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TRANSFORMING CITIES FUND

Parkgate Link Road,  
Park & Ride and Taylors Lane  
Roundabout Scheme

STATEMENT OF  
COMMUNITY INVOLVEMENT

**JULY 2021**

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**SOUTH YORKSHIRE PASSENGER TRANSPORT  
EXECUTIVE**



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# 1. Introduction

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South Yorkshire Passenger Transport Executive (SYLTE) is working on proposals for a Parkgate Link Road, Park & Ride and Taylors Lane Roundabout Scheme. The proposals aim to ease congestion, improve traffic flow, public transport connectivity, reliability and journey times, and walking and cycling opportunities.

SYLTE will submit a planning application to Rotherham Council for the Scheme. As part of the planning application, pre-application consultation was undertaken on the proposals to help shape the design development work in advance of this submission. Upon completion Rotherham Council will adopt the Link Road element of the Scheme as public highway.

The A633 corridor between Rotherham Town Centre and the Dearne Valley links important employment and housing growth areas. Most traffic on the A633 is generated by commuters and people visiting retail in Parkgate. The restricted road environment around the A633 together with high volumes of traffic results in significant congestion at peak times and weekends.

In March 2020, Sheffield City Region secured £166m in funding from the Transforming Cities Fund. This fund focuses on areas that would benefit from significant improvements across rail, public transport and active travel schemes. The Parkgate Link Road, Park & Ride and Taylors Lane Roundabout Scheme is one of projects identified to improve connectivity and make public transport a better option for those travelling in the area.

SYLTE have designed the Parkgate Link Road, Park & Ride and Taylors Lane Roundabout Scheme to ease this congestion and improve public transport, walking and cycling opportunities in the Parkgate area.

## 1.1 Purpose of the report

This report focuses on the consultation held to inform stakeholders, local residents and businesses about the Parkgate Link Road, Park & Ride and Taylors Lane Roundabout proposal.

The purpose of this document is to outline the approach to public engagement and report on the feedback received from the engagement events. The report is set out as follows:

- Section 2: Approach to Consultation
- Section 3: Feedback Analysis

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- Section 4: Conclusion
  - Appendix A: Publicity Materials
  - Appendix B: Comments to Questions

## 2. Approach to Consultation

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This section sets out the approach to consultation and engagement with the local community on the Parkgate Link Road, Park & Ride and Taylors Lane Roundabout Scheme. The consultation strategy was developed with Rotherham Council.

### 2.1 Objectives

The aim of the consultation was to raise awareness of the Parkgate Link Road, Park & Ride and Taylors Lane Roundabout Scheme and gather feedback from local residents, businesses and stakeholders. The comments and any concerns raised could be taken into consideration when finalizing the design, prior to submitting the planning application.

In light of the COVID-19 pandemic, it is important to continue with project delivery and associated consultations to support economic recovery, but also equally important to ensure consultations are accessible to everyone. Due to restrictions imposed by COVID-19 on holding public gatherings, a different approach was adopted to ensure accessibility, which involved:

- **A combination of traditional and digital methods** to ensure everybody has access to information. This ensured that information was available in different formats. Materials created were available online and as hard copies on request and a telephone number was available for those who could not access digital materials.
- **Establishing and communicating new ways to interact** with stakeholders and the community due to COVID-19. While face to face engagement was not an option during this consultation, online engagement sessions offered the opportunity to allow engagement with the public through virtual Q&A sessions. Posters and flyers were put up in the community and letter notifications raised awareness about the new ways to get involved.

## 2.2 Publicity

Table 1 provides information on publicity methods to raise awareness of the consultation.

**Table 1: Communication Channels for Publicity**

Communication channel	Summary
<b>Social media</b>	A number of organic and paid-for social media posts were published on Travel South Yorkshire Twitter, Facebook and LinkedIn channels to promote the consultation exercise and encourage people to provide feedback. Statistics from social media publicity are set out in <b>Table 3</b> and <b>Table 4</b> , below.
<b>Dedicated webpage</b>	A dedicated webpage on the Travel South Yorkshire website (travelsouthyorkshire.com/Parkgate) provided details of the proposed scheme, advertised the online Q&A sessions, and included a copy of the PDF and the questionnaire. The webpage was updated throughout the consultation period to provide a summary sheet of the live Q&A events. Statistics from online publicity is set out in <b>Table 2</b> , below.
<b>Press releases</b>	Two press releases were issued (on 16 March and 29 March) to raise awareness about the proposed scheme and the live engagement exercise and to encourage completion of the consultation. Media coverage as a result of this publicity is set out in <b>Table 5</b> , below. Publicity materials can be viewed in <b>Appendix A</b> .
<b>Newspaper notice in Rotherham Advertiser</b>	An advert was placed in the Rotherham Advertiser on 18 March to raise awareness about the live engagement exercise. Publicity materials can be viewed in <b>Appendix A</b> .
<b>Posters and flyers</b>	Posters and flyers advertising the consultation were placed in key locations within Parkgate and at Rotherham Interchange. Publicity materials can be viewed in <b>Appendix A</b> .
<b>Notification letters</b>	Letters of invite were sent by email and post on 11 March, including 105 MPs, Councillors and Parish Councillors, 75 community and disability groups, and 180 local businesses and residents. Publicity materials can be viewed in <b>Appendix A</b> .
<b>Stakeholder briefing sessions</b>	Online briefing sessions were held with stakeholders and Ward Councillors upon request.

## 2.2.1 Online and Social Media statistics

Table 2 sets out the statistics for online publicity.

**Table 2: Online Publicity Statistics**



Table 3 and 4 set out the statistics for social media publicity.

**Table 3: Paid-for Social Media Statistics**

	Clicks	Reach	Impressions	Cost per click	Spent
Facebook	1132	65,667	157,882	£0.21	£240.04
Twitter	955	Not measured	70,641	£0.24	£224.92
LinkedIn	53	6631	9621	£4.72	£250
Combined paid-for	2140	72,298	238,144	Mean £1.73	£714.96

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**Table 4: Organic Social Media Statistics**

	Clicks	Reach	Impressions
Facebook	10	2.3k	2.3k
Twitter	0	Not measured	Not measured
Combined organic	10	2.3k	2.3k

## 2.2.1 Media coverage statistics

Table 5 sets out the statistics for media coverage.

**Table 5: Media Coverage Statistics**

Title	Outlet	Date	Reach	Value
'Benefits for all' in shops centre upgrade	Yorkshire Post	20/03/2021	18,534	£318.08
More building and traffic	Rotherham Advertiser	08/04/2021	20,120	£281.19
Parkgate road to beat traffic	Rotherham Advertiser	18/03/2021	20,120	£543.27
Public Consultation Launches for Transport Proposals at Parkgate	Rotherham Gazette	26/03/2021	60,000	£80.52

## 2.3 Consultation activities

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### 2.3.1 Online Q&A Events

Two online Q&A sessions were held for the public via Microsoft Teams, the dates, timings and attendance of these events are set out in Table 6. These sessions provided an interactive alternative to usual face-to-face public drop-in sessions, while continuing to offer an opportunity to find out more about the scheme and ask the project team any questions.

Members of SYPTTE were available in the online drop-in sessions. A short presentation was given to provide context to the scheme and to run through the design proposals. The remainder of the session was open to the public to ask any questions followed by a reminder to fill in the online questionnaire with their feedback on the scheme, if they hadn't done so already.

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**Table 6: Session Details**

Event	Date	Time	Number of Attendees
Live Q&A	Wednesday 24 March 2021	18.00-19.00	1
Live Q&A	Tuesday 6 April 2021	12.00-13.00	2

### 2.3.2 Consultation Materials

The consultation materials we used sought to provide the public with insight into the scheme, to enable them to provide their feedback and to facilitate discussions between the public and the project team. The following materials were provided online and made available in hard copy if requested:

- Information PDF;
- Feedback form; and
- Summaries of the consultation provided on the consultation webpage.

The PDF introduced the scheme context, details of the proposed scheme, the design, transport movements, and provided information on providing feedback and the consultation next steps.

## 3. Feedback Analysis

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We received 242 responses via the SYPTE website online questionnaire and one paper questionnaire response, submitting feedback during the consultation period.

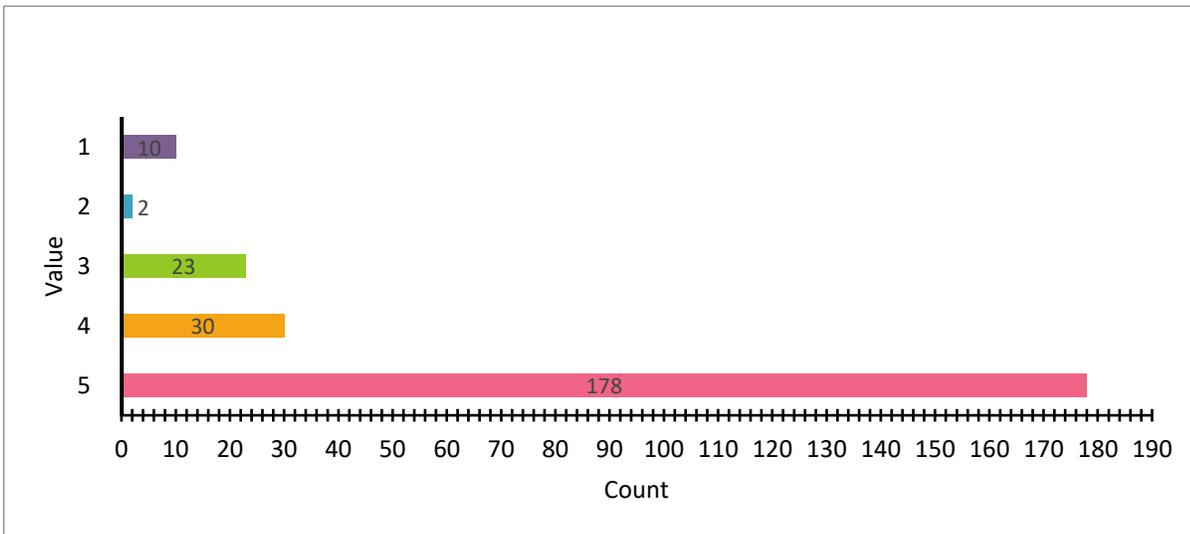
The following section provides analysis of the 243 questionnaire responses.

### 3.1 Questionnaire Analysis

#### **Q1: To what extent do you support the proposed link road into Parkgate Shopping?**

For this question, respondents were asked to select a number on a scale from '1: do not support' to '5: strongly support'. Of the 243 responses to this question, a total of 208 respondents support or strongly support the scheme, representing 85.6% of total responses, as shown in Figure1.

**Figure 1: Frequency of responses for Question 1**



Respondents were then asked to provide a reason for their score in a free text box. 198 respondents provided comments which have been analysed to understand key themes arising and the frequency of these themes are shown in Table 7.

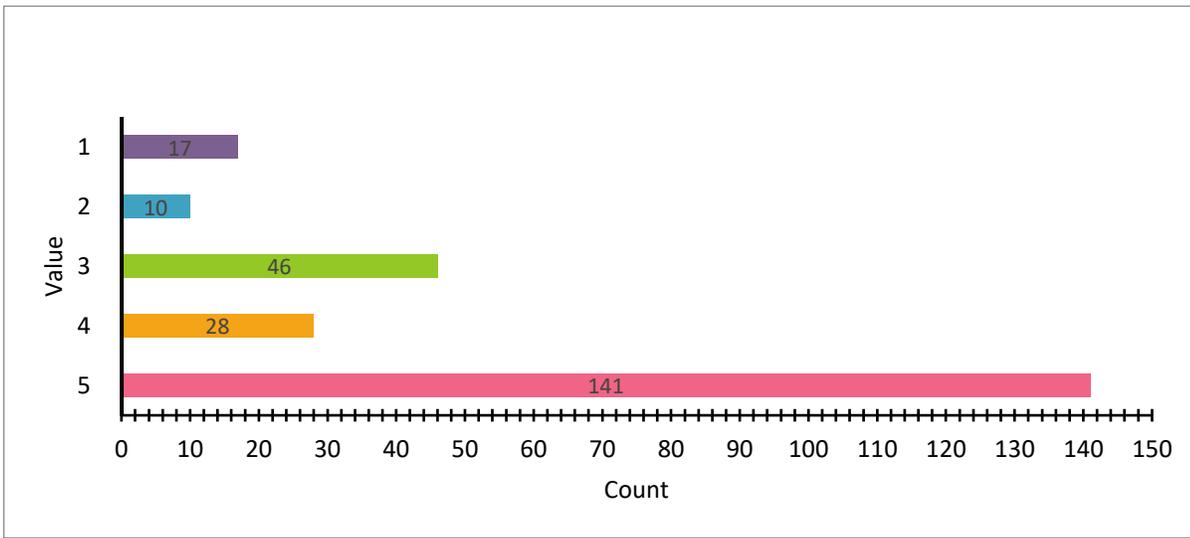
**Table 7: Theme frequency for Question 1**

Theme	Frequency
Ease congestion	114
Improve accessibility	17
Long overdue	16
Active travel	15
More congestion	14
Reduce travel time	8
Other	7
Environmental	3
Not a priority	3
Encourage shopping	1

**Q2: To what extent do you support the proposed Park & Ride scheme at Parkgate?**

For this question, respondents were asked to select a number on a scale from ‘1: do not support’ to ‘5: strongly support’. Of the 242 responses to this question, a total of 169 respondents support or strongly support the scheme, representing 69.9% of total responses, as shown in Figure 2.

**Figure 2: Frequency of responses for Question 2**



Respondents were then asked to provide a reason for their score in a free text box. 192 respondents provided comments which have been analysed to understand key themes arising and the frequency of these themes are shown in Table 8.

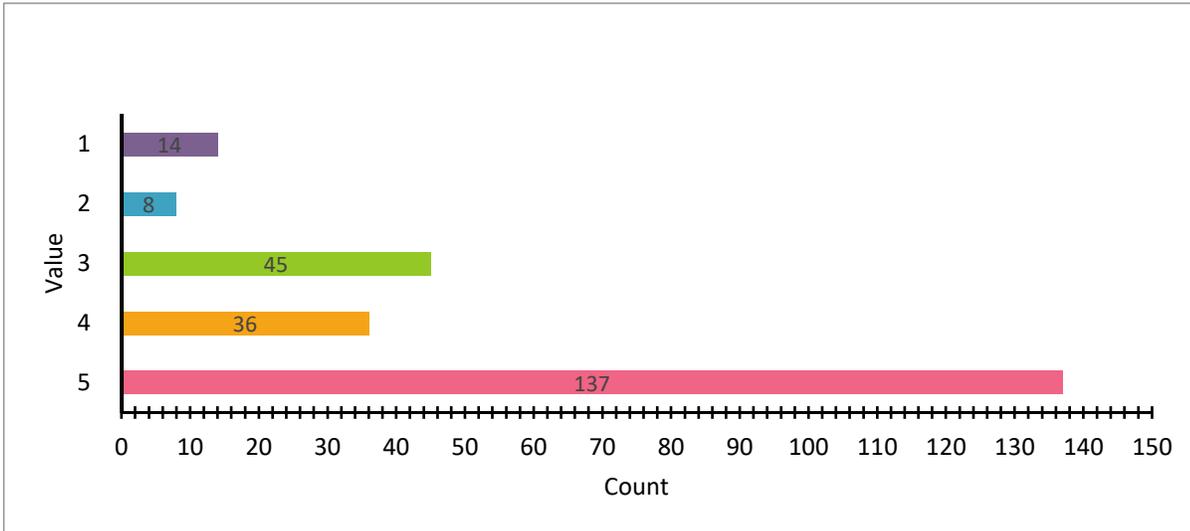
**Table 8: Theme frequency for Question 2**

Theme	Frequency
Encourage public transport	43
Ease congestion	23
Accessibility	23
Location	19
Additional parking space	14
Not needed	14
Benefit the area	12
Improve links	9
Other	8
Cost	7
More congestion	6
Environmental	4
Safety	3
Rotherham economy	3
Punctuality/Reliability	2
Cycle storage	1
Ownership	1

**Q3: To what extent do you support the proposals for Taylors Lane roundabout?**

For this question, respondents were asked to select a number on a scale from ‘1: do not support’ to ‘5: strongly support’. Of the 240 responses to this question, a total of 173 respondents support or strongly support the scheme, representing 72.1% of total responses, as shown in Figure 3.

**Figure 3: Frequency of responses for Question 3**



Respondents were then asked to provide a reason for their score in a free text box. 175 respondents provided comments which have been analysed to understand key themes arising and the frequency of these themes are shown in Table 9.

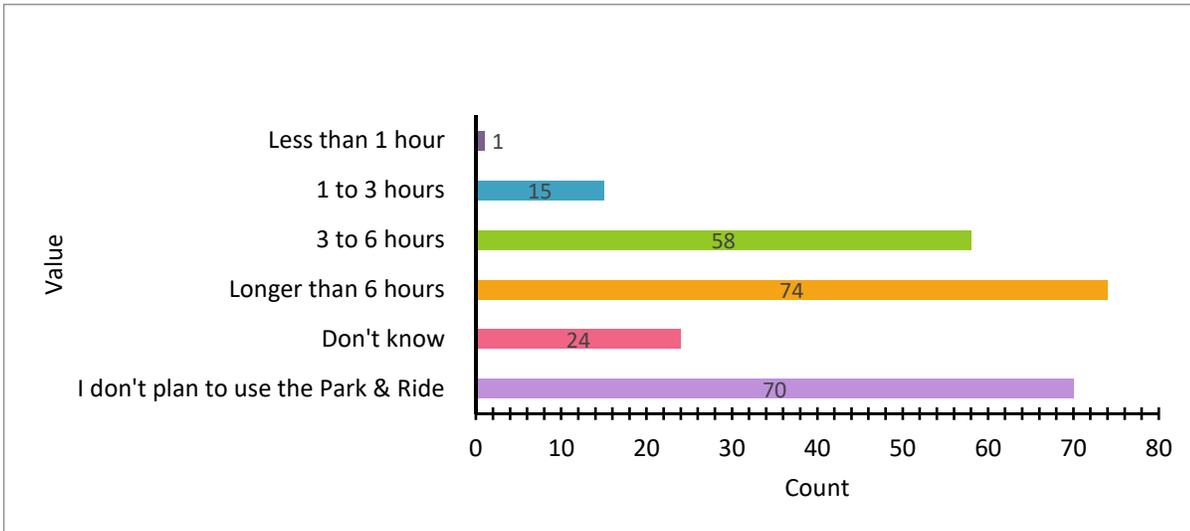
**Table 9: Theme frequency for Question 3**

Theme	Frequency
Ease congestion	99
Safety	17
Other	11
Not needed	10
Benefit the area	8
More congestion	8
Better infrastructure	6
Active travel	4
Cost	4
Environmental	3
Accessibility	2
Concerns about the railway bridge	2
Traffic light system	1

**Q4: If you plan to use the proposed Park & Ride facilities, how long would you expect to park for?**

This was a closed-ended question. Of the 242 responses to this question, 147 respondents expect to use the facilities for an hour or more, representing 60.8% of total responses, as shown in Figure 4.

