parking provision in new developments, see *Parking Guidelines*, pages 295-297.

Definition

'Strategic Cycle/Footpath Network' - a network of recreational pedestrian/cycle routes providing access to the countryside around Sheffield, and linking with the regional and national long-distance network. As a general guide, the ►

T11 LONG-DISTANCE PATHS

Long-distance paths will be created as part of a Strategic Cycle/Footpath Network along the following routes:

- **City Centre to Deepcar;**
- **Wincobank to Chapeltown;**
- **Holbrook to Mosborough Parkway;**
- **City Centre to Bowden Housteads Wood;**
- **Bowden Housteads Wood to the Lower Don Valley;**
- **City Centre to Meadowhall (along the River Don);**
- **City Centre to Porter Clough (along the Porter Brook)**

Development which would prevent these paths from being created will not be permitted.

Routes linking other parts of the City with the surrounding countryside will be developed as needs and opportunities are identified.

Reasons for the Policy

The City Council is committed to improving the opportunities for people to take part in recreational activities. Demand is increasing for facilities for walking, cycling, horse riding and nature study.

Redevelopment can provide opportunities to create long-distance routes leading from the Inner City out into the countryside. Disused railway lines also provide ready-made routes and the first three routes proposed use them.

Long-distance paths form part of the Green Network (see Policy GE10, page 98).

A long-distance network of pedestrian/cycle routes will provide better access to the countryside around Sheffield and link with the regional long-distance network, including the Trans-Pennine Trail between the Lancashire and Yorkshire coasts.

How it will be put into practice

By:

Carrying out City Council and other funded programmes.

Deciding planning applications.

Negotiating access with landowners and developers and entering into legal agreements to create paths including as part of developments.

Acquiring land as opportunities arise.

Continuing to support the South Yorkshire Forest initiative (see Policy GE14, page 103).

Assessing the feasibility of developing cycle/long-distance footpath links between Sheffield and the surrounding countryside, including the Peak District, concentrating on the provision of safe routes along existing green corridors.

Taking into account the needs of different groups of pedestrians such as people with various disabilities, including wheelchair users, as well as elderly people, women, parents with young children, and cyclists and consulting such groups as appropriate.

TRAFFIC CALMING

Vehicles can cause problems for pedestrians and cyclists and for people living on busy roads. Measures are proposed to manage traffic in a way that creates a safer and more pleasant environment while allowing access

standard of the paths will vary between 5 metres in width, with segregation between footpath and cycle track, and 3 metres in width where use is shared, although precise widths and the extent of segregation will depend on local conditions.

Other information

*For access to the countryside, see *Out and About in Sheffield's Countryside*, Department of Land and Planning, Sheffield City Council, 1987.*

where it is needed. The Plan's approach to reducing the impact of traffic is set out in Policy T12. Policy T13 describes how this is applied across an area as a whole. Policy T14 describes where traffic calming measures may be carried out more locally. For the Plan's provision for the needs of traffic, see Policies T15 to T25, pages 269-282.

T12 TRAFFIC CALMING

Definitions

'Traffic calming' - reducing the impact of traffic by design or re-design of the physical features of streets. Its aim is to make motorists more aware of their surroundings, minimise danger and nuisance from traffic, reduce vehicle flows and speeds and provide secure and convenient routes for pedestrians. Design features can include road humps, bends, road narrowing, landscaping and changes in the materials and colours of the road surface.

'Strategic Road Network' - as for Policy T15, page 269.

Other information

For further guidance on traffic calming in Housing Areas, see Policy H18, page 167.

For other guidance on traffic calming in residential areas, see Design Bulletin DB32, Residential Roads and Footpaths: Layout Considerations, Departments of Environment and Transport, 1992.

Traffic calming measures will be introduced to reduce the impact of traffic. Priority will be given to new developments and to existing parts of Housing Areas, Shopping Centres and other locations where pedestrians come, or would come, into significant conflict with motor transport. This may include parts of the Strategic Road Network.

Reasons for the Policy

People will continue to make many journeys by car and most freight will be carried by road. But the environmental impact of these journeys can be severe including:

- safety problems for other road users, especially pedestrians and cyclists. Elderly people and children can be particularly vulnerable.
- problems of safety, noise and air pollution for nearby residents, schools and shops.
- heavy flows of traffic which sever communities and make it harder for people to get around on their own.

Traffic calming can:

- stop communities being divided by traffic and make it easier to get about locally.
- reduce the fear, risk and severity of road accidents, through lower speeds, particularly for vulnerable groups of pedestrians.
- reduce vehicle flows by removing through traffic and concentrating it on the most appropriate roads (see Policy T15, page 269).
- provide safe and convenient routes for pedestrians and cyclists.
- improve the environment, including the appearance of streets.
- play a major role in revitalising run-down housing areas, giving the streets back to people.
- enable children to play outside more safely.

Traffic calming measures have been adopted by an increasing number of local authorities and central Government support for them is also increasing.

Such measures are very popular. During public consultation on the Plan, strong support was expressed by many individuals and organisations and many areas were suggested where they could be implemented.

But reducing the impact of traffic on some roads may increase it on others and it is important to ensure that problems are not simply transferred. All the effects of calming proposals will be carefully assessed to ensure that clear overall benefits will result.

How it will be put into practice

By:

Identifying priority areas and sites and carrying out schemes there (see Policies T13 and T14, below).

Including traffic calming measures in planning briefs and design guides for housing, shopping and other development.

Securing contributions from developers for traffic calming where development worsens the environmental impacts of traffic.

