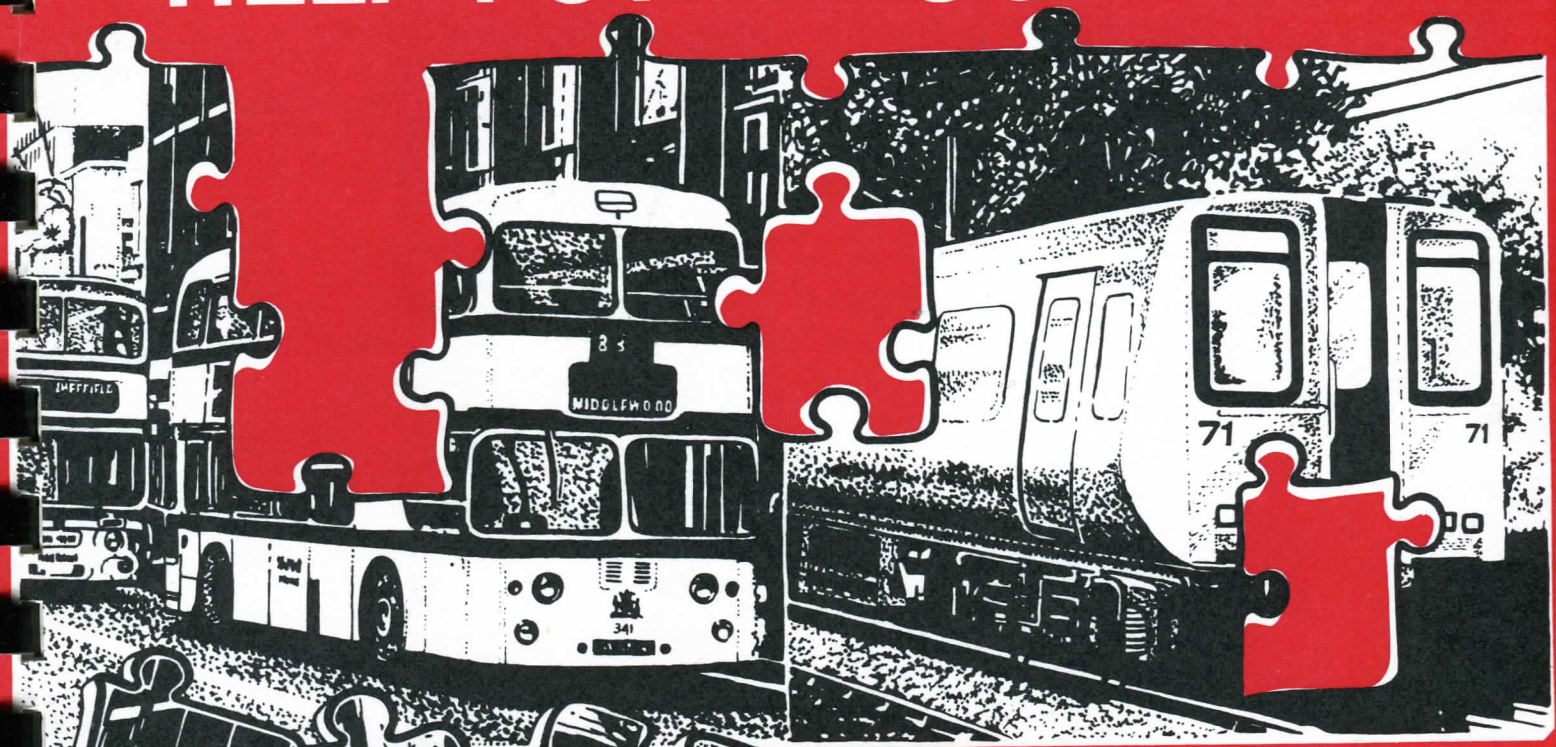
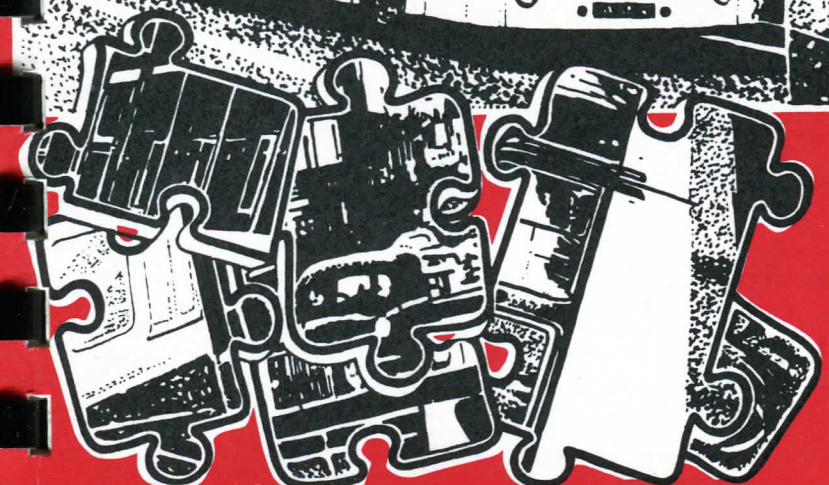
TRANSPORT PLAN KIT

HELP PUT IT TOGETHER





South Yorkshire County Council · Sheffield/Rotherham Land Use Transportation Study

TRANSPORT PLANNING KIT

GUIDELINES FOR MEMBERS OF LOCAL GROUPS

Please read ALL of this page before starting.

(1) This Kit is designed to help **your group** record its corporate views

(2) Read Section I **(WHITE PAPER)** and think about how you would reply to Questionnaires A and B in Section II **(BLUE PAPER)**

(3) **NOW MEET AS A GROUP AND DECIDE ON A JOINT REPLY**

(4) Your Group Secretary has been given a **PINK REPLY FORM.**
This contains Questionnaires A and B and a Record Sheet.
He or she should:—

(i) Fill in your final group decisions (on Questionnaires A and B)

(ii) Fill in the Record Sheet

(iii) Send the completed **PINK REPLY FORM** with any other comments to:—

The Project Manager,
Sheffield/Rotherham Land Use Transportation Study,
9, Staniforth Road,
Sheffield S9 3HB.

As soon as possible, but not later than 30th June 1975.

If you have any queries, contact Simon Coventry or Roger Donnison at the above address or telephone Sheffield 43907.

SECTION I – WHAT IS THIS KIT ABOUT?

WHY YOUR VIEWS ARE NEEDED

In 1972 the local authorities in the area and central Government invited a team of consultants to join with local staff to investigate the future transport needs of Sheffield and Rotherham Districts. This enterprise is called the Sheffield/Rotherham Land Use Transportation Study. The findings will be an important element feeding into the South Yorkshire Structure Plan, in which you may already have been involved. After two years' work the Study Team have come forward with a plan for transport improvement. This has taken account of earlier public involvement in the Study when people were asked to outline the problems as they saw them and to suggest possible solutions. **The plan which has been prepared is provisional: it can be changed. As yet, the local authorities are not committed, and they and the consultants are anxious to assess public reaction to the proposals.**

The Provisional Plan involves expenditure of about £55,000,000 between now and the mid-1980's. This is a great deal of money, but it isn't enough to solve all the problems. Deciding what to include in the Plan and what to leave out is therefore far from easy. The Study Team hope that their provisional recommendations reflect community preferences – whether they do is for you to say. This Kit is designed to help your group tell us what you think.

INSTRUCTIONS

(1) We recommend that you read the rest of Section I to find out about the Provisional Plan, the assumptions behind it and the choices involved in deciding on it. If you want more details on the proposals, various supplements are available on request. These are listed in the Appendix to Section I on page 15.