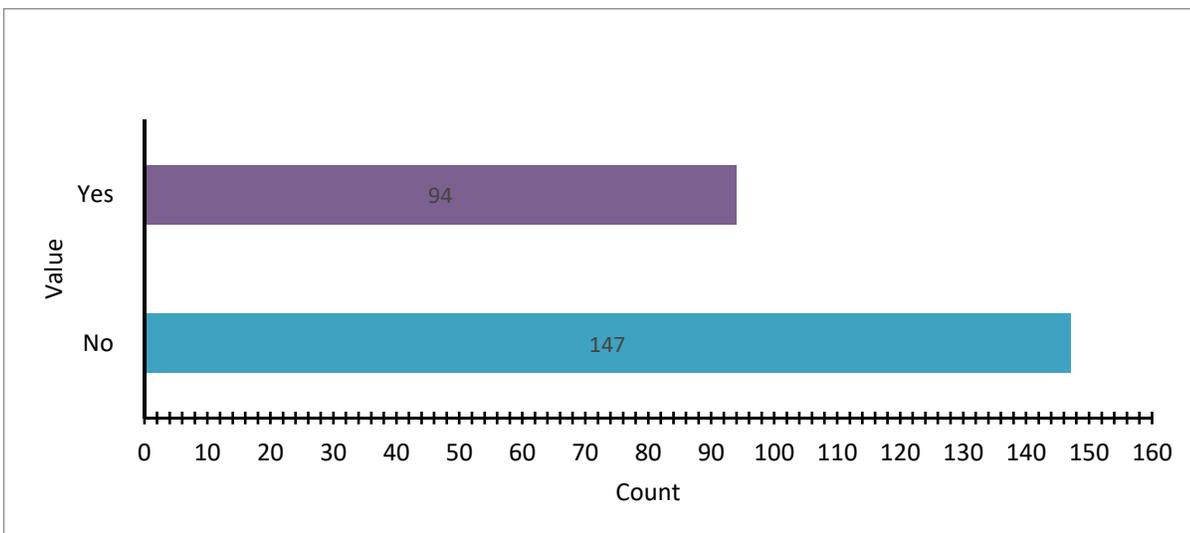
**Figure 4: Frequency of responses for Question 4**



**Q5: We are considering installing Electric Vehicle charging points at the proposed Park & Ride. Is this something you would find useful and/or you would use?**

This was a closed-ended question. Of the 241 responses to this question, 94 respondents would find this useful, whereas 147 respondents would not.

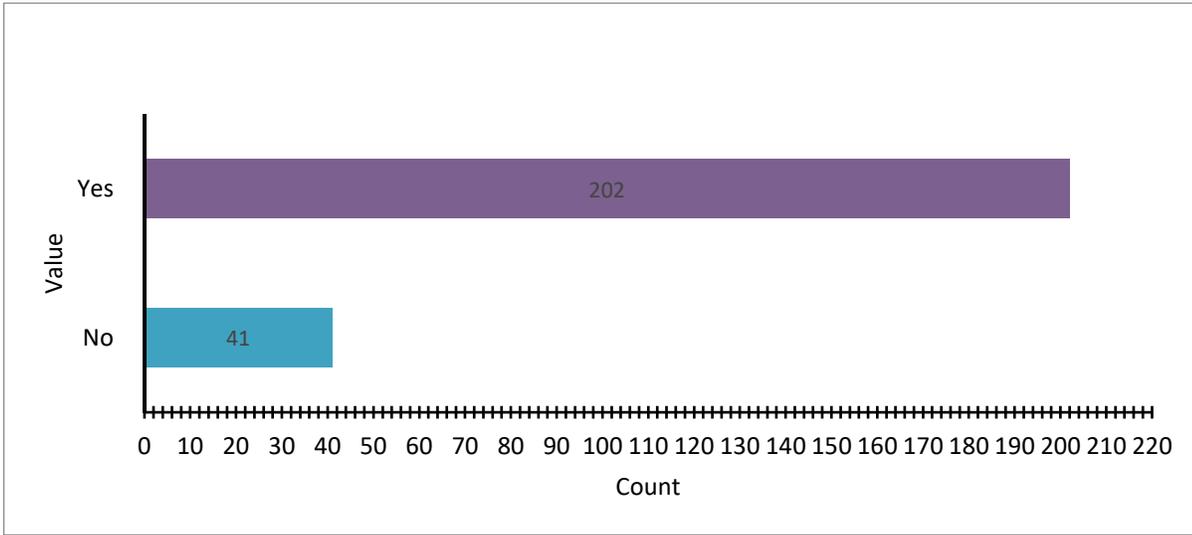
**Figure 5: Frequency of responses for Question 5**



**Q6: Do you currently live in Rotherham?**

This was a closed-ended question. Of the 243 responses to this question, 202 respondents currently live in Rotherham, whereas 41 respondents do not.

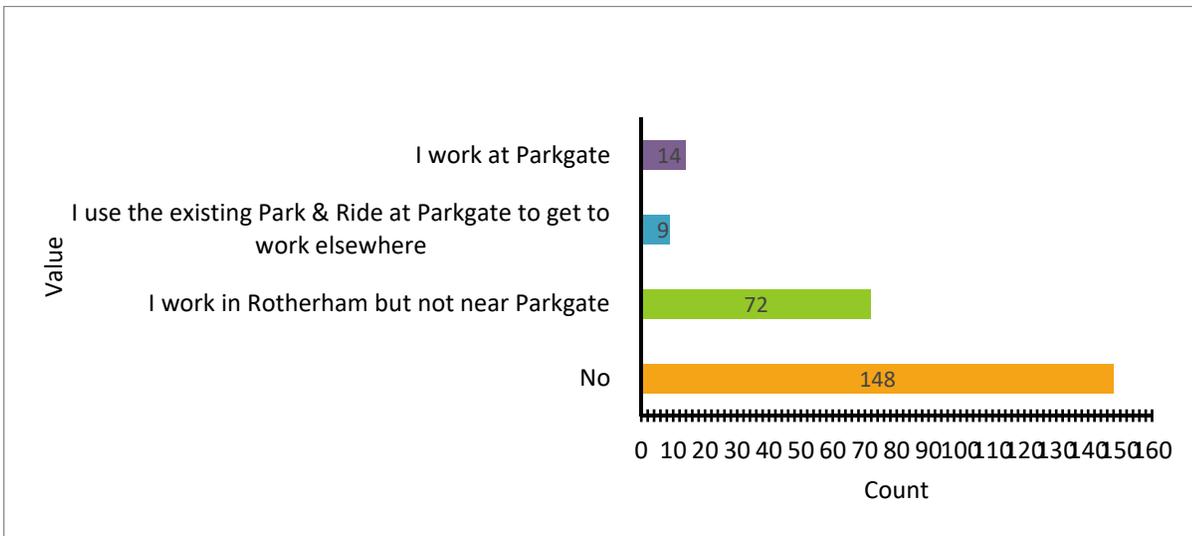
**Figure 6: Frequency of responses for Question 6**



**Q7: Do you currently work in Rotherham?**

This was a closed-ended question. Of the 243 responses to this question, 148 respondents do not work in Rotherham, 14 respondents work at Parkgate, 9 respondents use the Park & Ride at Parkgate to get to work elsewhere.

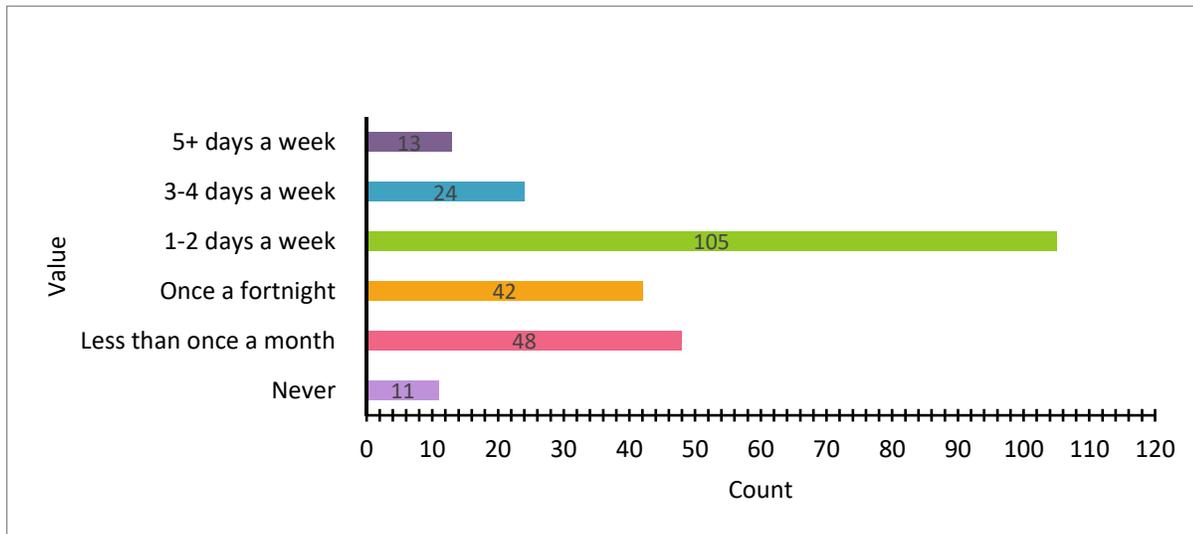
**Figure 7: Frequency of responses for Question 7**



**Q8: In normal circumstances how often do you shop in or around the Parkgate area?**

This was a closed-ended question. Of the 243 responses to this question, 142 respondents shopped once a week or more, representing 58.4% of total responses, as shown in Figure 8.

**Figure 8: Frequency of responses for Question 8**



**Q9: In normal circumstances how often do you use the following modes of transport along A633 Rotherham Road?**

This was a closed-ended question. The majority of respondents never Walk, Cycle, use Bus or Taxi. 162 out of 236 respondents use Car at least once a week. 142 out of 224 respondents use Tram Train with 30 doing so at least once a week.

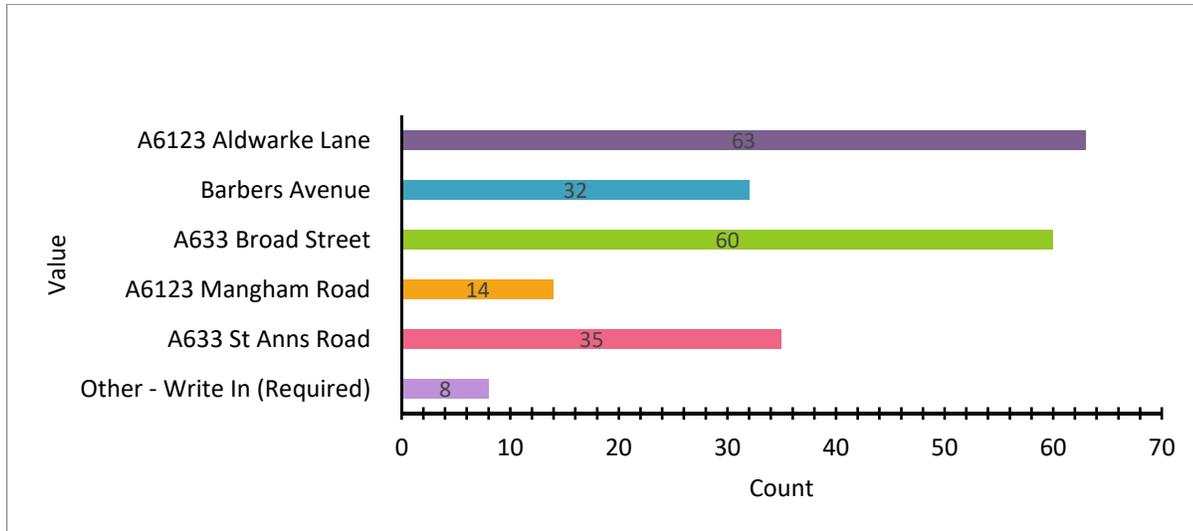
**Figure 9: Frequency of responses for Question 9**

	5 or more days a week		3 or 4 days a week		Once or twice a week		At least once a month		Less often		Never		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	
Walk	16	7.1%	19	8.4%	27	12.0%	19	8.4%	39	17.3%	105	46.7%	225
Cycle	4	1.8%	4	1.8%	16	7.2%	8	3.6%	15	6.8%	175	78.8%	222
Bus	16	7.1%	8	3.6%	19	8.5%	16	7.1%	31	13.8%	134	59.8%	224
Car	50	21.2%	34	14.4%	78	33.1%	35	14.8%	20	8.5%	19	8.1%	236
Taxi	1	0.5%	3	1.4%	7	3.2%	14	6.3%	33	14.9%	163	73.8%	221
Tram Train	7	3.1%	2	0.9%	21	9.4%	32	14.3%	80	35.7%	82	36.6%	224

**Q10: If you travel by 'Car', please select from below the main route you use to travel to Parkgate Shopping?**

For this question, respondents were asked to select from a number of pre-identified routes or provide information on other routes. Out of 212 respondents, the most popular routes are A6123 Aldwarke Lane with 63 (29.7%) users and A633 Broad Street with 60 (28.3%) users, as shown in Figure 10.

**Figure 20: Frequency of responses for Question 10**



Respondents selecting Other travel by the routes shown in Table 10.

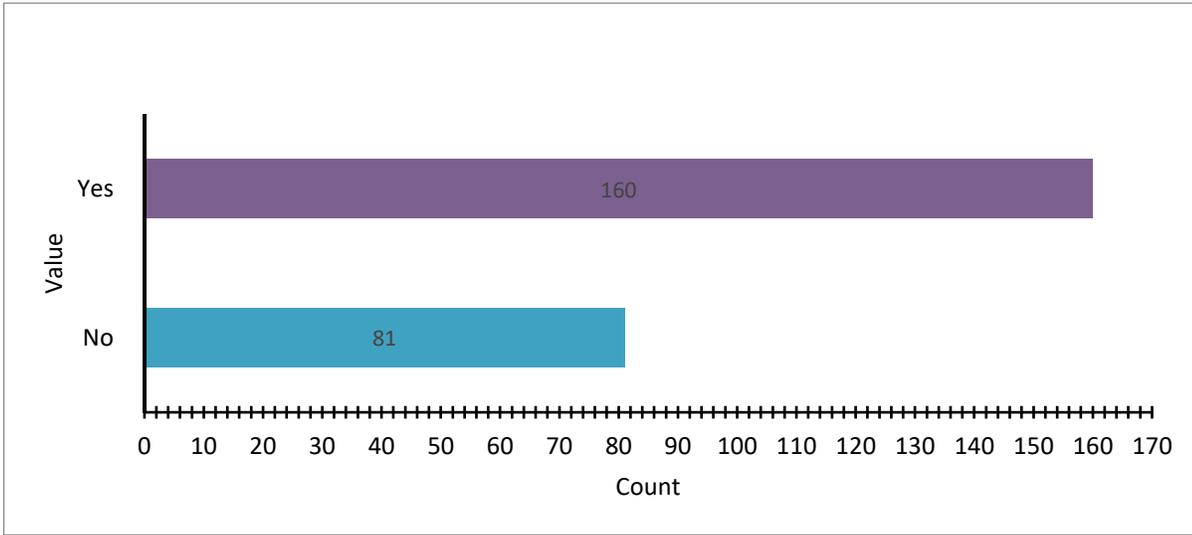
**Table 10: Other Routes for Question 10**

Rotherham road
I Don't drive
Come from Barnsley, sorry don't know which road i use
A circuitous route avoiding traffic
A630 past Tesco superstore
Don't usually use car
Rawmarsh Hill from wath
Rawmarsh Road from Greasboro' Road

**Q11: Would you change your travel route to use the proposed new link road?**

This was a closed-ended question. Of the 241 responses to this question, 160 respondents would change, whereas 81 respondents would not.

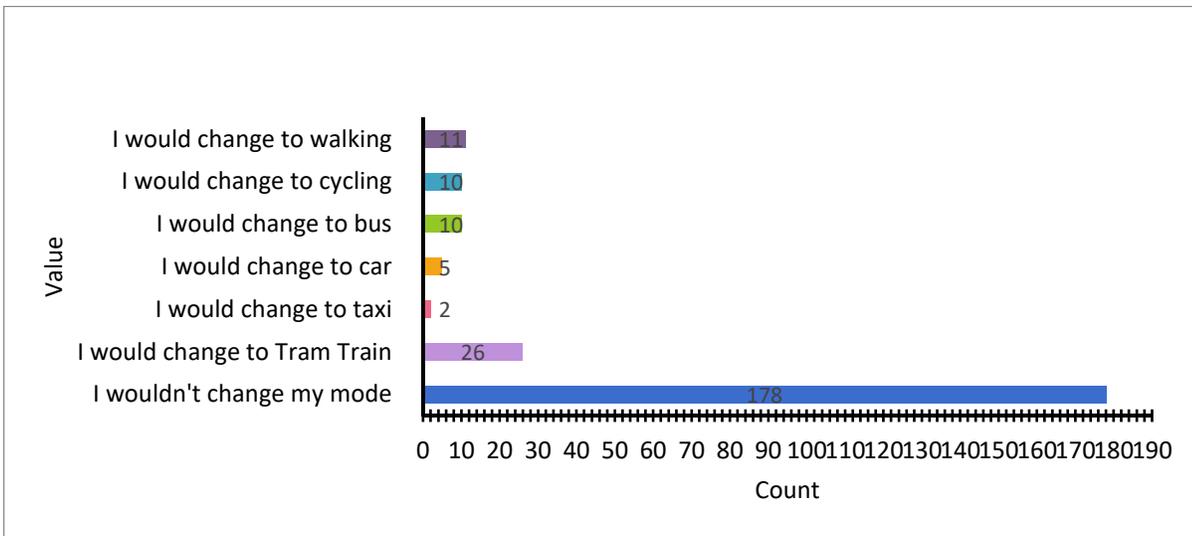
**Figure 11: Frequency of responses for Question 11**



**Q12: Would you change your travel mode, as a result of the proposals, along A633 Rotherham Road?**

This was a closed-ended question. Of the 242 responses to this question, 178 respondents would not change, representing 73.6% of total responses, as shown in Figure 12.

