

Sheffield City Council

Appendix A: A visual guide to supporting walking, wheeling and cycling

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1 Introduction

Through the Sheffield Walking, Wheeling and Cycling Investment Plan (WWCIP) Sheffield City Council will invest in different ways of making walking, wheeling and cycling easier and more attractive. As noted in section 1 of the WWCIP, this will include:

- Improvements to the layout of streets to make walking, wheeling and cycling trips easier and more attractive. This includes improvements such as new pedestrian crossings, better pavements and cycling routes, which we refer to as “**hardware**”.
- Ways of helping and encouraging people to make more journeys by walking, wheeling and cycling, such as marketing campaigns and cycle training, which we refer to as “**software**”.

In this appendix we describe approaches that could be used to:

- Make improvements to the layout of streets;
- Integrate walking, wheeling and cycling with the wider transport network; and
- Help and encourage people to make more journeys by walking, wheeling and cycling.

The purpose of this document is to describe and illustrate the types of infrastructure and activities supporting Walking, Wheeling and Cycling that will be funded through the WWCIP. It is not a technical design guide and is not exhaustive - over the WWCIP period to 2045, new design approaches and technology may also provide new solutions.

We are committed to ensuring all improvements to streets in Sheffield are delivered to a high quality in line with good practice. Improvements to the layout of streets will be undertaken in line with national guidance and informed by application of Active Travel England¹ tools which provide more technical detail on recommended widths etc.

A note about Maintenance

We have not described maintenance for any of the ideas and changes listed. It is a general term for keeping everything - all of the roads, streets, crossings, benches, verges, plants, signs - in good condition. As part of the development and design of any programme of WWC improvements, we will ensure that there is funding provided for the future maintenance of the new scheme.

¹ Active Travel England (ATE) is the government’s executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England. As a body it oversees audit of schemes that it has funded. ATE has made available to Local Authorities a suite of tools to support the development of designs and the assessment of design quality for active travel interventions and schemes.



2 Improvements to the layout of streets

Improvements to the layout of streets can make walking, wheeling and cycling safer and more attractive so that people feel confident to walk and cycle. This might be short journeys like walking to local shops or school, or longer journeys like cycling from the edge of the city to the city centre.

Through the WWCIIP, improvements to the layout of streets will be made to:

1. help people walk and wheel
2. help people cycle
3. improve public spaces; and
4. improve road and street safety to make streets as calm and comfortable as possible.

This appendix provides some further information and photographs to illustrate the different ways this may be achieved.

It also shows the type of street where you are most likely to find each type of improvement.

- Local streets – residential streets where people live.
- High streets – such as streets in neighbourhood and town centres, with shops and restaurants.
- Main roads – busy streets with lots of traffic, which may have many different uses.
- Pedestrianised streets – where vehicles are restricted.

2.1 Improvements to the layout of streets to help people walk and wheel

Improvements to the layout of streets to help people walk and wheel include measures to help people cross the street and other improvements. *Formal* pedestrian crossings are described below, followed by other changes to roads and streets that help people walk and wheel. Many of these also help people cycle.

Formal pedestrian crossings


Formal pedestrian crossings are areas where people walking or wheeling can cross the road more safely. “Formal” means that traffic is required to stop and wait for a person to cross. There are different types of formal crossing that may be funded by the WWCIP.



Zebra crossing

<i>Zebra crossing description</i>	<i>Photos of Zebra Crossings</i>
<p><i>What is it?</i></p> <p>These crossings are marked with black and white stripes and belisha beacons (flashing yellow lights). There are no traffic lights, drivers must stop to let pedestrians cross. Some zebra crossings also include an area for cyclists to cross, which are known as parallel crossings. Drivers are expected to look out for pedestrians waiting to cross and be ready to slow down or stop to let them cross.</p> <p><i>What is it for?</i></p> <p>Stops traffic when pedestrians want to cross, helping to provide safety and to let pedestrians go first.</p> <p><i>Where might I see it?</i></p> <p>Mainly found on local streets and high streets where motor traffic, and pedestrian volumes, are lower. Zebra stripes can also be used across cycle tracks. Zebra crossings at the end of “side streets”, which hold turning traffic for pedestrians to cross, may also be introduced in future (possibly without belisha beacons) but this is dependent on changes to national road regulations.</p> <div data-bbox="201 1274 561 1538">  </div> <div data-bbox="587 1274 935 1538">  </div> <div data-bbox="201 1543 521 1583">Side road crossing (1)</div> <div data-bbox="587 1543 906 1583">Side road crossing (2)</div>	<div data-bbox="1005 387 1474 698">  </div> <div data-bbox="1005 703 1431 779"> <p><i>Parallel crossing - Zebra plus Cycling at West Bar</i></p> </div> <div data-bbox="1005 844 1465 1187">  </div> <div data-bbox="1005 1191 1461 1265"> <p><i>Zebra crossing of cycle track at Tenter Street</i></p> </div>
<div> <div>Yes</div> <div>Local streets</div> </div>	<div> <div>Yes</div> <div>High streets</div> <div></div> <div>Main roads</div> <div></div> <div>Pedestrian streets</div> </div>


Pelican or puffin crossing

<i>Pelican and Puffin crossing descriptions</i>					<i>Photo of a Pelican crossing</i>
<p><i>What is it?</i> Pedestrians press a button to make the traffic lights turn red and there is a display that tells pedestrians when it is safe to cross. On a puffin crossing, there are sensors that detect when there are pedestrians crossing, so the signal for traffic may stay red for longer, until everyone has crossed.</p> <p><i>What is it for?</i> Stops traffic when pedestrians want to cross, helping them to cross safely. The lights give drivers warning they will need to slow and stop. Because drivers do not stop until the lights change, Puffin and Pelican crossings also maintain flow of traffic.</p> <p><i>Where might I see it?</i> Mainly found on busier roads, or where speeds may be higher, such as roads between district centres, high streets and inner ring roads. At some cross roads, diagonal pelican crossings may be induced.</p>					 <p><i>Crossing at Sheaf Square</i></p>
Local streets	Yes	High streets	Yes	Main roads	