(2) Think about what you would like to see included in the Plan and what you would prefer to see left out. Section II is provided for you to record your views. It also provides an opportunity to comment on the conclusions made by the Study Team in producing their Provisional Plan.

(3) We recommend that your group meets to try and reach agreement about what the Plan should be, either for the area which you know or, if you feel able to do it, for Sheffield and Rotherham as a whole. In doing this, please remember that we are working to a budget of about £55,000,000 available for investment in transport.

(4) We suggest that one person should fill in your group's response on the **PINK REPLY FORM.**

WHAT IS THE PROVISIONAL PLAN?

The Plan is an interrelated set of proposals for improved bus services, traffic management, better train services, new and improved roads, and measures to mitigate the harmful effects of traffic.

An important feature is that the road network – including some new roads – is managed so as to keep buses free from traffic congestion and to give relief to shopping and residential areas suffering from through traffic.

Using the system of bus priorities, it is proposed that bus frequencies be increased. In addition, better circular services, new and improved local bus services and better late evening services are recommended. These improvements mainly benefit the inner areas. To improve public transport from the outer areas, substantial investment in an improved rail system is proposed.

Even with new roads, traffic management and bus improvements, considerable numbers of people on the main roads will continue to suffer heavy traffic. The Plan therefore includes specific remedial measures consisting of sound-proofing houses and additional pedestrian crossings.

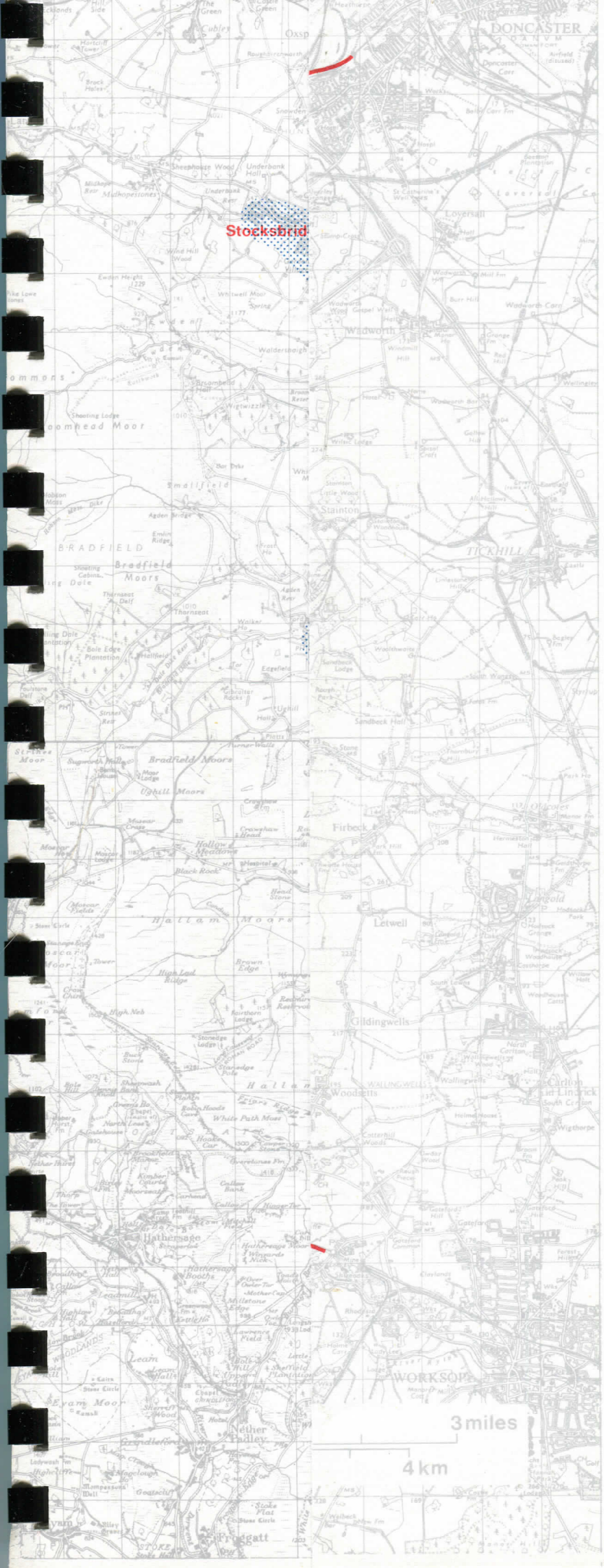
The Provisional Plan has been developed after more than two years' study, in the course of which many conclusions have been drawn and judgements made. The most fundamental are:

Building enough new roads to allow unimpeded car travel in the peak hours is not the best use of available funds, but congestion will occur unless other steps are taken

New roads are only justified if they benefit public transport passengers, the environment and motorists

Generally, investment in public transport yields more benefits to the public than expenditure on roads, and in order to make the most of this expenditure it is important to ensure that public transport is not held up by traffic congestion.

From outer areas generally, public transport services are poorer than in urban areas. The provision of new facilities is therefore important, particularly if the move to the suburbs continues.



Rail system

Electrified lines

Other lines with increased frequency

Railway station

Bus service improvements

Increased frequencies including limited stop services

Local services/rail feeders

New bus station

New or improved circular bus services

PROVISIONAL PLAN – RECOMMENDED PUBLIC TRANSPORT INVESTMENT

MAP 1

BUS IMPROVEMENTS

Increased frequencies

Generally, a 15-20% increase on today's frequencies is recommended.
Most services are expected to be one man operated. In peak periods the extra buses (£1.8m) and staff are needed to carry increased numbers of passengers. At other times the number of buses needed simply to carry the loads is obviously much less, but since the running costs of buses are quite low, it makes sense to increase frequencies during the day as well. Frequencies of late evening services would also be very much improved.

New and improved services

Circular services would be improved more than services generally.
Proposed routes are shown on Map 1. Frequencies would range from every 15 minutes on the inner routes to every 30 minutes on the outer services.

New or much improved local bus services are proposed in the outer areas. These would generally link residential areas to local shopping centres and, in some cases, to the local rail station. The areas served by these routes are indicated in Map 1, which also shows the recommended rail system.

A second bus station is recommended in Rotherham, adjacent to a new Central Railway Station. The cost of the bus station and associated interchange facilities would be £0.25m.

Fares and Subsidy

The emphasis in the Plan is on improving public transport rather than keeping fares down. However, the circular and late evening services and the local buses are not expected to be financed entirely from fares. A subsidy of £1.0m per annum is proposed to cover these services. Concessionary fares for children and Old Age Pensioners would continue to be met from another source.

The Study Team recommend that generally fares should be set to cover operating costs. What this could mean for bus passengers is best illustrated by an example. In 1972 it cost 6p to travel 3 miles by bus. If, between 1972 and 1986, services were to be cut by a further 30% – in line with trends over the last few years – then the same journey could cost 9p (at 1972 prices). The Provisional Plan involves an **increase** in bus frequencies of 15-20% compared to today. The fare for a 3 mile trip would be 10p. The increase from 6p to 10p is similar to the expected growth in real wages and slightly less than the anticipated change in the cost of motoring.

TRAFFIC MANAGEMENT

The Plan incorporates a variety of management measures to meet a number of different purposes. These include parking controls; bus priority measures; the arrangement of roads, bus routes and pedestrian precincts in central areas; and other schemes designed to protect residential and shopping areas from through traffic.

Parking

Limitations on all day parking are proposed in the centre of Sheffield and the University/Hospitals area immediately to the west of the centre. These measures are intended to discourage work journeys by car which contribute to congestion and are capable of being well served by public transport. Parking is expected to make a profit between now and the mid-1980's of about £2.5m.