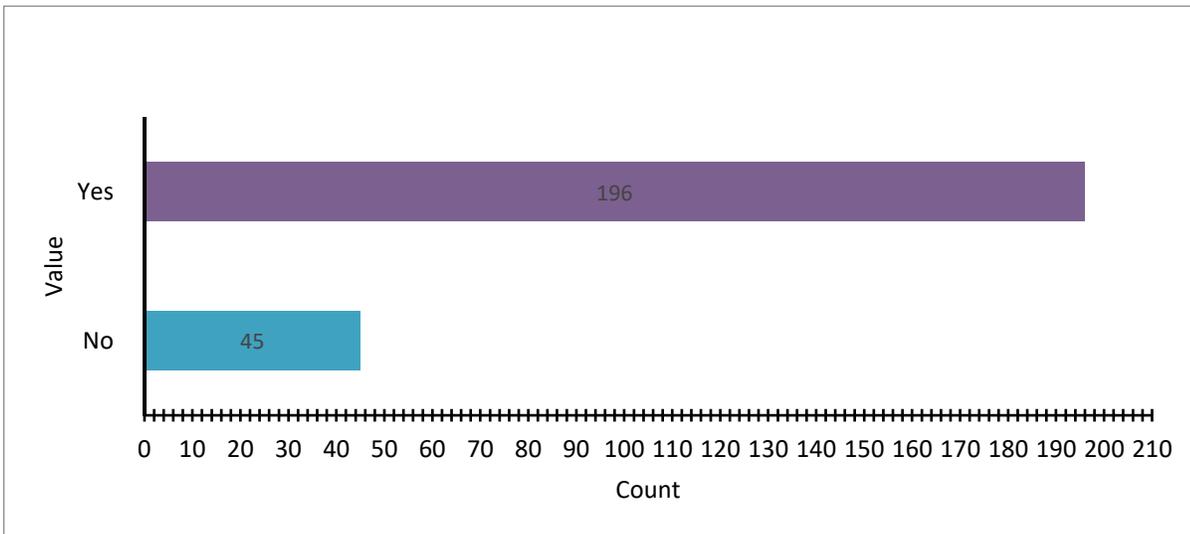
**Figure 12: Frequency of responses for Question 12**



**Q13: Could you potentially benefit from the proposed Parkgate Link Road?**

This question was to understand how many respondents thought they could benefit from the scheme and why. Of the 241 responses to this question, 196 respondents selected that they could potentially benefit from the scheme, whereas 45 selected that they could not.

**Figure 13: Frequency of responses for Question 13**



Respondents were then asked to provide a reason for their answer in a free text box. 177 respondents provided a reason for their answer, which have been analysed to understand key themes. Table 11 below shows the frequency of themes from the responses.

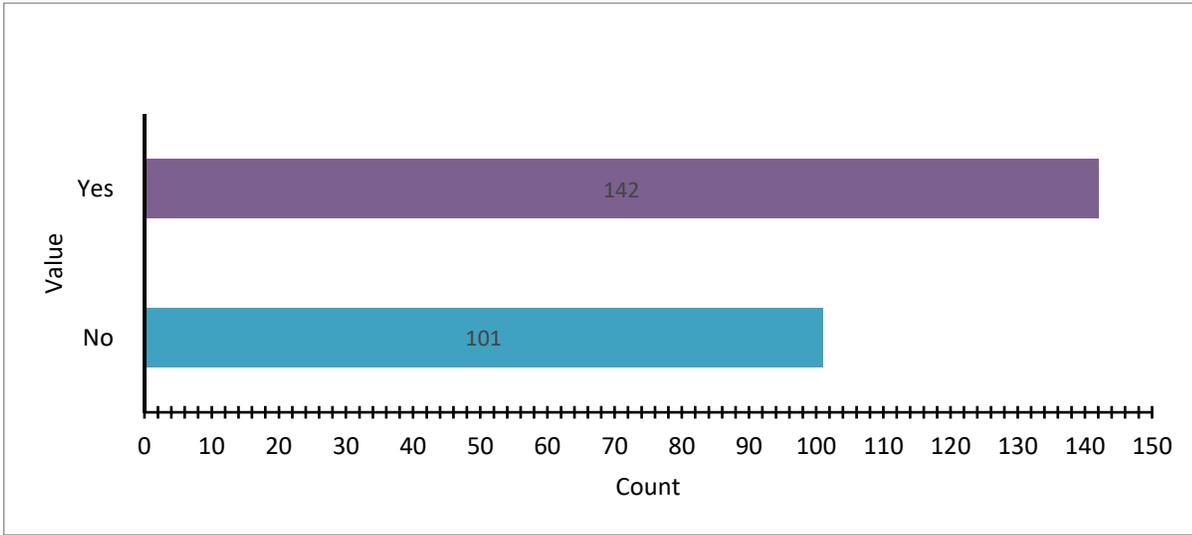
**Table 11: Theme frequency for Question 13**

Theme	Frequency
Ease congestion	64
Reduced journey time	22
Accessibility	21
Active travel	15
Provides alternative route	14
Other	11
Better travel experience	9
Not needed	7
Encourage Parkgate usage	6
More congestion	6
Bus reliability	1
Environmental	1

**Q14: Could you potentially benefit from the proposed Park & Ride scheme?**

This question was to understand how many respondents thought they could benefit from the scheme and why. Of the 243 responses to this question, 142 respondents selected that they could potentially benefit from the scheme, whereas 101 selected that they could not.

**Figure 14: Frequency of responses for Question 14**



Respondents were then asked to provide a reason for their answer in a free text box. 174 respondents provided a reason for their answer, which have been analysed to understand key themes. Table 12 below shows the frequency of themes from the responses.

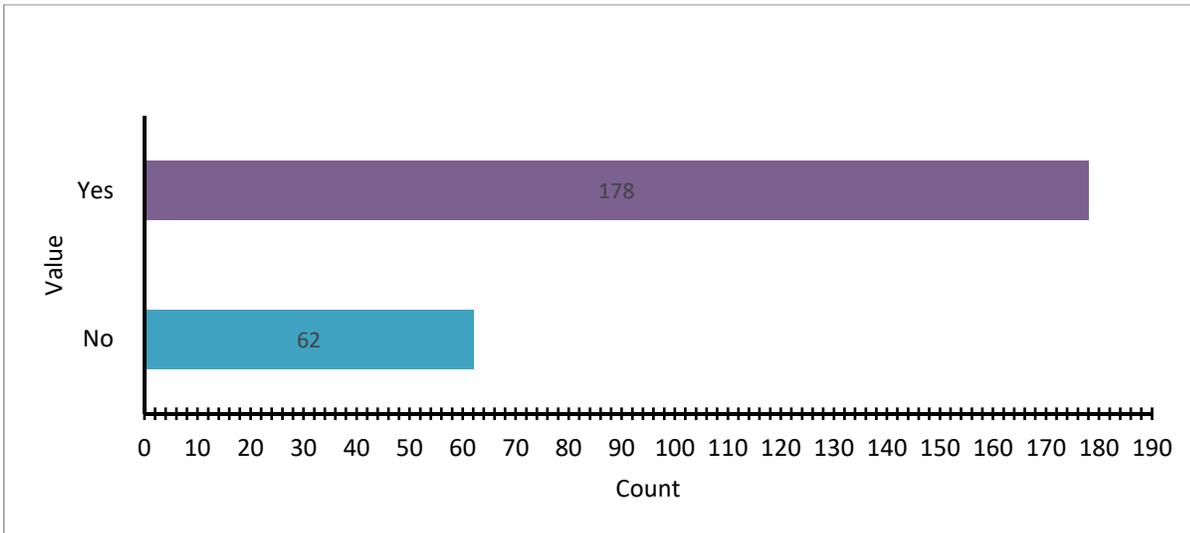
**Table 12: Theme frequency for Question 14**

Theme	Frequency
Provides a link to Sheffield	54
Other	21
Don't use PT	21
Support of public transport	14
Encourages usage	13
Don't drive	10
Parking	8
Easier usage	7
Not enough links	6
Not needed	6
Benefits the area	4
Distance	2
Improved infrastructure	2
Cleaner air	1
Less congestion	1
Reliability	1
Active travel	1
More links	1
Frequency	1

### Q15: Could you potentially benefit from the Taylors Lane roundabout proposals?

This question was to understand how many respondents thought they could benefit from the scheme and why. Of the 240 responses to this question, 178 respondents selected that they could potentially benefit from the scheme, whereas 62 selected that they could not.

Figure 15: Frequency of responses for Question 15



Respondents were then asked to provide a reason for their answer in a free text box. 156 respondents provided a reason for their answer, which have been analysed to understand key themes. Table 13 below shows the frequency of themes from the responses.

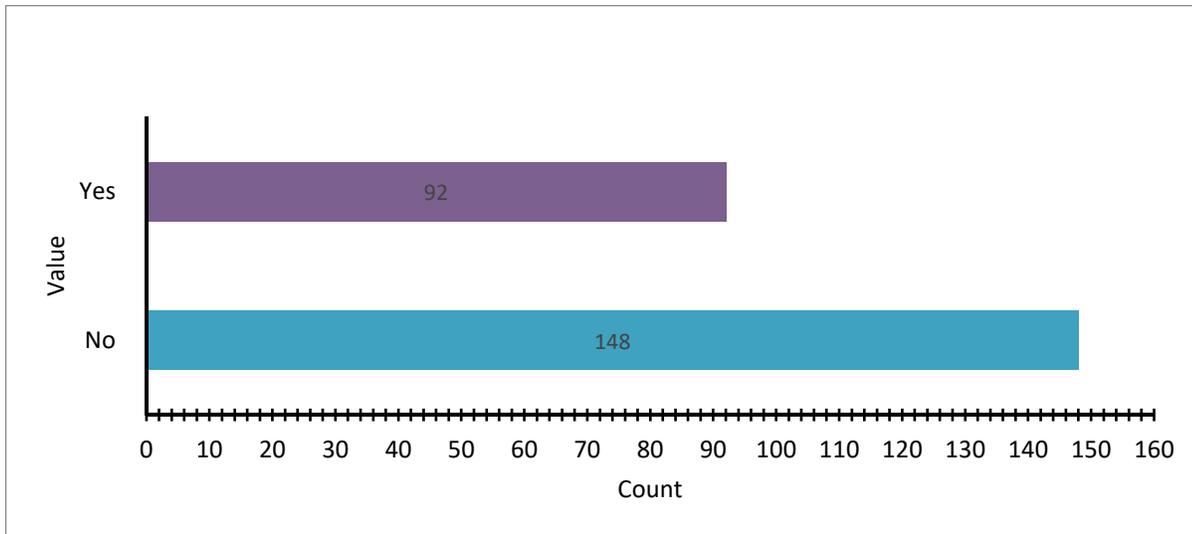
Table 13: Theme frequency for Question 15

Theme	Frequency
Ease congestion	63
Other	24
Reduced journey time	24
Improved accessibility	11
Benefits the area	8
Active travel	7
Safety	6
More Links	4
More congestion	4
Improved infrastructure	2
Increased journey time	1
Better air quality	1
Not needed	1

**Q16: Should the planning application(s) for the proposed link road and Park & Ride be successful, is there anything specific you would like to be considered to minimise the impact to the surrounding area during the proposed construction work?**

This question was to understand anything specific respondents would like considered when planning construction work. Of the 240 responses to this question, 92 respondents would not like anything specific considered when planning construction work, whereas 148 respondents would.

**Figure 16: Frequency of responses to Question 16**



Respondents were then asked to provide a reason for their answer in a free text box. 92 respondents provided reasons for their answer, which have been analysed to understand key themes.

**Table 14: Theme frequency for Question 16**

Theme	Frequency
Timing	41
Other	9
Conservation of green spaces	9
Diversion signage	8
Limit closures	7
Provide lanes for active travel	4
Professional road cleaning	3
None	3
Management of Aldwarke Lane traffic flow	2
Not needed	2
Bus lanes at Parkgate retail	1
Park and ride	1
Parking	1
Temporary traffic lights	1

**Q17: Is there anything else you would like to tell us about your thoughts on the proposed Parkgate Link Road, Park & Ride and Taylors Lane schemes?**

Respondents were provided a free text box for this question. 130 respondents provided their thoughts, the responses have been analysed to identify key themes. Table 15 below shows the frequency of these themes from the responses.

**Table 15: Theme frequency for Question 17**

<b>Theme</b>	<b>Frequency</b>
<b>Benefits the area</b>	<b>25</b>
<b>Active travel</b>	<b>22</b>
<b>None</b>	<b>9</b>
<b>Distance between Park and ride and tram stop</b>	<b>7</b>
<b>Timing</b>	<b>7</b>
<b>Extend proposal</b>	<b>6</b>
<b>Environmental</b>	<b>5</b>
<b>Change road layout</b>	<b>5</b>
<b>Traffic lights</b>	<b>5</b>
<b>Parking and facilities for motorhomes</b>	<b>5</b>
<b>More Links</b>	<b>5</b>
<b>Other</b>	<b>4</b>
<b>Ease congestion</b>	<b>4</b>
<b>Insufficient</b>	<b>4</b>
<b>Improve Public transport</b>	<b>3</b>
<b>Not needed</b>	<b>2</b>
<b>More congestion</b>	<b>2</b>
<b>Re-opening of Parkgate crossroads</b>	<b>1</b>
<b>Install bus station</b>	<b>1</b>
<b>Parkgate Layout</b>	<b>1</b>
<b>Improve facilities</b>	<b>1</b>
<b>Frequency</b>	<b>1</b>
<b>Commuting</b>	<b>1</b>
<b>More Parking</b>	<b>1</b>
<b>Simplify proposal</b>	<b>1</b>
<b>Resurface roads</b>	<b>1</b>
<b>Communication</b>	<b>1</b>

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## 3.2 Email Analysis

Two email correspondence were received submitting feedback about the Parkgate Link Road, Park & Ride and Taylors Lane Roundabout Scheme proposals. High level themes identified from this feedback include:

- Concern around lack of proposals for pedestrian crossings across the main A633 Broad Street or A633 Rotherham Road particularly as the widening of Taylors Lane roundabout will make crossing the road more difficult.
- Appreciation the link road will help with traffic congestion from Aldwarke/East Herringthorpe area to Parkgate Retail Park.
- Concern that the proposals could risk further traffic down Barbers Avenue which is already busy and do nothing to alleviate this issue.
- Suggestion to widen Rawmarsh Hill by compulsory purchase of all properties on the left going towards the hill.
- Suggestion to widen road to accommodate bus stops laybys to prevent buses blocking the road.
- Suggestion to provide a bus facility from the likes of Wath/Swinton direct into the station to encourage usage of Tram Train.

## 3.3 Response to Key Themes

The questionnaire responses we received were generally supportive and positive. There were some reoccurring concerns and questions raised, which were also picked up in the live Q&A sessions. Our response to these frequented concerns and questions are presented below.

**The Tram Train stop is too far from the proposed Park & Ride.** The current Park & Ride is temporary and on land not in the ownership of SYPT. The new proposed Park & Ride is immediately adjacent to the existing car park and is as close to the existing Tram Train terminus as practicable. Whilst there are longer term aspirations to extend the Tram Train network the timescales to do this are beyond the parameters of the Transforming Cities Fund opportunity.

**There is not enough demand for the Park & Ride.** Prior to the COVID-19 pandemic, the current informal Park & Ride facility was extremely popular and the site had already been extended to accommodate additional vehicles. The new proposed Park & Ride facility will form part of the region's Park & Ride network. It will offer further security features than the existing facility, such as CCTV and

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electric vehicle charging points. Modelling has indicated sufficient demand for the proposed Park & Ride.

**Aldwarke Lane will become congested.** Modelling and survey data indicates that a significant proportion of those who would use the new road already pass through Mushroom Roundabout and Great Eastern Way Roundabouts. Those travelling from the A630 would leave the A6123 Aldwarke Lane earlier than they do currently.

**High sided vehicles will get stuck under Aldwarke Lane bridge.** The current height restriction signage will remain in place. Access for delivery vehicles to Parkgate Shopping will remain as existing.

**There is not enough dedicated or segregated cycle provision.** On Rotherham Road, we are looking to replicate the adjacent wider shared use footway and cycle paths joining to the Toucan crossing across Taylors Lane. We are investigating wider footway/cycle paths along one side of the new access road.

**There is not enough pedestrian provision or safe crossings.** Our proposals link into existing pedestrian crossings in the vicinity of the Taylors Lane roundabout. Rotherham Council is progressing a scheme in parallel for a new controlled crossing on Great Eastern Way. Crossing facilities on the access road are being considered, although at present these are unlikely to be controlled due to lower traffic volumes.

**There are better things to spend money on right now.** The funding from the Transforming Cities Fund (TCF) is from central government and is restricted to use to deliver improvements in public transport, walking and cycling to connect people to job opportunities.

**This will encourage car use.** The scheme is designed to decongest the main A633 freeing up road space for all traffic including public transport, improving bus journey times and reliability. Increase in car trips to Parkgate Shopping is constrained by available internal parking.

**The scheme encourages people to shop away from Rotherham town centre.** The proposed scheme assists traffic on the main A633 between the conurbations to the north side of Rotherham and the town centre, improving accessibility to the town centre.

**The scheme encourages travel to Meadowhall which will negatively impact Parkgate.** Responses to this consultation have highlighted some Rotherham residents currently shop at Meadowhall due to congestion around Parkgate and feel the proposed scheme would encourage them to shop more local.

**The real issue is the bottle neck at the railway bridge.** It is acknowledged that both the railway

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underbridges and viaduct over the local railway line and canal are pinch points on the local highway network, but land constraints and cost benefit analysis indicates construction of new bridges does not provide value for money.

## 4. Conclusion

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In total, 243 questionnaires were received during the consultation feedback. The approach taken to the consultation process has aimed to be transparent, inclusive and comprehensive. The online Q&A sessions were publicised in advance of the consultation through various digital and traditional methods.

Feedback received was generally supportive of the scheme and respondents stated the Parkgate Link Road, Park & Ride and Taylors Lane Roundabout Scheme proposals would benefit them by alleviating congestion and reducing journey times in the Parkgate area, providing improved connectivity to employment opportunities and providing options for active travel and public transport.

The findings from the questionnaires have been considered as part of the design to be submitted for planning permission. Following this consultation, it is recommended to continue with the submission of a planning application for the Parkgate Link Road, Park & Ride and Taylors Lane Roundabout Scheme.

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## Appendix A: Publicity Materials

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Figure 1: Poster



### Have your say on transport, walking and cycling proposals for Parkgate

South Yorkshire Passenger Transport Executive is consulting on proposals to create new transport, walking and cycling infrastructure at Parkgate in Rotherham.

Your views will help to shape proposals for Parkgate Link Road, Park & Ride and Taylors Lane roundabout.

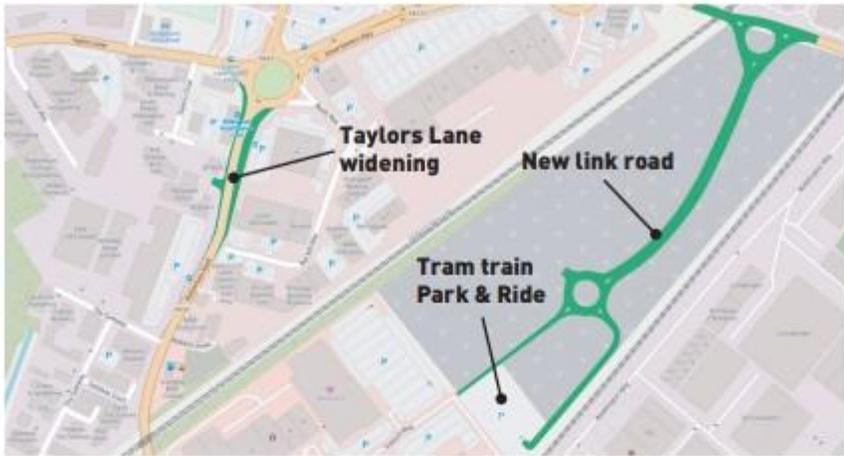
Find out more and have your say from  
**Monday 15 March - Friday 16 April 2021**  
at [travelouthyorkshire.com/Parkgate](https://travelouthyorkshire.com/Parkgate)

For further information, please email [communications@sypte.co.uk](mailto:communications@sypte.co.uk)

If you are unable to access the internet, please call **01709 515151**



Figure 2: Press advert



**Have your say on transport, walking and cycling proposals for Parkgate**

South Yorkshire Passenger Transport Executive is consulting on proposals to create new transport, walking and cycling infrastructure at Parkgate in Rotherham.

