

CONSULTATION PACK

Rotherham to Tinsley walking and cycling route Phase 2 – Templeborough to Ickles



ROTHERHAM TO TINSLEY WALKING AND CYCLING ROUTE

Phase 2 – Templeborough to Ickles

Rotherham Council is making improvements on Westgate and the A6178 Sheffield Road to make it easier and more pleasant to walk and cycle between Tinsley and the town centre.

This will help to provide affordable and environmentally friendly travel to and from Templeborough, Tinsley and Meadowhall for Rotherham residents – whether to work, shop or socialise.

The scheme will be delivered by Rotherham Council with money from the Department for Transport’s Transforming Cities Fund, subject to the final funding approval by Sheffield City Region.

The works will be completed in three phases:

Phase 1 – To complete in summer 2021, this includes adding new cycle tracks between the borough boundary and Bessemer Way.

Phase 2 (this consultation) – Adding new cycle tracks between Bessemer Way and Centenary Way.

Phase 3 – Improving walking and cycling options between Centenary Way and the town centre.

This document outlines the current proposals for Phase 2 of these improvements so that Rotherham businesses, residents and road-users can tell us their preferred options for specific aspects of the scheme design, and share general comments.

(Phase 3 will be covered by a separate consultation exercise, expected to take place later in summer 2021.)

Phase 2 timeline

- **Summer 2021** – Consultation on proposed scheme design
- **Winter 2021/22 to autumn 2022** – Construction (subject to Sheffield City Region funding approval)

To provide feedback on these Phase 2 proposals, please complete our online survey at www.rotherham.gov.uk/consultations by 13 August 2021.