Bus Priority

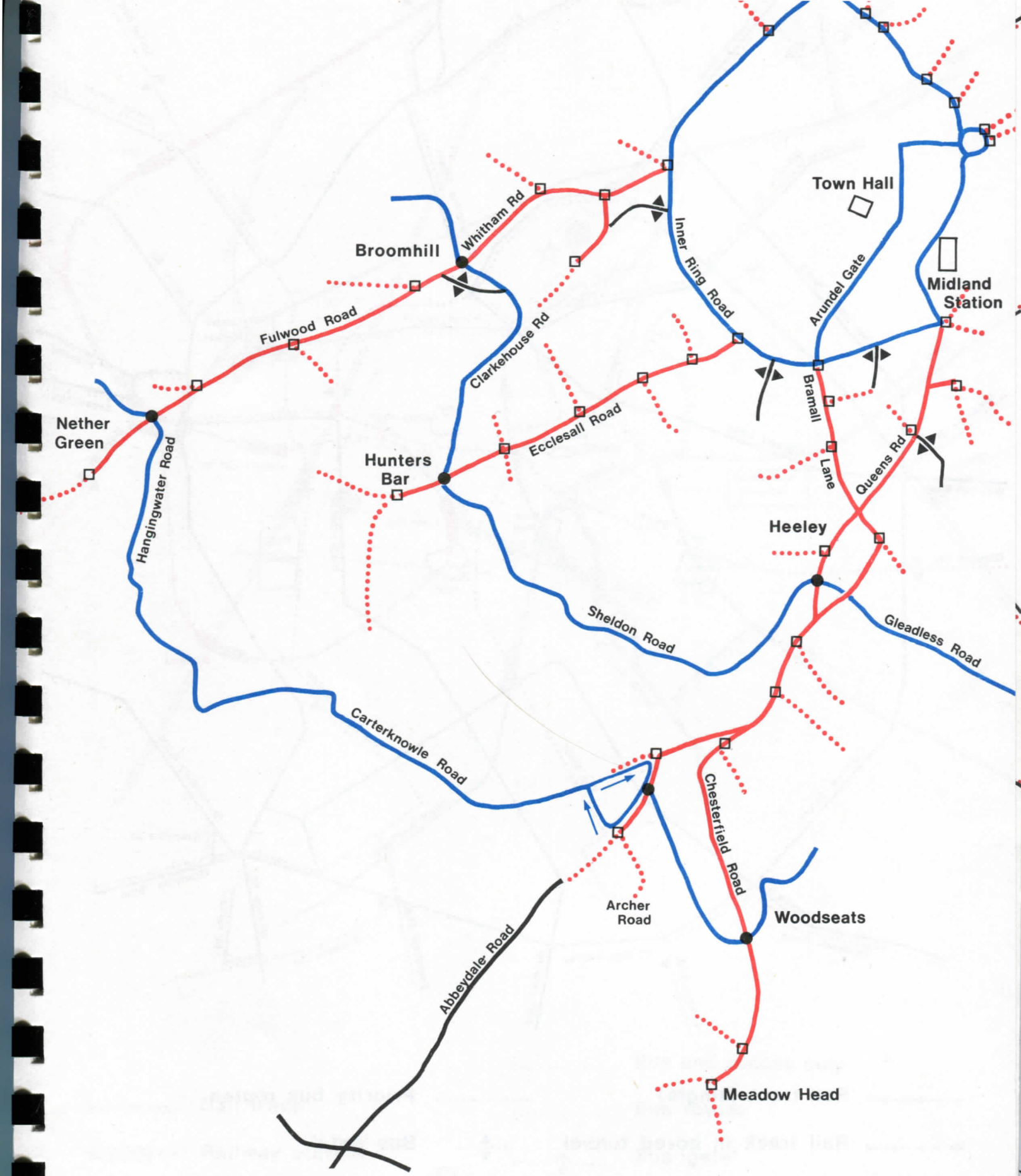
Parking controls alone cannot eliminate rush hour congestion. Management of the road system is needed to ensure bus priority at these times. The Plan therefore includes a system of bus lanes (£1.0m), bus and access only streets, and Area Traffic Control to achieve this. All these measures are aimed at speeding up buses and making them more reliable.

The Area Traffic Control (ATC) system would operate in the peak periods only. It is illustrated in Map 2. ATC would cover the sector of Sheffield between (and including) Chesterfield Road and Fulwood Road. The basic principle is that main radial roads acting as bus routes should be free from congestion and entry into these roads is carefully controlled by a co-ordinated system of traffic signals. Buses get on to the main roads at points separate from cars and other private vehicles. The queueing resulting from too many cars is therefore made to take place on the side roads rather than on the main roads where congestion would interfere with buses.

The total delay to a motorist on a journey should not be markedly greater with ATC than without it, but the wait on the side roads at the beginning of the journey could be as much as 20 minutes. Today, delays on the main roads can be as much as 10 minutes, normally affecting buses as well as cars. ATC would eliminate delay to buses.

In order to avoid an intolerable number of signals, a large number of side roads would have to be closed or made one-way off the main road. These restrictions, together with controlled traffic signals, would discourage or prevent motorists from cutting through from one main road to another, and living conditions in inner residential areas should therefore be improved.

ATC is expected to cost £1.0m.