Toucan Crossing

<i>Toucan crossing description</i>					<i>Photo of a Toucan crossing button</i>
<p><i>What is it?</i> A Toucan crossing has traffic lights that stop traffic, allowing pedestrians and cyclists to cross the road at the same time. It is named "Toucan" because "two can" use it together – pedestrians and cyclists.</p> <p><i>What is it for?</i> To help both pedestrians and cyclists cross the road safely.</p> <p><i>Where might I see it?</i> Mainly found on roads with higher volumes of motor traffic, or where speeds may be higher, and where a cycle route crosses. Sparrow crossings are more likely to be used in future (see below).</p>					 <p><i>Push button for a Toucan crossing</i></p>
Local streets	Yes	High streets	Yes	Main roads	

Sparrow crossing – a signalised parallel crossing

<i>Sparrow crossing description</i>					<i>Photo of a Sparrow crossing</i>
<p><i>What is it?</i> Similar to toucan crossings, a sparrow crossing has a signal that stops traffic, but with a separate area for cyclists to cross.</p> <p><i>What is it for?</i> For pedestrians and cyclists to cross next to each other.</p> <p><i>Where might I see it?</i> Mainly found on roads with higher volumes of motor traffic, or where speeds may be higher. May be preferred to toucan crossings as they provide separate areas for walking and cycling.</p>					 <p><i>Sparrow crossing at Neepsend Road</i></p>
Local streets	Yes	High streets	Yes	Main roads	

Pegasus Crossing

<i>Description of a Pegasus crossing</i>					<i>Photo of a Pegasus crossing button</i>
<p><i>What is it?</i> A crossing for horse riders and pedestrians. It uses push-buttons to make the traffic lights turn red for traffic, with buttons placed where horse riders can reach them as well as pedestrians.</p> <p><i>What is it for?</i> Horse riders and pedestrians can cross more safely while traffic is stopped.</p> <p><i>Where might I see it?</i> Mainly seen where riding paths cross rural roads and traffic speeds may be higher than in towns.</p>					 <p><i>Push button for a Pegasus crossing</i></p>
Local streets		High streets	Yes	Main roads	

For zebra, pelican and puffin crossings, there are zig zags on the road where drivers are not allowed to park or overtake, so that crossings are easier to see.

Other improvements to help people walking and wheeling

Other improvements to the layout of streets to help people walking and wheeling include the following, defined below:

- Putting people first;
- Tactile paving;
- Informal / uncontrolled crossings;
- Pedestrian refuges;
- Continuous footways;
- Even pavements - Reducing slope (“crossfall”);
- Liveable neighbourhoods;
- Space for Play;
- Widening pavements; and
- Road narrowing at junctions.

Putting people first –updated signals and direct crossings

For all crossings and all road designs, putting people first can be important.

There are many potential changes to support easier crossings such as traffic signals that change to green more quickly or stay on green longer for pedestrians and cyclists crossing. Some signals may change automatically, using sensors rather than push-buttons.

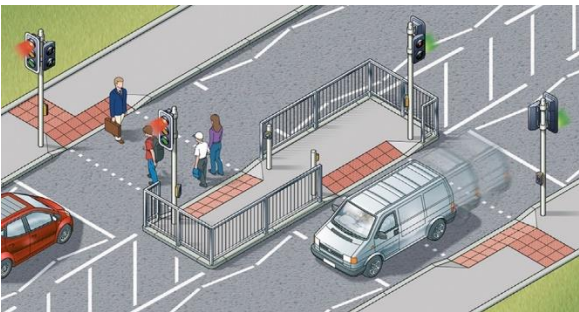
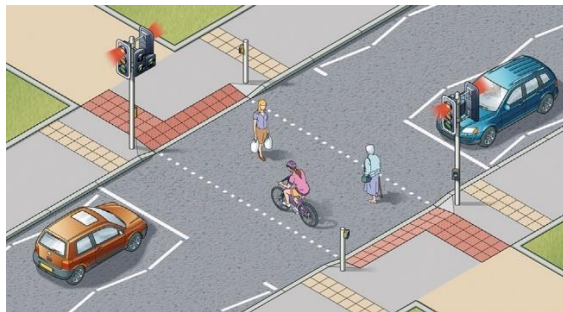
Crossings and junctions can be designed so that people walking, wheeling and cycling spend less time waiting for the “green man”. In areas with high pedestrian flows and low traffic flows, it is also possible to design crossings so that the signal is usually green for people walking, wheeling and cycling but only changes to green for traffic when it detects a small queue of traffic. This gives more priority to people over traffic.

Another example of putting people first is to provide “direct” crossings rather than “staggered” crossings.


Direct crossings allow people to walk, wheel and cycle straight across in one stage without having to wait in the middle.

A less people-friendly approach is where crossings are designed so that pedestrians cross in two stages. For example, crossing a northbound lane, then having to wait on an island in the middle of the road before crossing the southbound lane. These are known as “**staggered crossings**” and are usually designed in this way to prioritise traffic flow. However, it can make crossing the road longer and less convenient for pedestrians. Staggered Crossings are appropriate only when crossing very wide roads with several traffic lanes and where traffic flows are much higher than pedestrian flows.


Staggered crossing

	
<p><i>"Staggered" crossing</i></p>	<p><i>"Direct" crossing</i></p>


Tactile paving

<i>Description of Tactile paving</i>	<i>Photo of Tactile paving</i>
<p>What is it?</p> <p>Tactile paving is pavement with a texture, like bumps or ridges, that can be felt. Tactile paving should be a different colour than normal paving. There are different types of tactile paving to show what to expect ahead, for instance a crossing, a cycle track, or a set of stairs. There is national guidance on the types of tactiles to use in different circumstances.</p> <p>What is it for?</p> <p>It is used to alert people to a change ahead, especially people who are visually impaired.</p> <p>Where might I see it?</p> <p>All crossings plus the top and bottom of steps and at cycle tracks.</p>	
<p>Yes Local streets Yes High streets Yes</p>	<p>Main roads Yes Pedestrian streets</p>

Informal crossing

Description of informal crossings					Photo of an informal crossing	
<p>What is it?</p> <p>A suggested place to cross the road but without the traffic lights or road markings found at formal crossings. Informal crossing places have dropped kerbs and tactile paving and may have <i>pedestrian refuges</i> in the middle. A pedestrian refuge or <i>island</i> is an area in the middle of the road which allows people to cross in two stages.</p> <p>What is it for?</p> <p>To help both people walking and wheeling to cross the road safely.</p> <p>Where might I see it?</p> <p>Local streets, high streets and main roads, usually in less busy areas with fewer people walking and wheeling. Informal crossings may be seen on busy roads at the moment, but any new crossings of busy roads that are funded through the WWCIP in the future will be controlled crossings.</p>						
Informal crossing with Pedestrian Refuge						
Yes	Local streets	Yes	High streets	Yes	Main roads	Pedestrian streets