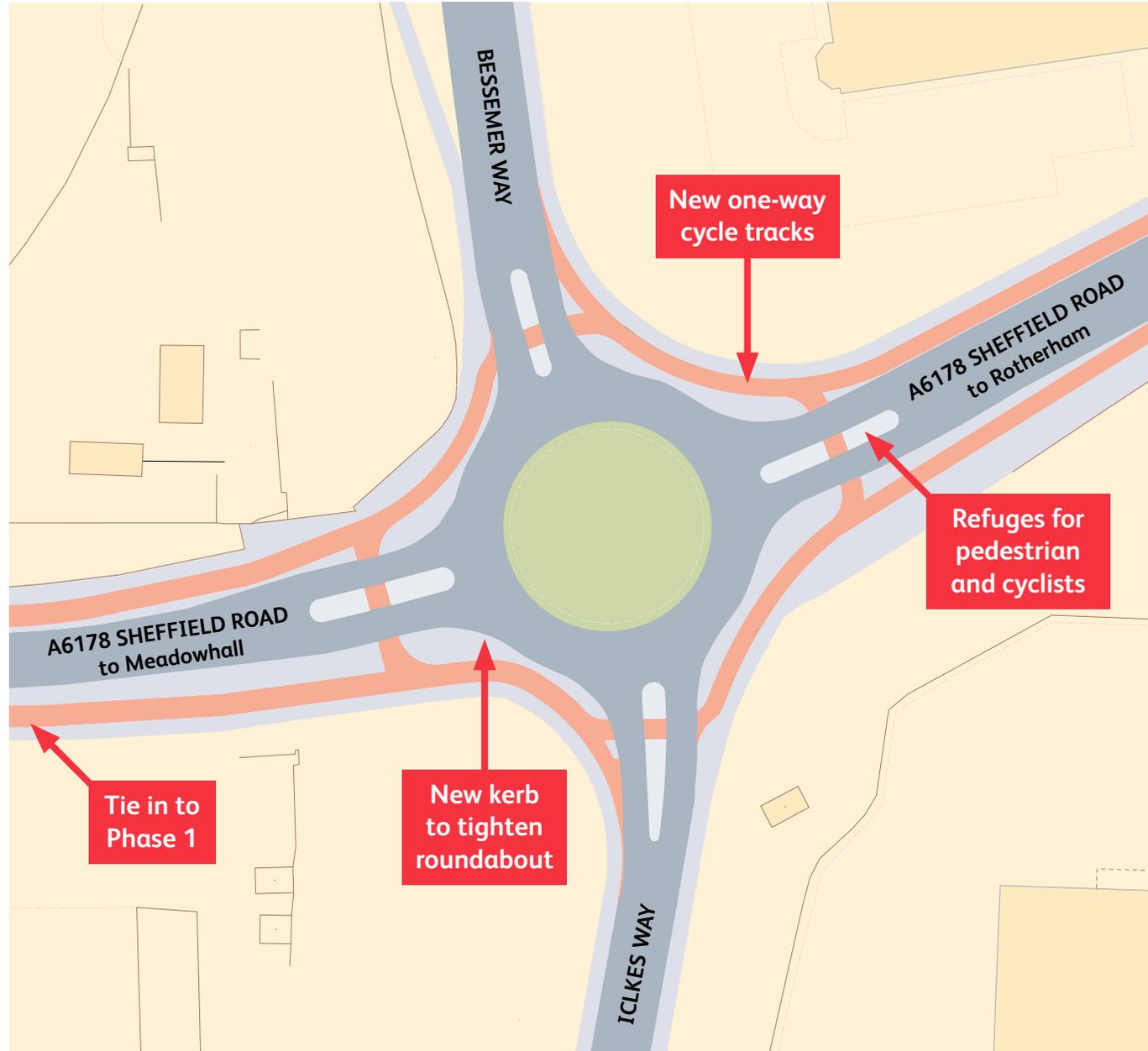


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PROPOSALS BY ROUTE SECTION (WEST TO EAST)

Bessemer Way roundabout



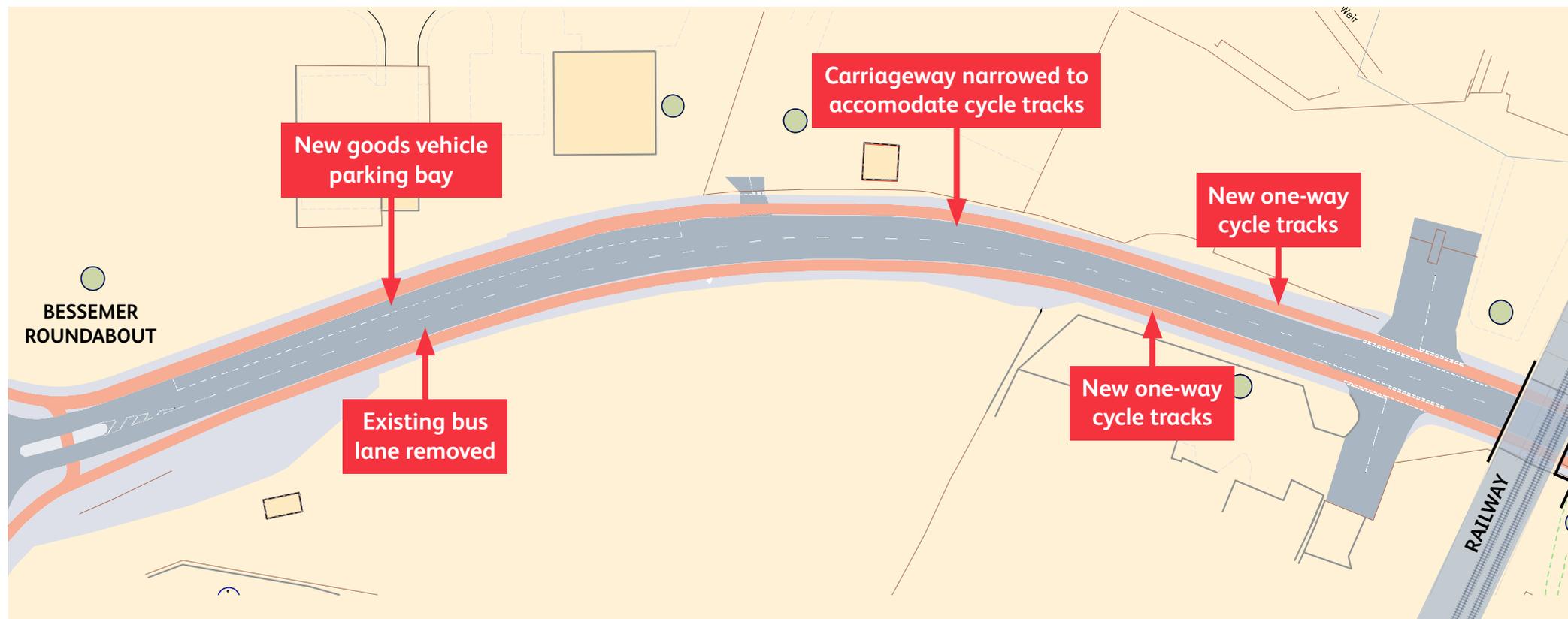
The carriageway approaches to this roundabout will be made narrower to:

- control vehicle speeds
- provide space for cycle tracks, separate from traffic and pedestrians, all the way around the roundabout
- improve the refuge areas for pedestrians and cyclists crossing each arm of the roundabout.