Main orbital routes

Main radial routes

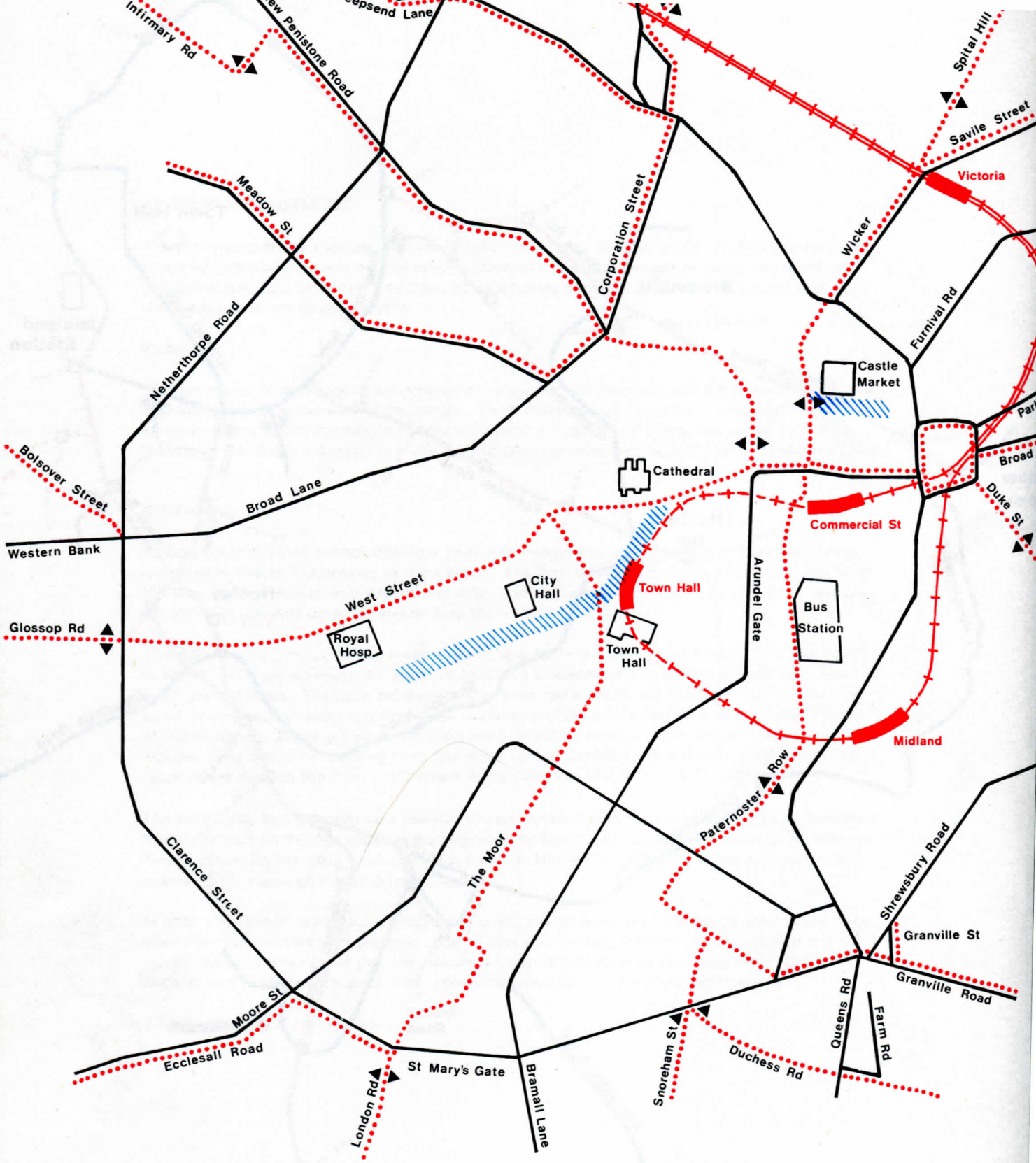
Queueing points

Entry point to A.T.C. zone

Intersection of orbital & radial
(No turn towards city in a.m. peak hour)

Bus–only gate

AREA TRAFFIC CONTROL SYSTEM MAP 2



Rail track (single)

Rail track in bored tunnel

Railway station

Priority bus routes

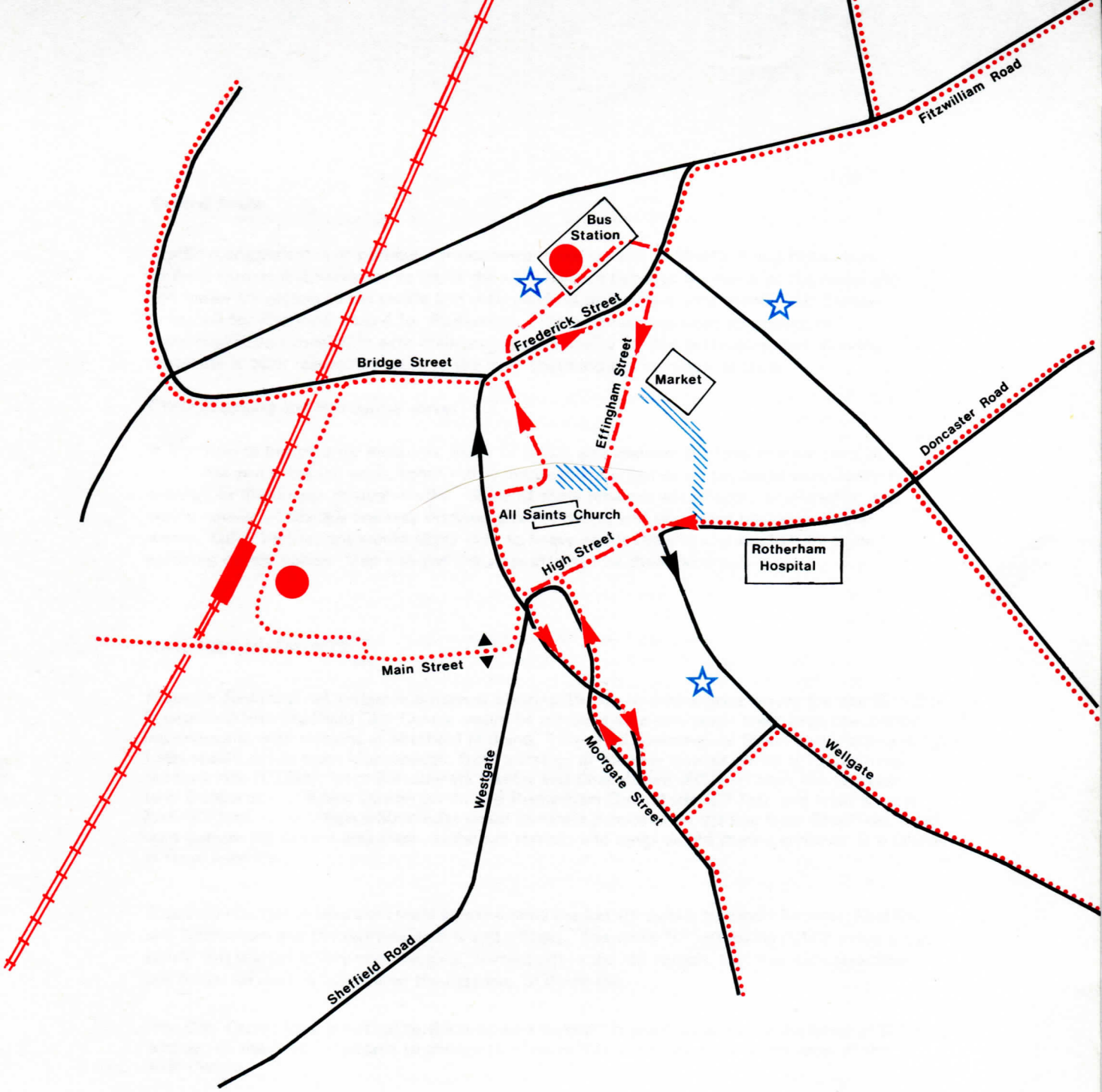
Bus 'gate'

Major highway routes

Pedestrian only streets

PROVISIONAL PLAN - SHEFFIELD CENTRAL AREA

MAP 3



Rail track

Railway station

Bus station

Major car park

Bus and access only

Bus routes

Bus 'gate'

Major highway routes

Pedestrian only streets

PROVISIONAL PLAN - ROTHERHAM CENTRAL AREA

MAP 4

Central Areas

Traffic management is of particular importance in the centres of Sheffield and Rotherham. In these centres it is necessary to strike the right balance between the needs of bus passengers and motorists getting to the centre and their needs as pedestrians once there. Map 3 shows proposals for Sheffield; Map 4 for Rotherham. The emphasis has been on maximum pedestrianisation consistent with maintaining accessibility for bus passengers, and allowing motorists to park reasonably close to the main shopping and commercial areas.

Other Shopping and Residential Areas

In addition to bus priority measures, many of which also improve the local environment in residential and shopping areas, other traffic management schemes are proposed specifically to prohibit or discourage through-traffic. Some of these schemes would apply to all traffic, and would consist of devious one-way systems, street closures and associated paving and other works. Other restrictions would apply only to heavy goods vehicles and would have to be enforced by the police. Map 5 shows the areas affected by these proposals.

RAIL IMPROVEMENTS

An electrified local rail system is proposed offering 15 minute frequencies during the day (£19.0m). Penetration into Sheffield City Centre would be achieved by a new single track loop line, partly underground, with stations at Sheffield Midland, Town Hall, Commercial Street and Victoria (£7.2m). Lines would run in from Mosborough, from a station at the new district centre (£1.0m); from Stocksbridge (£0.3m); from Barnsley via Elsecar and Chapeltown (£0.8m); from Mexborough (and Doncaster) via a new station on the old Rotherham Central site (£3.7m); and from Kiveton Park (£1.3m). In addition a 30 minute diesel service is proposed on the line from Dronfield, which does not use the central area loop. Local rail services and buses would share a common fare system as far as possible.

Expected changes in land use create an expanding market for public transport between Sheffield and Rotherham and the outlying towns and villages. The scope for improving public transport to satisfy this market is very considerable. Investment in the rail system, together with associated bus feeder services, is considered the best way of doing this.

