

Agenda Item 4



Author/Lead Officer of Report: Chris Galloway

Tel: 0114-2736208

Report of: *Simon Green*
Report to: *Cllr Mazher Iqbal*
Date of Decision: *11th August 2016*
Subject: *CHARTER SQUARE HIGHWAYS IMPROVEMENT SCHEME*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
- Expenditure and/or savings over £500,000	<input checked="" type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Infrastructure & Transport		
Which Scrutiny and Policy Development Committee does this relate to? Economic & Environmental Well Being		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 933		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

Purpose of Report:

This report describes the responses to the consultation and objections to the Traffic Regulation Orders associated with the proposal to remove Charter Square roundabout. It puts forward amended proposals and sets out officers' responses.

Recommendations:

- 1. Make the revised traffic regulation orders; in accordance with Road Traffic Regulation Act 1984*
- 2. Promote a further traffic regulation order to create two way operation on a section of Wellington Street.*
- 3. Approve the revised scheme for detailed design and build;*
- 4. The respondents be informed accordingly.*

Background Papers:

Appendix A: Plan of original proposals
Appendix B: Changes to Access Routes
Appendix C: Consultation Area
Appendix D: Responses to Consultation
Appendix E: Plan showing revised proposals
Appendix F: Cycle Sheffield Report

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: <i>Damian Watkinson</i>
		Legal: <i>Paul Bellingham</i>
		Equalities: <i>Annemarie Johnston</i>
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission:	<i>Simon Green</i>
3	Cabinet Member consulted:	<i>Mazher Iqbal</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Chris Galloway</i>	Job Title: <i>Principal Engineer – Design & Assurance</i>
	Date: <i>(Insert date)</i>	

1. PROPOSAL

- 1.1 The city centre master plan, the Urban Design Compendium and the Design and Development Framework for the Moor (2004) all make reference to the City's long held ambition to improve accessibility, subordinate traffic and create a sense of place in and around Charter Square. With the demolition of the Grosvenor Hotel due to commence in late 2016, the time is opportune for the Highway Authority to carry out a scheme of works to improve pedestrian and cyclist connectivity across Charter Square.
- 1.2 A plan of the scheme is shown in **Appendix A**.
- 1.3 The key element of the scheme is the replacement of the Charter Square roundabout with a new two way single carriageway road.
- 1.4 This will allow the introduction of measures such as a signalled surface level crossing of the new road and an off road segregated two-way cycle track, aimed at improving the area for pedestrians and cyclists.
- 1.5 As a consequence there will no longer be a u-turn facility and no direct link for motorised vehicles between Charter Row and Wellington Street. This will mean that drivers from certain directions wishing to use the John Lewis and Wellington Street multi-storey car parks and the surface car parks accessed from Rockingham Street will have to go by different routes to those they currently use, see **Appendix B** for details. These new routes to the car parks will be signed.
- 1.6 Some of the changes being proposed require Traffic Regulation Orders to prohibit vehicle movements, remove on-street parking spaces and a taxi rank and to introduce loading and unloading restrictions.

2. Principal changes and outputs arising from implementation of the scheme

- 2.1 The scheme will deliver benefits for people working and living in the city centre who walk or cycle through Charter Square by providing shorter walking routes at ground level and a segregated off road two way cycle route for cyclists. These new pedestrian and cycle routes will be safer and will remove the personal safety concerns often cited with subways.
- 2.2 Traffic modelling has predicted that some motorised journeys will be quicker with fewer stops thereby reducing the level of vehicle emissions.
- 2.3 17 existing mature trees will need to be removed that are located within the roundabout and on the planting area adjacent to Wellington Street. To mitigate this loss, the trees will be replaced in the ratio of 2:1, thereby increasing the number of trees that contribute to the environment and a reduction in the carbon footprint.

- 2.4 The scheme will remove 14 on-street parking spaces but the 4 spaces for blue badge holders will be maintained but in another location nearby on Union Street.
- 2.5 The two taxi ranks on Charter Row and Charter Square will be removed and no alternative provision is to be made.
- 2.6 The removal of the roundabout and provision of a single two-way road supports the council's aspiration of enhancing the city centre through the creation of a new retail quarter delivering a mixed offer of residential, commercial and retail developments as well as providing attractive new public spaces.

3. Public Consultation

- 3.1 Letters and plans were delivered to over 550 addresses within the consultation area, shown on the plan in **Appendix C**. This was backed up with over 30 notices erected on street at prominent points within the area. In addition, the legal notice was published in the Sheffield Star on 24 June.
- 3.2 There has been no objections from any of the statutory bodies that have been consulted.
- 3.3 The Chief Taxi Licensing Officer has been consulted on the loss of the two taxi ranks and has raised no objections to the scheme.
- 3.4 Key stakeholders in the area, John Lewis, NCP (Wellington Street MSCP), Debenhams, and Ashcroft (managing agents for the Moor) were individually contacted along with South Yorkshire Passenger Transport Executive (SYLTE) and the other statutory consultees.
- 3.5 In summary, there have been nine responses, with objections from NCP, SYLTE, and Stagecoach but through discussion officers have agreed with SYLTE and Stagecoach to withdraw their objections. Officers are also optimistic that NCP will be prepared to withdraw their objection as well although this has not yet been secured. Details of all responses are given in **Appendix D**, but a brief overview of them is given below.
 - **NCP** - objected primarily because their car park would effectively be inaccessible for visitors accessing the City from a significant proportion of the road network. They suggested, however, a couple of options in mitigation, one of which would be making part of Wellington Street two-way from Rockingham Street to their car park. Officers considered this to be a feasible solution and have amended the scheme to show this element, see Appendix E. This was received well by NCP and they have requested a meeting to develop this further. Unfortunately this will take place after the report has been finalised so a verbal update will be given at the meeting. Officers are however, optimistic that the objection will be withdrawn.

- **SYLTE and Stagecoach** – Whilst supporting the redevelopment of the city centre and recognizing the importance of cycling they thought that the increased journey time of up to 30 seconds in the morning peak period, predicted by micro-simulation modelling was not acceptable and undermined all the good work the bus partnership had achieved in recent years. However, officers explained that the modelling could not easily show the impact of advance bus prioritisation techniques which have been introduced very successfully elsewhere in the city in reducing journey times and improving reliability. Officers were confident of achieving the same results on this scheme so that the morning peak delay could be successfully mitigated against. Monitoring of before and after journey times have been agreed and this will allow the strategies to be adjusted to achieve the maximum mitigation possible. With the improvements in journey times to the evening peak the PTE were happy to withdraw their objection to the scheme.
- **Cycle Sheffield** – have submitted a detailed report in response to the scheme, see **Appendix F**, whilst it is not a formal objection they have highlighted some design concerns that will be addressed during detailed design. They have also commented more generally about how the cycle route fits into the wider cycle route network and future development plans for the city centre. Officers reiterate their aspiration to provide high quality cycle routes, but project funding, unfortunately, limits the extent of this provision and this is a significant link in the future network.
- **John Lewis Partnership (JLP)** – sent a holding response requesting clarification on a number of issues relating to the scheme and future works in the city before they make a formal response. In terms of the scheme, they specifically wanted to understand how this and the temporary traffic management needed to build it would affect their business and wanted assurances their customers could access their car park and pick up points, that their servicing arrangements would be maintained and that the council would provide appropriate signing to facilitate this. Officers are confident that these concerns can be successfully mitigated during the detailed design and build stages of delivering the scheme and will continue to liaise fully with JLP to ensure any concerns are addressed.
- **Westfield** – support the scheme creation of cycle routes, in principle, but were concerned over the loss of on-street car parking and access and the potential conflict with the cycle path at their new main entrance on the corner of Rockingham St and Charter Row. A meeting has been proposed to understand their concerns and to agree any minor mitigations should this prove necessary and officers feel that acceptable mitigation measures can be agreed.
- **Debenhams** – support the scheme in principle but were concerned how their service delivery arrangements might be affected under the new scheme. Officers have looked at this and by adopting an anticlockwise route via Eyre Street, for inbound deliveries, their

concerns should be resolved.