The alterations at the roundabout will connect to the cycle tracks running to the borough boundary to the west, constructed in Phase 1 of this scheme. Sheffield Council have proposals to continue the route from the Rotherham boundary to Meadowhall shopping centre; **find out more about the connecting Sheffield City Council scheme.**



Bessemer Way to railway overbridge



The proposed design for this section of the scheme is one-way cycle tracks on each side of the road, separate from and at different level to the adjacent footways; the carriageway will be narrowed to accommodate these.

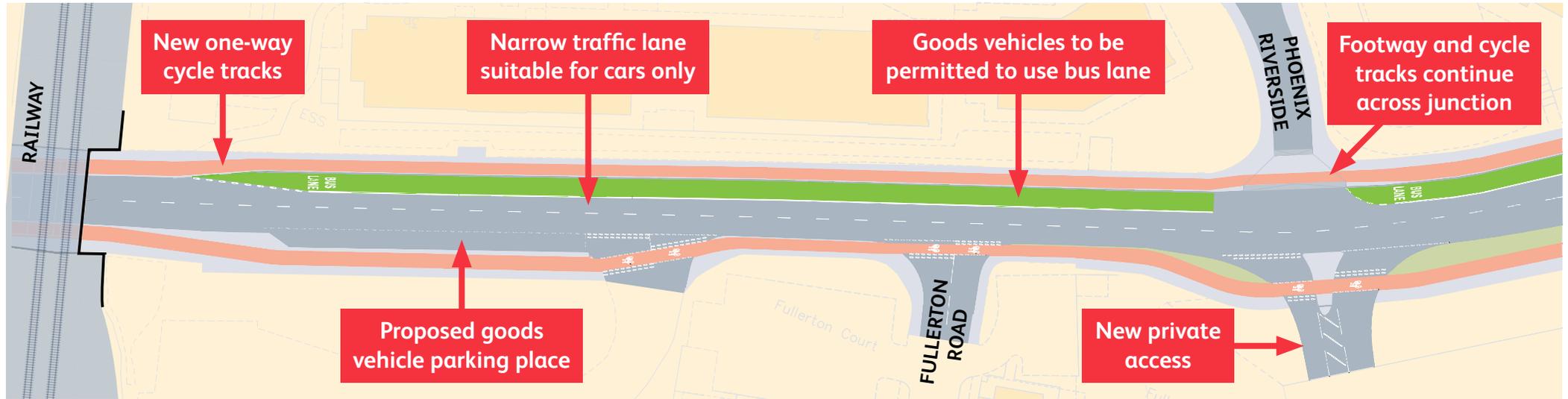
The Sheffield-bound bus lane will be removed to provide a parking area for goods vehicles on the north side of the road where they can wait to access off-street premises (without obstructing other road users) and where drivers can take welfare breaks. (A similar area will be created for Rotherham-bound goods vehicles between the railway bridge and Fullerton Road.)

How will removing the bus lane affect buses?

We have carried out traffic modelling and consulted with bus operators to assess the value of the bus lanes along Sheffield Road. Both revealed that the bus lane approaching Bessemer Way offers little benefit, and that resolving the issue of lorries obstructing the carriageway as they wait to access the business premises along Sheffield Road would offer a greater improvement in bus journey times.

The speed limit will be permanently reduced from 40mph to 30mph; this will continue to meet the existing 30mph limits at Tinsley in Sheffield and approaching the town centre.

Railway overbridge to Bradmarsh Way



One-way cycle tracks are proposed on each side of the road, which will continue with priority across side roads and accesses; all side roads and accesses will remain open. We intend to reconstruct the side road entry at Phoenix Riverside so that footway and cycle tracks continue at same level across the side road (similar to at a driveway).

The works will also include adjustments to the new private access opposite Phoenix Riverside (being delivered by a private developer) to incorporate the cycle track on the south side.

A goods vehicle parking area will be provided immediately west of Fullerton Road.

To accommodate cycle tracks within constraints of the site:

- width of the footway will be reduced to 1.0m, wide enough to walk along but pedestrians will need to move onto the cycle track to pass each other (likely to be rarely as few people walk this section)
- cycle track will be narrower at 1.5m.