Continuous footways

Description of Continuous footways					Photo of a Continuous footway		
<p>What is it?</p> <p>Continuous footways are pavements that continue across side roads, usually at the same level. As at all side roads, drivers are expected to give way to pedestrians crossing. A continuous footway helps show that pedestrians have priority.</p> <p>What is it for?</p> <p>It shows that pedestrians have priority over drivers turning into, or out from, a side road, and makes it easier and more accessible for people to cross, as they do not have to step up or down.</p> <p>Where might I see it?</p> <p>These may be used at junctions with low traffic, including some high streets.</p>					 <p><i>Continuous footway – Mappin Street</i></p>		
Yes	Local streets	Yes	High streets		Main roads	Yes	Pedestrian streets

Did you know? Since 2022, the Highway Code requires drivers to give way to people crossing or waiting to cross at a junction, even without a formal type of crossing.

Level pavements

<i>Description of Level pavements</i>	<i>Pictogram and photo of level pavements</i>
<p><i>What is it?</i></p> <p>Some pavements slope toward the street, giving the feeling of falling sideways toward the road. You will see this especially where the pavement has been lowered to provide access to a driveway. Keeping the pavement level and instead installing a ramp to cross over to the driveway makes walking and wheeling easier.</p> <p><i>What is it for?</i></p> <p>Pavements that are level help people walk and wheel without tripping or rolling toward the street.</p> <p><i>Where might I see it?</i></p> <p>Most likely to be seen on pavements in new housing developments.</p>	 <p><i>If the pavement is not level: Tilting toward the street</i></p>  <p><i>Drive entrance that keeps pavement level</i></p>
Yes Local streets	Yes High streets Yes Main roads Yes Pedestrian streets

Liveable Neighbourhoods

<i>Description of Liveable Neighbourhoods</i>	<i>Photo of one type of Liveable Neighbourhood scheme</i>
<p>What is it?</p> <p>A Liveable Neighbourhood is a place where changes are made to streets creating a safer, cleaner and quieter environment for local residents and businesses to enjoy. This means a more attractive area for walking, cycling and spending time outdoors, chatting with neighbours and visiting local shops.</p> <p>These are known by different names around the U.K.</p> <p>What is it for?</p> <p>By introducing measures to create a Liveable Neighbourhood, the following benefits can be seen:</p> <ul style="list-style-type: none"> • Safer roads and streets as traffic is slowed down; • Increased confidence to safely walk or cycle to get around a neighbourhood; • A reduction in through traffic and “rat-runs”; • A nicer environment for people to spend time outside; • Reduced pollution, improving air quality and the health of local people; • Access to Liveable Neighbourhoods by car is maintained for residents or businesses located within the area. Through traffic may be redirected to main routes. <p>Where might I see it?</p> <p>Mainly found in local neighbourhoods.</p>	 <p><i>Broomhall Liveable Neighbourhood.</i></p>
<div>Yes</div> <div>Local streets</div> <div>Yes</div> <div>High streets</div> <div></div> <div>Main roads</div> <div></div> <div>Pedestrian streets</div>	



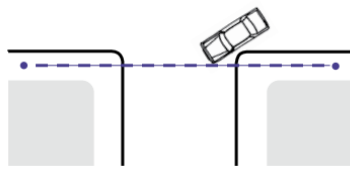
Play Streets and Play Sufficiency

Description of Play Streets and Play Sufficiency	Photo of a Play Street
<p>What is it?</p> <p>Where an area has safe routes for children to walk, or wheel, or scoot to a play area, the neighbourhood has “play sufficiency” – enough play space. Where streets are quieter, the street itself can be safer for playing out and children can play closer to home.</p> <p>On a Play Street, places may be created to encourage play on the street as shown on the image.</p> <p>Some streets have permanent play areas. Some Play Streets are temporary, often with supervised activities during school holidays.</p> <p>What is it for?</p> <p>Play is very important for health and mental health. It contributes to children’s development. Play Streets are for enjoyment, meeting people and other community activities as well as travel.</p> <p>Where might I see it?</p> <p>Mainly found in local neighbourhoods. In new housing developments, Sheffield expects play space for children within 10 minutes’ walk (480m) of houses. For youth play spaces, this is 15 minutes’ walk (720m).</p>	 <p><i>Play Street (Kings Heath, Birmingham)</i></p>
<p>Yes <input checked="" type="checkbox"/> Local streets <input type="checkbox"/> High streets <input type="checkbox"/> Main roads <input type="checkbox"/> Pedestrian streets</p>	

Widening pavements

Description of Widening pavements	Photo of a Wide pavement
<p>What is it?</p> <p>Making pavements wide enough so that people walking and wheeling can pass each other easily and walk next to each other.</p> <p>What is it for?</p> <p>Wider pavements provide a more accessible and pleasant walking experience. A wider pavement might allow a parent to walk holding a child’s hand or push a pram, allow space for dog-walkers or make a pavement usable by wheelchair users.</p> <p>Where might I see it?</p> <p>Found in many places and often part of street improvements for walking and wheeling.</p>	 <p><i>Wide pavement at Mappin Street</i></p>
<p>Yes <input checked="" type="checkbox"/> Local streets <input checked="" type="checkbox"/> High streets <input checked="" type="checkbox"/> Main roads <input checked="" type="checkbox"/> Pedestrian streets</p>	

Tightening junctions to slow traffic

Description of Tightening junctions to slow traffic				Diagram of tightening streets			
<p>What is it?</p> <p>Making junctions more square changes how quickly drivers can turn, slowing them and making time to look for people. (see diagram)</p> <p>What is it for?</p> <p>To encourage drivers to make turns more slowly, allowing pedestrians to cross more easily. It also gives more space for pavements.</p> <p>Where might I see it?</p> <p>Mainly found in local neighbourhoods on streets seldom used by larger vehicles such as lorries.</p>				<p>Small radius (eg. 1 metre)</p>  <p>Manual for Streets diagram</p>			
Yes	Local streets		High streets		Main roads		Pedestrian streets

2.2 Changes to the layout of streets to help people cycle

Giving people the option to cycle can make it easier to access places like school, work, or local shops, especially when they are too far to walk, and also improves health.

Many people choose to cycle when they have routes that make them feel safe. Changes to the layout of streets can help create safer cycle routes.