The City Centre loop is critical to the proposed system. It provides access to the heart of Sheffield and avoids the need for people to change to a bus at Midland or Victoria on the edge of the City Centre.

ROAD SCHEMES

Map 6 shows the locations of major road schemes included in the Plan. We would emphasise again the provisional nature of the proposals.

New Roads in Sheffield

Map Ref. 1. **Completion of the Sheffield Inner Ring Road** involves new dual carriageways on Hoyle Street (£0.3m), approximately on the line of Ball Street (£0.6m), along Nursery Street and Blonk Street (£1.0m), on St. Mary's Road, St. Mary's Gate and Clarence Street between Granville Square and Upper Hanover Street (£2.4m), and along Upper Hanover Street itself (£1.0m). All junctions are at ground level. Congestion on the Inner Ring Road is avoided by controlling the rate at which vehicles enter from the radial roads. Investment in the Inner Ring Road provides additional road space for cross town journeys. It allows the street system in the City Centre to be used principally for access to that area, and it provides the opportunity to give buses adequate priority in peak periods.

Map Ref. 2. **The extension of Furnival Gate** between Furnival Square and Granville Square (£0.4m) provides better road access to the City Centre from the south-east and allows other streets to become bus and access only (e.g. Paternoster Row).

Map Ref. 3. **A new dual carriageway road from Herries Road to Shalesmoor** (£2.7m) relieves part of the existing Penistone Road, which can then be used for access to adjacent industry. It also allows Infirmary Road and Langsett Road to be used principally for buses and access, and it provides the opportunity to prohibit all vehicles, except buses, from passing through Hillsborough shopping centre on Middlewood Road.

Map Ref. 4. **A dual carriageway Mosborough Expressway** is proposed from Parkway to Drakehouse together with a single carriageway road from Drakehouse to Halfway (£6.5m). This investment helps promote the development of Mosborough. It produces fewer environmental benefits than some of the other road schemes, but it does relieve the A616 through Mosborough Village, Frecheville and Manor Top. The Expressway is not used by public transport, and it would in fact run parallel to the proposed rail service to Mosborough.

Map Ref. 5. **In the south of Sheffield** the proposals are the widening of Bramall Lane to a dual carriageway (£0.3m), a dual carriageway Heeley By-pass (£1.4m), a new link across from Abbeydale Road to Chesterfield Road (£0.7m) and widening of Ecclesall Road to a dual carriageway between the Inner Ring Road and Pear Street (£0.4m). These schemes are associated with a policy of channelling traffic on to Chesterfield Road, Bramall Lane and Queen's Road and on to Ecclesall Road. This allows Shoreham Street and London Road to be used for buses and access only.

Map Ref. 6 **Completion of the Outer Ring Road** to dual carriageway standard between Shepcote Lane and Meadowhead (£2.0m) provides effectively an eastern outer ring road, allowing through traffic to by-pass inner Sheffield. Area Traffic Control on the radial roads to the south of the city would promote the use of the Outer Ring Road.

New Roads in Rotherham

Map Ref. 7. One proposal in Rotherham is a **new single carriageway road between Fenton Road and the Rotherham Inner By-pass** (£0.8m). Considerable redevelopment has taken place in Masbrough on the assumption it would go ahead. The other road proposal in Rotherham is a single carriageway **extension of the Inner By-pass from Sheffield Road to the Parkway** (£0.8m). Both schemes improve links between Rotherham and M1.

Map Ref. 8. **Single carriageway by-passes are proposed to the north and east of Wath town centre** (£0.1m). These will relieve congestion in the centre to the advantage of shoppers and buses, at relatively low cost and with little disruption and disturbance.

Design standards

In almost every case these new roads would be designed with ground level junctions and would be no wider than two lanes in each direction. The costs quoted allow for landscaping, footbridges and subways, and noise barriers, as well as sound insulation of houses and other compensation required by the Land Compensation Act 1973.

Road Improvements

A series of junction improvements, minor widenings and re-alignments are also included in the Plan (£1.5m). The main ones are on the A57 east of M1; between Halfway and Eckington; on Clifton Lane, Rotherham; Barrow Road, Wincobank; Hagg Lane in the Rivelin Valley; and in Broomhill. These are recommended for a variety of purposes: the promotion of particular routes for car traffic, safety reasons, and for allowing buses to run on routes which would otherwise be unsuitable.

REMEDIAL MEASURES

Two kinds of remedial measure are proposed on existing main roads – sound insulation of dwellings and additional pedestrian crossings. Generally, this expenditure is not connected directly with remedying the undesirable side effects of other proposals, but is a reflection of the Plan's definition of a main road network. As far as possible this network has been chosen to minimise the harmful effects of traffic. Nonetheless, some people will continue to live and shop on these roads, and they have to be crossed to reach buses, schools, and so on. The investment is aimed at making poor conditions more tolerable, when more radical improvements are not possible.

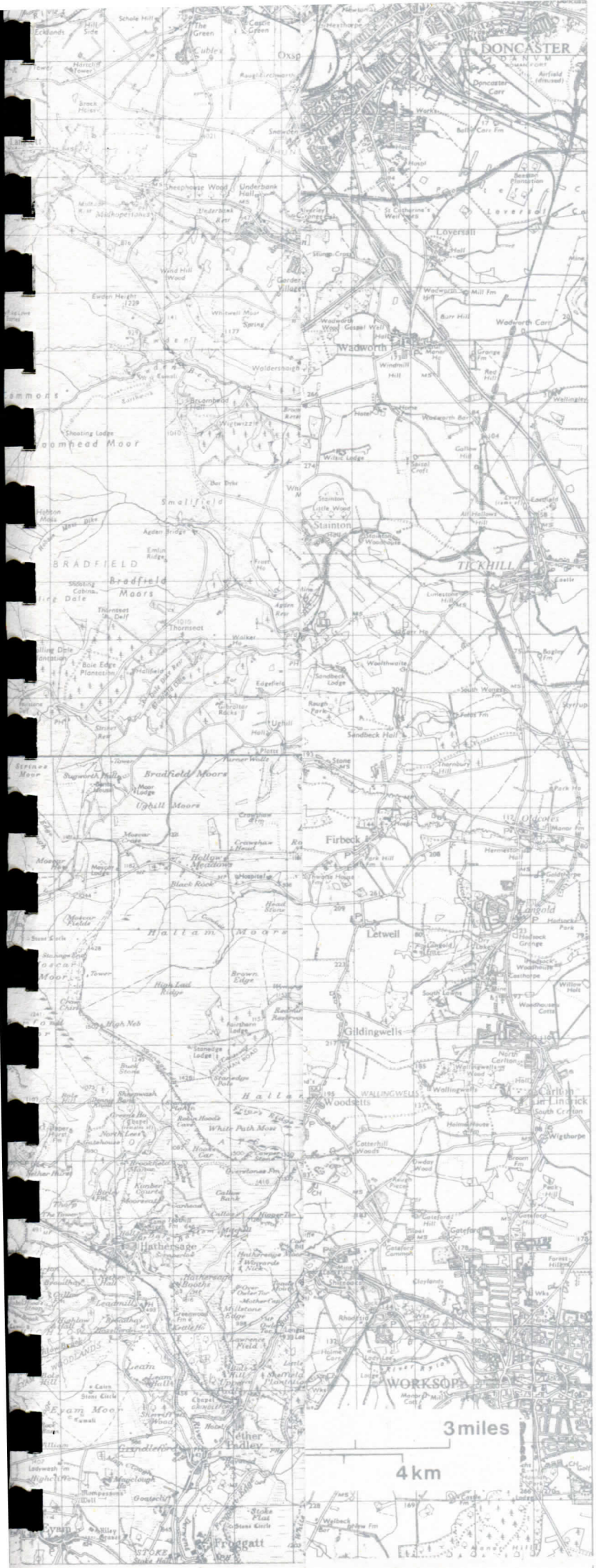
The Study Team suggest that funds be made available for sound-proofing all dwellings suffering traffic noise above a specified level (£1.8m). There are no Government regulations covering the granting of funds for this purpose, and at present there is no local policy on the subject. Any local initiative would obviously set a precedent for the remainder of South Yorkshire and for the country as a whole. The proposal is therefore controversial.