Consulting with local residents, businesses and emergency services before the introduction of traffic calming measures.

T13 AREA-WIDE TRAFFIC CALMING

Area-wide traffic calming schemes will be carried out in designated Traffic Calming Areas at Nether Edge, Bramall Lane, Hillsborough, Meersbrook/Heeley, Beighton and in the City Centre, particularly within the High Amenity Zone. Such schemes will be extended to other parts of the City as needs and opportunities arise.

Reasons for the Policy

In these areas, environmental and safety problems can be considered together. Access to the area by traffic which has no need to be there can be restricted, while essential traffic can be calmed.

Traffic calming on an area-wide basis ensures that a problem is not merely shifted from one street to the next.

At Nether Edge, there have been major road safety problems. Heavy on-street parking and the use of narrow residential streets for through traffic have caused a lot of accidents here, especially involving children. This scheme has been substantially completed. It is part of the 'Wedge' project in South Sheffield to demonstrate the advantages of linking improved public transport with traffic calming (see page 252).

There are severe environmental problems in the housing areas surrounding Bramall Lane. Many of these are caused by traffic congestion and the use of the residential streets by through traffic and for on-street car parking by non-residents.

At Hillsborough, the improvement of Penistone Road as part of the Strategic Road Network and the development of Supertram, have removed through traffic from Infirmary Road/Langsett Road. Substantial road safety and environmental benefits are now possible for residents

Definitions

'Traffic Calming Areas' - designated areas in which area-wide traffic calming schemes will be introduced. These schemes may be funded by the Department of the Environment, Transport and the Regions, either because they would reduce road accidents or for broader objectives. The designated areas are shown on the Proposals Map.

'High Amenity Zones' - as for Policy T9, page 262.

over a wide area, including Wadsley and Wisewood. The District Shopping Centre on Middlewood Road at Hillsborough can now be improved. This scheme has been started.

A great deal of through traffic uses the Meersbrook/Heeley area at peak periods. Much of the housing in the inner part of the area fronts straight onto the road and access to play space is limited. This scheme is also part of the 'Wedge' project (see page 252) and has been started.

In Beighton Village, about 70% of vehicles are through traffic. Development pressures in areas around the village could worsen the situation. However, the completion of the Mosborough Parkway Link Road and the Supertram network create the opportunity to alleviate the impact of traffic and improve the environment and safety for residents.

Improvement of the City Centre environment is a priority. Traffic calming will help to improve accessibility for pedestrians and cyclists. This will benefit routes between the Central Shopping Area and the public transport interchange (see Policy T8, page 260) and help create the quality of pedestrian environment which is needed to regenerate the City Centre.

How it will be put into practice

By:

Introducing area-wide accident reduction schemes and traffic calming schemes into Traffic Calming Areas, in consultation with local residents, businesses and emergency services. (Any alteration requiring a Traffic Regulation Order brings with it a statutory requirement to consult.)

Redesigning streets to improve the quality of the pedestrian environment.

Removing vehicles which do not need to be in the area and making essential vehicles travel slowly.

Introducing 20 miles-per-hour zones.

Creating areas within the City Centre, where vehicles are banned at certain times, and designing access loops which remove through traffic while providing for vehicles which need direct access.

Continuing road safety studies to develop long-term solutions.

T14 ENVIRONMENTAL TRAFFIC MANAGEMENT MEASURES

Environmental traffic management measures will be carried out where area-wide traffic calming cannot be carried out and where they would:

- (a) minimise the danger and nuisance caused by through traffic in residential and other environmentally sensitive areas; or**
- (b) give priority to selected types of transport, in particular**

Definitions

'Environmental traffic management measures' - measures to reduce the volume and nuisance of through traffic in environmentally sensitive areas and focus traffic onto the most suitable routes.

buses and cyclists; or

- (c) **concentrate through traffic onto the most suitable roads; or**
- (d) **minimise the problem of parking by non-residents in residential areas around major destinations, such as the City Centre, the Universities and the hospitals.**

Reasons for the Policy

The impact of traffic is reduced by removing through traffic from environmentally sensitive areas and concentrating it on the most appropriate roads (see Policy T15, page 269).

Giving priority to buses and cyclists at particular locations can help to use road space more efficiently and favour forms of transport which benefit the environment.

Traffic management can provide short-term relief from the environmental impacts of traffic until resources are available for area-wide traffic calming schemes.

Parking by non-residents in residential areas near major destinations is often for commuting and therefore long-stay. It reduces the space for parking by residents and works against measures to discourage the use of private vehicles at peak times (see Policies T21 to T25, page 276-282).

How it will be put into practice

By:

Introducing Traffic Regulation Orders for measures like restricting heavy goods vehicle movement, road closures, and banning particular turning movements. (Any alteration requiring a Traffic Regulation Order brings with it a statutory requirement to consult.)

Introducing access and speed restrictions to discourage through traffic and make what remains less of a hazard.

Using the Urban Traffic Control system.

Extending the use of residents' parking permits.

ROADS

Some traffic which is taken out of Housing Areas and Shopping Centres will need to be provided for on other roads. Policies T15 to T19 show how the road system will be managed and, where necessary, extended to cater for both public and private transport.

T15 STRATEGIC ROAD NETWORK

Traffic will be concentrated onto a limited number of roads

Other information

For reducing the traffic impact of mineral or waste disposal operations, see Policy MW7, page 245.

Definitions

Traffic Regulation Orders' - legal orders which allow or restrict the movement of vehicles within the highway.

'Urban Traffic Control system' - a centrally managed system of traffic signal controls, operated by the City Council.