- **Make or Bake** – objected to the scheme because they thought they would lose their loading point on Matilda Way. Officers have clarified with them that this will not be the case and that loading arrangements would remain unchanged. They have not responded to withdraw their objection.
- **A Local Artist** – supports the scheme but would like to see the Chartist Movement, after which the square was named commemorated in some way. She would also like to document its demolition and save some of the tiling and paving. Officers feel that this may be possible, subject to making suitable arrangements with the contractor. Acknowledging the history of the location will be considered as part of the public realm design.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 The Equality Impact Assessment (933) concluded that overall there are no significant differential equalities impacts from this proposal. Safer roads would fundamentally be positive for all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, the most vulnerable members of society (e.g. the young, elderly, disabled and carers) would particularly benefit from this initiative through a) the removal of one of the remaining subway systems in the City Centre which are generally considered to be unfriendly for pedestrians and b) signalised and new tactile crossings giving vulnerable pedestrians a certainty over when to cross. Cyclists will be segregated from motorised traffic improving their safety.

4.2 Financial and Commercial Implications

- 4.2.1 The scheme is to be funded via prudential borrowing and was approved by a Leader's Decision in September 2015.

The 25-year commuted sum for ongoing maintenance costs is estimated at about £30k which depending on the ultimate designation of the area will be charged to the project costs or the future developer. The actual sum will be calculated by the New Works team in the Highways Maintenance Division based on the agreed Bill of Quantities, once the detailed design has been signed off by the City Council.

An additional financial implication will be the loss of revenue income from the 14 parking bays to be removed.

4.3 Legal Implications

- 4.3.1 Traffic Regulation Order: The Council has the power under the Road Traffic Regulation Act 1984 to make a traffic regulation order (TRO) where it appears to the Council that it would be expedient to make it for,

inter alia, avoiding danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. Where objections are received Regulation 13 places a duty on the Council to ensure that these objections are duly considered. These requirements have been complied with. In making its decision the Council must also be satisfied that the approved scheme will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied it is acting lawfully and within its powers. In addition, the Council, as the Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements outlined in this report. The local planning authority has been consulted and has confirmed that planning permission would not be necessary to implement these improvements.

- 4.3.2 A Highways Act legal order will also be sought separately, seeking to permanently extinguish the public vehicular rights in the square (with the exception of the new link road itself), but reserving public bridleway rights to allow it to remain as public highway for use by pedestrians and cyclists. It would also allow the permanent removal of the subways, on the basis that they are no longer necessary due to the new ground-level pedestrian routes being provided as a result of the removal of the roundabout by this scheme.

5. ALTERNATIVE OPTIONS CONSIDERED

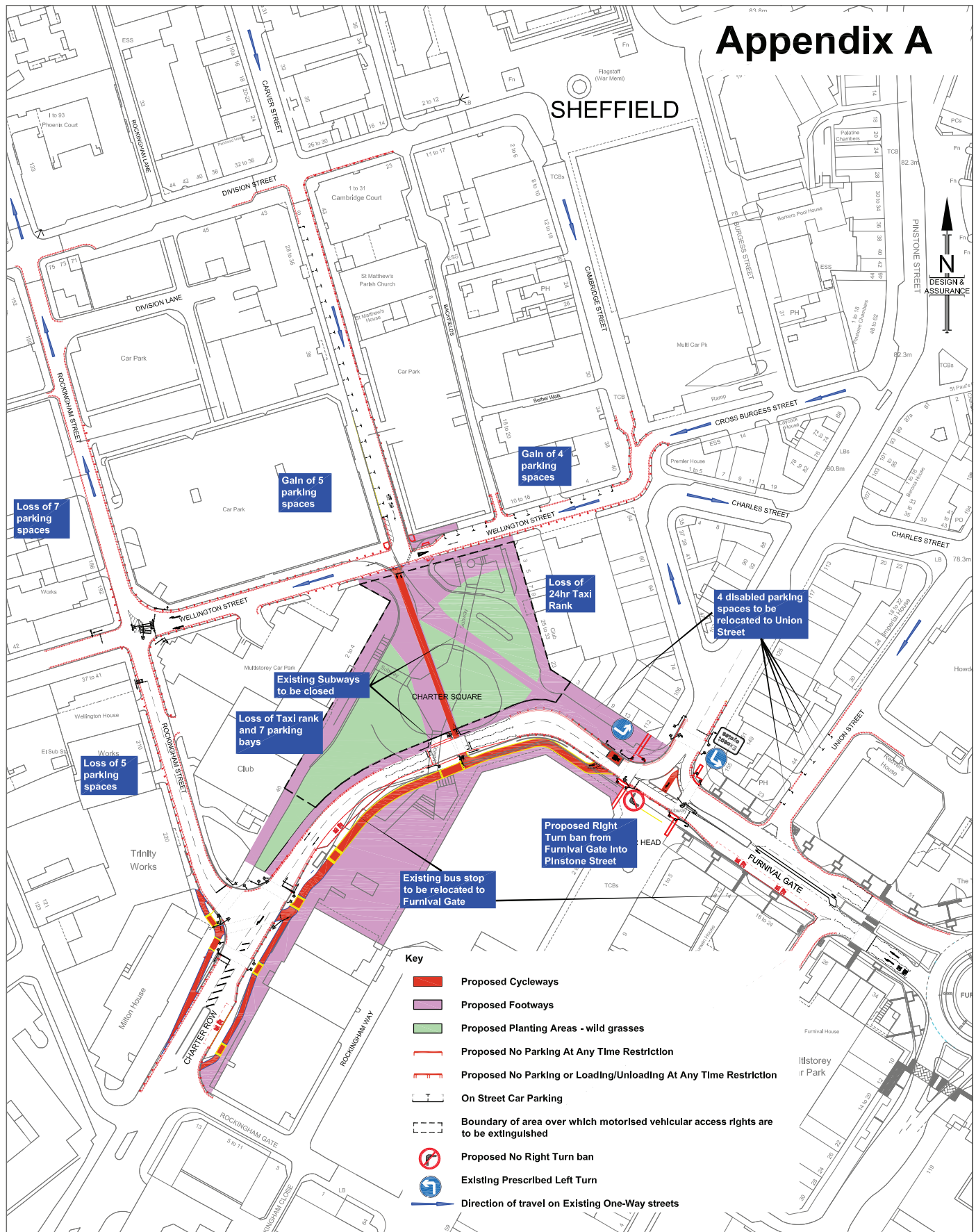
- 5.1 The removal of the Charter Square roundabout and subway system has been a longstanding proposal and was included in the planning application for the New Retail Quarter, which received approval in 2006. The proposal is consistent with that concept, as well as the City Centre Master Plan. Officers believe that the scheme can be a catalyst for further regeneration in the city centre and can be adapted to accommodate any access needs that future regeneration development proposals might bring forward. As such no other alternatives have been considered.