Your views will help to shape proposals for Parkgate Link Road, Park & Ride and Taylors Lane roundabout.

Find out more and have your say from **15 March - 16 April 2021** at [travelsouthyorkshire.com/Parkgate](https://travelsouthyorkshire.com/Parkgate)

For further information, please contact:  
**communications@sypte.co.uk**

If you are unable to access the internet, please telephone:  
**01709 51 51 51**

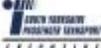
    

Figure 3: Press release



## **PUBLIC CONSULTATION LAUNCHES FOR TRANSPORT PROPOSALS AT PARKGATE**

PROPOSALS to ease congestion and improve transport, walking and cycling infrastructure at Parkgate in Rotherham will go to public consultation, as transport chiefs seek views to shape future plans.

Local people and businesses are invited to have their say between 15 March and 16 April 2021 on the proposals, which include:

- a new link road, footway and cycleway from Aldwarke Lane into Parkgate Shopping (Stadium Way);
- highway improvements at Taylors Lane roundabout;
- and a new 300-space Park & Ride facility for the Parkgate Tram Train terminus.

SYPTTE Director of Customer Services, Tim Taylor, said: “Our proposals for Parkgate aim to bring benefits to everyone living in, working at and visiting the area. By easing congestion and improving traffic flow these changes will offer greener journey options for a cleaner environment.

“The proposed new link road and highway improvements will improve bus reliability and journey times in the area, as well as access to the Tram Train network and a proposed new, larger capacity Park & Ride. New public realm proposals also aim to encourage more active travel, by making it easier to walk and cycle around Parkgate.

“This important consultation will shape how we progress to the next stage of our proposals for the area’s highway, walking and cycling infrastructure. We’re seeking views to develop our plans and we are encouraging everyone that lives, shops or works at Parkgate, or uses the local transport network, to have their say on the proposals.”

Rotherham Council’s cabinet member for jobs and the local economy, Cllr Denise Lelliot said: “These plans for investment in better cycling, walking and public transport options offer huge benefits for people’s health and wellbeing and the environment, as well as for the local economy. I urge everyone who uses this area to examine these proposals and ensure Rotherham gets the very best from this scheme.”

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The South Yorkshire Passenger Transport Executive (SYLTE) proposals form part of Sheffield City Region's (SCR) wider £166 million Transforming Cities Fund programme - to make improvements to journey times and traffic flow, public transport punctuality and reliability, and active travel options.

People can find information about the Parkgate proposals and take part in the consultation:

- online at [travelsouthyorkshire.com/parkgate](http://travelsouthyorkshire.com/parkgate)
- by calling Traveline 01709 515151
- via a paper form from the Customer Service Desk at Rotherham Interchange
- by registering to attend an online Q&A session at [travelsouthyorkshire.com/parkgate](http://travelsouthyorkshire.com/parkgate)

Online Q&A sessions will take place on Wednesday 24 March 6pm-7pm and Tuesday 6 April 12.00-1pm. Registration will be available at [travelsouthyorkshire.com/parkgate](http://travelsouthyorkshire.com/parkgate)

Feedback from the consultation will be considered as part of a full planning application to be submitted to Rotherham Council.

For more information contact SYLTE Communications Team on 0114 221 1443 or at [communications@sypte.co.uk](mailto:communications@sypte.co.uk)

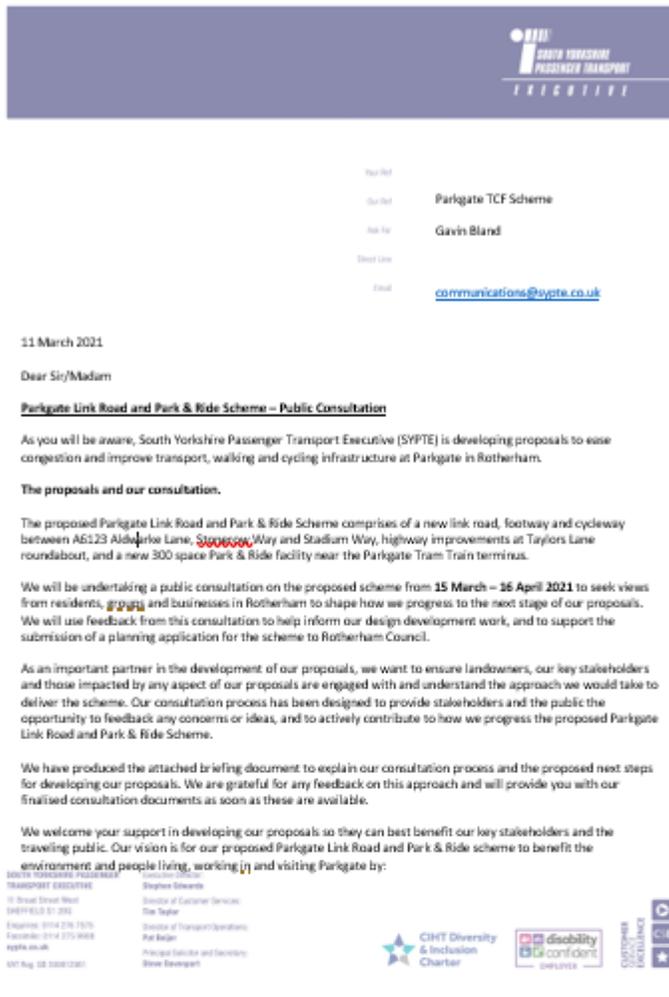
#### PUBLIC TRANSPORT IN SOUTH YORKSHIRE

- SYLTE implements the decisions of Sheffield City Region Combined Authority (SCRCA), which is made up of nominated elected members from the local authorities of Barnsley, Doncaster, Rotherham, Sheffield, North East Derbyshire, Derbyshire Dales, Bolsover, Bassetlaw and Chesterfield. For more information visit [southyorks.gov.uk](http://southyorks.gov.uk)
- SCRCA and SYLTE are members of the Travel South Yorkshire partnership, which aims to bring public transport together, encourage more people to use it, make it easier to understand and deliver new, innovative public transport products and services. All the transport operators in the county are also members of the Travel South Yorkshire partnership. For more information visit [travelsouthyorkshire.com](http://travelsouthyorkshire.com)
- For information about travel updates, service changes and journey planning, visit [travelsouthyorkshire.com](http://travelsouthyorkshire.com)

South Yorkshire Passenger Transport  
Executive  
**11 Broad Street West**  
**Sheffield S1 2BQ**

Enquiries: **0114 276 7575**  
Facsimile: **0114 275 9908**  
[sypte.co.uk](http://sypte.co.uk)

Figure 4: Letter invite template



- Helping to ease congestion, which will enable employees to access employment and speed up the delivery of goods on our roads.
- Improving connectivity, which will widen the labour pool available to employers.
- Making public transport a better option for those travelling in the area by improving bus reliability and journey times, and access to the Tram Train network between Parkgate, Rotherham and Sheffield.
- Providing greater access to economic growth through unlocking land redevelopment opportunities.
- Improving traffic flows and reducing carbon emissions, improving air quality.
- Encouraging active travel by making it easier to walk and cycle in the area via improved infrastructure.
- Bringing about improved public realm, health and well-being.

**Taking part.**

Please do get involved in this consultation between **15 March and 16 April 2021** by completing the short questionnaire online at [www.zravel.southyorkshire.com/Parkgate](http://www.zravel.southyorkshire.com/Parkgate)

Information about the proposed scheme will be provided on this webpage to help participants to make an informed response. Paper copies of the survey and supporting documents will be available at the Customer Service Desk at Rotherham Interchange and by request via [communications@sypte.co.uk](mailto:communications@sypte.co.uk) on 01709 51 51 51.

I hope this above reassures you about our intentions surrounding our proposals, and the value we place on undertaking transparent and meaningful consultation to shape our projects at SYPTE. If you require any further information about our proposals or this consultation, or wish to discuss anything further, please don't hesitate to contact me.

Kind regards

**Gavin Bland**  
Principal Project Manager

## Appendix B: Comments to Questions

1: To what extent do you support the proposed link road into Parkgate Shopping?	
Score	Comment
5	Parkgate and surrounding area has been shocking for access by car for years. This will hopefully reduce the amount of standing traffic and make access to shopping and onward travel to Rotherham/Sheffield and beyond much easier
5	This has been required for the last 20 years, Rawmarsh Hill/Broad Street and surrounding roads are often backed up due to access into Parkgate Retail World. Also causes various delays to bus services in the area.
5	Would cut down traffic congestion coming from another direction.
5	Traffic is horrendous in this area and if a lorry hits the railway bridge next to the main entrance to Parkgate Shopping, you can't get to it or even round it in a timely manner.
5	Alternative access to Parkgate will remove some traffic from Retail World and Taylor's Lane Roundabout areas
5	Will ease congestion
5	I would like to use the tram to commute to Sheffield and back. I currently drive to IKEA P+R to get the tram. I would much prefer to reduce my car journey and spend more of my commute on the tram. I was disappointed with the tram train introduction as it lacked P+R options for commuters from Rotherham (no parking at train station, limited parking at Parkgate).
5	It's awful getting through on a weekend and most daytimes at rush hour and Christmas Easter etc
5	To provide relief for existing road to and from St Anne's roundabout and Broad Street Parkgate.
5	Parkgate retail centre and the surrounding areas have grown while the road infrastructure has remained the same for many years. It is frequently unable to cope; especially at weekends when traffic is at a standstill. I also work in Sheffield and think the tram train should be more promoted as an option for public transport; despite its unreliability.
5	Encourage active transit
5	To reduce traffic congestion in the area and improve air quality.
5	I am a bus driver who regularly uses Parkgate and something needs to be done
5	Parkgate and the surrounding area is absolutely desperate for investment and better infrastructure
5	Too congested and need more parking for tram
5	I use public transport and this would be loads better
5	Makes sense, long overdue.
5	The reason for my score is that Parkgate has needed an extra route into it for years and especially seeing as that bottleneck where the railway bridge hasn't been sorted either

5	Improved access to Parkgate retail area will greatly improve traffic flow around the area.
5	Anything that reduces congestion around parkgate is good news.
5	The traffic levels have been unmanageable for years and this scheme is long overdue
5	Better links for Rotherham people and better for cleaner environment
5	Will make for easier access and ease congestion.
5	It sounds very practical. Aims to improve things for commuters and shoppers equally on routes that are very busy. Like the idea of opening up the brownfield area. Not convinced that more people will use public transport (I won't) or that AQ will be better. I won't use car less okay it mig he be quicker. Trouble with the integration of transport in Roth still remains that bus station is too far from train station. To be fully integrated this still needs attention. So I will never get the bus to my home into Roth to then transfer to the train or tram due to the walk feeling unsafe and unpleasant.
5	Congestion around Parkgate and rawmarsh has been an issue for years. Having another entry point to the shopping centre would be welcome for those simply driving through Parkgate, not to the shops.
5	Traffic is horrendous in this area (prior to COVID) and should always have had a second entry into the retail park In addition, the traffic on the Taylor's Lane roundabout is dangerous at peak times for drivers and pedestrians due to the congestion
5	Urgently needed to reduce traffic on Rawmarsh hill area, should also re-open Parkgate cross roads junction
5	Long overdue, this area is blighted by congestion and poor air quality, both I hope will be improved with these plans
5	Definitely a game changer for congestion
5	The only thing i don't understand, is why it hasn't been done sooner. The first time i ever went to Parkgate i wondered why there wasn't a link road!
5	It will avoid having to go down the dual carriageway right in to the middle of more traffic
5	There is a constant queue around the parkgate area to the retail park, this new link should alleviate some of the congestion coming over the wash area. My only concern would be the railway bridges.
5	To ease the traffic problems
5	The traffic into Rotherham via Parkgate at busy times is horrendous & queue times around peak times/days, for example Christmas is just ridiculous.
5	Save oncingestion
5	Better access is needed.
5	It will ease traffic on local roads. A bigger car park may encourage people to use the tram train
5	This will ease congestion
5	Ease traffic

5	Spread out traffic entering and exiting Parkgate. This should reduce the congestion on the A633 and onto Rawmarsh Hill.
5	Reduced congestion on A633 to Parkgate in both directions. Shouldn't materially affect traffic flow on Aldwark lane.
5	An additional route in/out of parkgate is really needed. The shopping centre currently acts as a bottle neck and really slows down access both to these shops and to the town centre/Clifton park and beyond.
5	Traffic a nightmare round parkgate and rawmarsh
5	Been a nightmare for years traffic in and around parkgate and has needed new routes in and out for a long time!
5	It will improve access for people travelling to Parkgate shopping via Aldwarke Road
5	A much needed easing of congestion and making the tram-train stop more accessible.
5	The link road there has been needed for a long time. I always wondered why the road stopped there.
5	Reduces traffic around Parkgate, new route for buses
5	The current access to Parkgate is very restrictive. Peak shopping times i.e. Weekends and Christmas make driving around the area very difficult. Not only for people going to Pargate retail, but also for people going to Rawmarsh Hill / Barbot Hall Ind Est.
5	to ease congestion of traffic as you have proposed, from aldwarke lane to parkgate shopping centre, it is a bottle neck that needs to be fixed, it cannot go on like this, the sooner, the better
5	The area becomes very congested at peak times
5	At the weekend (sat esp) traffic is backed right up to Rawmarsh hill due to the retail parks traffic
5	Traffic around the main route is ridiculous and can be dangerous so an extra route in would help
5	It will ease congestion
5	Because congestion at parkgate has been utterly appalling for many years.
5	Breathable air, less congestion - therefore less waiting times, making it safer for all to go shopping. Less road rage (arguments about parking spaces) and it's convenient too.
5	This should have been completed years ago, paid for by the Parkgate shopping centre owners.
5	It is years too late
5	I work out and about in the community of rotherham parkgate is always a big traffic problem from both the broad street side and the rotherham town entrance to Parkgate anything to improve this is a bonus
5	Ease of access.
5	This would reduce traffic congestion at peak times & would make the journey easier
5	It needs something to spread the load a bit. I think this is the only way.
5	Ease traffic congestion.

5	Anything which reduces traffic flow along St Ann's Rd is welcome. A new access road from the other end of Retail World is a great idea.
5	This is years overdue. It will hopefully deal with the bottleneck by the Morrisons petrol station heading towards Parkgate. Benefits to traffic heading up towards Rawmarsh from the Taylor's Lane roundabout are less obvious though.
5	Long overdue utter pain trying to get through the congestion.
5	This should help to reduce congestion on the Taylors Lane roundabout
5	Needs a relief as traffic has steadily been increasing over the years and to what end
5	Will reduce traffic congestion
5	I travel to work at Parkgate retail park using Aldwarke Lane, so would use the new link link road.
5	The new link road is a great idea to ease congestion in Parkgate.
5	Travelling by bus from/to Rotherham and greaseborough is a nightmare from Taylors Lane roundabout through Parkgate especially during peak times due to the sheer amount of traffic causing the bus to arrive late.
5	Living in Rawmarsh traffic is always horrendous in the parkgate area particularly weekends and holidays. Adding another entrance point to the area would be great and divert some of the traffic to hopefully lead to less queueing! The Taylor's lane roundabout is also horrendous with people spreading around it in the wrong lanes and causing accidents, may benefit from traffic lights?
5	Too much traffic currently all around parkgate when all shops or open. I use the the road near parkgate everyday for work and it's horrendous
5	The area needs another entrance into the Parkgate Retail centre.
5	Providing a link road would help take some of the traffic away from Parkgate Asda roundabout towards Parkgate retail world.
5	I live in this area and see on a daily basics how traffic build up, the area desperately need extra entrance to retail world and I believe the proposal will make such a difference and benefit the area and be better for the environment
5	Make access to shops easier more convient. Ease traffic congestion especially at busy times of year.
5	The current local congestion is appalling. I have queued on many occasions, just to get into Parkgate- and from both directions. I think a new road may help.
5	I work at Parkgate, live in Thrybergh. But I don't drive it would be easier to get to work if there was a bus service that went that way.
5	Definitely needed and will improve the traffic congestion no end.
5	We live close to there and the congestion on Great Eastern Way will be greatly eased if the Parkgate traffic from across the Wash is diverted straight to Morrisons
5	The build up of traffic on Rawmarsh hill and Broad street is terrible during peak shopping times, the pollution and currently poor crossing points make it unpleasant to travel around either by foot, cycle or car. A road to ease this is greatly needed.
5	Ease congestion on traffic on Great Eastern Way heading into Parkgate.
5	Current congestion around Parkgate is bad

5	Parkgate at peak times can make the use of the Park and Ride system longer, so don't use to avoid Parkgate.
5	I cycle to work on this route the roads a very dangerous for bike riders
5	It has been needed for many years and increasing the road network capacity to the Parkgate Shopping is a welcome improvement.
5	Would ease the congestion on the current route into Parkgate. I would consider Parkgate more if there wasn't the traffic jam to get in and out. I go to Meadowhall instead!
5	Improving congestion around the area will make the roundabouts safer . The number of crashes due to people having to pull out into little space has been far to high .
5	Its a good idea to try and reduce the amount of traffic that is sat in a queue.
5	The congestion gets worse over the years and the proposed space can be put to good use
5	The roads around parkgate get heavily congested and back roads are used at speed.
5	Would make access much easier for us from Dalton
5	Should have been done a decade ago, fantastic proposal all round
5	Any easing of traffic is good But problems will arise at busy times where it joins Aldwarke lane
5	To ease traffic congestion.
5	Congestion at roundabout
5	Moving traffic away from the Parkgate roundabout and A633 to Parkgate shopping is paramount.
5	It will improve traffic flow and ease congestion.
5	Stops increased traffic coming from Dalton and queuing on the dual carriageway to get into parkgate, will ease congestion for those working especially at peak times e.g weekends, Christmas and bank holidays
5	Would cut out so out so much traffic to get to Parkgate Retail Park from Aldwalke Lane.
5	Traffic congestion is always severe at Parkgate. A new link toad would help with traffic flow and prevent hold-ups, accidents and improve the local environment and lessen air pollution.
5	I score 5 in anticipation of a SERIOUS approach to improving the infrastructure and environmental factors in order to STIMULATE CYCLING. I try to cycle as much as possible but am put off by the poor state of roads, the attitude & lack of driver skills and awareness, poor air quality and overall lack of provision to support the safety and security of cyclists - we deserve more respect, after all we are trying to help everyone by taking responsibility for improving the traffic situation. Furthermore, we are taking responsibility for our own health and wellbeing - but the stress of having to deal with poor cycling provision is counterproductive.
5	Too often gridlocked around Parkgate