Cycle tracks and lanes


Road changes that support cycling include:

- Cycle tracks protected from traffic;
- Lightly protected cycle lanes;
- Quiet streets;
- Contraflow cycle lanes and tracks; and
- Off-road paths through parks or along canals.


All of these have some physical protection from traffic. In future, you are unlikely to see new cycle lanes on the street that have a painted line and no other protection for cyclists.



Cycle tracks protected from traffic

<i>Description of Cycle tracks protected from traffic</i>	<i>Photo of a fully protected cycle lane</i>
<p>What is it? Protected, or “segregated” cycle tracks have a physical barrier between traffic and cyclists. There is usually a separation between cyclists and pedestrians as well. Protected cycle tracks are usually parallel to motor traffic, with one track on either side of the road. They can be two-way on one side of the road.</p> <p>What is it for? Separation from traffic makes cycling safer. Having safe space just for cycling gives more people the opportunity and confidence to cycle.</p> <p>Where might I see it? Mainly found on busier roads.</p>	 <p><i>Fully protected cycle track at Charter Row</i></p>
<div> <input type="checkbox"/> Local streets <input checked="" type="checkbox"/> Yes <input type="checkbox"/> High streets <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Main roads <input type="checkbox"/> Pedestrian streets </div>	


Lightly protected cycle lanes

<i>Description of lightly protected cycle lanes</i>	<i>Photo of a Cycle lane with light protection</i>
<p>What is it? Light protection or “light segregation” uses features in the road to make a cycle lane very visible. It is difficult for drivers to enter a lightly protected cycle lane but cyclists are able to move into the main traffic lane if needed.</p> <p>What is it for? Light protection creates a cycle lane on the road, leaving the pavement free for those walking and wheeling. It is easy to install and does not require further changes to the street.</p> <p>Where might I see it? Mainly found on busier roads.</p>	 <p><i>Cycle lane with light protection</i></p>
<div> <input type="checkbox"/> Local streets <input checked="" type="checkbox"/> Yes <input type="checkbox"/> High streets <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Main roads <input type="checkbox"/> Pedestrian streets </div>	


Quiet Streets

<i>Description of Quiet Streets</i>		<i>Photo of a narrow gap reducing traffic flow</i>
<p>What is it? Rather than adding cycle tracks, on Quiet Streets traffic is reduced and/or slowed so that people cycling can share the street with other vehicles.</p> <p>What is it for? Quiet Streets create pleasant routes for walking and cycling by slowing and reducing traffic. They do not usually include changes to street such as pavements or new cycle tracks.</p> <p>Where might I see it? Mainly found on residential streets with low numbers of vehicles. These are also called “Mixed traffic streets”.</p>		 <p><i>A street made quiet with a narrow gap. Filey Street, Broomhall</i></p>
Yes	Local streets	
	High streets	
	Main roads	
	Pedestrian streets	

Contraflow cycle lanes or tracks

<i>Description of Contraflow cycle lanes or tracks</i>		<i>Photo of a Contraflow cycle lane</i>
<p>What is it? One-way streets for motor vehicles with cycling allowed in both directions. Usually, the cycle lane is physically separated from the traffic lane. Sometimes there is no separate cycle lane and road signs are used to tell people when contraflow cycling is allowed.</p> <p>What is it for? Contraflow lanes allow people cycling to take more direct routes, avoiding one-way systems that are usually set up for traffic.</p> <p>Where might I see it? Mainly found on one-way streets with low numbers of cars.</p>		 <p><i>Contraflow cycle lane at Little London Road</i></p>
Yes	Local streets	
Yes	High streets	
	Main roads	
	Pedestrian streets	

Off-road paths through parks or along canals

Description of Off-road paths through parks or along canals				Photo of an off-road cycle path	
<p>What is it?</p> <p>Off-road paths are away from roads and only pedestrians and cyclists can use them. Sometimes, there is separation between cyclists and pedestrians. There are often limited ways to join and leave paths, and people can feel unsafe where paths seem lonely.</p> <p>What is it for?</p> <p>Off-road paths let cyclists and pedestrians travel in quiet, traffic-free areas. They can be the most direct routes between two places.</p> <p>Where might I see it?</p> <p>Mainly found in parks or canal towpaths. These may also connect cul-de-sacs or be found in shopping areas or industrial estates.</p> <p>These paths are often remote from residential areas or district centres. Because the focus of the WWCIP is connection within and between neighbourhoods, these paths are not always suitable.</p> <p>Any investment in off-road paths through the WWCIP will seek to ensure paths are accessible to all, well-lit and use a surface material suitable for walking and wheeling.</p>				 <p>Off-road cycle path in Sheaf Valley</p>	
Local streets		High streets		Main roads	
				Pedestrian streets	

Junctions and roundabouts

Improving junctions and roundabouts can make walking, wheeling and cycling much easier. Often this involves adding crossings, making more space for people walking, wheeling and cycling, and ensuring people have priority over cars. Junctions may also be redesigned so that drivers have to be slower around corners. See: *Raised tables*, *Continuous crossings*, *Narrowing roads at junctions*, and other crossings.

Junctions and roundabouts that welcome walking, wheeling and cycling

On larger roads, junctions may include Dutch-style roundabouts or CYCLOPS junctions. These Dutch-style designs introduce pedestrian crossings and cycle tracks.



Dutch-style roundabout with cycle route and parallel crossings at West Bar



A CYCLOPS junction in Manchester allows space for walking, wheeling and cycling despite multiple lanes of traffic.

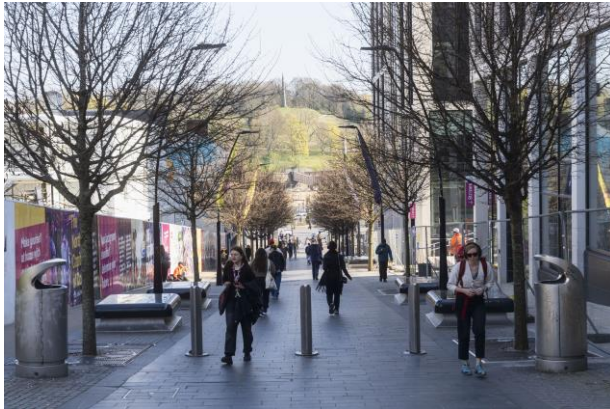
There are many other ways that changing larger junctions can make it more comfortable to cross on foot, wheeling or by bicycle. For instance: timing signals so that cyclists move at a different time than pedestrians or cars.

