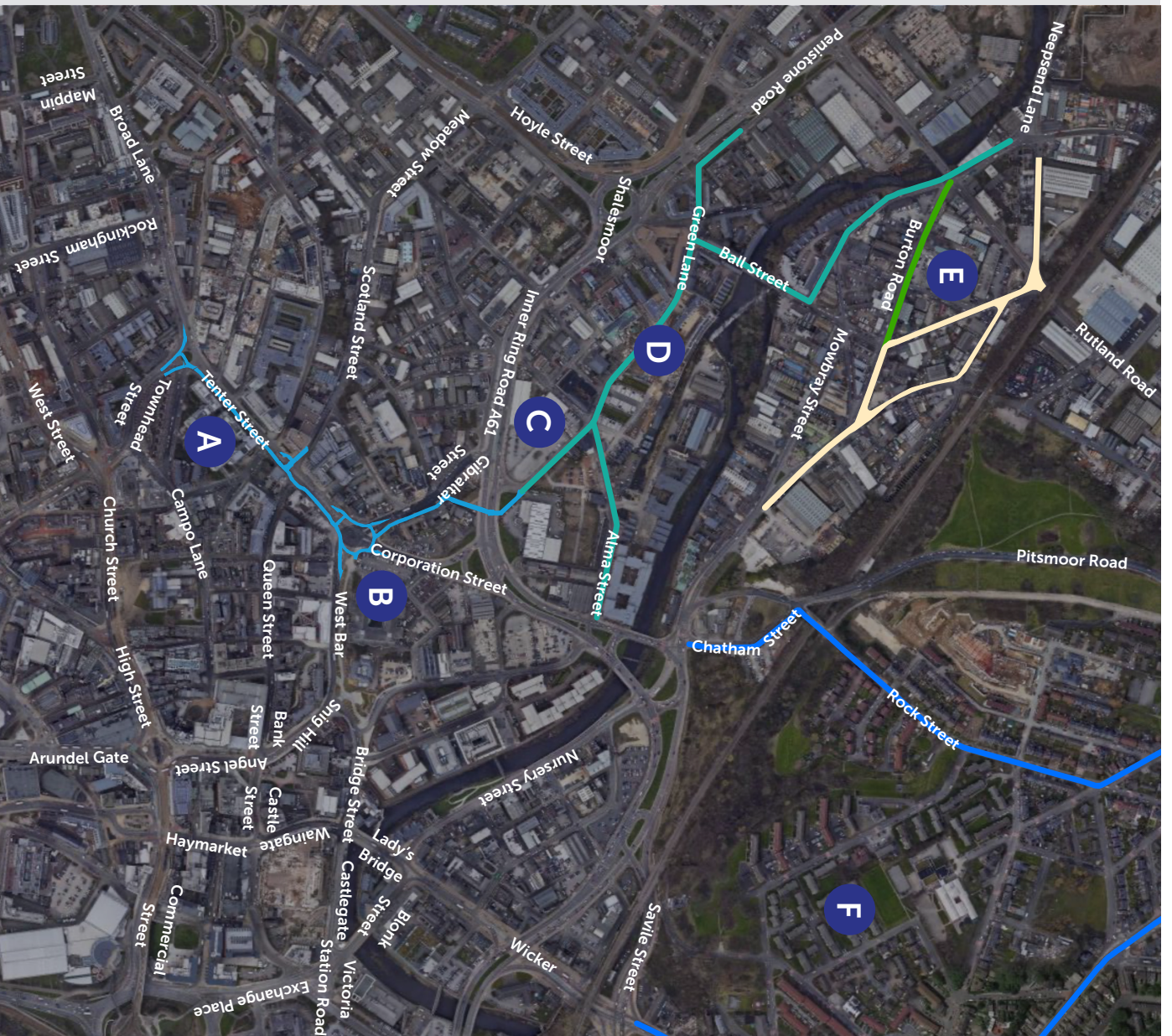




Neepsend-Kelham-City Centre: Scheme Overview

Key

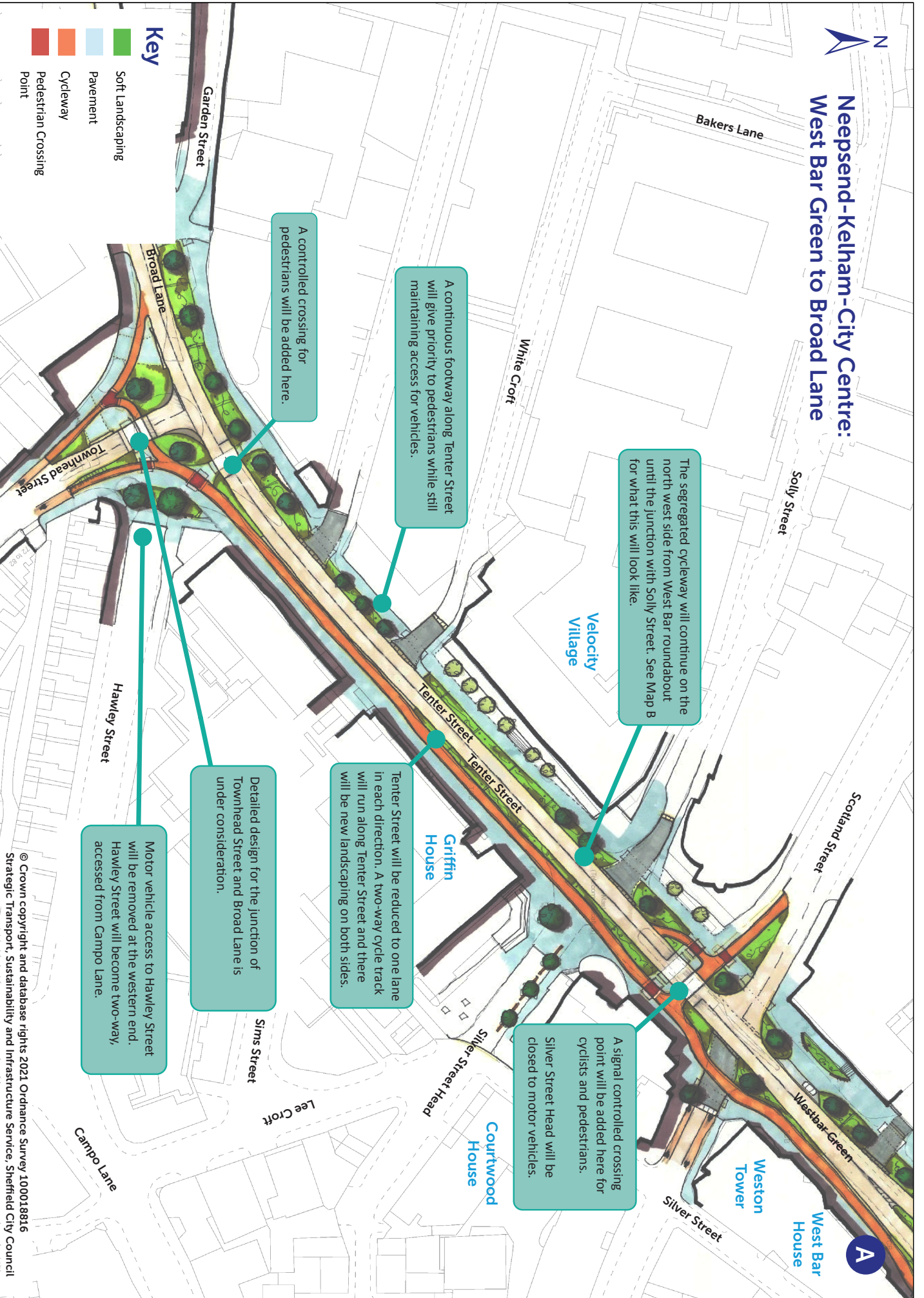
- Re-routed B6074
- Bus priority
- Continuous walking route
- Segregated cycle route
- Primary cycling and walking route option through Neepsend/Kelham





Neepsend-Kelham-City Centre: West Bar Green to Broad Lane

A



The segregated cycleway will continue on the north west side from West Bar roundabout until the junction with Solly Street. See Map B for what this will look like.

A continuous footway along Tenter Street will give priority to pedestrians while still maintaining access for vehicles.

A controlled crossing for pedestrians will be added here.

A signal controlled crossing point will be added here for cyclists and pedestrians. Silver Street Head will be closed to motor vehicles.

Tenter Street will be reduced to one lane in each direction. A two-way cycle track will run along Tenter Street and there will be new landscaping on both sides.

Detailed design for the junction of Townhead Street and Broad Lane is under consideration.