5	Getting through parkgate is a nightmare. An alternative route in and out of retail world would ease the traffic from the Rawmarsh side which would improve overall traffic flow.
5	Significantly ease traffic congestion at A633 roundabout
5	I have always wondered why parkgate was created with just one entry route from Rotherham centre and from Rawmarsh. Think of Meadowhall shopping with only one entry, it will be chaotic. You should also look at another connection to Fitzwilliam road A630 in Eastwood / East Dene. Even the buses why can bus 218 go through A630 and turn into Aldwarke then right into Barbers avenue instead of having all those buses going through Parkgate.
5	Such a lot of money when most shops closing, this will take people to Meadowhall. A road around B@M was suggested years ago but declined.Roundabout at Mangham desperately needs doing.
5	This will move the volume of traffic from the bottle neck around Taylor's roundabout
5	Traffic congestion will be eased.
5	Improves access to local transport links and relieves pressure on Rotherham and Sheffield city parking.
5	it will go a long way to ease traffic going through parkgate
5	It will make it easier for shoppers
5	Should have built more than one way into parkgate when it was opened
5	Every effort should be made to encourage the public back to proper shopping rather than online. Proper parking and transport facilities including areas for camper vans and motorhomes will enable locals and tourists to put much needed money back into the local economy.
5	A Taylors Lane link road and roundabout are well overdue traffic in parkgate is shocking
5	The new road is badly needed to ease traffic congestion around the local area!
5	Eases traffic & makes access to shops much better.
5	At present it's one way in, same way out. This forces everyone in/out onto the same road. There is no surprise there traffic movement is poor. Fully in support to reduce queues.
5	Too much traffic on main road into rotherham which is all traffic for retail world and holds through traffic up
5	This is long overdue to improve traffic congestion near Retail World improved walking and cycling access is also much needed in the area
5	Greatly needed to help reduce traffic congestion and delays through Parkgate and Rawmarsh.
5	Needed to ease congestion and allow for faster access times, plus quicker access to parts previously inaccessible directly
5	Ease congestion at entrance and exit. Easily accessible from east of town. Join both retails parks.
5	Traffic jams most weekends and rush hours on weekdays

5	Because it is important that the area is developed in order to bring jobs and revenue and ease the amount of traffic getting it off the roads and onto the trams with the better parking facilities planned.
5	I have always thought that there should be two exit/entrances to Retail Park as there has been too much traffic for just one. Could possibly also be one entrance and one exit.
5	This will help alleviate traffic around Parkgate
5	Congestion on Rotherham Road from Rawmarsh to Parkgate is terrible and puts me off going to Rotherham at peak times. I have never understood the logic of building retail parks with only one way in/out - the second access makes perfect common sense and should ease the queues for those vehicles trying to get past Parkgate
5	i been saying a years a back way in would make it better
5	Fed up of cars cutting down my street at stupid speeds to beat the queue
5	It will ease traffic at parkgate
5	Regularly use that road but avoid during peak shopping times due to traffic volume and associated delays.
5	I go to parkgate regularly and this would shorten my journey
5	Only having one way in causes massive congestion, would create a more pleasant experience
5	It's been needed for years to relieve traffic around bottom of parkgate and around shopping centre
5	Walking or cycling round that area is not pleasant - it's not easy to cross any roads .
5	Increase capacity for public transport as well as traffic flow.
5	Living in Rawmarsh , Parkgate traffic has always caused delays to domestic and local through traffic . Due to a low bridge and narrowing of the road and traffic volume This can mean delays on public transport of over 40 minutes or even cancellation of services taking traffic away from the area will greatly reduce this
5	Much easier access to Parkgate
5	The original road from Rotherham to Parkgate is now inadequate. I am lucky as I haven't had to negotiate it during rush hour, and I feel sorry for anyone who does.
5	I strongly believe with the suggested improvements, the congestion at peak times will be eased and air quality would improve.
5	I used to work on Rawmarsh Hill and my journey times to and from work were often extended by 10-15 minutes due to traffic accessing Parkgate Retail World. Also, like many other people, I use the shops at Retail World, as I would once have used Rotherham town centre, as all the major retailers have now moved there, and the parking is free. I also use the tram-train to go to Sheffield, and occasionally Meadowhall. I live in Herringthorpe, on the other side of Rotherham, and so the Aldwarke access would be a good choice for me to avoid the traffic from town centre, although it must be noted, that Aldwarke gets really busy at times already! and frequently suffers from flooding or ill advised lorries getting stuck under the bridge!!

5	I live in Thrybergh and work in parkgate.i don't drive. It takes me nearly an hour, sometimes longer to get to and from work. It would be great if there was a reliable bus service that went that way.
5	Being local these will allow for better flow of traffic and easing congestion
5	ðŸ’ðŸ’½
5	Better for traffic flow and pollution to be reduced
5	I think it will cut down on congestion into Rotherham for people not wanting to shop at retail world.
5	Any plans to support the easing of traffic flow in Parkgate is most welcome
5	Logical access point which should have been there from the start
5	It should help to ease congestion
4	I'm really happy about the proposed link road into the Retail world but I suspect the current road within retail road grounds will have to be altered as it won't be suitable for larger vehicles around one of the roundabouts near Morrison's. It would ease congestion on the current road outside Parkgate shopping.
4	Ease congestion on taylors lane roundabout aswell as rawmarsh hill/broad street
4	It's about time
4	Action is required to alleviate congestion around parkgate particularly around Christmas time
4	It will help ease congestion driving into or past Parkgate Retail
4	It very much needed to stop the delays round parkgate shopping.
4	It's a great idea but concerned about high sided vehicles trying to access Parkgate using this road once open - we already have regular problems of vehicles hitting/getting stuck under the railway bridges!!
4	I think it may provide some relief to current congestion.
4	Would give an additional route
4	Gets quite congested around there at the moment. So if it will ease traffic then it's probably a good idea.
4	Access needs to be improved
4	I feel the proposals are overall a positive change to to area but I have concerns more traffic will build up in the area of Aldwarke Lane and the roadworks needed to make these changes will be lengthy and cause severe delays.
4	Will be better once completed but will cause further delays while works are ongoing
4	Hopefully this will divert traffic away from the 1 exit/entrance
4	anything to make the approaching roadabouts less congested is good
4	A separate road and parking area for the park and ride vehicles is an excellent idea. I don't like roundabouts where two lanes merge into one as I feel they promote driver conflict and increase the risk of accidents and congestion where they merge. I would rather have just one lane, so widening Taylors lane seems counterproductive.

4	Its a good idea-though I am lost at how a second round about is needed nearest Retail world (with an exit leading to the field). As a lot of wildlife would be displaced around that area I would hope that would be rebuilt with additional trees/space for them.
4	To ease congestion around the area especially at peak times.
4	There needs to be another way in and out of Parkgate, only having one way in or out is ridiculous considering how busy it gets
4	clear congestion
4	It's always congested at Parkgate so anything that makes traffic flow easier is good
3	Still taking people away from the town centre.
3	It may work but Aldwarke has it's own traffic issues of which this may add to it by moving part of the congestion to it.
3	It doesn't provide a direct link between "The Foundry" and "Retail World (Parkgate Shopping). I thought the island near The Foundry was supposed to have a link with bridge over the railway to Retail World.
3	All I can see are three numbers on a map, I can't actually see WHAT you're proposing, or WHERE
3	The major congestion is not at the Aldwarke end but heading towards Rawmarsh
3	Why not join up the Foundry shops to Parkgate Shopping and improve the public transport service from Rotherham town centre.
3	Need less private transport. More public transport
3	Seems to encourage car use. Not enough in it for pedestrians, cyclists and public transport users.
3	Will we be listend. I think park and ride definitely but make the service reliable and go to hospital and university. Yes building a relief road system to miss the main jam areas
3	It's just moving the problem along the wash is already congested at peak times
3	The major congestion is A633 Broad Street, High Street Parkgate/Rawmarsh. The tram extending to Swinton, Mexborough, Dearne would alleviate the majority of the congestion
3	Traffic is always backed up on Rawmarsh hill - don't think this is elevated by this proposal. This is a pollution issue affecting health as well as impacting local business. Also the park & ride would be better away from the shopping area to help local people travel into Sheffield without heading with everyone else to Parkgate.
3	A new access road to Parkgate Retail World is necessary but will not do much to alleviate the congestion at Taylors roundabout
3	Your not paying much attention to pedestrians who have to cross these roads, it's hard enough trying to get across these roads at the moment with the amount of idiot drivers out there.
3	Some people don't want to go to go to Parkgate
3	Whilst the scheme will have a limited success in reducing air pollution, conversely it is a traffic-enabling scheme.

3	Aldwark Lane is busy enough already with traffic congestion at peak times currently, especially at the Barbers Avenue Roundabout and Mushroom Roundabout.
3	the tram stop now requires extra parking and a designated area for it apart from the parking within the shopping precinct
2	I believe there is more priorities money could be spent on in Rotherham. The town centre is still rundown and areas like Dinnington Town Centre once again is being left out.
2	There is absolutely no discussion of the inclusion of green infrastructure in the scheme. When are highways designers going to start including this into the scheme. The NPPF draft requires tree lined streets, government environmental plans require tree planting in urban areas. Study after study shows the benefits of tree, particularly in relation to roads but time and time again road schemes just completely ignore this. If this was 2-30 years ago I could understand but in 2021 it is a completely shameful exclusion.
1	A more long term fix would be to encourage public transport and cycling,
1	Will create a through route/rat run past Parkgate Shopping to avoid A633. Building more highway capacity isn't a solution in times of climate crisis.
1	Always very busy with traffic in all directions
1	This is a vanity project that will create more congestion.
1	traffic is not as bad as it used to be, more people shop online so will likely reduce further over the coming years.
1	Does not provide high quality cycle infrastructure. Shared path is not cycle infrastructure. The scheme adds space for cars however, and as such more people will drive. It's called induced demand
1	Still going to have lots of traffic from opposite side of 'wash' going through Parkgate. Will be of use if you live Dalton side
1	Ill thought out scheme that doesn't seem to take account of the effect of the poor choice of location for the centre many years back.
1	Building more roads is not a sustainable way to reduce traffic congestion. The roads will soon fill up again
<b>2: To what extent do you support the proposed Park &amp; Ride scheme at Parkgate?</b>	
<b>Score</b>	<b>Comment</b>
5	It will make access to Sheffield and Meadowhall easier quicker and safer. If anything the park and ride should be bigger than planned as I believe it will be used by more once everything is in place
5	If you want to catch a tram, there are too few tram parking places at the moment.
5	I use the tram train regularly and the parking provision isn't enough in non covid times. Also there isn't enough free parking at Rotherham Central so this would ease the problem.
5	I think I have already answered this question?
5	It will take more traffic off the road for public transport, shop deliveries, emergency services

5	To encourage more people to use the train tram service it requires an easy, free and expanded park and ride. This would hopefully encourage car users to use the service.
5	Won't make the Tram-Train look as pointless
5	See previous answer. The tram train is a good idea for the region and its use should be encouraged.
5	Reduce car journeys
5	To improve connectivity for employment and leisure.
5	Again this area is desperate for investment in its infrastructure!
5	Need more parking spaces for tram users
5	I use public transport
5	better for area less jams
5	It would help bring custom back to Rotherham
5	The provision of additional parking spaces for the Tram-Train station will increase the commuter appeal of the Tram-Train service.
5	Parkgate, Rotherham and Sheffield will all benefit from improved links.
5	More people need to be encouraged to use the tram
5	Need a good park and ride to be able use link
5	I have used these from other locations into the town eg Sheffield or further afield eg York and they make sense. Shame that going on the tram or train for an occasional user is so very expensive. For a regular user, it makes sense.
5	Gives us more choice, hopefully will improve connections and reduce congestion
5	Greener
5	I work in Sheffield & would use the tram/train more if I could park my car
5	Will maintain Tram link to Sheffield, which is likely to quietly disappear unless more people are encouraged to use it
5	It was never built with enough places to start with
5	I think the tram train needs its own designated parking area & a park & ride scheme sounds sensible, so more tram train users, but no additional cars.
5	Much easier way to travel
5	Park and ride provides an essential service
5	Good for the local area and environment
5	The tram train facility is held back by the lack of parking.
5	Park and ride works well, reduces congestion and offers convenience as well as encouraging people to be more active
5	Helps people traveling long distances so less traffic elsewhere
5	I currently like the option to park and ride into Sheffield rather than drive, but current park and ride parking at Parkgate is limited.
5	The current limited space capacity was at maximum usage pre-covid, and most certainly discouraged usage when people experienced being unable to find a space.
5	The park & Ride would be good as well, if there is some covered area for people to wait in wet weather, otherwise people may still just drive to Sheffield! With good CCTV coverage to secure the cars and people waiting.

5	Commutable into Sheffield, more space.
5	Thecurrent system is more like Park, long walk in the rain, ride scheme. It's not user friendly at the moment.
5	it would improve the traffic considerably by having more people on public transport instead of cars
5	Good tram link to Sheffield should have adequate parking without imposing on shopping areas.
5	We use the park and ride the main problem was cooking from Rawmarsh you always hit traffic it will be great to come down barbers ave And miss out park gate to get to the tram .
5	It's just as quick to hop on a bus as it is to find a parking space. It'll make the shopping experience a lot better for everyone (although it'll take time for all to realise this!) it'll reduce everyone's carbon footprint and make drivers a little calmer.
5	Needed for a long time.
5	This uses space & also keeps people out of the main town centre.
5	The more options the better for people to shift to more sustainable transport
5	The current provision is limited in size which may impact on passenger numbers. I support the Supertram as a quick way to get to Sheffield city centre which is cleaner and faster than the bus service.
5	In normal times the existing car park is often full,I would however like to see the tram train extended so that its closer to the park and ride as its quite a walk for those with disabilities
5	Definitely needs this for the tram. Would be a great asset
5	I use the park & ride to travel on the train tram.
5	It should help reduce the number of cars on the road thus helping the environment.
5	Perhaps more people will use the tram at Parkgate instead of driving into Rotherham, thus reducing some traffic on the roads
5	Would encourage more use of the tram train system.
5	This will give people the opportunity to make use of the new super tram system
5	Increase use of tram train by providing purpose built parking.
5	This is a brilliant use of space and opens up more commuting options to local residents. I feel a better overall tram service would further make this a good plan.
5	It will ease congestion
5	All helps
5	I already use the Park and ride and an extension would make it available for more people to use
5	Would increase use of tram train and increase air quality
5	Make it easy for people to park and use the tram train cycle paths
5	Park & Ride needs to be reviewed - it currently is neither use nor ornament with time restrictions & not having a sheltered walk way to the tram stop. I support a wheelchair user who isnt able to use the tram due to no shelter
5	Good idea

5	Having used the P&R Tram Train it's clear that (pre-lockdowns) there are not enough parking spaces allocated. Parkgate now has parking restrictions for longer than 4hrs which is not helpful if the P&R slots are taken
5	I believe this will drive down car use as people will want to use the tram-train.
5	Present P&R fills up so quickly that we cannot depend on it
5	Far too few spaces there at the moment
5	The current Tram-Train car park is inadequate. Please ensure the new arrangement has excellent lighting, both to and from the car park, in the car park and from the Tram-Train stop. I have used the current arrangement once, arriving back at 8.30pm and it felt very unsafe as a woman alone walking past the dark yards at the back of the shops and then once into the Centre, past all the closed shops.
5	Access into Sheffield from rotherham
5	The existing main entrance to the shopping area is too small for the existing traffic so needs to be future proofed. The park and ride scheme needs to be kept separate from the shopping area to ease congestion at busy times.
5	It means I will not have to use my car to travel to Sheffield.
5	additional parking for the tram will ease congestion for those working at meadowhall or Sheffield especially at peak time e.g weekends, Christmas and bank holidays
5	The tram train link is a valuable asset for Rotherham but currently parking access for it is difficult and also encroaches on parking spaces for shoppers at the retail park. A dedicated park and rode would show that there is long-term commitment to the tram train scheme and other sustainable transport.
5	I have used the tram-train into Sheffield from the Parkgate terminus for work and when I've needed to get into the city for official reasons. Incidentally, as well as using for car parking I have cycled there using my Brompton folding bicycle (and also into Rotherham Central). However, the distances in terms of the time to drive there, park and then walk quite a long way is off putting and time consuming. Fortunately, I am a fit person and can move quickly but I worry for people who have less mobility and energy.
5	Make it easier for people to commute from Rotherham to Sheffield and links to Meadowhall for work and pleasure. Buses are not great in the area for this so this will help.
5	I think this will just increase traffic in the area but would be ok if the link road goes ahead. However i think allowing trains to stop at retail world would ease a lot of traffic as people from swinton, mexborough and conusborough would be able to get to retail world by train. There is a platform for the tram train already in place which could be used for trains.
5	Park and ride will only work if there is sufficient parking
5	It may ease traffic to town. But maybe make it free ride upto Rotherham atleast or even to Tinsley to encourage people to leave their cars, especially at the weekend
5	Easier access to Rotherham and Sheffield

5	Improves access to shopping and relieves pressure on parking in Rotherham and Sheffield
5	It will help cut down on traffic and air emissions
5	Safe value for money parking
5	Park and ride and a good back up transport service are essential if we are to keep city centres and other areas free of traffic.
5	Great use the tram all the time and parking is limited some times
5	Helps the environment. Keeps the, shopping area safer.
5	easier to get to Sheffield
5	Why not! An obvious solution, missed for years.
5	reduces the need for car travel into Sheffield city centre
5	Helps to ease traffic on the roads by using tram train !
5	As explained in the previous answer.
5	Already said at Q1
5	A larger car park for tram trains would encourage more usage. It would however be better if the spaces dedicated to trams were closer to the tram station, and the new spaces used for shopping spaces.
5	i am never going to use it , but i can see why it will be a good idea
5	I would use this service to travel to work in Sheffield.
5	Its a good idea, and it will make it easier to get to Sheffield on the tram-train
5	This will help for commuters to Sheffield and create a secondary use for Parkgate as retail is on the decline
5	I used the P&R after it opened. I wrote and asked for more spaces as didn't always get a place. Extra places were needed and more may attract more people to use it.
5	Ease of getting to Roth , Meadowhall and Sheffield.
5	Anything to increase public transport usage.
5	The tram/train must become more reliable after problems with trams and net work rail , it must run later than it does to provide access to sheffield arena , meadowhall and sheffield.
5	If anything can be done to reduce the volume of traffic in the area, I am all for it. My regret is that it wouldn't affect the traffic going through Wickersley, Whiston and down Parkway if it did happen.
5	With the first proposal, this would go hand in hand and would encourage people to use public transport and not use cars which would add to pollution.
5	No brainer! Free parking for Meadowhall, Sheffield's Arena, Centertainment and Sheffield City Centre.
5	Less traffic on roads
5	Improve any increase in ease of and variety of public transport
5	ðŸ’ðŸ’½
5	These schemes work well in other areas
5	Much easier than driving into Sheffield and paying for parking there.
5	Tram Train excellent way of getting into centre of Sheffield and dedicated parking a must

5	Much needed to ease travel
4	The better parking the more likely people will use the tram train. Issue is, that area floods, so green fields maybe more better for the area to help catch the water and soak it up. Risky for people parking there cars there.
4	Make it easier for boarding buses instead of crossing the busy road
4	I support the P&R site. But I suspect it might be a bit of a walk from the car park to the platform? Unless the platform/ platforms could be altered to be placed nearer to the proposed P&R site
4	We do need better public transport
4	In order to get people out of cars there needs to be an alternative and the parking will help but why is there NO dedicated cycle storage for people who wish to cycle then take the tram train etc?
4	A link to Sheffield is handy here but I wonder how many would use it given the existing bus and train links to Sheffield from Swinton, Rotherham Central, the x78 and other buses.
4	Cheaper to take Supertram to Sheffield than park in Sheffield, won't take parking spaces from shopping centre.
4	I presume this is for the train/tram. It is required as the petty attitude of parking by retail management prohibits using the tram - safety for women must be improved as its desolate at night
4	It will help reduce traffic in town centre
4	Okay if its gonna be free. Otherwise the high bus fares will have negative effect
4	Ok but what about providing better cycle parking at tram train station. Maybe even allowing bikes on tram train, at least off peak and during Covid restrictions
4	I think it's important to have the chance to travel from one point to another, but it needs to be AT PRICES WE CAN AFFORD. Also, there isn't enough current parking provision at Parkgate, to allow for this. We've lost shoppers parking spaces on both sides of Parkgate, due to the addition of coffee drive-throughs, Nandos, a beauty bar, and various burger/food vans.
4	A little too far away from the tram stop for integrated transport, more an extension to the shopping centre car park. Maybe move the tram platform further along with a dedicated walkway that isn't closed off before the end of service. Used the Park & Ride previously and been put off. They tend to lock it up around 8pm, no access for taxis anymore near the tram stop to meet with the incoming tram. Needs a proper open access road and tram stop away from private land. Relocating further along the line towards the new link road would provide this and make the park and ride more attractive. Another off put is having to queue to gain access with all the usual shoppers traffic. A pain, especially around Christmas.
4	more should be made of the station as it is hidden behind shops.
4	Good idea to encourage car users out of their vehicles, meaning less congestion in the area
4	I think it's a great idea but I'm concerned that there will be minimal take-up, and the tram train is horribly unreliable.