- traffic lanes will be narrowed considerably.
- footway and cycle track will be at the same level so there is no trip hazard from a kerb; a raised delineator strip will allow visually impaired people to differentiate between the cycle track and the footway.
- the existing east-bound bus lane will be kept, and goods vehicles will be newly allowed to use the bus lane – meaning the other eastbound lane only needs to be wide enough to accommodate smaller vehicles such as cars and vans.

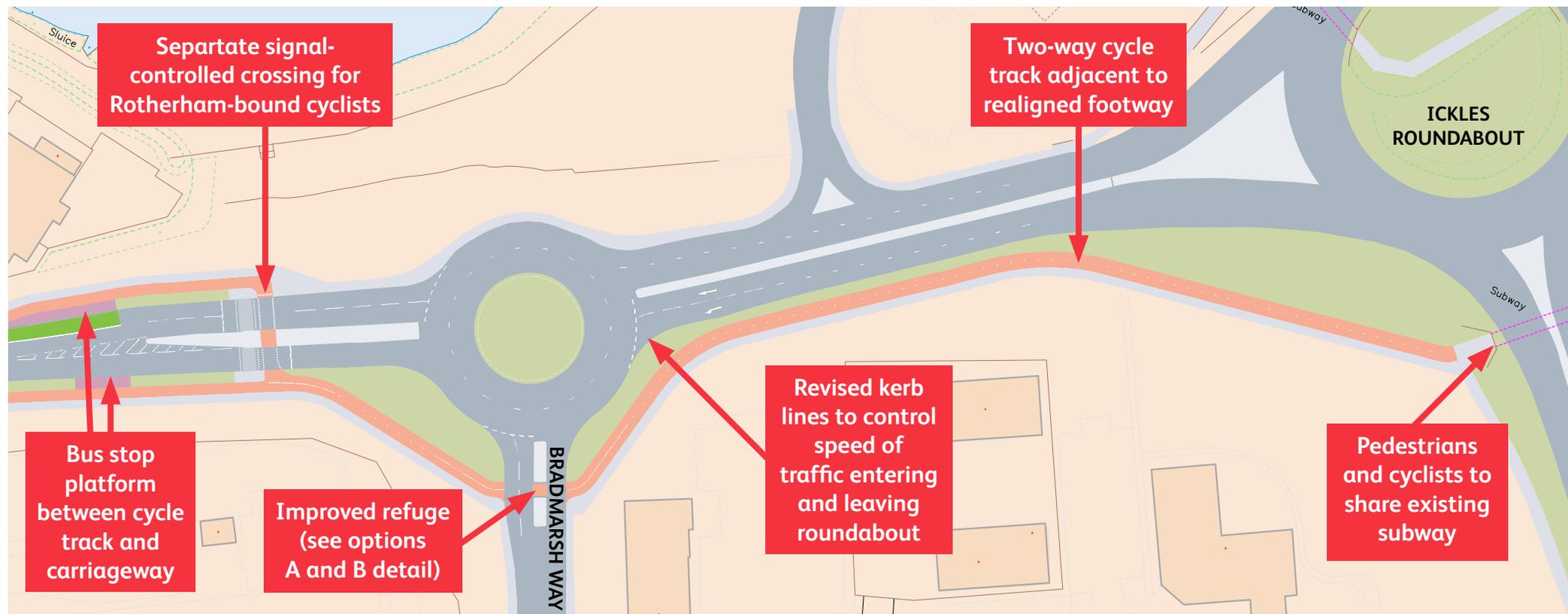
Again, the proposal is to permanently reduce the speed limit from 40mph to 30mph.

Why should lorries and vans use the bus lane?

Because the highway is relatively narrow at this location, it isn't possible to make all traffic lanes wide enough to accommodate all vehicles, even with reduced-width footways and cycle tracks. Rather than removing the bus lane, we propose to allow goods vehicles to also use it. This means that buses still have a lane giving them priority over cars, which will use the other narrower inbound traffic lane.



Bradmarsh Roundabout and Ickles Roundabout



One-way cycle tracks are proposed on each side of the road, continuing from the previous section.

Existing bus stops will be retained and provided with a boarding platform between the cycle track and the carriageway. Bus passengers will need to cross the cycle track to reach the platform but will then be able to wait without obstructing the cycle track. It will also enable them to board and alight from buses safely, without entering the cycle track.