Motor vehicle access to Hawley Street will be removed at the western end. Hawley Street will become two-way, accessed from Campo Lane.

- Key**
- Soft Landscaping
 - Pavement
 - Cycleway
 - Pedestrian Crossing Point



Neepsend-Kelham-City Centre: West Bar Roundabout

B

Car Park

There will be a two-way cycle track between the Inner Ring Road and West Bar roundabout and new green spaces will be added between the cycle way and the highway.

There will now be paving outside the museum in order to retain access to their front doors.

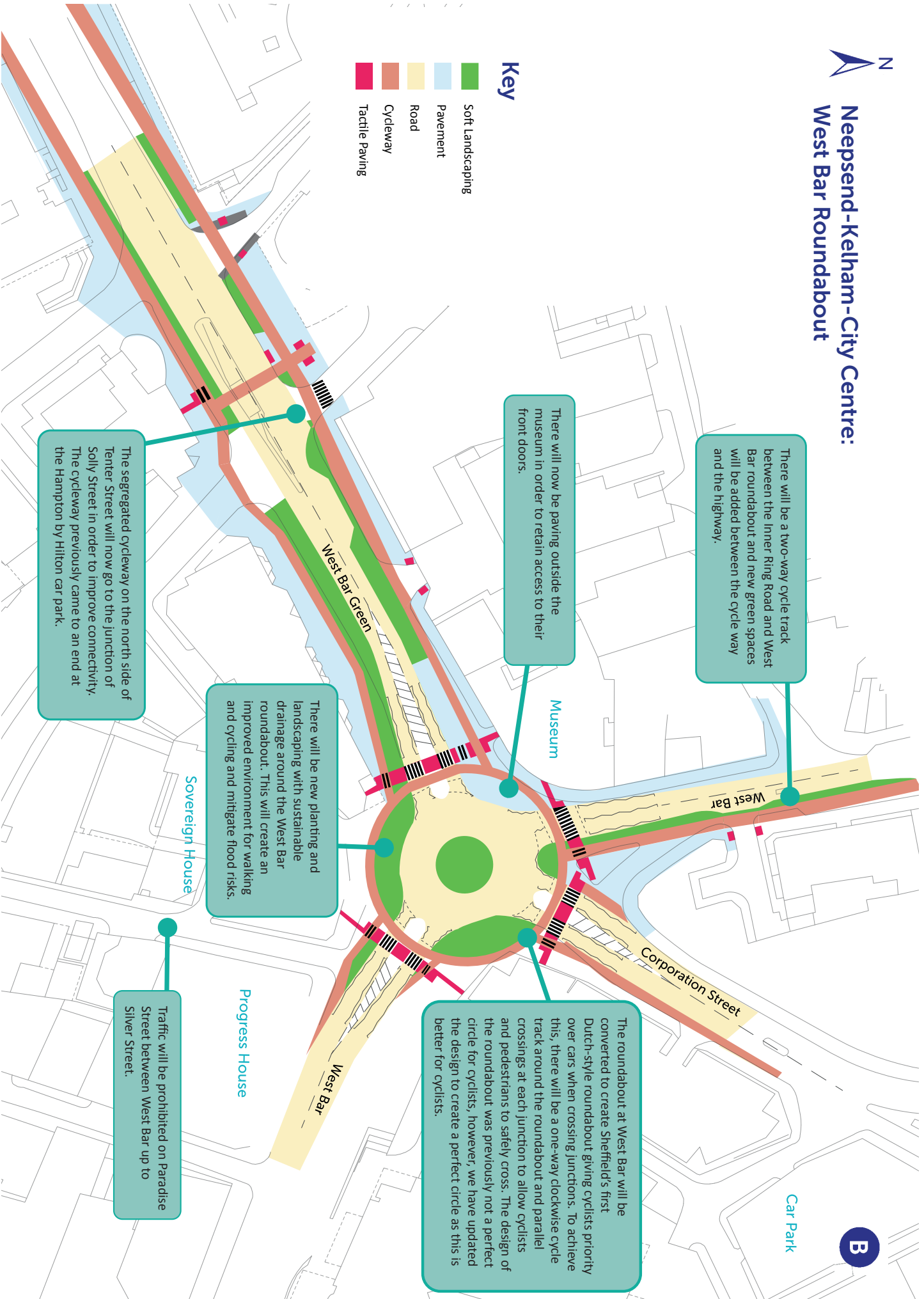
The roundabout at West Bar will be converted to create Sheffield's first Dutch-style roundabout giving cyclists priority over cars when crossing junctions. To achieve this, there will be a one-way clockwise cycle track around the roundabout and parallel crossings at each junction to allow cyclists and pedestrians to safely cross. The design of the roundabout was previously not a perfect circle for cyclists, however, we have updated the design to create a perfect circle as this is better for cyclists.