6. REASONS FOR RECOMMENDATIONS

- 6.1 To allow the scheme to progress to detailed design and build so that the proposed improvements for pedestrians and cyclists can be realised quickly.
- The proposal seeks to remove one of remaining subway systems in the City Centre which are generally considered to be unfriendly for pedestrians. In its place, new pedestrian crossing and cycle routes will be created which will be of significant benefit to road users.
- The scheme creates a large public realm area which could readily be

adapted to meet future regeneration or development needs.

Appendix A



TTAPs - DESIGN AND ASSURANCE
5th FLOOR, HOWDEN HOUSE,
1, UNION STREET, SHEFFIELD, S1 2SH

E-mail Scheme.Design@Sheffield.gov.uk
Regeneration and Development Services
Director: David Caulfield, RTPI
A Service Area of Place, Sheffield City Council



Client

SHEFFIELD CITY COUNCIL

Scheme

**CHARTER SQUARE
PEDESTRIAN & CYCLE IMPROVEMENTS**

Drawing No.

DA-PC05155-CP1A

Scale: **NTS**

A3

Date: **JUNE 2016**

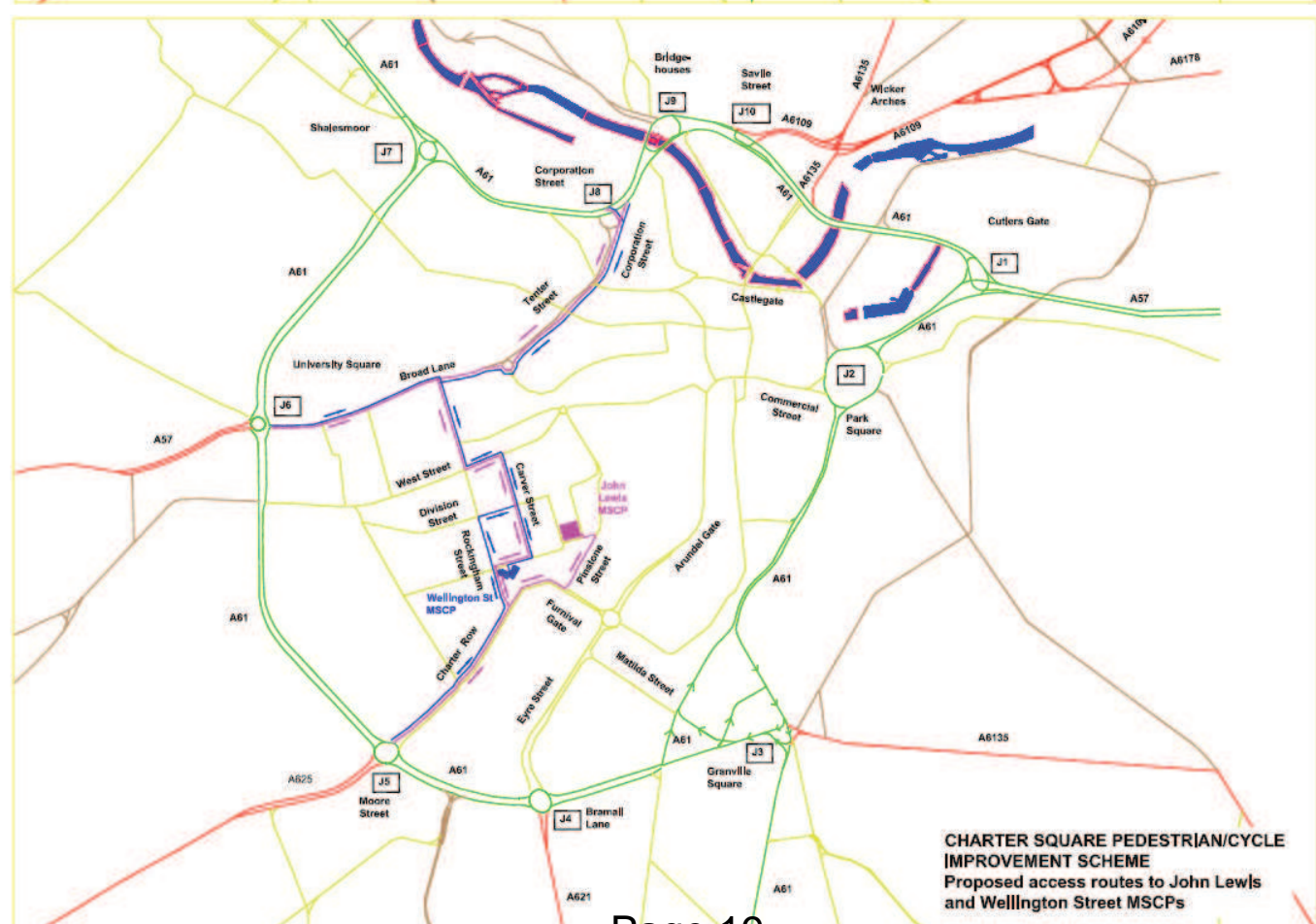
Drawing Title

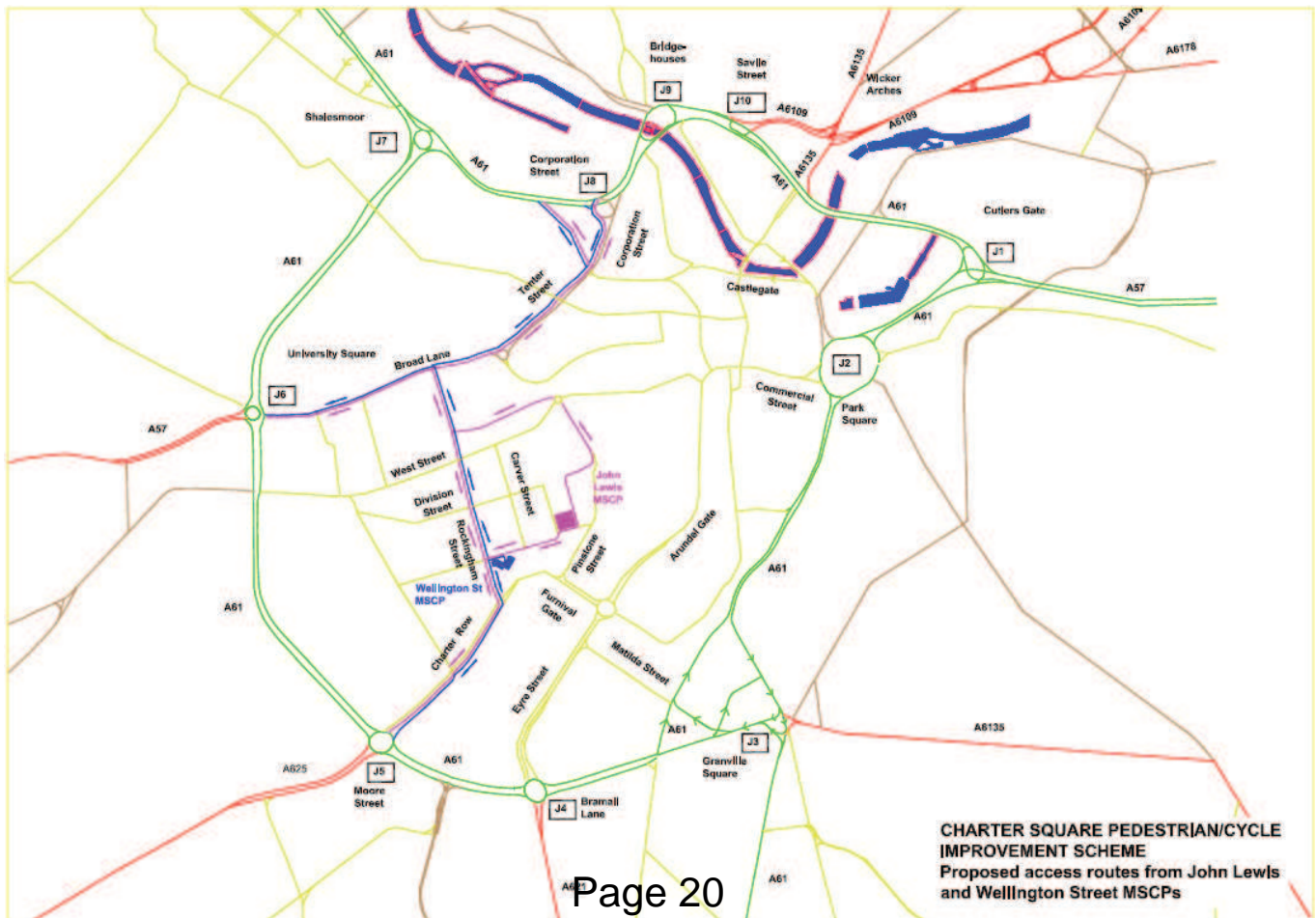
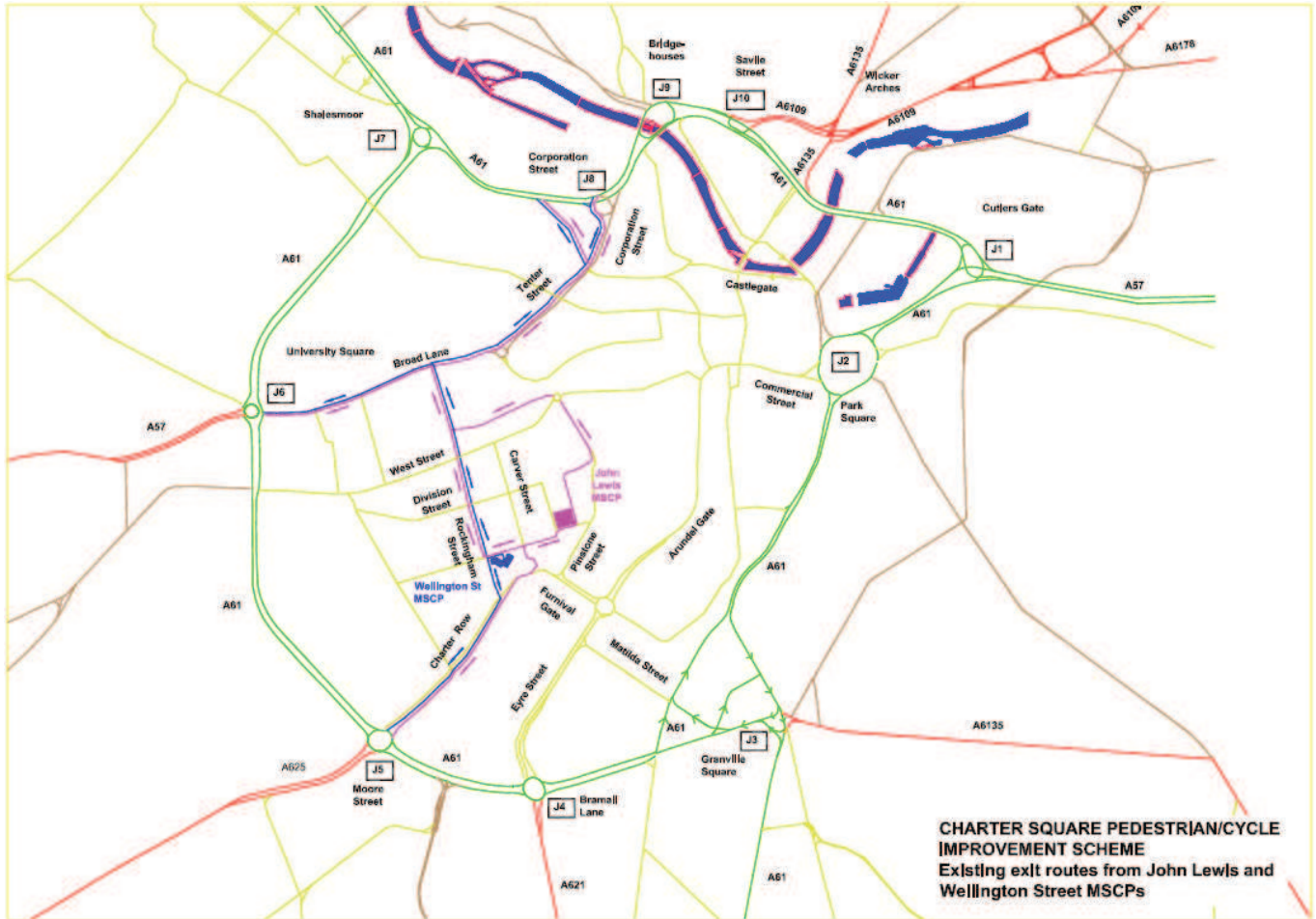
**Page 18
PRELIMINARY DESIGN
TRO & CONSULTATION PLAN**

AUTHOR **CIG**
DATE

CHECKED
DATE

CHARTER SQUARE PEDESTRIAN/CYCLE IMPROVEMENT SCHEME
 Existing access routes to John Lewis and Wellington Street MSCPs





Appendix C



TTAPS - DESIGN AND ASSURANCE

5th FLOOR, HOWDEN HOUSE,
1, UNION STREET, SHEFFIELD, S1 2SH

E-mail Scheme.Design@Sheffield.gov.uk

Regeneration and Development Services

Director: David Caulfield, RTPI

A Service Area of Place, Sheffield City Council

Sheffield
City Council



This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings, 100018816, 2016

AUTHOR

CHECKED

DATE

DATE

Client

SHEFFIELD CITY COUNCIL

Scheme

**CHARTER SQUARE
HIGHWAY IMPROVEMENT SCHEME**