Approximately 120 new pedestrian crossings are proposed (£0.3m). It is envisaged that most of these would be signal controlled and would be set to allow people time to cross in comfort.

ALLOCATION OF EXPENDITURE ON PROVISIONAL PLAN

	£m.
Bus improvements	10.8
Traffic management (including bus lanes and Area Traffic Control)	3.5
Rail improvements	19.0
New roads and road improvements	22.9
Remedial measures	2.1
	58.3
Less profit on parking	2.5
TOTAL	£55.8m

Costs are at 1972 prices.

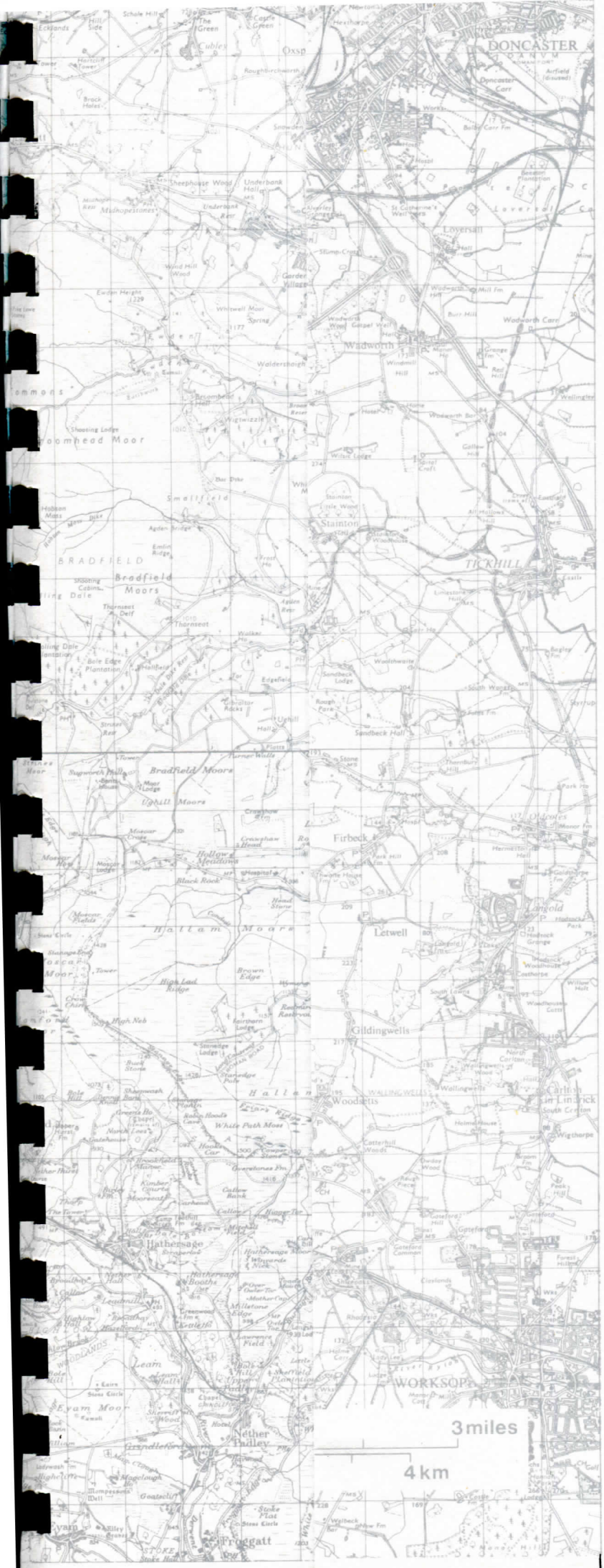


Areas where through traffic excluded or discouraged by traffic management

Streets where heavy lorries banned

PROVISIONAL PLAN – TRAFFIC MANAGEMENT TO IMPROVE ENVIRONMENT

MAP 5



Investment in highways

Major road network

Minor improvements

Area traffic control

PROVISIONAL PLAN — HIGHWAY INVESTMENT

MAP 6

WHAT ASSUMPTIONS HAVE BEEN MADE ABOUT FACTORS AFFECTING TRAVEL NEEDS?

People's travel needs and the amount of travelling they do depend on a number of factors. The most important are the degree of separation of homes and jobs, and the amount of money available to buy cars and pay for travel.

HOMES

The number of people living in the area is expected to change very little, but it is anticipated that the numbers living in the inner urban areas will continue to decline and that increasingly, people will move to outlying areas (e.g. Kiveton Park, Bramley). This change in the balance of population will entail an increase in the distances which people travel to work, since employment is unlikely to disperse with population to any significant extent, despite new industrial estates.

JOBS

It has been assumed that more people will work in office jobs, many of them in the centre of Sheffield, and the numbers employed in manual jobs are expected to decrease. This shift in the structure of employment is expected to add to the numbers travelling to and from the City Centre during peak hours.

ECONOMIC FACTORS

The Plan has been developed in response to changes anticipated up to the mid 1980's. Forecasts of economic factors have been particularly important.

Personal incomes were assumed to increase 2.8% per annum faster than prices generally.

Car ownership was expected to increase so that by 1986 60% of households would have use of one or more cars compared with 40% in 1972.

The **number of vans and lorries** was assumed to increase at 1.6% per annum.

Between 1972 and 1986 **petrol prices** (inclusive of tax) were assumed to rise 3% per annum faster than prices generally.

Wage levels for bus and rail staff were assumed to increase at the same rate as average personal incomes – 2.8% per annum faster than prices generally.

FORECASTS OF TRAVEL

Taking account of all these changes the amount of travel has been forecast to increase substantially, with much of the growth being associated with cars, vans and lorries travelling outside the peak hours.

Any of these assumptions could turn out to be incorrect, to varying degrees. With this in mind, the Study Team are currently examining how well the Provisional Plan stands up to changes in the assumptions.

WHAT HAS BEEN LEFT OUT OF THE PLAN?

The Provisional Plan implies choices not only about what to include but what to leave out or defer. **A number of proposals examined by the Study Team but not included in the Plan were very beneficial and might well have been recommended if more money had been available.** Some of the excluded road schemes were more controversial, producing significant benefits, but not without disturbance and disruption to adjacent areas.

TRAMS

The largest investment seriously considered but eventually omitted from the Plan was a modern tramway system serving the busiest public transport routes in Sheffield (£21.0m). Map 7 shows the network which it is feasible to build before the mid 1980's. Much of it would have been segregated from other traffic. The system would have used the type of light, articulated, single deck tram currently in use in a number of continental cities.

Advantages of tramways over buses

Higher productivity per driver due to larger vehicles and higher speeds. Costs of operation are therefore lower.

Electric traction gives better acceleration and comfort, is not dependent on oil supply and creates no fumes.

Shorter stopping times per passenger due to larger number of doors and use of boarding platforms when on segregated rights of way.

The system can eventually be put underground in the City Centre.

Able to get away quicker in traffic.

Disadvantages of tramways compared with buses

Require much more capital investment and would take several years to construct.

Staffing and maintenance difficulties of introducing a new form of public transport.

Lack of flexibility: buses can operate on most roads but a tram is restricted to specific routes.