There will be new planting and landscaping with sustainable drainage around the West Bar roundabout. This will create an improved environment for walking and cycling and mitigate flood risks.

The segregated cycleway on the north side of Tenter Street will now go to the junction of Solly Street in order to improve connectivity. The cycleway previously came to an end at the Hampton by Hilton car park.

Traffic will be prohibited on Paradise Street between West Bar up to Silver Street.

- Key**
- Soft Landscaping
 - Pavement
 - Road
 - Cycleway
 - Tactile Paving









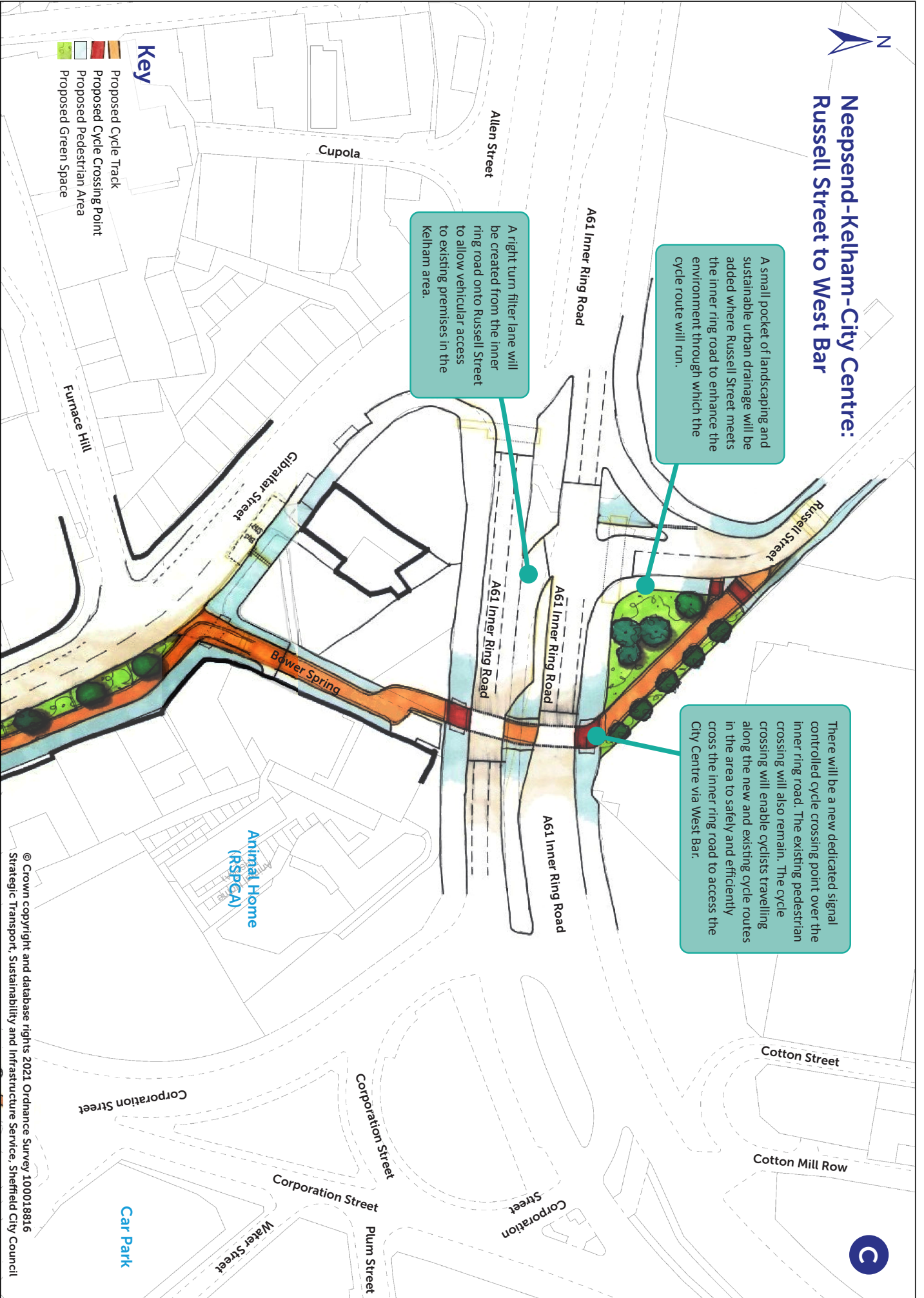
Neepsend-Kelham-City Centre: Russell Street to West Bar