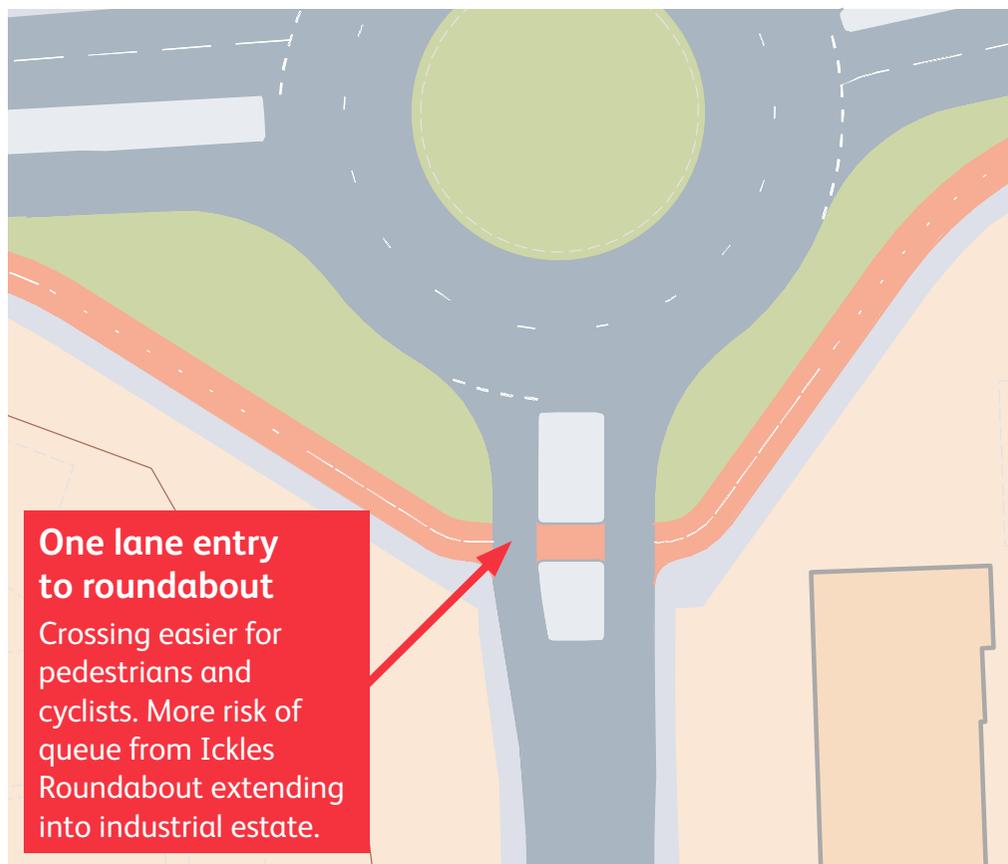
The existing signal-controlled pedestrian crossing to the west of the roundabout will be altered to include a new crossing for cyclists, separate from and parallel to a realigned pedestrian crossing.

The carriageway entering and exiting the roundabout will be tightened to reduce traffic speeds and provide an improved refuge area on the Bradmarsh Way arm to facilitate crossing for pedestrians and for cyclists.

The Council has prepared two design options for the Bradmarsh Way refuge and we welcome views on these options.