Drawing Title

**Page 21
LETTER DROP PLAN
FOR SCHEME/TRO CONSULTATION**

Drawing No **DA-PC05155-LD1**

Scale: **NTS**

A3

Date: **June 2016**

Appendix D: Summary of Responses to Consultation

Customer or Organisation	Comments Received
John Lewis Partners	<p>Not an objection to date but asks for information and confirmations.</p> <ol style="list-style-type: none"> 1. Requesting detailed routes for entry and exit for vehicles and pedestrians especially safety at door on Cross Burgess St. 2. Details requested of temporary and permanent signing inc. over wider area. For temp work and for permanent closure of Wellington St. 3. What is the Council's Communications strategy 4. How will this project be impacted by temp or perm closure of Wellington St and changes to Cross Burgess Street. 5. How long will works take and how traffic at peak trading will be managed to minimise impact. 6. Confirm no impact on JLP deliveries 7. Confirm no access to JLP by right turn from Furnival Gate to Pinstone St. (Majority of customers) 8. Confirmation of signing temp and perm, inc within JLP MSCP. Funded by project. 9. Confirmation that SCC will fund and signing and works on Burgess St, inc within their old loading bay for customer collect. 10. Council will suspend (S106) rent during the works <p>AND</p> <ol style="list-style-type: none"> 1. Works for Wellington and Cross Burgess will happen during peak trading time. 2. Charter Square works will impact on peak trading. 3. All proposals will impact on trade. Major concern. New exit takes customers away from primary postcodes. 4. Journey from MSCP to customer collection point much longer and difficult. Mitigate by bulky collection bay on Burgess St. 5. Changes will require an additional FTE. 6. This is a material change and will seek Rate Relief 7. Confirmation that works will be complete asap.