4	As long as it uses current infrastructure and does not encroach on the already reducing green areas.
4	Taking shoppers elsewhere.
4	It will encourage more people to use the trams.
4	Not sure what it is
4	Although it isn't something I would likely use, I'm sure there are plenty of people who will, and if it helps to improve traffic flow then why would I not support it?
4	Better access to public transport will encourage more use
3	Too far away from the tram stop, the current park & ride location is already far enough, a good 7-10 minute walk away. Either the stop needs to be moved closer, or a new stop and the line extended further up.
3	A more greener approach and encourage public transport.
3	Ease congestion
3	Yes if it abstracts people from car journeys to tram journeys
3	If services are improved then its a good idea. Too many cancelled or delayed due to issues around rotherham central station
3	Will make easier public transport access but may create extra unneeded congestion.
3	No help for Maltby. Tim, don't mess this one up like you did with the bus from Maltby to Rotherham Hospital.
3	I think its a good idea but as I don't drive I wouldnt be using it
3	It would be a useful way of getting into Sheffield my only concern would be that enough people may not use it. Would be good for commuters and people that work in the city
3	Dont really use park and ride and dont really have plans to so I can't say if this is good or not.
3	Park and ride, is encouraging more vehicles to visit, adding additional congestion to an already congestion roadway
3	Don't ever catch the tram to Sheffield so doesn't effect me
3	It's a good idea of the network is reliable
3	I thought the Tram Train was a trial service, not a permanent one. According to this website the pilot is for two years, although it has been operating longer than that already <a href="https://www.travelsouthyorkshire.com/en-GB/LandingPage/tram-train">https://www.travelsouthyorkshire.com/en-GB/LandingPage/tram-train</a> Presuming there are plans to keep the tram-train in place I support this plan. Looking at the plan one arm of roadway to the new park and ride goes to nowhere. Are you expecting yet more shops to go into Parkgate?
3	I think it's a good idea for Parking to enable better use of the tram that already exists, however I'm not the cost implications of this are worth the benefits
3	Will just cause more people to go to Meadowhall and Sheffield.
3	Park&Ride to where ?? I guess it's to Meadowhall as Rotherham town centre has been killed off over the years. Folk visiting Meadowhall for shopping I think will prefer the convenience of taking their own car there.
3	Don't use park and ride

3	Providing more park and ride spaces is only good if they are going to get used i.e. the tram is going to get used more.
3	Does not serve whiston
3	This is a good idea but when Christmas going to create another bottle neck and it always floods down there surely a big lump of tarmac won't help this
3	The more car parking space means more cars travelling to the area in an already polluted and busy area.
3	The tram train can not run through water , the system regularly breaks . We have a very good train link with an empty car park within walking distance
3	Insufficient use of public transport. Particularly trams
3	Don't use it
3	I would not use it.
3	I agree however we should make more of the town centre station before making more at parkgate
3	In that might help people out of their cars, but it's just further support for a white elephant of a scheme that was not built with sustainability in mind.
3	Depends on if there is transport directly to the station from outlying districts to encourage people to use it
3	I won't be using it myself but unless you address the cost of fares issue people will find it cheaper to drive.
3	My score is only 3 as it seems quite a walk to the tram stop, maybe that could be moved ?
3	Think it's a good idea but unsure how much it would be used
3	Don't use the park and ride, poorly run and not reliable
3	Not necessarily needed, convert staff parking, would ruin the tram stop entirely perhaps hiding it from view
3	Don't use the facility as too far from home.
3	I dont ride on busses as i suffer from panic attacks
3	Service not frequent enough and tram stop is too far away from car park to be of any real use to myself and many others
3	I don't drive so doesn't really affect me
3	it is ready for a rethink
2	I don't believe it will be used enough to warrant it.
2	Cost too much
2	Don't use it but a good idea to get to Sheffield
2	Given the fact that traffic trails back almost to Swinton, this would suggest a Park & ride should be further afield...

2	The current tram train parking facility is small and appears to have little support , even in its smaller footprint. The proposal to replace classic rail services on the Sheffield to Doncaster line with a tram train system is a folly being pushed by TFN and the Mayor of the SCR. Realistically how many people will use their car to drive to Parkgate to board a tram to Meadowhall, that doesn't go through the Meadowhall Interchange, it is not practical for shoppers or commuters wishing to make onward journeys. Passengers on this service have to alight at Fitzalan Square and walk to Midland Station ? It's not an integrated network and will it be necessary to spend the millions that Sheffield City Council want to waste by moving the Supertram to in front of the Midland Station. All these decisions have arisen from the lobbying by SCC to put hs2 into Sheffield Midland and all the consequences of this are now coming to light.
2	Supertram has a poor track record with park and ride with its main locations at Nunnery, Middlewood and Halfway very underutilised, outdated and aged. There is no detail as to how this scheme would be different, its target market, how it will be maintained and kept modern, and security measures.
2	I don't think Park & Ride would be supported
2	Could be better integrated, feel it's just too far away from the tram stop to be of any use to myself. Easier to continue to drive into Sheffield or Meadowhall. Trams need to be more frequent to Parkgate to become appealing to me and many others. Should be a 10 minute service as a minimum.
2	Parking at Parkgate as a customer is already difficult, unless this would be used as park and ride at off peak times then it would be more beneficial to have it on extra land.
2	More cars going through Parkgate to park up thengo meadowhall..
1	Too far away from the tram stop to be of any real use.
1	Buses far to frequent in the area already
1	Do away with the park & Ride and scrap the Tram Train
1	What's the point and where are you riding too! The tram train is so unreliable it's a joke! What a waste of funds
1	Too far away from the tram stop
1	does anyone even use this?
1	I highly doubt the traffic into parkgate is a direct result of the park and ride. Plus the people who do park there then have the convenience of any shopping they want
1	All the tram will do is move people towards sheffield leaving Rotherham businesses suffering
1	Park & ride is needed but seems too close to the shops / should be away so people can ride to the shops rather than drive
1	No one will use it because the reason everyone goes to parkgate is the free parking and you can nip shopping back to your car and then go round a different shop
1	Can't see it making a difference the problem is the volumes of traffic trying to get up Rawmarsh hill not the roundabout . The traffic queues to get up into Parkgate no other exit

1	There is not segregated access with good crossing for people to choose cycling. This scheme will lead to more traffic.
1	From what I can make out from the doc (which wouldn't download easily) the location and connections seem ill considered.
1	There is already a park and ride for Tram Train. Neither are used enough to justify expansion. Waste of money at this stage
1	Waste of money. If you set off in a car to Rotherham why would you park it at Parkgate? You would either shop at Parkgate or stay in the car and go to Meadowhall.
<b>3: To what extent do you support the proposals for Taylors Lane roundabout?</b>	
<b>Score</b>	<b>Comment</b>
5	Anything that improves the flow of traffic is a bonus. Perhaps traffic signals could also be considered on the roundabout as this is the only major roundabout in the area without a traffic light system. Everywhere else they have been installed has improved the flow of traffic
5	Should help, although the lane markings on the roundabout need to be changed as they already conflict. Lane 3 when exiting Great Eastern Way is for Taylors Lane and Broad Street, but often people cut through from Lane 2 due to the conflicting lanes. RMBC need to sort this as a priority.
5	Will help with congestion.
5	Again, this road is a bottle neck and frequently queues, especially on Saturdays, Christmas and peak hours.
5	Same reasons as above
5	To increase traffic flow in what is often a congested area.
5	The current 3 lanes are not really wide enough (when heading from Rotherham) at the roundabout. Widening will help congestion in the area.
5	Better for active transport
5	Again this area in particular has needed investment in its infrastructure for years including widening of roads, carriageways, roundabouts bus priority systems, tram train is a great asset for that area and more needs to be done to promote that service and get it used more
5	I use public transport
5	While this is welcomed, and will help keep traffic moving off the roundabout, more works need to be done to remove the bottle neck that is caused by the railway bridge. Surely more work could be done here such as a Bus Lane?
5	It all needs sorting around there to
5	The Taylors Lane roundabout proposal will improve traffic flow at the location.
5	This roundabout is overly congested, too complicated to use due to insane road markings and dangerous for cyclist/pedestrians
5	Will help to ease congestion.
5	It looks like it will help with a busy point.
5	Will ease congestion
5	Again, anything to improve traffic flows in the area is welcome.

5	See previous answer about dangerous for pedestrians and drivers at rush hour
5	Currently a nightmare roundabout, especially when approaching from Taylors Lane. Hopefully these plans will improve this and make it easier and safer for all road users.
5	Better for traffic
5	To ease traffic however I feel a traffic light system such as the one at the roundabouts in town st Ann's etc would be beneficial
5	Because of the amount of traffic using that round about where you have 2 lanes going into 3 lanes
5	Parkgate has needed an alternative route for many years to ease the congestion. If this is the only possible solution then i would fully support it.
5	The road layout around the retail park is not sufficient to cope with the volume of traffic - any improvements would be welcome
5	Congestion
5	Strongly support
5	Will ease traffic and encourage use of the tram train
5	This area is a nightmare at rush hour and on Saturdays.
5	See question 1 answer
5	Any upgrade has got to be better than one we currently have
5	The roundabout cause traffic to back up in all directions at peak times (commuting times and at all times on weekends)
5	Anything to ease congestion in the area for all users is welcomed.
5	A roundabout would be needed to help with traffic flow. the only problem will be The Wash which even now gets long queues. Will that be widened?
5	Current roundabout is busy at peak times
5	any improvements would be a plus
5	It's got to improve to enable better traffic flow.
5	As long as the roundabout lanes are marked up properly
5	Reduce traffic
5	Anything to rid congestion
5	It will slow traffic which will help pedestrians and stop the "boy racers" going at such ridiculous speeds in such a busy area.
5	This has been a bottle neck forever, even before Parkgate shopping centres were opened. It has got worse over the years so I strongly support this
5	Anything to improve traffic flow will be W bonus
5	This would help with better flow of traffic & better view as well as it is difficult
5	Again, there is no other option. Traffic needs addressing and this is the best way to ease it. It won't solve it but it should improve.
5	As per answer to q1 re traffic congestion.
5	This area is heavily congested at times and requires some improvement to ease the traffic flow
5	Always a busy place . Definitely needs work

5	I travel to work this way by car & it gets very busy & hard to negotiate the roundabout.
5	This is a busy roundabout so I would support any proposals to improve the flow of traffic.
5	Will help traffic coming from Rawmarsh to parkgate And the current roundabout lanes or a accident waiting to happen
5	Any improvement would be welcome. In my opinion this roundabout is the main reason for the traffic congestion that occurs in the area. Rush hour traffic backs up from this roundabout back to the retail centre and beyond on a regular basis.
5	This is again needed, however I don't think it will solve the problem, what is needed is for the roundabout to be traffic light controlled
5	Ease traffic flow
5	It should help with local traffic flow.
5	It is very confusing roundabout at the minute
5	It needs sorting with the lanes clearly marked. There will be an accident soon if not
5	The roundabout is a nightmare and very confusing at the minute and how serious accidents don't take place I don't know, perhaps traffic lights on it would assist and box junctions to stop people blocking it may be required.
5	Make it more safe for everyone
5	Increasing the capacity will improve traffic flow.
5	I fully support these proposals but would have liked more details on the bus stop modifications.
5	Will help traffic flow down from Broad Street
5	This junction is narrow and can be dangerous
5	To reduce traffic congestion.
5	Reduction in eating traffic
5	Anything to reduce the weight of traffic on Parkgate roundabout is a good thing.
5	Increased capacity is needed to reduce congestion
5	There is often congestion, accidents and near-misses with traffic in this area. The proposals should help to lessen these issues.
5	Needed to alleviate congestion
5	Anything to help relieve the bottleneck
5	This should have been done years ago
5	Additional access and easier access means less congestion and fumes and wasted time.
5	long overdue
5	The roundabout can be busy and the impact of the proposals should help
5	It will hopefully ease congestion.
5	Again, to reduce congestion at other points. Makes complete sense.
5	Will ease congestion on roads to town and create direct route to shopping malls
5	Will help to ease the congestion in that area particularly during the morning and evening commute and at weekends

5	Needed to drastically ease congestion and time taken to access the surrounding areas. Would make a huge change to the timetables.
5	Will reduce traffic congestion and improve flow.
5	Another road into Parkgate retail is urgently needed and the proposed route from Taylor's lane makes a lot of sense !
5	Take the weight off Pargate and and the retail park roundabouts.
5	Already said at Q1
5	It will ease congestion
5	Hopefully the lane widening will help to keep traffic moving and prevent the roundabout getting blocked such that traffic from Rawmarsh (Broad St) cannot get onto Taylors Lane.
5	its part of the plan to make it better
5	This should help with the bottle neck effect that the merge to one lane currently has.
5	The roundabout is a nightmare at present, so I think it might make it easier to exit it and reduce queues of traffic
5	This roundabout always feels as though you pull out with nervousness, this should control and lane the traffic better
5	The roundabout is currently a disaster. The lanes are used incorrectly mainly due to the markings not being in line with the junctions. Most road users use the middle lane from Barbers Roundabout to go right instead of the right hand lane. Both this roundabout and Parkgate mini roundabout would benefit from traffic lights operational at peak times to keep the roundabouts moving and prevent them getting blocked as they currently do.
5	Better for traffic flow
5	Increase traffic flow.
5	Will help traffic flow at a place that is always busy
5	Would 100% ease congestion.
5	A good idea for early separation of traffic before the roundabout, but does little to help the traffic coming towards Parkgate from the Rawmarsh end.
5	Surly will ease traffic and congestion
5	Much needed
5	ðŸ˜¸ðŸ˜¸½
5	All improvements welcomed
5	High time something was done there to ease congestion.
5	Will ease congestion
4	Concerns about the bottleneck caused by the narrowing road under the railway bridge between Parkgate Shopping and the wider road at Taylor's Lane roundabout.
4	Traffic is always bad at the roundabout
4	Should ease the traffic on the roundabout, which should help traffic moving in all directions

4	Some years ago the exit from the roundabout onto the A633 northbound along Broad street was widened to 2 lanes. With very poor road markings a no new signage this section is still treated as a single lane. The principle of zip merging is not widely understood nor followed. Professional drivers of buses, taxis and goods vehicles along with private cars regularly block the second lane causing traffic to que back onto the roundabout and restricting the traffic flow. For the improvements at the roundabout to be most effective there needs to be improved road markings and signage promoting use of bot lanes on Broad Street.
4	Should help traffic flow much easier
4	It would reduce congestion for people using this roundabout. It is very frustrating to have to queue down Rawmarsh hill because of Parkgate traffic if you are not going there.
4	I'm not sure that widening will ease traffic greatly, but maybe in conjunction withthe new road, it will work
4	Very congested and not a nice roundabout as it currently is due to uneven and people blocking the roundabout and whizzing around it.
4	The stretch of road involved is a bottleneck, I can see the benefit northbound but I think southbound it will still have idiots pushing in at the last second and causing tailbacks.
4	Buses going left to Taylors Lane to have their own lane would be ideal and quicker trying to get through the traffic especially during peak times. There is no cycle lane heading towards Parkgate or coming from Parkgate either going towards Rawmarsh or to Greasebrough. During peak times vehicles trying to go onto the roundabout can take a lot time therefore would a traffic light system be more beneficial.
4	Taylor's lane roundabout is already horrendous with people speeding a round it in the wrong lanes. I hope that widening the south lanes won't cause any additional problems as it can be daunting enough driving around it having to watch for people who can't read the road signs etc and get in the right lane.
4	Any positive changes making traffic flow better at this terrible juncture are welcome but I don't feel the proposed changes are enough. Too much traffic NEEDS to use this roundabout, other options should be made available.
4	Anything that eases congestion works for me
4	Makes sense reduces , the number of accidents on over crowded roundabouts .
4	required as the current roundabout layout is poor
4	Smoother traffic circulation
4	This is necessary work.
4	clear congestion
4	Better access to Parkgate and ease of getting out especially if you are planning such a large park and ride
4	Needs lights adding. Too many cars which hopefully will improve with these plans. Road needs widening where the railway bridge is. This is the main constraint and hold up for cars. Too narrow.
4	It will ease traffic

4	If it improves the traffic flow great. The roundabout is very busy these days. 5 roads is a lot it is getting to the point that traffic lights might be needed to help the flow. Maybe see how the new road helps before adding lights to this roundabout.
4	a flat road would be an improvement
3	Help traffic flow
3	I'm not sure the widening would make a difference; just moving the merge a little further down the road won't make significant impact.
3	It will move the problem a little nearer to Parkgate
3	The roundabout needs rethinking two lanes into one going to park gate causes jams
3	Is this named after Tim Taylor?
3	The problems with that roundabout mainly stem from the people that use it.....
3	Anything that can reduce congestion on the roundabout approaches has to be a good thing.
3	I can't see on your map WHAT you're proposing... I feel like I'm stuck in a Status Quo song...
3	Will it reduce congestion at peak times up Rawmarsh Hill?
3	It may bring some benefits but its cost would outweigh any benefit
3	Doesn't do enough to reduce the surrounding traffic. Much of this traffic is backed up along Rawmarsh hill. A wider entrance is irrelevant unless the full road is a dual carriageway to allow for the increase in vehicles
3	Could make for easier traffic flow.
3	Horrible junction at the moment. Too busy and too many exits.
3	I can't see that but if widening doing anything much to reduce the jams, the problem is further down the Lane at the bottle neck of the railway bridge. If the bridge was replaced and a wider multi lane road was installed that would certainly improve the flow of traffic. Messing about with the proper scheme is just not doing enough.
3	If you look at the volume of traffic on peak shopping days then increasing the lanes not really make a difference, just push the queue further down the road once it becomes single lane again.
3	Think money could be better used on Broad Street/ High Street
3	It will just lead to cars pushing in the queue as it goes back down to one lane again. It needs traffic lights
3	it would have to maintain current traffic amounts which is a very busy road.
3	Sorry, but I have less opportunity to look in detail at this and am less able to comment. I have downloaded the documents and I intend to study (I have moved to Rotherham from Sheffield so am less knowledgeable than people who have lived here longer. However, being a cyclist, safety is obviously a key factor - assuming design incorporates important issues and advice (e.g. from organisations like Cycling UK, Sustrans etc.) then I would support it strongly.