2.3 Changes to the layout of streets to improve public spaces

Making local centres, streets and neighbourhoods feel safer and more welcoming lets all of us enjoy public space for, chatting, shopping, exercise, and enjoyment. Making space welcoming and easy to explore is good for business and often reduces crime or fear or crime because people are present.

Changes to the layout of streets to improve public spaces may include changes to the type or quality of paving materials and street furniture used, art installations, benches, landscaping with plants and trees, and Sustainable Urban Drainage features.

In town and city centres, vehicles may be prohibited from using streets for part of the day and the streets often paved to feel like public space rather than driving space. Spaces prioritised for walking and cycling can often support a range of wider uses, including outdoor café style seating, street markets, and public events adding to the vibrancy and attractiveness of places.



The Sheffield Grey to Green scheme (described in Appendix B) is also an example of improving public spaces.

Parklet

<i>Description of Parklets</i>				<i>Photo of a Parklet example</i>			
<p>What is it?</p> <p>A very small area of a street where planting and benches are installed to create a mini-park where people can stop, rest and enjoy the street. They may be created on a pavement or by converting space previously used for parking, or by reducing the width of a traffic lane on a wide street.</p> <p>What is it for?</p> <p>Parklets provide people walking and wheeling with a place to rest but also improve the look and feel of a street and encourage social interaction.</p> <p>Where might I see it?</p> <p>Most likely to be installed in quieter streets and town or district centres.</p>				 <p><i>Parklet – providing space in the street for seating</i></p>			
Yes	Local streets	Yes	High streets		Main roads	Yes	Pedestrian streets

Spaces to rest

<i>Description of Spaces to rest</i>				<i>Photo of Spaces to rest</i>			
<p>What is it?</p> <p>Benches, tables and other places to stop for a minute.</p> <p>What is it for?</p> <p>Places to rest are important for walking, wheeling and cycling so that people can stop when they are tired. They also invite people to enjoy the space, to picnic or chat and use local shops.</p> <p>Where might I see it?</p> <p>Most likely to be installed in quieter streets and town or district centres</p>				 <p><i>Sheffield's Grey to Green approach with different types of benches</i></p>			
Yes	Local streets	Yes	High streets		Main roads	Yes	Pedestrian streets

2.4 Changes to the layout of streets to improve road and street safety

Changes to streets can be made to increase safety. These include

- Traffic calming;
- Lower speed limits;
- Traffic access and traffic management;
- Lighting; and
- Quality of materials and landscaping.

Traffic calming

Description of Traffic calming

What is it?

Physical changes to the road to slow traffic such as speed humps, chicanes or raised tables are often used (see below). Narrow traffic lanes can also reduce speeds.

What is it for?

To make it difficult for drivers to speed, improving safety for everyone in the area.

Where might I see it?

Residential streets

Speed humps



Chicanes



Raised table



Yes

Local streets

Yes

High streets

Main roads

Pedestrian streets

Lower speed limits

Lower speeds mean more safety for everyone on the streets walking, wheeling cycling, driving, skipping, scootering. In areas where people live and spend time this is often achieved through physical changes in the road as well as traffic enforcement.

20mph zones and limits

When the speed limit is set at 20mph, fewer changes to the road are required in order to ensure driving feels safe and calm. In a *20mph zone*, signs, speed humps and reminders are required. Where a *20mph limit* is set in a neighbourhood or area, there are no humps

and fewer signs. Sheffield City Council is committed to rolling out 20mph limits in residential areas, increasing safety while reducing the need for physical changes to the roads.


You will often find lower speeds in residential neighbourhoods and near schools or hospitals and other buildings with vulnerable people.




Traffic access and traffic management

Road safety can be improved by restricting some vehicles. This may include limiting traffic near schools, removing large, heavy vehicles or by removing through-traffic. Some examples of ways that can be achieved are described here.


School Streets

<i>Description of School Streets</i>	<i>Photo of a School Street road closure</i>
<p><i>What is it?</i> Streets outside school gates are closed to through traffic during school drop-off and pickup times.</p> <p><i>What is it for?</i> Removing the traffic makes it easier and safer for children to walk or cycle the last few metres to school, getting a bit of exercise before learning, and breathing cleaner air.</p> <p><i>Where might I see it?</i> Often near primary schools. See Case Study 6 in Appendix B for further information.</p>	 <p><i>School Street road closure at Glen Road</i></p>
<p>Yes <input checked="" type="checkbox"/> Local streets <input type="checkbox"/> High streets <input type="checkbox"/> Main roads <input type="checkbox"/> Pedestrian streets <input type="checkbox"/></p>	

Bus and tram gates

<i>Description of Bus and tram gates</i>				<i>Photo of a Bus gate</i>			
<p>What is it?</p> <p>A bus or tram gate restricts use of a street by general traffic but allows use by buses/trams and sometimes cycles and other authorised vehicles such as ambulances and taxis. Road signs are used to inform road users of a bus/tram gate (there is no actual gate) and there may be enforcement cameras that record use by unauthorised vehicles.</p> <p>What is it for?</p> <p>It removes general traffic so that buses/trams are not delayed but may also make a street feel calmer and safer for walking, wheeling and cycling.</p> <p>Where might I see it?</p> <p>Mainly found in town and city centres, or in sensitive or historical areas.</p>				 <p><i>Bus Gate at Furnival Gate</i></p>			
<input type="checkbox"/>	Local streets	Yes	High streets	<input type="checkbox"/>	Main roads	Yes	Pedestrian streets

Modal filters

<i>Description of Modal filters</i>				<i>Photo of a Modal filter</i>			
<p>What is it?</p> <p>A bollard or a planter that narrows a street so that motor traffic can't go through.</p> <p>What is it for?</p> <p>Modal filters improve conditions for walking, wheeling and cycling by reducing motor traffic. They make neighbourhoods quieter and calmer without creating a full road closure.</p> <p>Where might I see it?</p> <p>Mainly found in local neighbourhoods, they can be important in reducing through traffic on streets so that more people can walk, wheel and cycle. Modal filters may be used as part of active neighbourhoods (see "Other changes to help people walking and wheeling" section).</p>				 <p><i>Modal filter at Ball Street Bridge</i></p>			
Yes	Local streets	<input type="checkbox"/>	High streets	<input type="checkbox"/>	Main roads	Yes	Pedestrian streets

Vehicle weight limits

Reducing the number of large vehicles can improve the safety of roads for people walking, wheeling and cycling. This may be a restriction for certain times of day only. Some roads and bridges are not built for the weight of modern lorries and those are likely to be restricted as well.