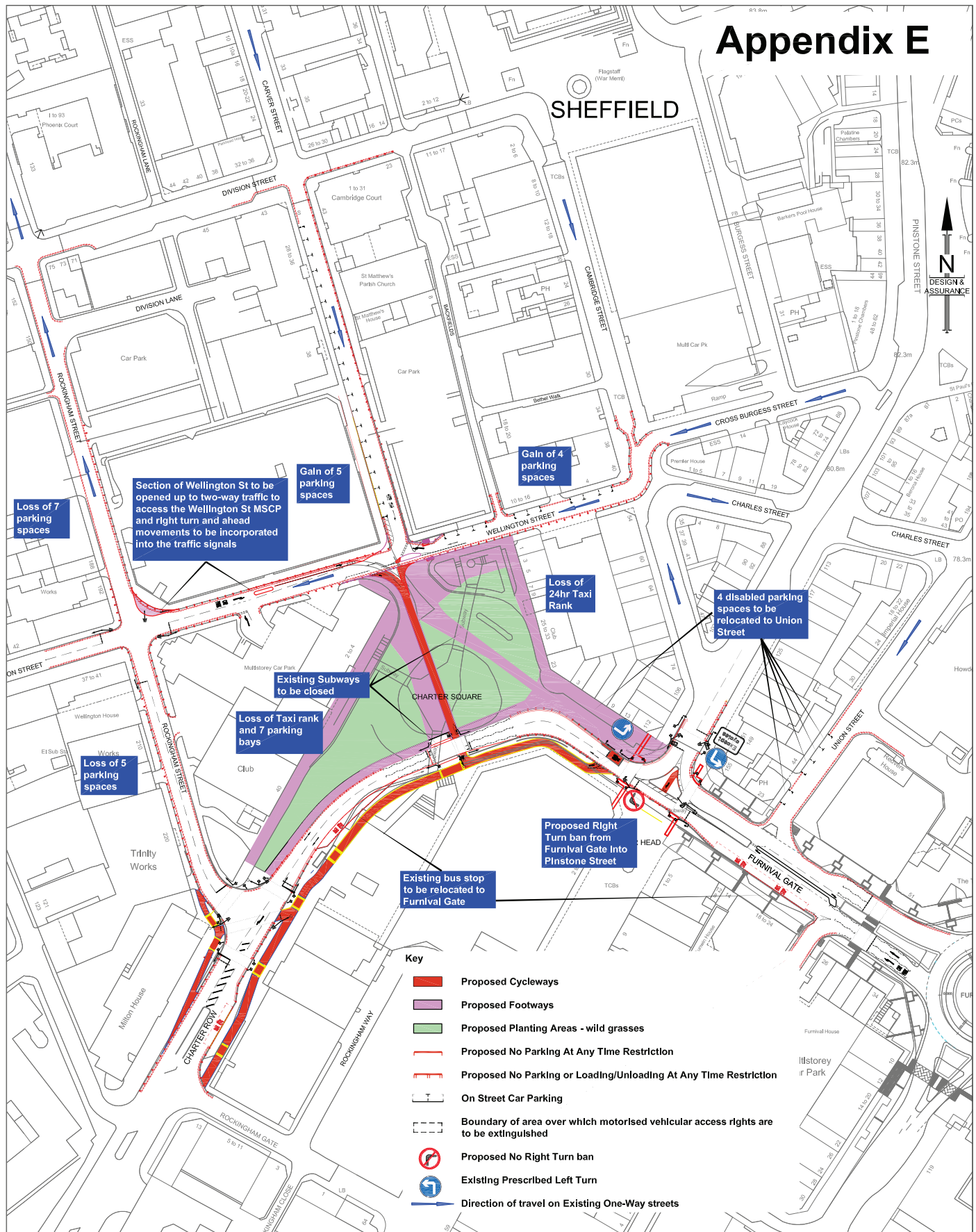
Appendix D: Summary of Responses to Consultation

Customer or Organisation	Comments Received
Westfield Health	<ol style="list-style-type: none"> 1. Support for improving city centre and new cycle path. 2. Key concern about proximity of new cycle path at new main customer entrance. 3. Removal of roundabout removes doubling back opportunity for those missing building. Visitor may have way-finding issues. Proposed signing? 4. Pay and Display on Charter Square lost. More signing? 5. How long will construction be? Concern over disruption and noise. Will Charter Row be closed?
Local Artist	<ol style="list-style-type: none"> 1. Supports changes 2. Would like design to commemorate Chartist Movement 3. Would like to remove some tiling, paving and rubble and would like to document demolition.
SY Passenger Transport Executive (inc. Bus Partnership)	<p>Support redevelopment of City Centre and importance of cycling.</p> <ol style="list-style-type: none"> 1. Additional congestion does not help partners maximise economic and environmental benefit of buses. Delay (30 secs per bus in AM unacceptable) 2. Undermines improvements to SBP work over recent years, which has invested significant funding. 3. Scheme designed through traffic and cycles. 4. Outbound traffic can be accommodated using ring road or Eyre Street 5. Cycle routes conflict by crossing roads rather than flowing with traffic. 6. Loss of road space to cycles results in movement of bus stops.
Stagecoach	<p>Disappointing given existence of the Bus Partnership.</p> <ol style="list-style-type: none"> 1. No consideration for Buses or users 2. Modelling indicates delay of 30 seconds in AM peak 3. Designed around movement of cycles and through traffic 4. Cyclists accommodated in a way the removed road space and affects bus stops.

Appendix D: Summary of Responses to Consultation

Customer or Organisation	Comments Received
NCP	The proposed works will be harmful to the accessibility and operation of the existing NCP car park at Wellington Street. This has corresponding effects on the accessibility and availability of car parking in the City Centre, to the detriment of its attraction and competitiveness. Would be able to support the scheme if their existing access onto Rockingham Street could be formalised and a short two-way section created on Wellington Street to allow access from Rockingham Street.
Make or Bake 26 Furnival Gate	Currently, they make use of a loading facility adjacent to our store, this is essential to our business. They have little or no access to the service area underneath the building due to contractual obligations with one of the other businesses and the landlord. Your proposals seem to remove this, making it a no parking or loading area at any time. There does not seem to be any suitable alternative facility proposed and so we feel that this would seriously damage our business if these plans go ahead.
Debenhams	Support the scheme in principle but want to ensure they keep unfettered access to both their temporary service yard and the new shared service facility on Rockingham Gate. If this changes as a result of other developments in the near future they want to be consulted. Furthermore we currently use the underpass on Charter Row as a muster point during an emergency evacuation and as such will require details of the phasing so we can make changes to this as and when required.
Cycle Sheffield.	Provided a detailed report covering the scheme and also the wider context within it sits, See Appendix F.