Road capacity is reduced in some cases, and road maintenance costs are higher with trams.

Cyclists would have difficulty with tram tracks.

Overhead wires could be unsightly.

Breakdowns would be more disruptive, although less frequent.

On narrow streets bans on parking and loading may be necessary.

EXPRESS BUSES

Another public transport investment which was considered and excluded (in favour of rail) was a new express bus system (£7.0m). The pattern of services envisaged is shown on Map 7.

Advantages of express bus over rail

Much less capital investment with only slightly higher operating costs.

More flexible in routeing and therefore better able to serve new markets.

Less interchange required because the bus can get within walking distance of more homes.

Disadvantages of express bus compared with rail

Penetration of Sheffield City Centre would be less than with the rail loop.

The number of express buses required would present problems of capacity in the centre of Sheffield.

Express buses are not independent of conditions on the road system; they would require road investment and additional priority measures.

Express buses are generally slightly slower than rail, are less comfortable and need more manpower to run.

PEDESTRIAN PRECINCTS

Both Sheffield and Rotherham District Councils wish to see more pedestrian precincts in their central areas than the Provisional Plan envisages. However, the removal of all traffic, including buses, from shopping streets in the interests of safety and convenience can be in conflict with allowing a high standard of access to shopping centres for bus passengers. The Provisional Plan opts for good public transport access, but this does not rule out some widening of pavements and other improvements.

In Sheffield a pedestrian precinct on The Moor between Furnival Gate and Cumberland Street would require a substantial diversion of buses and lead to a reduction of road capacity on Eyre Street. However, the buildings fronting The Moor all have rear access and pedestrianisation could be complete with all attendant advantages.

In Rotherham there are strong pressures for pedestrianising College Street, Effingham Street and, to a lesser extent, High Street, to the exclusion of buses. As in Sheffield, diverting buses would increase operating costs and reduce people's accessibility to the town centre.

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ROAD SCHEMES

A number of additional road schemes were considered for inclusion in the Plan. Most would have helped relieve shopping or residential areas of traffic, but there were also disadvantages. These schemes, which are shown in Map 7, are described below.

Sheffield

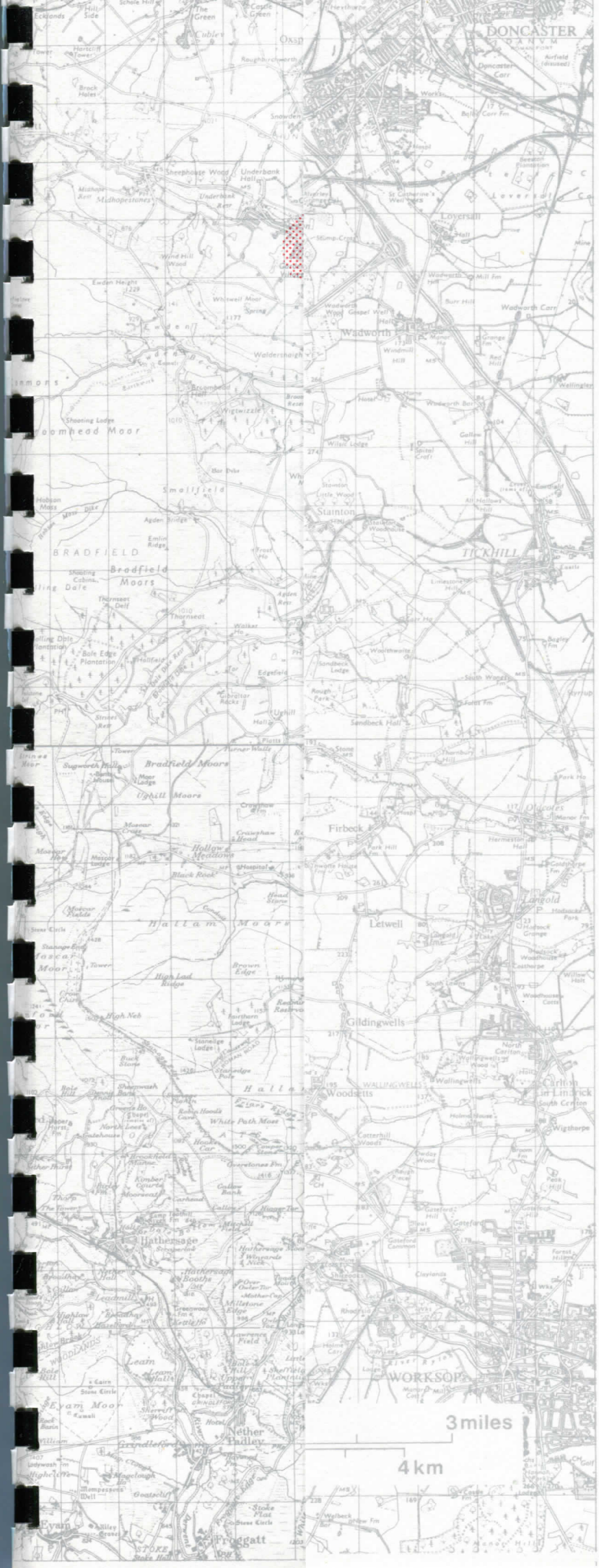
Map Ref. 1. Building a new section of the **Inner Ring Road between Park Square and Granville Square** (£4.7m) would allow Sheaf Street and Suffolk Street to be used principally for access to the central area. It would probably relieve Shrewsbury Road and possibly Arundel Gate. However, if additional road capacity is to be created to the east of the City Centre, flyovers would be needed at either end of the new link, and at Park Square this could conflict with the proposal for a rail loop. Moreover, with some minor alterations Sheaf Street and Suffolk Street should have the capacity to carry the anticipated traffic flows.

Map Ref. 2. A new road from **Middlewood Road North to Penistone Road at Wadsley Bridge** (£0.5m) would divert A616 traffic away from Hillsborough and would make it easier to implement the proposal to make the main shopping street (Middlewood Road) bus and access only. The new road might make industrial access more difficult along some parts of the widened Clay Wheels Lane.

Map Ref. 3. **Broomhill By-pass** (£1.0-2.0m) would allow all traffic except buses and some servicing vehicles to be excluded from the shopping centre. Pavements could be widened substantially. However, the new road would require demolition of housing, some of it very attractive, and there would be difficulties in ensuring a satisfactory junction with Crookes Road. Unless the road was built in cutting – the more expensive scheme – there would be problems of severance.

Map Ref. 4. **Woodseats By-pass** (£1.3m) would also allow the widening of pavements in a shopping centre, although it is likely that buses would continue to use the existing Chesterfield Road and access for front servicing would still be required for many of the shops. Some houses and other properties would have to be demolished for the new road, but it would be relatively unobtrusive. Existing conditions in Woodseats are bad: worse than Broomhill, because of the many heavy lorries that use A61.

Map Ref. 5. **Fir Vale By-pass** (£1.0m) would divert traffic away from a much smaller shopping centre than Broomhill or Woodseats, but some housing would also benefit in Fir Vale. Traffic through Fir Vale includes a very high proportion of heavy goods vehicles. The main disadvantage of the scheme is that it involves the demolition of a large number of houses. It also has the effect of encouraging the use of the northern section of the Outer Ring Road, something which the Study Team have been anxious to avoid. For example, the Plan includes a proposal for a heavy lorry ban on a section of Herries Road.



Highway schemes

Tramways

On street

Segregated

Express bus system

SOME PROPOSALS EXCLUDED FROM THE PROVISIONAL PLAN

MAP 7

Rotherham

Map Ref. 6. **The East-West Link** (£4.3m), together with the Mosborough Expressway, would reduce the amount of traffic on the A57 through Aston and Swallownest. However, it would not eliminate problems of noise and danger on A57, and the amount of traffic on the new link would be insufficient to justify its cost. The Plan includes a proposal for a heavy lorry ban to the east of Aston, the alternative route being via M1 and Parkway.