Traffic management

Traffic management may include technology that helps to ensure priority for sustainable transport, and safety on streets and roads. Examples include:

- Traffic signals that can detect pedestrians, cyclists, buses or queues of traffic, and change automatically.
- “Green wave” linked traffic signals that change so that cyclists to meet fewer red lights along cycling routes. This makes cycling more attractive by making it faster and easier.
- More signalised or zebra crossings so people walking and wheeling feel safer crossing, and “all-way pedestrian” signals where traffic is stopped and pedestrians can cross diagonally.

Lighting

Street lighting and lighting of off-road paths can increase safety of walking and cycling routes.

3 Integrating walking, wheeling and cycling with the wider transport network

For longer journeys, walking, wheeling or cycling may be combined with other transport, such as bus, tram or car. These are known as multi-modal journeys. Below are examples of things that help people to make multi-modal journeys: trips using more than one type of transport.

3.1 Supporting multi-modal journeys

Mobility Hubs

Mobility hubs are places where different transport options come together. This might be a rail station with parking for cars and bicycles plus bus stops and a taxi rank. It can also be a smaller local hub where there are transport services and facilities such as bus stops, electric vehicle charging points, bicycle parking, pedestrian paths and shared bicycles.



An example local mobility hub

Cycle parking

Cycle parking is important at home and at destinations and there are various types of cycle parking that may be funded through the WWCIP.

Cycle Hubs

Secure Cycle Parking Hubs are indoor public spaces for many bicycles. Sheffield has two Council-commissioned hubs: the 140 space Hub in the City Centre and the 40 space Hub at Meadowhall Station Ride & Rail. There are also parking Hubs at the main rail station, the university, and Moor Markets. Access is usually via membership, with a key fob or access code. Hubs often have shops offering bicycle maintenance attached. See case study 7 in the Appendix B section for more detail.



Inside Charter Row Bike Hub



A cycle hub at Meadowhall Station

On-street cycle parking

Cyclists can lock their bikes to metal racks and loops provided near shops and other destinations. These may be open or covered.

The simple loop design is called a “Sheffield stand” because it was pioneered here.



Row of Sheffield stands

Cycle Hangars – residential neighbourhoods

Hangars are large boxes where five to ten bicycles can be stored securely. They allow people to keep bicycles without storing them inside their houses. Hangars are shared amongst neighbours. See case study 7 in the Successes to Date section.



Open cycle hangar

3.2 Managing vehicle parking – parking control

Where people park cars has an impact on everyone and sometimes parking controls are needed to enable people to walk, wheel and cycle. For example, pavements may be blocked or narrowed by parked cars so ensuring cars are not parked on pavements (as in the image opposite) means people can walk on them. Ensuring there is enough pavement width available enables people to walk together, for example holding a child's hand, and enables users of pushchairs or wheelchairs to use the pavement.

Parking controls enable the street to be used for important services such as loading goods and Blue Badge or other accessible parking.

Parking controls may include:

- Creating designated parking bays so people do not park on pavements
- Limiting parking to permit holders
- Enforcing restrictions or dangerous parking.






Residents' parking with clear pavements

3.3 Buses and other public transport



Bus stops

As cycling increases, there is more interaction between cycle tracks and people getting on and off buses. Common options for design and placement of bus stops are described here. All require people walking and wheeling to cross the cycle track, and care must be taken to include people with visual impairments in discussions about these options.

Cycle tracks with bus stop bypasses - floating bus stop

<i>Description Cycle track with floating bus stop</i>	<i>Photo of a floating bus stop</i>
<p>What is it? At a floating bus stop, there is a bus shelter and stop on an "island" between the road and the cycle track. Cyclists pass behind the bus shelter.</p> <p>What is it for? Floating bus stops separate people getting on and off the bus from people cycling. Cycle tracks designed in this way enable people to cycle without having to pass on the outside of buses waiting at stops – between buses and other traffic.</p> <p>Where might I see it? Found where bus stops are next to cycle tracks.</p>	 <p>Floating bus stop at Charter Row</p>
<div> <input type="checkbox"/> Local streets <input checked="" type="checkbox"/> Yes <input type="checkbox"/> High streets <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Main roads <input type="checkbox"/> Pedestrian streets </div>	

Bus stops with front bypass and Bus Boarder

Description of front bus stop bypass and Bus Boarder				Photo of bus stop bypass and Boarder	
<p>What is it?</p> <p>The cycle track is between the bus shelter or stop and the road. Cyclists pass in front of people waiting for the bus and bus passengers cross the cycle track when boarding the bus.</p> <p>In Bus Boarders, people boarding the bus do so directly from the cycle track.</p> <p>What is it for?</p> <p>Cycle tracks designed in this way enable people to cycle without having to pass on the outside of buses waiting at stops – between buses and other traffic.</p> <p>Bus boarders are used where space is more constrained.</p> <p>Where might I see it?</p> <p>Found where bus stops are next to cycle tracks.</p>				 <p><i>Bus stop bypass (Bristol)</i></p>  <p><i>Bus stop boarder (Bath)</i></p>	
Local streets	Yes	High streets	Yes	Main roads	Pedestrian streets

Bus lanes

Bus lanes are set aside mainly for buses. These help people walking and wheeling in two ways:

- They support buses to be faster and more reliable, meaning everyone has good travel options.
- They move other traffic away from the kerb, making walking and wheeling more pleasant.

Bikes and trams

Both trams and bicycle can be useful for travel of 3mi/5km or more, and it is an ambition to have more options for people to mix walking, wheeling and cycling with public transport of all kinds. Often cyclists would like to take the tram one direction only, for instance if the weather changes. More bike parking at tram stops is likely. The MCA is currently considering a trial of bikes on trams at quiet times.

4 Helping and encouraging people to make more journeys by walking, wheeling and cycling

As well as physical changes to streets, the WWCIP will fund “software” that seeks to help and encourage people to make more journeys by walking, wheeling and cycling. Making people aware of the travel options available to them, including the improvements to streets described earlier in the document, and actively supporting people to walk, wheel and cycle, is an important element of our investment plan.

The nature of these software activities will be refined in discussion with local communities. Below we have included some examples of the types of initiative that may be taken forward.