A small pocket of landscaping and sustainable urban drainage will be added where Russell Street meets the inner ring road to enhance the environment through which the cycle route will run.

There will be a new dedicated signal controlled cycle crossing point over the inner ring road. The existing pedestrian crossing will also remain. The cycle crossing will enable cyclists travelling along the new and existing cycle routes in the area to safely and efficiently cross the inner ring road to access the City Centre via West Bar.

A right turn filter lane will be created from the inner ring road onto Russell Street to allow vehicular access to existing premises in the Kelham area.

- Key**
-  Proposed Cycle Track
 -  Proposed Cycle Crossing Point
 -  Proposed Pedestrian Area
 -  Proposed Green Space





Neepsend-Kelham-City Centre: Kelham Travel Routes



From this junction, Green Lane will become one-way to motor traffic towards the Inner Ring Road but contra-flow cycling will be allowed.



Ball Street will remain closed to through motor traffic across the bridge over the River Don.

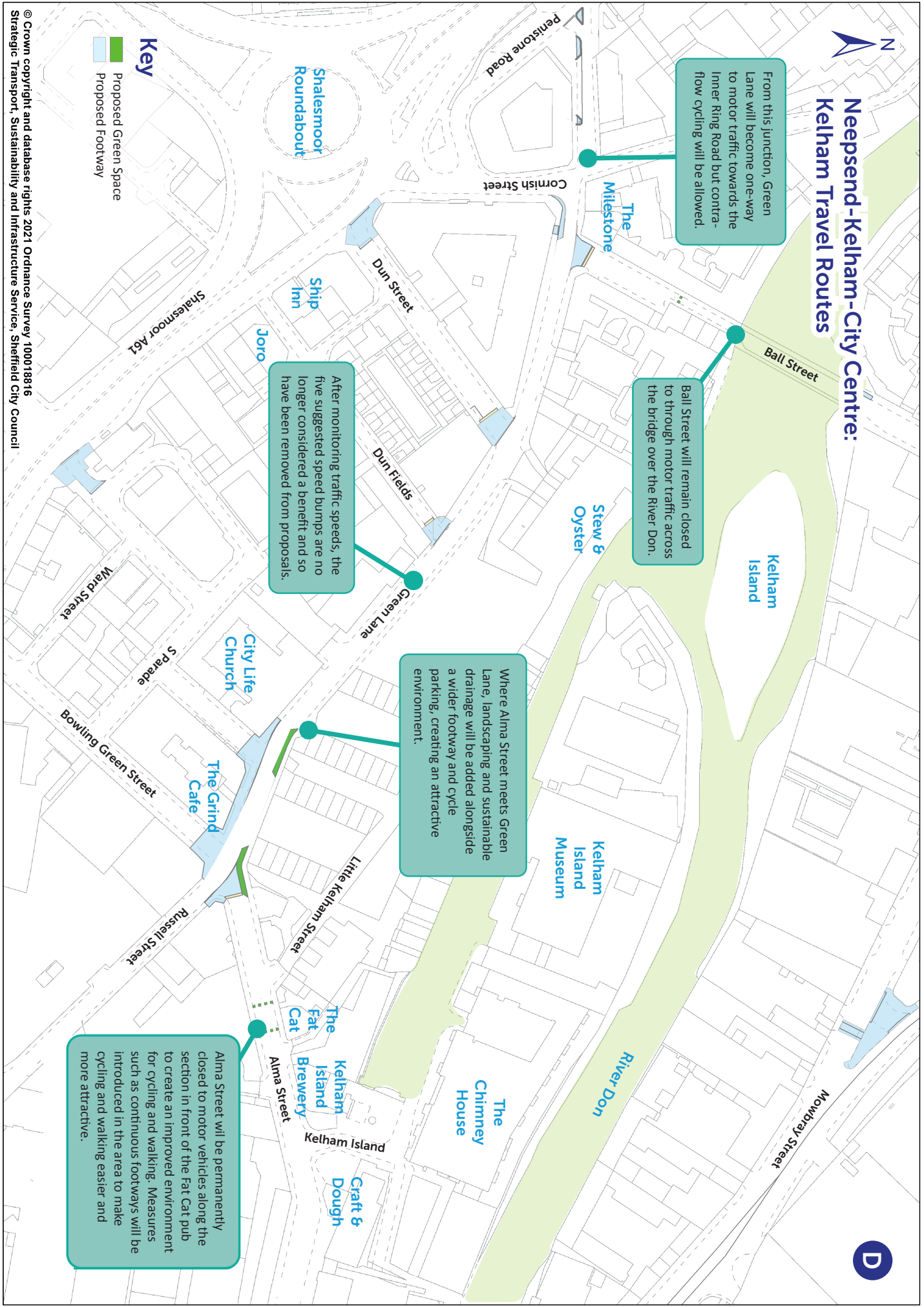
After monitoring traffic speeds, the five suggested speed bumps are no longer considered a benefit and so have been removed from proposals.