3	I think this will still bring traffic back to dale road. Why not divide it with others going to Adwarke lane and another connection through Stoddart way. - Or create a walk / cycle way to Stoddart way. - or create a walk / cycle way over the rail tracks to Rail Mill way just like the one from Eastwood to Parkgate near the tram station. This will be better for people walking as they would be less pollution than walking on A633 from Parkgate to Rawmarsh
3	That roundabout needs sorting out parts off it are nakard and the trafic builds up to stand still when it's bissy
3	Do not know a great deal about this so limited comments.
3	Helpful suggestions to widen road but the problem is the bus stop 50m from roundabout and traffic lights 250m further up
3	As I mentioned before about pedestrians crossing roads.
3	If it eases traffic will be good
3	A good idea.
3	Dont drive so dont know how/what it will do
3	I am not sure what difference this might make.
3	Hopefully it will ease traffic congestion.
3	Railway bridge is pinch point. Hopefully back access to Retail World will alleviate congestion anyway
3	it seems to be the likeliest route through though at what expense to open areas
2	That's a rather large road and people can still divert other ways and shouldn't mind wait if they want to use Parkgate.
2	There are already issues of people not using the correct lane when exiting the roundabout from Great Eastern Way continuing onto the A6123 Taylors Lane. My concern would be adding additional lanes to other exits would cause the same problem and increase the chance of accidents.
2	Not enough for pedestrians and cyclists. Should be ped crossings on each leg of the roundabout -signallise it.
2	Doesn't go far enough to address the bottleneck that is caused by the railway bridge further down. With the new access road, maybe a better solution would be to re-open Aldwarke Road up to through traffic so traffic from Rawmarsh Hill and Greasbrough Road can access Aldwarke Lane and the new access road without having to use Taylors Lane roundabout and Great Eastern Way? Never understood why this got closed off in the 1990s. Aldwarke Road beside The Travellers pub (where the public space/garden currently is).
2	Not sure short areas of dual carriageway work they divide areas just like the short area on high street rawmarsh
2	See answer to question 1
2	What's actually going to happen here? Until the bottleneck is removed (the railway bridge) traffic will always be bad on this roundabout
1	Creating additional highway capacity isn't a solution in a climate crisis, it will ease things for a few years and then situation will be back to as it is now, a more sustainable long term solution is required

1	I don't think it'll make a difference. The main issue is Great Eastern Roundabout
1	You need a dual carriageway running from Parkgate retail world all the way up Rawmarsh hill to join the dual carriageway at Rawmarsh. Compusory purchase all the god awful properties and drug havens en route to achieve this.
1	whats the point when the bridge is single lane. This area only backs up with traffic if there is an accident on centenary way or fitzwilliam road.
1	How utterly completely ridiculous. The lanes do not need widening it already has a filter lane. Traffic lights NEED to be installed. Drivers block the whole of the roundabout in their haste to get to their destination most of which don't live in this area but use it as a drive thru to get to town/retail world. The whole of wath, swinton, mexborough, pass down rawmarsh hill and then back up again to return, this is creating too much traffic on solely one road. The people living in rawmarsh/parkgate feel the brunt of this traffic and then have to wait extra time as drivers completely block the roundabout as greasborough, and all of kimberworth are all then entering the same roundabout from barbot hall. You've installed traffic lights at all other major roundabouts within the town yet not in this area
1	Encourages car use
1	I do not like any roundabout where two lanes merge into one. I feel they cause driver confusion, road rage and accidents. If anything I think the exit should be reduced to one lane. Merging a two lane exit into one lane encourages drivers to try and push in and jump the queue at busy times which can be dangerous and cause accidents.
1	Why? There is no reason for it. It works as it is. You could think about adding traffic lights to ease congestion going onto and off of that exit as it is hard at the busiest times. When I am walking to the area with my children I appreciate the wider paths. That road gets really busy. What you could do is widen the course-way near the railway bridge. That is a one-at-a-time-person path. However that will not happen due to the number of cars passing under the bridge. Please reconsider this plan.
1	Pointless and a waste of money if the link road is put in, this will reduce the traffic enough to not need adjustments at Taylor's roundabout.
1	After looking at the proposed improvements to Improve traffic flow by widening entry and exit points on the A633 southern arm of Taylors Lane roundabout, and extending the two-lane sections in both directions you have said that you wish to (Provide a safer and more attractive environment for walking and cycling trips) but I see no proposal for a pedestrian crossings across the main A633 Broad street or A633 Rotherham rd (Asda to Aldi or Halfords to Junp inc )the only crossings are in Parkgate itself or after the entry to Parkgate Shopping. I have already complained to Rotherham Council about how hard it is to cross this busy road at both sides of Taylors roundabout and widening this road will make crossing even harder for pedestrians.
1	Won't change anything

1	Needs a continuous segregated cycle track with safe crossings. Crossings for pedestrians are also poor. This will lead to more short car journeys and therefore traffic and pollution
1	Likely to encourage rat running.
1	As question one. There is no end to widening roads
<b>13: Could you potentially benefit from the proposed Parkgate Link Road?</b>	
<b>Score</b>	<b>Comment</b>
Yes	Reduction in traffic would allow me to get out to Parkgate shopping as I'm disabled and can't sit in traffic due to urgent need for the toilet.
Yes	It would create new walking routes into Parkgate Retail World for those who live in Parkgate. I do feel the Tram-Train should be extended to the end of Aldwarke Lane with a further stop provided. This would provide a much better location for a Park & Ride site, along with providing greater access to the tram-train from local residents in Parkgate and Rawmarsh, and better access to local businesses and Great Eastern Way retail park.
Yes	I would use the link road. At the moment we go past aldwarke lane and on to a633 as that is the quickest route. If I can go down aldwarke lane it would drastically cut my journey time.
Yes	Any easing of traffic in this area is welcome and reducing the congestion around the main entrance to Parkgate Shopping will help improve reliability of the bus service. On weekends, especially in the Christmas run up, buses frequently miss or run extremely late due to traffic.
Yes	The 218 service may re route that way.
Yes	Removal of traffic from my current route
Yes	Cut journey times and ease stress of being stuck in traffic
Yes	To access P+R without getting stuck in retail traffic.
Yes	Prevent going through town
Yes	It would provide an alternative route particularly at busy periods.
Yes	I live in Greasbrough. Work in Sheffield sometimes using the tram train. I go to the gym in Parkgate. I do food and leisure shopping in parkgate.
Yes	It's an alternative from travelling from Rotherham town centre instead I could travel via Mushroom roundabout.
Yes	Reduced congestion and improved air quality.
Yes	Better traffic flows, less delays higher reliability
Yes	Not be as busy
Yes	Quicker journey times, better access and less traffic congestion.
Yes	There is always a benefit to a new link road
Yes	Less traffic on rawmarsh hill/ Broad street. Which impacts on the junction with Greasbrough road.
Yes	Shorter journey time to access Parkgate retail area and the Tram-Train Park & Ride facility.
Yes	Would reduce congestion so either entrance would be easier to use.

Yes	The general traffic levels elsewhere would decrease this enabling better journey times. This would also provide a short-cut to my place of work on Aldwarke Lane
Yes	In theory others that it would benefit would use it leading to less traffic on the current layout. That said, it may just become a rat-run for those living on either side of Parkgate wishing to travel to the other side
Yes	Would ease access and provide for a quicker and easier transport link
Yes	Hoping that travel will quite simply be quicker. I won't get out of my car until public transport is cheaper. That side of it is simple. I have no bike.
Yes	Ease of congestion
Yes	Improved traffic flow through Parkgate.
Yes	Less time sat in traffic jams
Yes	Less traffic coming down Westfield rd (i live on Westfield rd) to avoid Rawmarsh hill at busy times
Yes	I would hope to see reduced congestion. I have to use a car as I am registered disabled and would find it difficult to use public transport. The current problems with only one access route to the shopping centre puts me off visiting at times.
Yes	Easier for me to get into work on the bus
Yes	My journey would be quicker, causing less hassle
Yes	Saves the unbearable queues around the existing entrance to Parkgate. It's the current traffic situation that stops me visiting more often.
Yes	I would be able to travel down barbers ave and cut out rawmarsh hill and the roundabout
Yes	Being a public transport user hopefully there would be less traffic causing delays at the busier times
Yes	It would be a quicker and effective route for all traffic coming from aldwarke lane and ease the congestion on A633
Yes	Less queuing time. And I tend to avoid Parkgate Retail World (not including the pandemic) on weekends, peak times & at Christmas etc due to the current traffic problems.
Yes	My husband works on Waddington Way so would make it easier if we needed to go to Parkgate after work
Yes	I shop for Oaps and am a support worker
Yes	Reduced congestion
Yes	If the link road brings you in via the roundabout at Morrisons then this would mean I don't have to go through Parkgate to go Supermarket shopping. It also means I can go home via Barbers Avenue. In addition I can also gives more options should you wish to leave Rorherham via the A630 after going to Parkgate.
Yes	It would be more convenient for me to access via Aldwark lane.
Yes	There would be less traffic on my route. I would use the link road if it was quicker.
Yes	Although it isn't my current route into the retail park, if I needed to visit at a busy time I would certainly do all I could to avoid the bottleneck situation that regularly gridlocks the main roundabout and dual carriageway
Yes	Less traffic around the roundabout near dfs

Yes	If I need to go elsewhere then saves going long way round plus traffic be eased in direction I need to travel
Yes	Easier access
Yes	It should ease congestion, hopefully.
Yes	It'd make Parkgate more accessible and the I believe the local indie businesses would benefit from people not avoiding the area due to traffic congestion
Yes	Ease of access into Parkgate
Yes	saving time and petrol
Yes	it would make a quicker journey
Yes	Easier access
Yes	Easier access to retail park and less congestion
Yes	Means I can travel through to Aldwarke to supermarket
Yes	Make it easier
Yes	Easier times to get into parkgate for shopping
Yes	I would get a bit fitter, I would have the opportunity to think about things and not concentrate on driving. If I was going to Morrison's and getting a lot of shopping I would like to be able to get my car and drive it to Morrison's just to collect it though.
Yes	From Rawmarsh I would travel down Barbers Avenue to get to Parkgate shopping centre instead of going through the centre of Parkgate. For travelling from Mexborough to Rotherham town centre for work I'd still travel through Parkgate and onto St Ann's Road
Yes	It would hopefully ease congestion along the other routes
Yes	Easier and quicker routes.
Yes	Living & working in the local area this would heavily improve the way I travel & also ease congestion
Yes	It will offer an alternate option to access Parkgate when busy. A choice dependant on traffic.
Yes	Better access for heavy vehicles. Less motor vehicle leading to ; Less congestion and vehicles queuing, Leading to less pollution and better health. Healthier cycling and walking.
Yes	I'd use it to access the shopping centre instead of using St Ann's road
Yes	It would make journeys easier both in and through parkgate
Yes	Not having to go via Taylors Lane
Yes	Might encourage me to visit more often if traffic wasn't an issue
Yes	It would make access to the Parkgate Shopping centre and or Tram Train much easier
Yes	Less congestion
Yes	I travel to work, also shop, at Parkgate retail park by car using Aldwarke Lane, so the link road would be ideal for me to use.
Yes	Less traffic congestion would result giving quicker and less stressful journeys.
Yes	Less traffic to hold me up. I work as a bus driver so hence my reason for using the bus very often along this route.
Yes	It would provide a short cut to retail world from my home

Yes	I personally wouldn't benefit as I live in south side of Sheffield, but it would be good if it helps secure future of tram train
Yes	To avoid the jam areas of shopping as usually I am only driving around the areas
Yes	The new link road would take away some of the current bottlenecks, such as by the swimming pool, and give people more access options.
Yes	The change would remove my need to use the roundabout proposed to be altered. I am however concerned about assumed CCTV use to prevent traffic from using the new route for passing through the centre without using it.
Yes	I would benefit if there was a bus route and service.
Yes	Yes by having quicker journey times and less traffic along the A633 down Rawmarsh Hill. This will help boost the area massively!
Yes	Easier access to Parkgate. Reduced traffic levels. Hopefully prompts building of leisure facilities alongside link road. Pubs/eateries/cinema
Yes	Anything to ease the traffic on broad Street, I live and work in the area and standing traffic is terrible.
Yes	No need to go via Great Eastern Way
Yes	Make the roads safer more cycle lanes
Yes	Reducing congestion and with the onset of increased take up of electric vehicles, this will reduce pollution.
Yes	As it would mean less traffic on my route
Yes	I could come from barbot estate through to the back in busy periods
Yes	It will mean my parents can get to/from Parkgate easier and coming out of CV19 this will mean more spending which is going to be a huge boost.
Yes	It would allow traffic build up near park gate to not hinder going to park gate. I find the majority of traffic around park gate is passing rather than going to park gate. Therefore less congestion.
Yes	Better access would make shopping easier
Yes	Faster route less traffic, great for environment
Yes	Save queuing ing parkgate
Yes	Reduced traffic on the A633 would speed up my journey, saving fuel and reducing pollution.
Yes	Les traffic congestion on Aldwarke Lane which I use a lot.
Yes	It will enable me to get the tram from Parkgate rather than travelling to Meadowhall.
Yes	I already approach from Aldwalke Lane.
Yes	Shorter journey times, less congestion, easier access to Parkgate shopping.
Yes	Improved provision for cycling
Yes	Easier access to Parkgate from Aldwarke Lane, the existing route is too congested especially at peak times.
Yes	Easier access and less congestion will reduce queuing times when trying to get either to Parkgate shopping or into Rotherham
Yes	I avoid parkgate at weekends and around december as it is a nightmare but i would go if you didn't have to queue for miles to get in.

Yes	I wouldn't need to use the A633 roundabout
Yes	I would use it more than the current route and would walk more
Yes	Easy to get to parkgate shopping
Yes	Greater use of public transport
Yes	Sometimes visit by motorhome, but invariably move on because nowhere to stop to park or overnight In Sheffield or Rotherham
Yes	it will help reduce travel time
Yes	If its stops congestion into parkgate shopping and getting out of the place then yes
Yes	I live in Parkgate and the traffic caused by the shopping centre traffic a busy times of the year eg christmas can make me a prisoner in my own home due to the time it takes to get anywhere because you can not avoid it
Yes	less traffic less cars cleaner air better for walking
Yes	Although I wouldn't use the new road I would feel the benefit as it would ease congestion from other road users in the area and hopefully have a positive effect !
Yes	We travel in a motorhome. It is likely to be more accessible.
Yes	clear some of congestion
Yes	It would make travelling to Parkgate easier and avoid Taylor's Lane roundabout.
Yes	Hopefully By tempting others to use different modes, or tempting them away from the route I use.
Yes	Less congestion on main rds as shopping trafgc has better access to retail world
Yes	Not get in queues of traffic especially at peak times
Yes	Would use to access the retail centre and tram more often
Yes	Wouldn't use the new link road but it would reduce traffic on the A633 and A6123 massively. This would benefit me.
Yes	
Yes	Quicker times mean faster access to things I want to buy that will inevitably sell out fast
Yes	Smoother flow of traffic
Yes	It would prevent me being stuck in traffic jams at busy periods
Yes	Ease of use.
Yes	It will speed journey times as I pass through daily for work (as part of a commute to Chesterfield) and also shop at Parkgate a few times a week
Yes	The link road could reduce my traveling time, and thus encourage me to go to Parkgate for my shopping rather than using alternatives such as Cortonwood Retail Park/Doncaster York Road Retail Park or Meadowhall. Installation of EV charging points would also encourage me to use Parkgate rather than other shopping areas.
Yes	i got to drive pass it ,so if all the shoppers used link road , it would speed it up for me
Yes	Cos I maybe able to leave home at weekends and Xmas and not hit grid locked traffic and every route
Yes	It would cut most of the traffic out because when it comes to Christmas its really bad traffic at parkgate

Yes	I cycle on A6123 Aldwarke Lane at least twice a week. I often encounter problems where the railway bridges are. I would hope that this proposed scheme will improve things for cyclists though I am concerned that it will increase traffic on an already busy road
Yes	More direct and quicker route
Yes	It would enable me to use Parkgate more as I tend to avoid it and use Cortonwood or Meadowhall because of traffic issues
Yes	I might try and cycle to the P&R some days if there is a better route from my home in Rawmarsh
Yes	I can access Parkgate from St Ann's area or Aldwarke as I live at Moorgate. I avoid the Aldwarke way as the traffic backs up at Taylors roundabout more often than the mini roundabout at Parkgate. I need to pass both to access my husbands business situated at Callum Court.
Yes	Increases travel options.
Yes	Faster times in car and bus
Yes	Easier access to Parkgate from Whiston where I live. Down Herringthorpe Valley Rd then on new link road.
Yes	I might visit Parkgate more often
Yes	Because at the moment the traffic is horrendous at peak times so this would help to ease this
Yes	At the moment, people who do not need to use this road at peak times and at weekends (such as me, now I am retired) don't. Freeing up the traffic flow would mean I felt free to choose to shop whenever was convenient for me.
Yes	We need a reliable bus service to parkgate, nothing in Rotherham Town centre anymore.
Yes	Traffic flow Congestion Travel time
Yes	ðŸ’ðŸ’ðŸ’½
Yes	less congestion
Yes	Make bus journeys down Rawmarsh Hill faster and more reliable. Use the bus to work 5 days a week and in the run up to Christmas and when kids are off school, it's a nightmare! Needs bus lanes along Rotherham Road and even bottom of Broad Street
Yes	Ease traffic congestion into Rotherham
Yes	I use the current route through Parkgate/Taylor's Lane to get to work so will hopefully ease some congestion
Yes	reduced time and distance travelled
Yes	Only time would tell whether the Aldwarke entrance or the current entrance would be more congested so would decide then, but having two entrance/exit points must relieve the current gridlock along Taylor's Lane.
Yes	Would hopefully make journey time quicker
No	Just not needed
No	I'd like to encourage everyone to getting there bike. We're all getting too fat.