Map Ref. 7. Widening of **Bawtry Road through the railway bridge at Canklow** (£0.5m) would improve a dangerous junction with poor sightlines. However, the opening of the link between Bawtry Road and M1 is likely to reduce traffic volumes at this junction.

Map Ref. 8. **Parkgate By-pass** (£1.1m) would relieve a shopping centre, but one which is considerably less thriving commercially than Woodseats or Broomhill. The new road would take some of the best housing in the area, and it does not by-pass Rawmarsh, just to the north.

APPENDIX TO SECTION 1

SUPPLEMENTS AVAILABLE FROM THE STUDY TEAM ON REQUEST

No. 1 **CENTRAL SHEFFIELD**

No. 2 **EAST SHEFFIELD** including Park, Darnall, Attercliffe, Tinsley, Handsworth, Aston, Dinnington, Hackenthorpe, and Mosborough.

No. 3 **SOUTH SHEFFIELD** including Gleadless, Woodseats, Greenhill, Dore, Totley, Sharrow and Nether Edge.

No. 4 **WEST SHEFFIELD** including Ecclesall, Fulwood, Broomhill, Crookes and Walkley.

No. 5 **NORTH SHEFFIELD** including Hillsborough, Stannington, Stocksbridge, Fir Vale, Firth Park, Wincobank, Ecclesfield and Chapeltown.

No. 6 **ROTHERHAM** including Aldwarke, Greasborough, Thorpe Hesley, Brinsworth, Bramley and Maltby.

No. 7 **DEARNE VALLEY** including Wath, Swinton and Rawmarsh.

No. 8 **AREA TRAFFIC CONTROL**

IS THE PLAN BASED ON SOUND CONCLUSIONS?

The Provisional Plan has been arrived at after a long and fairly complex process of comparing and assessing various ways of improving transport in Sheffield and Rotherham. Along the way a number of important conclusions have been drawn, based partly on analysis and partly on professional judgement. These conclusions underpin the Provisional Plan. You may or may not agree with them, and the strength of your agreement or disagreement may vary.

INSTRUCTIONS

1) We suggest that you consider the conclusions set out below and then meet to discuss your ideas with the rest of the group. It may help your discussion if you fill in Questionnaire A on page 17, but your final group reply should be sent in on the **PINK REPLY FORM.**

2) You can show how much you agree or disagree with the statements by placing a tick in the appropriate box on Questionnaire A. For instance, if you 'strongly agree", tick the box on the extreme left, or if you 'strongly disagree' then tick the box on the extreme right. The other three boxes allow you to indicate a less strongly held view. Space is provided for any additional comments you may want to make.

3) It is very likely that not everyone in the group will agree about where the tick should be placed, and on the **PINK REPLY FORM** there is space for you to say how much agreement there was within the group.

QUESTIONNAIRE A ON CONCLUSIONS

CONCLUSIONS	Agree Strongly	Agree	Don't Know	Disagree	Disagree Strongly
1. 'The greatest benefits to the public from transport investment are achieved through expenditure on public transport.'		✓			
2. '**Improvements** to public transport services are a better use of available funds than general subsidy of fares.'		✓			
3. 'Public transport is in greater need of improvement from the outer areas than within Sheffield and Rotherham.'			✓		
4. 'If money is to be spent improving rail services, it would not be satisfactory to leave people to catch buses into the City Centre from Midland and Victoria Stations.'					✓
5. 'Investment in new roads to cater for more rush hour travel by car produces smaller benefits (than public transport improvement) and is therefore a less efficient use of resources.'		✓			
6. 'Some new roads are essential to reduce the conflicts between buses and other road traffic and to secure relief to areas suffering the harmful effect of traffic.'		✓		✓	
7. 'Stringent control of commuter parking in Sheffield centre and adjacent areas is required to minimise traffic congestion and reduce the need for new roads and traffic management.'		✓			

SECTION II

	Agree Strongly	Agree	Don't Know	Disagree	Disagree Strongly
8. 'Motorists must accept additional restraint if this is necessary in order to ensure that buses are unimpeded by congestion.'		✓			
9. 'Motorists and commercial vehicle operators will have to accept longer, less convenient journeys if restrictive measures are needed to keep extraneous traffic out of areas where it is presenting a serious threat to local living standards.'		✓			
10. 'Pedestrian precincts in town centres should not be introduced if bus passengers are seriously disadvantaged as a consequence.'			✓		
11. 'Where serious problems of traffic noise, danger and delay continue to exist on roads which must unavoidably function as major routes, expenditure on remedial measures is justified in order to make conditions tolerable.'		✓			

COMMENTS

WHAT SHOULD THE PLAN INCLUDE?

You may think that the Study Team have got the plan wrong and excluded some things you would like to see included. We would like to know what they are and why you think they are worthwhile. They may include some of the proposals listed in the last part of Section 1, but they don't have to.

On the other hand, you may think there are proposals in the Plan which should not be included whatever the available finances. If so, we would like to know what they are and why you are against them.

This may be as far your group wish to go if you only feel able to comment on proposals as they affect the area with which you are familiar. However, choices about allocating limited financial resources for transport have to be made for Sheffield and Rotherham as a whole. This involves comparing one form of socially desirable expenditure against another. If you can do this, you will have given meaning to the title of this document – a Kit.

INSTRUCTIONS

Questionnaire B on the **PINK REPLY FORM** allows your group to say what you think the Plan should contain. We suggest that you consider this before meeting with the rest of the group. Again, it is likely that not everyone will agree about the content of the Plan, and there is space on the Reply Form to record how much agreement there was among the group.

QUESTIONNAIRE B ON THE PLAN

WHAT SHOULD BE ADDED TO THE PLAN?

Proposal	Reasons

WHAT SHOULD BE TAKEN OUT OF THE PLAN?

Proposal	Reasons

HOW SHOULD THE MONEY BE ALLOCATED?

Item	Provisional Plan £m	Your Plan? £m	Comment
Bus improvements	10.8		
Traffic management	3.5		
Rail improvements	19.0		
Other public transport	–		
New roads and road improvements	22.9		
Remedial measures	2.1		
Sub-total	58.3		
Less profit on parking	2.5		
TOTAL	£55.8m	£55.8m	

COMMENTS

WHAT HAPPENS NEXT?

1) While the public are commenting on the provisional transport plan, the Study Team themselves are carrying out a number of other tests on the plan – mainly to determine its flexibility under differing conditions. Then during July the Provisional Plan will be reviewed and, if necessary, amended in the light of public comment and these tests. After further tests, the Study Team will then present their preferred transport plan to the South Yorkshire Council in the autumn of this year.

2) The County Council will then itself consider whether to adopt the plan or not. Views expressed by the public to the Study Team and during the preparation of the Structure Plan will be one important factor they will be taking into account; other factors will be the reactions of the Sheffield and Rotherham District Councils to the plan and its implications for different aspects of the Structure Plan.

3) If, after this period of discussion, the County Council decides to adopt all or part of the transport plan, it will then be taken account of in such things as:

(a) The Structure Plan, which will provide a planning framework for the area for the next 10-15 years.

(b) Local Plans, which will be prepared by the District Councils within the framework set by the Structure Plan.

(c) The Passenger Transport Authority and Executive's Plans, which will contain proposals for the financing and operating of public transport in the area over the coming years. The PTE will therefore be responsible for implementing proposals for public transport.

(d) The Transport Policy and Programme, which is the County Council's annual statement of proposed transport expenditure in the area. As the highway authority the County Council is responsible for roads and traffic management.

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