Where Alma Street meets Green Lane, landscaping and sustainable drainage will be added alongside a wider footway and cycle parking, creating an attractive environment.

Alma Street will be permanently closed to motor vehicles along the section in front of the Fat Cat pub to create an improved environment for cycling and walking. Measures such as continuous footways will be introduced in the area to make cycling and walking easier and more attractive.

Key

-  Proposed Green Space
-  Proposed Footway



Neepsend - Kelham-City Centre: Neepsend Traffic Routes



Two new bus stops will be added along Neepsend Lane, one city-bound and the other Hillsborough-bound.

The section of Neepsend Lane between the Gardener's Rest pub and Rutland Road was previously proposed to have cycleways on both sides of the road. Following the consultation, parking and loading bays will now be placed along the road on the same side as Cutlery Works.

The junction with Rutland Road will be improved to create a right turn area from Rutland Road into Boyland Street. There will also be a new pedestrian island.

Hicks Street will become a one-way B road towards Rutland Road and Platt Street onto Harvest Lane will become a one-way B road in the opposite direction towards Burton Road. The B road will then continue along Mowbray Street in both directions.

A new signalised junction with pedestrian and cycle crossings will be added to the junction with Rutland Road and motor vehicles will no longer be allowed to make any right or left turns at this junction.

Neepsend Lane will be pedestrian and cycle only between the junction with Rutland Road and access to PW Motor Services.

From the Gardener's Rest pub on Neepsend Lane to the junction with Rutland Road, through traffic movements will be restricted to buses, cycles and pedestrians only. Access for deliveries will be maintained and taxis will be able to pass through the bus gates on Burton Road.

The B6074 will be diverted away from Neepsend Lane onto Boyland Street to enable this section of Neepsend Lane to be prioritised for buses.

Burton Road will become a priority bus corridor. Two bus gates will be introduced. One will be located near the junction with Neepsend Lane/Rutland Road to prevent westbound through-traffic, the other just after the junction with Percy Street to prevent eastbound through-traffic. To complement this, and maintain access in and out of Neepsend, a number of one way roads will be reversed in their direction.

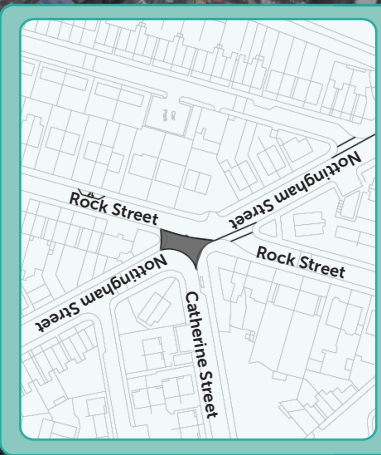
Key

- Proposed Green Space
- Proposed Footway
- Proposed Cycle Track
- Proposed Carriageway