4.1 Supporting decisions to walk, wheel and cycle


Marketing campaigns

<i>Description of Marketing campaigns</i>	<i>Photo of BetterPoints advertisement</i>
<p>What is it? Marketing Campaigns range from targeted conversations around travel choices – known as Personalised Travel Planning – to leaflets and advertising or sharing articles to the press or social media. BetterPoints app has been used by Sheffield City Council to reward people for travelling sustainably while giving information (see case study Appendix B).</p> <p>What is it for? Marketing Campaigns help people understand their options for travel. They often highlight changes such as a new path, and remind of reasons to travel by bus, tram, walking, wheeling and cycling.</p> <p>Where might I see it? May be targeted in certain areas or city-wide</p>	 <p>Advertisement for BetterPoints in Sheffield</p>


Travel plans

<i>Description of Travel plans</i>
<p><i>What is it?</i></p> <p>A travel plan is a document that describes how an institution will manage travel to its site, by visitors or employees. It describes the steps an organisation, or new development, will take to help people travel sustainably.</p> <p><i>What is it for?</i></p> <p>Creating a Travel Plan helps focus on ways to reduce the need for private vehicles and promote sustainable travel. Some employers also find planning for travel reduces the need for parking and reduces employee travel costs.</p> <p><i>Where might I see it?</i></p> <p>May be targeted in certain areas or city-wide</p>


Social prescribing

<i>Description of Social prescribing</i>	<i>Photo of “Wild Sheffield”</i>
<p><i>What is it?</i></p> <p>Social Prescribing uses referrals to connect people to a range of services and supports. It aims to improve general health.</p> <p><i>What is it for?</i></p> <p>In relation to walking, wheeling and cycling, Social Prescribing can connect people to led walks and cycle rides to promote wellbeing.</p> <p><i>Where might I see it?</i></p> <p>May be targeted in certain areas or city-wide</p>	 <p><i>Wild Sheffield – Green and Blue social prescribing</i></p>

Cycle training, for adults and for children

<i>Description of Cycle training, for adults and for children</i>	<i>Photo of Cycle training</i>
<p>What is it? Many people learn to ride bicycles as children, but we don't always learn to use them for practical travel. Cycle training, for children or adults, includes lessons to become more confident getting to places by bicycles.</p> <p>What is it for? Cycle training teaches children and adults travel independently, and as a family.</p> <p>Where might I see it? You will usually see training on quieter roads, but some people will get advice about riding in busier places, including around roundabouts.</p>	 <p><i>Cycle training in Sheffield</i></p>
<p>Yes Local streets Yes High streets Yes Main roads Pedestrian streets</p>	

Bike loans

<i>Description of Bike loans</i>	<i>Photo of a bike loan scheme example</i>
<p>What is it? A "bike library" loans bikes to people to keep at home for a set period. These are sometimes provided by cities and towns, and sometimes by employers or universities. Sheffield City Council currently loans electric bikes. Some places have a range of bicycle to try, and extras such as child seats or trailers.</p> <p>What is it for? Borrowing a bicycle lets people get familiar with using a bicycle near home. They can also decide if the loan bike is right bicycle for them.</p> <p>Where might I see it? You will learn about these from the Council's active travel webpages, and from cycle training.</p>	 <p><i>Sheffield's CycleBoost promotion of bike loans</i></p>

Shared bikes


Description of Shared bikes	Photo of a Shared bike scheme
<p>What is it?</p> <p>These are often public bikes on streets, to rent for a single ride. Some “pool bikes” are provided by employers and used only by employees of that organisation or site.</p> <p>Sheffield City Council is currently planning a shared cycle scheme to be rolled out on a phased basis from early 2026. The scheme will provide access to e-bikes from hubs, initially spread around the western part of the city.</p> <p>What is it for?</p> <p>Shared bikes let people use a bike occasionally – to travel faster and further than walking - without storing a bicycle at home.</p> <p>The scheme aims to support Sheffield’s active travel and environmental objectives for the city, providing more sustainable transport options for residents and visitors as the City Centre develops and especially supporting the proposed housing growth.</p> <p>Where might I see it?</p> <p>Public bikes are usually found in city and district centres and high streets, or near local shops in residential neighbourhoods – places they can be used by multiple people.</p>	 <p><i>Bike share scheme example (Leeds City Bikes)</i></p>
<div>Local streets</div> <div>Yes</div> <div>High streets</div> <div></div> <div>Main roads</div> <div></div> <div>Pedestrian streets</div>	

Photo credits

Section	Sub-section	Intervention type	Image	Source
Changes to the layout of Roads and Streets	Formal Pedestrian Crossings	Zebra Crossing	Side road crossing (1)	Transport for Greater Manchester
Changes to the layout of Roads and Streets	Formal Pedestrian Crossings	Zebra Crossing	Side road crossing (2)	WSP
Changes to the layout of Roads and Streets	Formal Pedestrian Crossings	Zebra Crossing	Parallel crossing - Zebra plus Cycling	Sheffield City Council
Changes to the layout of Roads and Streets	Formal Pedestrian Crossings	Zebra Crossing	Zebra crossing of cycle track at Tenter Street	Sheffield City Council
Changes to the layout of Roads and Streets	Formal Pedestrian Crossings	Pelican or Puffin crossing	Pelican crossing at Osborne Road	Sheffield City Council
Changes to the layout of Roads and Streets	Formal Pedestrian Crossings	Toucan Crossing	Push button for a Toucan crossing	Walk Ride GM (https://www.walkridegm.org.uk/2023/01/15/call-to-action-lets-put-pedestrians-first-at-crossings/)
Changes to the layout of Roads and Streets	Formal Pedestrian Crossings	Sparrow Crossing	Sparrow crossing at Neepsend Road	Sheffield City Council
Changes to the layout of Roads and Streets	Formal Pedestrian Crossings	Pegasus Crossing	Push button for a Pegasus crossing	Evans Halshaw
Changes to the layout of Roads and Streets	Other changes to help people walking and wheeling	Direct crossings	Staggered crossing illustration	Highway Code
Changes to the layout of Roads and Streets	Other changes to help people walking and wheeling	Direct crossings	Direct crossing illustration	Highway Code
Other changes to help people	Putting people first –	Tactile Paving	Tactile Paving – Pinfold Street	Google Maps - Street View Pinfold Street

