

**Councillor John Williams – Cabinet Member for
Transport, Jobs and the Local Economy**

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28th May 2026

Cllr Paul Thorp
Elected Member

Via email: paul.thorp@rotherham.gov.uk

Dear Cllr Thorp,

Council Meeting – Wednesday 20th May 2026

Thank you for your question raised at the Council meeting on Wednesday 20th May. I have set out your question and my response below.

When new cycle lanes are suggested, it talks of cycling wheeling and walking. What data have you collected to show that only by introducing designated cycle lanes you can reduce the danger to pedestrians?

In relation to your reference on reducing the danger to pedestrians, there are some reasons as to why pedestrian safety may have been mentioned in this context:

- Firstly, if in the context of the City Region Sustainable Transport Settlement proposals then these are not only cycling schemes. These projects can include, for example, measures such as new and improved crossings and traffic calming measures which would be expected to improve pedestrian safety regardless of whether cycle lanes are progressed or not.
- Secondly, in some cases cycle lanes can indirectly offer benefits for pedestrians. Typically, this would be where wide roads are narrowed which reduces the length of crossings for pedestrians and can be expected to reduce traffic speeds.
- Thirdly, by providing a separate space for cyclists away from vehicles and pedestrians then it could reduce cycling on the footway which may endanger pedestrians.

I'm afraid that without a specific example, I can only respond in general terms. However, if you do have an example not addressed by this response then please do let me know and I will ask officers to provide a more detailed answer for you.

Yours sincerely,



Councillor John Williams
Cabinet Member for Transport, Jobs and the Local Economy / Ward Councillor for Hooper