Appendix E



TTAPs - DESIGN AND ASSURANCE

5th FLOOR, HOWDEN HOUSE,
1, UNION STREET, SHEFFIELD, S1 2SH

E-mail Scheme.Design@Sheffield.gov.uk

Regeneration and Development Services

Director: David Caulfield, RTPI

A Service Area of Place, Sheffield City Council



Client

SHEFFIELD CITY COUNCIL

Scheme

**CHARTER SQUARE
PEDESTRIAN & CYCLE IMPROVEMENTS**

Drawing No.

DA-PC05155-CP1H

Scale: **NTS**

A3

Date: **JUNE 2016**

Drawing Title

**Page 25
PIE/DA/25 DESIGN - REVISED
TRO & CONSULTATION PLAN**

AUTHOR

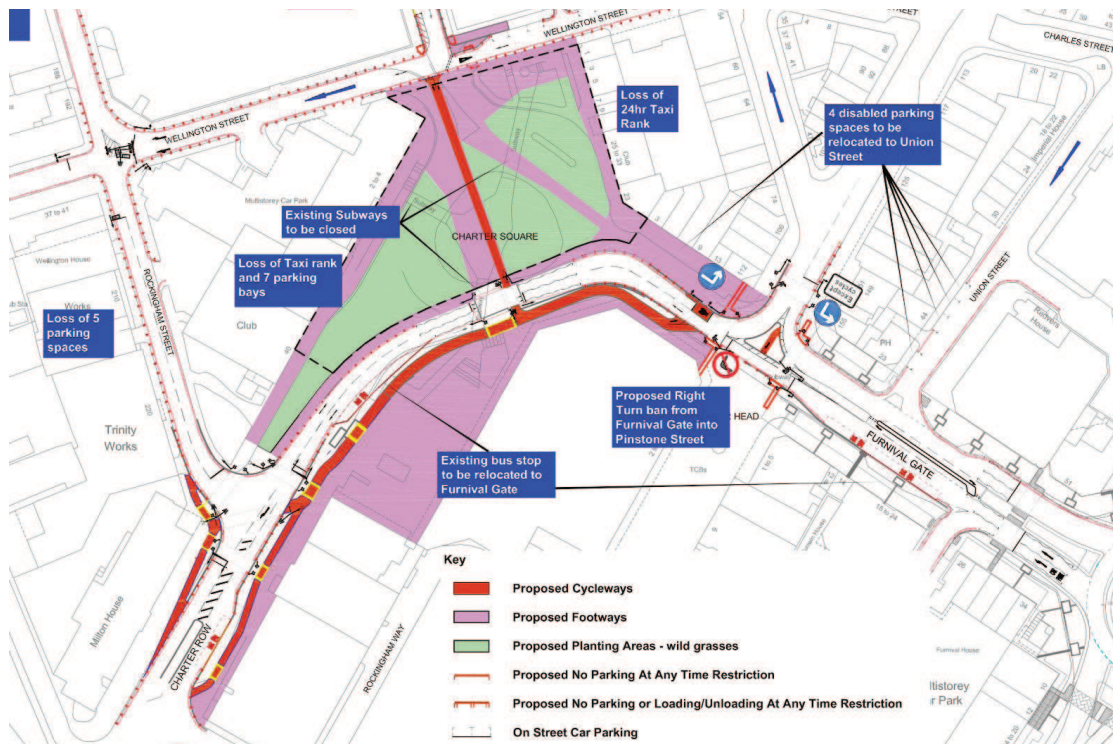
CIG

CHECKED

DATE

DATE

Cycle Sheffield response to the proposed redevelopment of Charter Square



Specific points related to this development.

1. **We believe there will be almost *no use* of the cycle track as proposed.**

The route can be accessed only from a busy major road, and people cycling will have no reason to stop to cross the road to travel only 100m or so on the other side. We understand that this expectation is shared by council officers. Until and unless it is made a continuous part of a useful route we expect that the track will sit unused – with reputational damage when the public, the press and councillors see apparently wasted investment in an unused cycle scheme in the core of the city.

2. We understand that the design is based upon the council's intent is that the cycle route will at some point be continued with a minimum of 3m wide two-way cycle track down the east side of Charter Row and Moore Street (or a 2.5m wide cycle route on each side of Charter Row and Moore Street, with similar provision along Pinstone Street, to meet the university-to-railway station exemplar route. The council expect the latter to be delivered as part of the Sheffield Retail Quarter plan. **We urge the Council to make the cycle route useable by including in this scheme the extension of the cycle route along Charter Row and Moore Street.**

We would like a commitment that Pinstone Street will meet these expectations as part of the Retail Quarter Scheme.

3. We noted the council's intent that there will be a bus gate on Furnival Gate, such that traffic will be limited to only westbound public transport traffic between the end of Pinstone street and Rockingham street. This is anticipated to happen as soon as there is no further need for high volumes of traffic to access the existing John Lewis car park. **We urge the council to entirely redesign this junction at that time, to improve cycling into and out of Pinstone Street from Furnival Gate.**
4. The council has agreed to review and revise the proposed design for the Furnival Gate junction to alleviate the issues for eastbound cyclists at that junction.
5. The council has agreed that the section of cycle route towards Wellington Street, shown as less than 3 meters wide, should be increased to 3 meters.
6. The council has agreed that it would be desirable to extend the southern side of the route to cross Rockingham Gate before rejoining Charter Row when heading south. Whilst this may mitigate some of the issues of exiting the cycle track close to a bus stop, **we urge the council to also include in this scheme, or another scheme to complete at the same time, the extension of the cycle route the full length of Charter Row and Moore Street.**

General and strategic points

1. We believe this design is not compliant with the stated cycling ambition of the council to achieve vastly increased journey share by bike, and therefore reductions in car journeys. The scheme will miss an opportunity to make cycling a *more* appealing choice than driving. Designing roads to support higher levels of road traffic is counter to the council's strategic aims.

Within the design, cycling provision has been treated as a "nice to have" add-on, included only where it will not interfere with the free flow of motor traffic, rather than as an opportunity to address the problems (congestion, traffic flow, parking space) and aspirations (creating attractive space to visit, footfall/business growth, accessibility for all people) of the city centre.

2. The limitations of the scheme, which make it of little value to people cycling, are justified because "it is not a cycling scheme, but a public realm scheme into which cycling is being incorporated". However likewise it is not a "motor vehicle scheme", but nonetheless the boundaries and the design have clearly been determined to enable convenient and fluid motor vehicle movements, and this comes at the expense of, among other things, scope for cycling provision.
3. We noted that the design of the Charter Square open space is subject to further change to accommodate the HSBC building, and potentially to provide a ramp providing subterranean goods access for the Retail Quarter, both of which may erode the public spaces shown in the Charter Square Plans. CycleSheffield was offered and would like to accept, the option to meet the HSBC development project to discuss cycling provision within the HSBC development.
4. We now understand that the Retail Quarter design is not yet stabilised. We urge the council and developers to ensure that the finalised design is modified to improve cycling access, permeability and cycling facilities over the previous design.
5. We noted that the council is examining an option to provide a cycle hub located away from the major car parks in the new Retail Quarter. We urge the council to co-locate substantial secure cycle parking likewise distant from car parking, so it can be more central and so that safe and segregated cycle

routes can be provided from all directions.