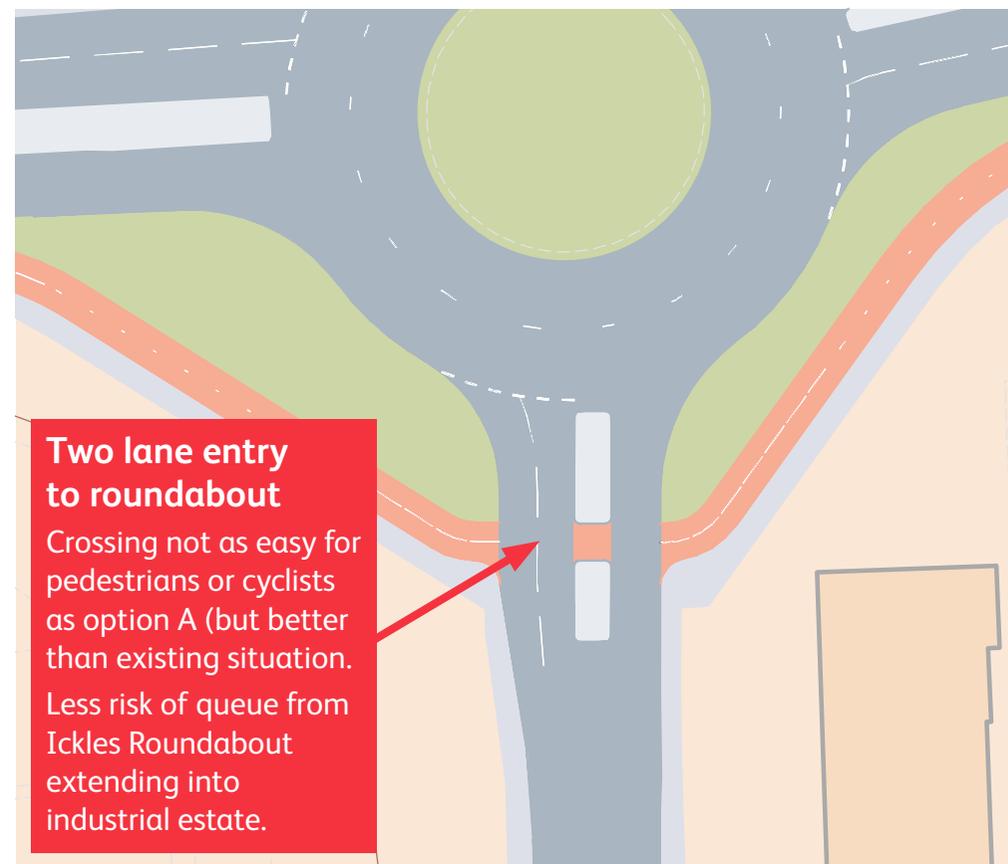
Option A

Convert entry to the roundabout to a single lane (from the current two) in order to reduce the number of lanes of traffic pedestrians and cyclists must cross. This may result in additional queuing back into the industrial estate during the evening peak times if traffic levels increase in this area as COVID-19 restrictions ease.



Option B

Keep the existing two-lane entry to the roundabout, requiring pedestrians and cyclists to cross an extra lane of traffic. This will make crossing the road comparatively more complex (although better than the current arrangement) but reduce the risk of traffic congestion.



A two-way cycle track will be provided along the south side of Bradmarsh Way, separated from the footway by a change in level. The separate cycle track will continue to the existing subway under Centenary Way, at which point pedestrians and cyclists will share the subway (improvement of the subway is not feasible within the constraints of the Transforming Cities Fund programme).

Again, the proposal is to permanently reduce the speed limit from 40mph to 30mph.

The onward link from Ickles Roundabout into Rotherham town centre will be delivered as part of Phase 3, subject to a separate consultation exercise.



GENERAL CONSIDERATIONS

Impact on congestion

In general, the proposals are not expected to have any impact on traffic congestion, as all parts of the schemes are forecast to have sufficient capacity to accommodate demand.

The one exception relates to Bradmarsh Way and its junction with Sheffield Road. Traffic can struggle to enter Ickles Roundabout, which can cause queues to extend back to Bradmarsh Way. We are seeking the public's comments on two possible options for this roundabout (**see page 8**).

Supporting bus travel

Buses play an important role in the decarbonisation of travel. Journeys of between 5 and 25 miles account for 44 per cent of car mileage in Rotherham and inter-urban buses are more likely to play a significant role than cycling in replacing these. Cycling is most likely to replace car journeys of around 5 miles or less, which account for 14 per cent of mileage and emissions. National survey data also suggests buses are especially important for people without access to a car, including those on low incomes.

In designing the proposals for this scheme the Council has carried out traffic modelling and consulted with bus operators to ensure that buses can travel efficiently along this route. This includes ensuring buses still have priority through the narrowest section where traffic congestion was common prior to the COVID-19 restrictions; this has been done by narrowing the cycle track, footway and carriageway and allowing goods vehicles to also use the bus lane.

See page 6 for details.

The proposals do include removing a section of bus lane. This has been done because consultation and modelling revealed that, at this point on the route, dealing with the obstruction caused by lorries would offer the greatest improvement in bus journey times. **See page 5 for details.**

Reduced speed limit

The current 40mph speed limit is no longer considered appropriate in light of the number of side roads and accesses onto Sheffield Road, and the reduced carriageway width.

Priorities at roundabouts

The roundabouts in this scheme will operate exactly as usual: pedestrians and cyclists will give way to vehicles on the carriageway, and drivers will give way to traffic already on the roundabout.

This option is demonstrably safer for cyclists. Even in locations where cycling (and cyclists having priority) is more common than here in the UK, studies have shown that giving priority to cyclists at roundabouts results in around seven times more cyclists being hospitalised due to collisions with motor vehicles, compared to the layout we are proposing. The high proportion of heavy goods vehicles on Sheffield Road means the consequences of any collision could be expected to be particularly severe.