Section	Sub-section	Intervention type	Image	Source
walking and wheeling	updated signals and direct crossings			https://www.google.com/maps/@53.3830385,-1.4717097,678m/data=!3m1!1e3?entry=tu&q_ep=EgoyMDI1MDQyNy4xIKXMDSoASAFQAw%3D%3D
Changes to the layout of Roads and Streets	Other changes to help people walking and wheeling	Informal crossing	Informal crossing with Pedestrian Refuge	https://www.idgo.ac.uk/design_guidance/factsheets/Pedestrian_Crossings.htm
Changes to the layout of Roads and Streets	Other changes to help people walking and wheeling	Level pavement	If the pavement is not level	Wheels for Wellbeing
Changes to the layout of Roads and Streets	Other changes to help people walking and wheeling	Level pavement	Drive entrance that keeps pavement level	Ranty Highwayman
Changes to the layout of Roads and Streets	Other changes to help people walking and wheeling	Liveable Neighbourhoods	One type of liveable neighbourhood approach	Sheffield City Council
Changes to the layout of Roads and Streets	Other changes to help people walking and wheeling	Play Streets and Play Sufficiency	Play Street	Living Streets – Kings Heath
Changes to the layout of Roads and Streets	Other changes to help people walking and wheeling	Widening pavements	Wide pavements at Neepsend Road	Sheffield City Council
Changes to the layout of Roads and Streets	Other changes to help people	Tightening junctions to slow traffic	Diagram	Manual for Streets



Section	Sub-section	Intervention type	Image	Source
	walking and wheeling			
Changes to the layout of Roads and Streets	Changes of the layout of streets to help people cycle	Cycle tracks protected from traffic	Fully kerbed protected cycle track	WSP
Changes to the layout of Roads and Streets	Changes of the layout of streets to help people cycle	Lightly protected cycle lanes	Cycle lane with light protection	WSP
Changes to the layout of Roads and Streets	Changes of the layout of streets to help people cycle	Cycle lanes	Painted cycle lane	Cambridge Cycle Campaign
Changes to the layout of Roads and Streets	Changes of the layout of streets to help people cycle	Quiet Streets	A street made quiet with a narrow gap	Sheffield City Council
Changes to the layout of Roads and Streets	Changes of the layout of streets to help people cycle	Contraflow cycle lanes or tracks	Contraflow cycle lane at Little London Road	Sheffield City Council
Changes to the layout of Roads and Streets	Changes of the layout of streets to help people cycle	Off-road paths through parks or along canals	Off-road cycle path next to walking path	Sheffield City Council
Changes to the layout of Roads and Streets	Changes of the layout of streets to help people cycle	Junctions and roundabouts	Dutch-style roundabout with cycle route and parallel crossings	Sheffield City Council
Changes to the layout of Roads and Streets	Changes of the layout of streets to help people cycle	Junctions and roundabouts	CYCLOPS junction, Manchester	New Civil Engineer, 29 July 2019

Section	Sub-section	Intervention type	Image	Source
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve public spaces	To improve public spaces	3 Pedestrianised areas, with seating	Sheffield City Council
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve public spaces	Parklet	Parklet	Waltham Forest
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve public spaces	Spaces to rest	Sheffield's Grey to Green approach, with different types of benches	Sheffield City Council
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve road and street safety	Traffic calming	Speed humps	WSP
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve road and street safety	Traffic calming	Chicanes	WSP
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve road and street safety	Traffic calming	Raised table	Ranty Highwayman
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve road and street safety	20mph zones and limits	20mph Zone sign	Commons
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve road	Traffic access and traffic management	School Street temporary road closure	Sheffield City Council

Section	Sub-section	Intervention type	Image	Source
	and street safety			
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve road and street safety	Traffic access and traffic management	Arundel Gate bus gate in 2023	Sheffield City Council
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve road and street safety	access and traffic management	Modal filter at Division Street	Sheffield City Council
Changes to the layout of Roads and Streets	Changes of the layout of streets to improve road and street safety	Traffic access and traffic management Traffic	Vehicle Weight Limit sign	Commons
Integrating walking, wheeling and cycling with the wider transport network	Mobility Hubs		An example local mobility hub	CoMoUK
Integrating walking, wheeling and cycling with the wider transport network	Cycle parking	Cycle Hubs	Cycle hub in use A cycle hub at Meadowhall Station	Sheffield City Council SheffNews
Integrating walking, wheeling and cycling with the wider transport network	Cycle parking	On-street cycle parking	Row of Sheffield stands	Ian S via Geograph
Integrating walking, wheeling and cycling with the wider transport network	Cycle parking	Cycle Hangars – residential neighbourhoods	Open cycle hangar	Sheffield City Council
Integrating walking, wheeling and cycling with the	Managing vehicle parking –		Walking with a pushchair	Sheffield City Council

Section	Sub-section	Interventi on type	Image	Source
wider transport network	parking control		Residents' parking with clear pavements	WSP
Integrating walking, wheeling and cycling with the wider transport network	Bus stops	Cycle tracks with bypass floating bus stop	Bypass - Floating bus stop	Sheffield City Council
Integrating walking, wheeling and cycling with the wider transport network	Bus stops	Cycle tracks with bus bypass and Boarder	Bus bypass – bike path between shelter and road, Bristol Bus Boarder, Bath	Roads.cc Roads.cc
Helping and encouraging people to make more journeys by walking, wheeling and cycling	Supporting decisions to walk, wheel and cycle	Marketing campaigns	Advertisement for BetterPoints in Sheffield	BetterPoints
Helping and encouraging people to make more journeys by walking, wheeling and cycling	Supporting decisions to walk, wheel and cycle	Social prescribing	Women walking in trees near water	Wild Sheffield – Green and Blue social prescribing
Helping and encouraging people to make more journeys by walking, wheeling and cycling	Supporting decisions to walk, wheel and cycle	Cycle training for adults and children	Cycle training in Sheffield	Sheffield City Council
Helping and encouraging people to make more journeys by walking, wheeling and cycling	Supporting decisions to walk, wheel and cycle	Shared bikes	Rack of shared bikes – London	WSP
Helping and encouraging people to make more journeys by walking, wheeling and cycling	Supporting decisions to walk, wheel and cycle	Bike loans	Sheffield's CycleBoost promotion of bike loans	Sheffield City Council

Section	Sub-section	Intervention type	Image	Source
Supporting decisions to walk, wheel and cycle		Shared Bikes	Shared Bikes Example Leeds City Bikes	BBC News https://www.bbc.co.uk/news/articles/cgq2qxjwxy0o