6. We urge the council to use the retail quarter development as the catalyst for significant redesign of traffic flow within the city centre to simplify and improve private vehicle/public transport and cycling segregation. In particular we believe that making a number of existing roads one-way for motor vehicles would free space for improved facilities for cyclists and walkers, simplify junctions and improve traffic flows within the inner ring road.
7. We were deeply concerned that the council is considering an option to route traffic exiting from John Lewis car park onto Trippet Lane. This is the location of the city centre 'Exemplar Cycle Route'. At the least this will make the "cycle street" route design option unviable. Another solution is required.

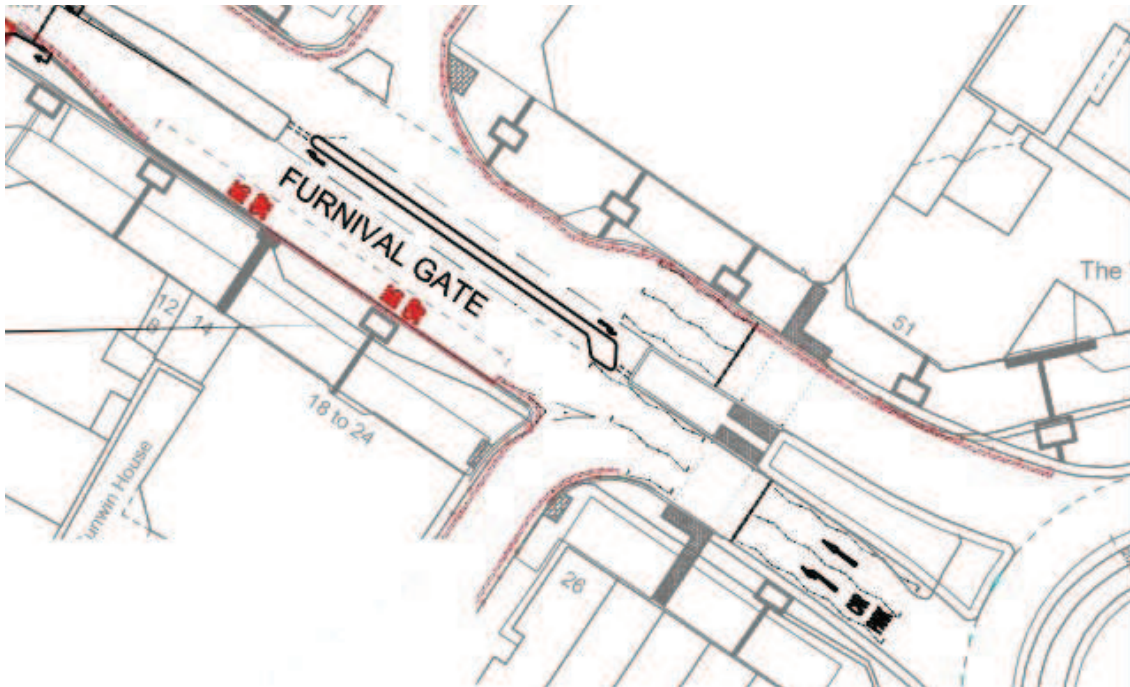
Detailed comments on Charter Square development designs

- The designs create new hazards for people on bikes which did not exist before. These are
 - on Furnival Gate with new two-lane layout,
 - where the cycle path through Charter Square joins Wellington Street and
 - where the southbound cycle path joins Charter Row.
- The new infrastructure does not link up well with existing infrastructure and does not provide continuous routes.
- Changes to motor traffic flow in city centre will have detrimental effect on existing routes used by people on bikes (Division Street and Wellington Street for example).

Furnival Gate going west

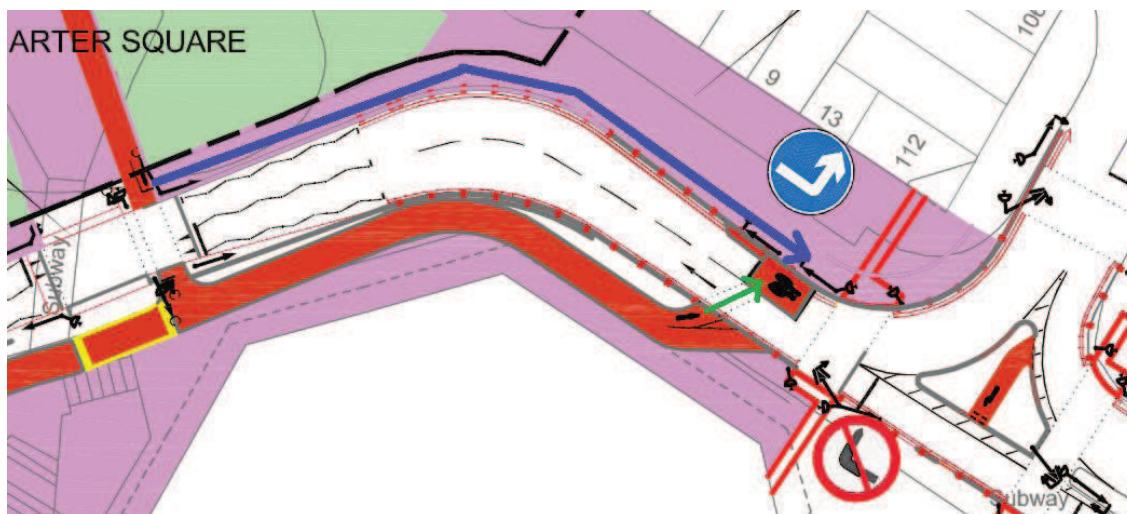
The road narrowing on Furnival Gate has created new hazards for people on bikes. The inside lane from Furnival Gate roundabout has become left turn to the car park only, therefore cyclists coming off the roundabout will have to move into the outside lane. The road then widens again to allow for two bus stops which creates a problem with buses pulling in and out. The road then narrows again at the pedestrian

crossing at Moorhead. This stretch has become more difficult and dangerous to cycle along and needs to be redesigned.

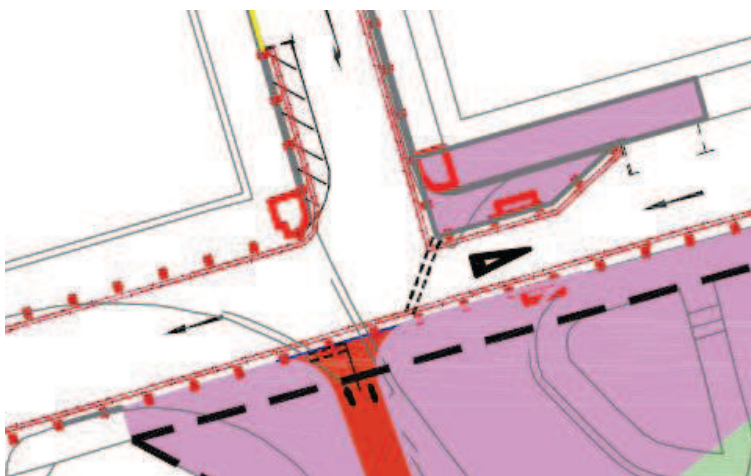


Furnival Gate going east

People cycling east along Furnival Gate will have to cross into the ASL box on the other side of the road and then go up Pinstone Street (see map below, green arrow). This is very poorly designed. All motor traffic going to the John Lewis car park will be travelling east along this road and buses will be travelling west. It will therefore be difficult to get into the ASL. Drivers will not be expecting people on bikes to enter the ASL from this direction. It would make far more sense to have an off road cycle path on the northern side of Furnival Gate going at least from the cycle path on Charter Square into an enlarged ASL box (blue arrow, map below). Ideally the entire junction should be redesigned.