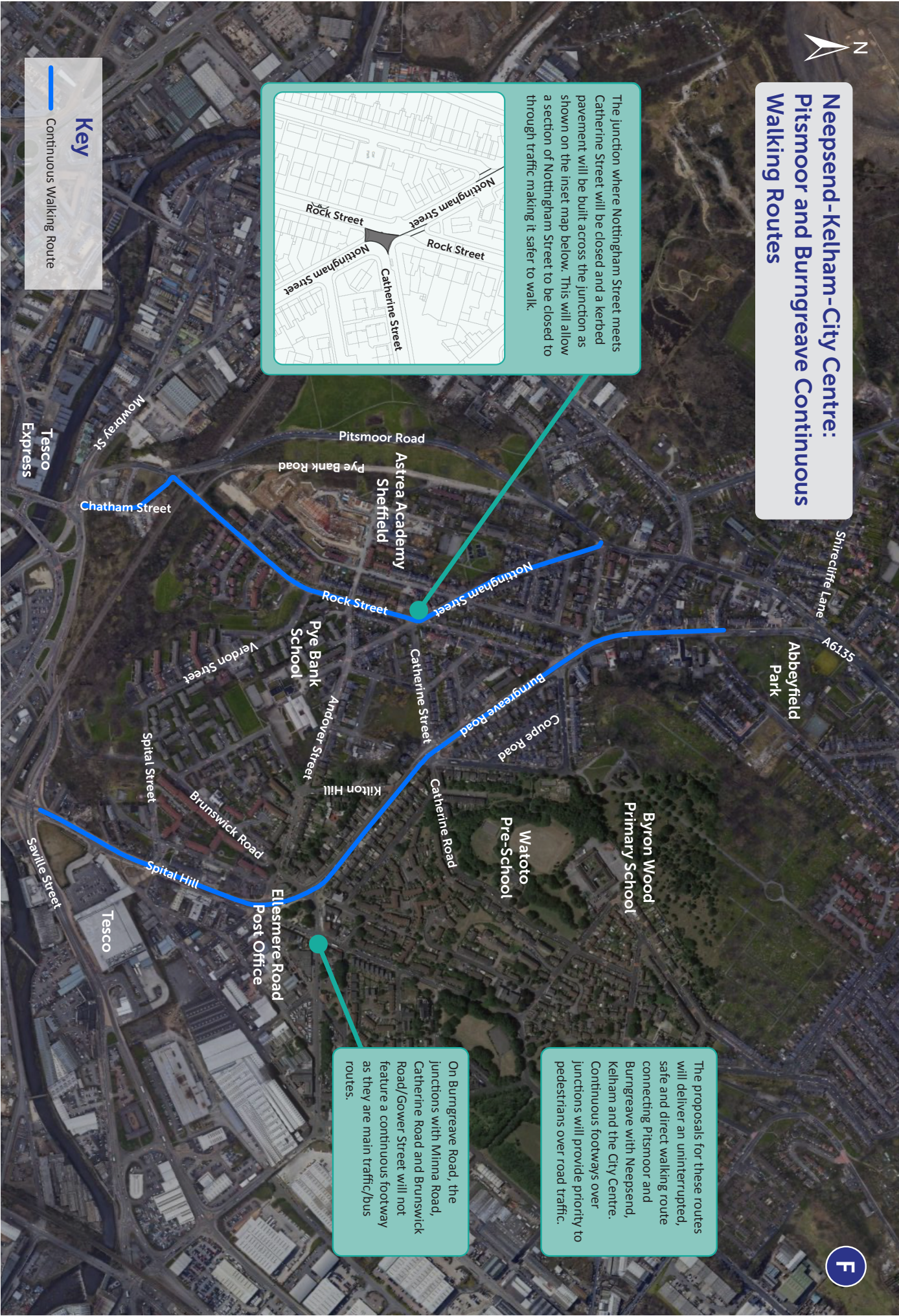
Neepsend-Kelham-City Centre: Pitsmoor and Burngreave Continuous Walking Routes

The junction where Nottingham Street meets Catherine Street will be closed and a kerbed pavement will be built across the junction as shown on the inset map below. This will allow a section of Nottingham Street to be closed to through traffic making it safer to walk.



Key

— Continuous Walking Route



The proposals for these routes will deliver an uninterrupted, safe and direct walking route connecting Pitsmoor and Burngreave with Neepsend, Kelham and the City Centre. Continuous footways over junctions will provide priority to pedestrians over road traffic.

On Burngreave Road, the junctions with Minna Road, Catherine Road and Brunswick Road/Gower Street will not feature a continuous footway as they are main traffic/bus routes.