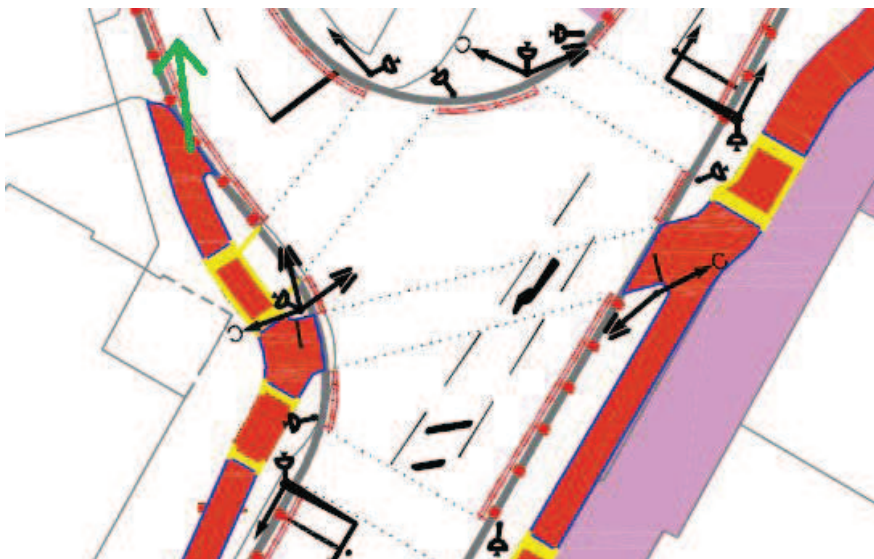
Charter Square cycle path joining Wellington Street



This is very poor. Wellington Street and Carver Street will be very busy with traffic going to/from the John Lewis and Wellington Street car parks. What safe or convenient route is there for people on bikes being taken north into this traffic and why would people on bikes going south be needing to enter the Charter Square development from this area, given the likely unsuitability of these access roads for cycling? If people cycling are going to be directed here then a segregated route along Wellington Street is required, and another down Carver Street joining Charter Square.

Charter Row / Rockingham Street junction going north

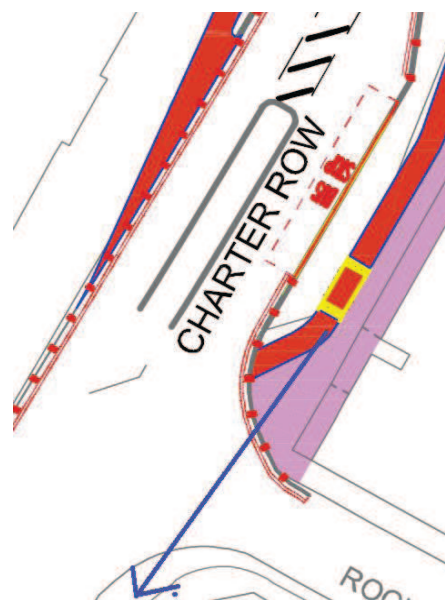
A brief section of segregated cycle path along Charter Row leads people cycling north onto Rockingham Street (green arrow, map below). This road will be busy with motor traffic going to the car parks. A segregated route up Rockingham Street is needed.



Charter Row going south

The segregated cycle route going south leads people cycling onto Charter Row just before the Rockingham Gate junction and just after a bus stop. This will be hazardous. The road will be busy with traffic from the car parks and buses will obscure the view.

The segregated route will ultimately need to continue all the way to St Mary's Gate roundabout, however at the very least the segregated route needs to be extended so that it crosses Rockingham Gate *with priority over the side road* (see map below, blue arrow) and then joins Charter Row.



Charter Square cycle path width

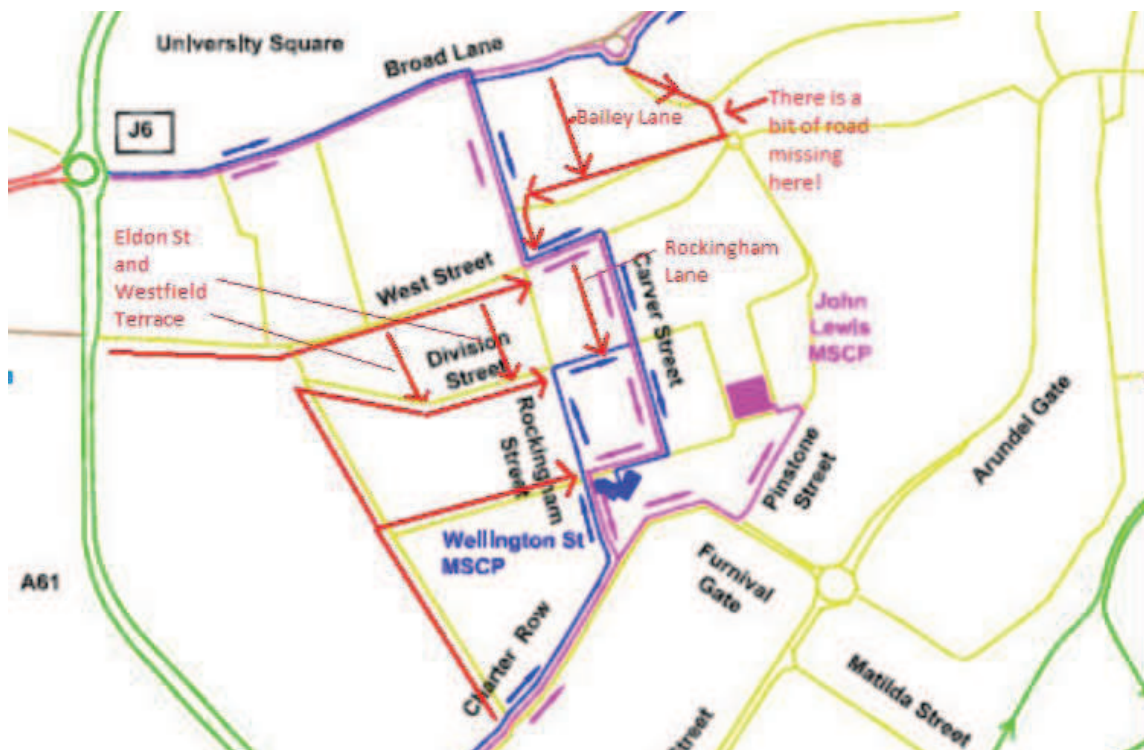
Design shows two-way cycle path through Charter Square as 2.5m wide, it needs to be at least 3m wide.

Traffic flow in city centre as a result of changes

By removing the Furnival Gate access to the car parks the changes will increase motor traffic on the roads south of West Street which are used by people on bikes trying to avoid the tram tracks.

Proposed access to car parks with arrows

Potential routes and roads which have been missed off have been added in red (see map below). The council needs to prevent rat running through the town centre, not enable it.



Proposed access **from** car parks with arrows

Potential routes and roads which have been missed off have been added in red (see map below). The council needs to prevent rat running through the town centre, not enable it.