No	I might benefit for the few years that the A633 us quiet when all the traffic drives though parkgate shopping instead but not long term and its still an awful environment for active travel on the A633, this won't make a big difference.
No	As with everything, traffic will Just fill up
No	I use the road to commute to other areas of Rotherham east herringthorpe
No	It isn't in Maltby.
No	I only go to Parkgate if I have to. It was always going to cause unnecessary traffic when it was built, but the council didn't listen to concerns back then. I would use park and ride, or the tram train if all the parking spaces weren't taken up by commuters. Further, if I've spent an hour waiting to get into Retail World (art Xmas for example) to use park and ride or Tram Train, I can guarantee I've already turned around and ginger back home
No	Only if it provides a better access to main parkgate retail parl
No	There must be more urgent priorities in South Yorkshire.
No	I live and therefore travel in the opposite direction
No	Would rather more buses
No	Because the issue the volume of traffic going down Rawmarsh hill your just going to push it down barbers avenue instead
No	This is a waste of money and land.
No	I would use the tram train if it was extended beyond Parkgate as it's not alleviating traffic congestion on Broad Street/High Street Congestion & air pollution needs immediate attention on Broad Street/High Street - Taylor Court/Lane is a non residential area - purer air for Parkgate & Rawmarsh residents must be priority
No	I live in rawmarsh it's easier this way
No	The link Road would not be useful to me
No	I represent Liberty Steel on Aldwarke Lane and we believe the siting of the roundabout between the 2 rail bridges in Aldwarke Lane raises some issues. 1) the traffic would build upon the approaches to the new roundabout, especially when it is so close to the roundabout on Barbers Ave. 2) this area of the new roundabout is poorly lit currently and has terribly narrow footpaths, I assume you will be widening the paths near the new roundabout?
No	The distance saved would be minimal as I would travel Aldwarke lane as my usual route
No	I live in the wrong direction. In question 7 there aren't enough options - nothing for people who live & work locally but not at Parkgate
No	I live in Rawmarsh, I have 4 small children and pick my mother up (who lives in Parkgate) on the way to Retail World. Sometimes we leave the car at hers and walk down, sometimes we drive-depending on what we are buying. This will not change as the buses are so expensive to travel on, it is cheaper to go in the car!
No	It will reduce one bottle neck and cause another Barbers AVE is that already, unless plans include that.

No	It's just a road. You want a pat on the back for creating another road? Well done the other roads failed so build another on using the same failed design schemes that will solve the problem!
No	I would be a visitor coming to the area in my motorhome and looking for suitable facilities to enable me to park and ride and visit the area for sport or recreational use.
No	I live in Swinton therefore use the main direct road - and deviation from that takes you up Barbers Avenue and you are moving the problem not solving it
No	Live on the other side of Rotherham
No	I would still go as often if not more often.
No	I travel by bicycle mostly. I won't visit the area unless improvements are made to cycle infrastructure. This means segregated routes, not sharing with pedestrians.
No	Easier to go straight through Parkgate
No	Bus and train routes don't connect where I live directly to Parkgate, nor my workplace. Disability prevents me from cycling as I used to in the past, so car (sharing where possible) is my only option.
No	it is possible as I might use this access to take the tram into Sheffield or Meadowhall for retail or leisure purposes

#### 14: Could you potentially benefit from the proposed Park & Ride scheme?

Score	Comment
Yes	Would be able to get into Sheffield without getting stuck in traffic
Yes	If I go into Sheffield I could catch the tram from parkgate rather than Meadowhall.
Yes	Guaranteed parking for tram train would be great.
Yes	I'd be encouraged to use this in bad weather.
Yes	I get free travel on the tram and bus
Yes	Alternative facility to travel to Sheffield
Yes	Would maybe use car less
Yes	To commute daily to Sheffield
Yes	To use other facilities
Yes	If tram train schedules were extended into the evening it would provide access to theatres and entertainment in Sheffield.
Yes	Commuting
Yes	If parking is free 24/7? I could potentially leave my car there overnight, instead of Meadowhall P&R.
Yes	I could use the service to get to and from work more regularly
Yes	Be easier
Yes	I'd start to use the Park & Ride for commuting into Sheffield if the car park was closer than it already is. Already off-putting in the current location and I thought Meadowhall Interchange was far away, this will be an even further distance! Needs a review or the tram route extending up to the proposed park and ride car park to make it more accessible.
Yes	Me and my family travel to Sheffield quite alot
Yes	Shopping at rotherham, meadowhall and Sheffield

Yes	More likely to use Tram-Train due to increased parking provision at Park & Ride facility.
Yes	I would be able to spend more leisure time in Sheffield with workmates.
Yes	I might be able to use it for work and if work reimbursed me the cost I'd be happier to use it.
Yes	Would be an option to commute to Sheffield
Yes	When going shopping might also go to Sheffield town centre
Yes	I hope that this scheme fully recognises the need to improve disabled parking facilities, particularly with the siting of them within the park and ride facility. There also needs to be an increase in disabled slots following the extension of Blue Badge eligibility. I would be more likely to consider using Park and Ride if the disabled slots were sited nearer to the Tram stop than they are now.
Yes	N/a
Yes	I could use tram/train to travel to work in Sheffield
Yes	Would give me another option for visiting Meadowhall, which can often happen if i can't find something i want at Parkgate
Yes	I would like to travel in to Sheffield more
Yes	I'd be happy to use the tram train to travel into Sheffield
Yes	Never drive to Sheffield
Yes	To travel around the area
Yes	Make getting to work in Sheffield easier
Yes	I would use the tram train to go into Sheffield as opposed to using the team at meadowhall
Yes	Park and ride opens up options for travel. I mainly use Swinton but the tram train has more options for travel further into sheffield I believe so would be more useful than the train
Yes	Improved access to Sheffield/Rotherham/Meadowhall by public transport and reduces need to travel by car
Yes	Easier access to/from Sheffield
Yes	I would use the P&R to travel to Sheffield for meetings instead of driving
Yes	Travelling to Sheffield for leisure and into peak District
Yes	To travel into Sheffield
Yes	If wanted to travel to Sheffield on tram
Yes	They usually run about every 10 mins - sometimes it can take you longer than that to get out of Parkgate! At least if you're on a bus you can't get upset at how long you're waiting etc. It gives you chance to calmly think about your next journey. It also decreased your carbon footprint which is fantastic.
Yes	Easier to park and ride.
Yes	Half way mark of been able to use the tram train
Yes	Possibly. I work in town and parking us limited but this could be more expensive and would extend my short commute home.
Yes	Less pollution

Yes	Nearer to access than Rotherham Town Centre, as long as parking is free. I would use the service to access Sheffield rather than Parkgate Shopping.
Yes	More spaces would reduce the risk of it being full and maybe getting a ticket in the shopping centre car park
Yes	More tram travel to Sheffield
Yes	I use park & ride for the train tram service from Parkgate if I need to go towards Sheffield.
Yes	If I brought family and friends to the area I would use Park and Ride.
Yes	Sometimes I like to use park & ride scheme to visit Sheffield for a day and could also be used for work in Sheffield depending on how long you can park
Yes	Would encourage me to use the tram train system more frequently for my regular journeys to Meadowhall Retail and Sheffield City Centre. Less stressful option than using my car for such journeys.
Yes	If i was to use the tram then having a designated parking area would be good
Yes	I could walk to retail world then cat the tram
Yes	I work in Hillsborough and the traffic system can't cope with full-time commute travel
Yes	If prices were competitive, I would consider travelling by Tram Train from Parkgate to Sheffield. -I don't like driving around Sheffield, and parking there is expensive. You can park at Meadowhall for nothing, and take the tram from there, but not always convenient, as people queue to get there. Tram direct, from Rotherham, would be my preference, and my kids would love the novelty of this.
Yes	If trams were more frequent and the proposals to create a stop at Magna, the new park and ride at Parkgate would serve as a backup to my vehicle commute to work. Due to personal circumstances I have to travel between home and work 4 times per day, this isn't viable in a timely manner on public transport.
Yes	If it's properly lit, paved and not locked up early as the current one is, then yes. But the access to the tram stop needs to be improved and if possible, made a lot shorter. Easiest option is to move the tram stop or extend the line to a new tram stop beside the new park & ride site, to allow for better integration. Is there any proposals for improved bus access too? This could be a great location for a small, integrated bus station, to link with the tram-train and provide better waiting facilities for people visiting Parkgate retail world by bus?
Yes	Already use to travel to work in Sheffield. It can get busy so extra parking would be beneficial
Yes	Would use it to get to meadow hall and sheffield
Yes	If I want to go to Meadowhall or Sheffield
Yes	It may be useful if it was extended out of Rotherham centre
Yes	Maybe use if I wanted to park at busy times and more parking was available here
Yes	Would be more confident of getting a space
Yes	If the parking and lighting were greatly improved I would use the Tram-Train. It felt so unsafe coming back in the dark and when the shops were closed that I haven't used it since.

Yes	I sometimes travel into Sheffield but my car was written off the last time I used the park & ride in the floods / the new parking must consider the impact of flooding
Yes	Travel into Sheffield
Yes	I would leave my car at Retail World and catch the tram to my destination.
Yes	I would use the park and ride area to take the tram train to Sheffield more frequently.
Yes	I would probably use P&R more for travelling to evening social activities in Sheffield e.g. theatres. Also, I may use it more to get into Sheffield station for onward travel beyond Yorkshire for the day
Yes	I may use the tram to Meadowhall/Sheffield
Yes	Easy access to tram and not to worry about parking
Yes	Might use it to access Sheffield
Yes	Football matches
Yes	Could access Sheffield and Rotherham if motorhome spaces provided at park and ride.
Yes	it will make commuting less stressful
Yes	If you had spaces for overnight motorhome parking
Yes	Travel into Sheffield & Meadowhall also have a daughter at Uni in Sheffield this would make it easier for her to travel
Yes	We need to get the local economy going for all areas and by providing facilities for all modes of transport we will encourage visitors and locals to use these facilities and re establish local economy.
Yes	For afternoons/ nights out to Sheffield providing buses/taxis are available and its well lit and safe. Last time it was too quiet and scary to be stood waiting for a taxi on my own
Yes	Would use tram train more
Yes	We would like to stay in the area as part of a tour of Yorkshire. The Park & Ride could have spaces suitable for motorhome parking which would allow us to park up & walk or take public transport into town & attractions. We would particularly be interested if overnight parking was allowed & a service point provided (CDP).
Yes	like to go to Sheffield so would use tram more via Parkgate as more parking available.
Yes	I could travel into Sheffield easily.
Yes	would use the tram more often
Yes	Potentially yes, although it's not appealing at the moment for 2 reasons: 1 - too far away from the tram stop. The line needs extending with a new stop provided next to the park and ride car park. 2 - trams need to be more frequent. Half hourly service connecting Sheffield and Rotherham just isn't good enough. Needs to be at least a 10 min service to become appealing and consider me changing my travel habits.
Yes	To travel into Sheffield where my wife could spend more of my money and I could make use of the many ethnic food venues.

Yes	Pre covid I often visited Valley Centertainment for the Cinema, though sometimes parking there can be difficult. I would be able to park at Parkgate and get the tram to the cinema if there was ample parking.
Yes	Use of tram Train
Yes	Commuting into Sheffield
Yes	More spaces so I would always get a space.
Yes	One of my employers is based in Sheffield City Centre. I could use it for work or I could use it when I go to my husbands business to then go into Sheffield following.
Yes	Increases travel options.
Yes	Links into sheffield
Yes	Would make usage easier for me
Yes	I believe if i needed to use the park & ride this would help me in my day to day
Yes	At the moment, we park in the normal car park in front of the shops. The existing park and ride facility is a good way away from the tram stop and I do not want to get a 'lift' to the tram, I want to park and access the tram directly, especially if I have shopping etc. The existing 5 hour limit to parking by the shops would then not apply to the tram car park one assumes.
Yes	Would encourage me to use such a facility that I currently do not
Yes	I may use the scheme
Yes	the current park and ride is often full when I want to go into Sheffield
Yes	We like visiting Sheffield City Centre and dedicated parking is essential now that Retail World fines people for overstaying in the normal parking areas
Yes	It would be a good link into Sheffield if parking time was adequate
Yes	I would use the park and ride to access Meadowhall and or Sheffield Centre but not very often
No	Not needed at this moment in time.
No	Current park & ride site is already too far away from the tram stop. Needs further reconsideration. A new tram stop and better location would be close to the junction with Aldwarke Lane.
No	I live close to Meadowhall Shopping Centre and would get the tram there.
No	If I use the tram/train I walk there.
No	I dont live in the area and if i am already driving to Parkgate to use its facilities i would not use the tram
No	If there were a tram-stop at Templeborough/Magna then it could be feasible to use the Tram into Rotherham and Parkgate.
No	I currently don't use P&R facilities. I enjoy free public transport as a perk of my job and there's no option for a ticket for that within P&R facilities that exist
No	Don't use park and ride
No	Hate buses
No	I wouldn't use it
No	It doesn't link to Maltby or Rotherham Hospital.
No	I don't own a car

No	Would have no use for it. I do not work in the city and it would be out of my way to travel to use it.
No	I would never use it or the white elephant Tram Train
No	Tend to use Meadowhall as there are more trams!
No	I dont use it and dont really know anything about it to judge benefits by.
No	I don't often travel on the Supertram.
No	I don't use buses to travel to watch football in Sheffield
No	Dont use tram/train often enough
No	Park and ride to where? On a tram every 30 mins that's so unreliable....really! Wake up.
No	From Swinton if I wish to visit any of the stopping points I would get the train from Swinton or drive
No	N.a
No	Don't plan on using it I've always used car
No	I don't use the Tram.
No	i don't need it
No	if you are coming a distance i cannot see people taking the park and ride from taylors lane to parkgate retail park, they will drive direct to the shopping centre
No	I only travel into Sheffield on rare occasions
No	Only live in rawmarsh
No	Because of disability I can only get to places by car with minimal walking at both ends of the journey
No	No need of use
No	Improve bus services from surrounding areas, e.g. Maltby.
No	I'm unaware of the services of the tram train scheme. Where does it go and how often is the service ?? Travelling by car to anywhere the tram might go is more appealing to me.
No	I dont have a car
No	Dont use buses
No	I do not have a car or drive. Unless there were facilities to safely leave your bike as you cannot take a bike on trams
No	No need
No	I use public transport, so would either use connection to tram at park and ride or at the back of the shopping area
No	See Q12 above
No	No use to me
No	I use my car for work
No	I don't drive
No	Too close to home to use
No	I live locally so would walk to the tram train.
No	It needs to be extended to Manvers where there's a high number of employment opportunities

No	The facility does not deliver enough benefits. To be of greater use it needs to provide the following: A service that runs from early morning to at least midnight, to attract the public to use it for going to concerts, theatre shows and football games at Rotherham, Sheffield and Hillsborough. To allow people to integrate with the other rail networks, it currently doesn't, so that people could go to London or other destinations and still come back late in the tram train.
No	I have no need
No	I rarely use the tram train
No	I doubt it but if I did I'd be happy with it.
No	Won't be travelling by car
No	I am against the waste of money already spent on the tramtrain
No	I wouldn't use it, and I believe take-up will be so low that it won't impact traffic levels across Rotherham in any meaningful way.
No	Where I live in Rotherham is quite central. It is quicker and cheaper for me to drive directly to and park at Sheffield, Meadowhall, Doncaster etc than to drive to Parkgate, park up and travel on the tram train.
No	Don't need it.
No	Rarely use tram train as if i want to go to sheffield i go by train from swinton station or i drive to meadowhall and catch tram.
No	Would not use it unless it was free and if the bloody council got greedy and started charging for parking me and thousands off others would go else were to shop thats why no one bothers with town centres any more
No	I'd rather support a sustainable shopping experience that benefits smaller retailers
No	I don't drive
No	Live on the other side of Rotherham
No	Tram train takes too long to get to Sheffield and for the cost of parking in the city it's cheaper to drive.
No	Never use it.
No	I dont travel far
No	Wouldn't catch the tram from here
No	Always has been a space in the main car parks
No	Wouldn't use it. Easier and cheaper to use car or taxi
No	I would only benefit through traffic moving quicker in and around the Retail Park.
No	I wouldn't use this option - I prefer the convenience of having my car close by.
No	i will never use it
No	I dont drive and i suffer from panic attacks so i dont use buses
No	Dont drive
No	I no longer work in Sheffield, but I might well have used it if I did, and the roads to and from the park and ride were less congested.
No	Because I don't work in a connected area. It would be easier to take a short walk and local trains/tram.
No	I want to cycle more

No	Too far away from tram stop to be of any real use in terms of a park & ride. Same goes with bus stops (I switch at Rotherham town centre as it's closer and safer).
No	I don't drive
<b>15: Could you potentially benefit from the Taylors Lane roundabout proposals?</b>	
<b>Score</b>	<b>Comment</b>
Yes	Would reduce the traffic so quicker access into Rotherham for markets etc
Yes	Should allow traffic on both Broad Street and Rotherham Road flow much better, with all traffic for the South & East of Rotherham able to use the new link road and access the retail park by Aldwarke Lane.
Yes	I think there would be less congestion.
Yes	Improved access and reduction in journey times will really be appreciated
Yes	Less stress
Yes	Less congestion on the roads
Yes	Less congestion
Yes	Less queueing at busy times and therefore quicker journey times.
Yes	Travelling to work in Rawmarsh would benefit me as traffic in theory should be less congested.
Yes	If this reduces traffic congestion and reduces journey times.
Yes	Yes again better flows of traffic, less delays and hold ups
Yes	Quicker journey times and less traffic congestion, especially on the A633 (Broad Street).
Yes	Because I live in kimberworth we come from Scrooby Lane way to Parkgate
Yes	Eases traffic congestion for all
Yes	Ease traffic on rawmarsh hill and broad street which impacts on Greasbrough road junction
Yes	The roundabout improvements should reduce journey times travelling from Aldwarke Lane to Taylors Lane/Mangham Road.
Yes	Faster journey times.
Yes	Safer cycling through better traffic management
Yes	Faster and easier access
Yes	I might gain an extra minute
Yes	Quicker to work or shop.
Yes	Improved traffic flow
Yes	Less time sat in traffic jams going/coming back from work
Yes	I use it as a thoroughfare to other areas of rotherham
Yes	Leas traffic using Westfield rd as a short cut at busy times
Yes	I do not use this route often and try to avoid it if possible. If it was easier to negotiate safely, I would be happier using this road at times.
Yes	Traffic easing
Yes	Quicker flow of traffic
Yes	Possibly, remains to be seen. Hopefully there is some budget to resurface the roundabout at the same time - the road surface is somewhat 'uneven'

Yes	To ease traffic on way home from work whether you go through parkgate or greasbrough it's both bad on the way to rawmarsh it's still bad. The road under the railway bridge at the station pub needs a drainage grid to stop flooding as it floods too easily and gets closed. It could be drained and directed back in to the river
Yes	Less traffuc less delaysvon public transport route
Yes	The aldwarke lane proposal would be better. But i would use the taylora lane proposal if i were visiting that part of town
Yes	Wider roads = traffic moving faster = less queuing
Yes	Very near me
Yes	Make travelling into the area easier and cleaner
Yes	Less congestion going into Parkgate reducing queing in A633 Broad Street.
Yes	If traffic congestion is reduced around the roundabout it would have a positive impact in driving towards the industrial estate and Rawmarsh.
Yes	Traffic would presumably flow more easily.
Yes	if it reduces congestiom
Yes	Again, travelling from one side of Rotherham to the other in rush hour or other busy periods can be a daunting experience. I live in Swinton whereas my family live in Brinsworth so I use these routes often. Any action to ease congestion would benefit me greatly as well as having a positive environmental impact.
Yes	See previous
Yes	Better round about faster flow of traffic
Yes	Would avoid queuing in traffic when travelling in that area
Yes	Possibly marginal travel time benefit
Yes	It would be a faster link directly into the main part of Parkgate shopping area.
Yes	This would make it much easier for me to access Parkgate
Yes	Ease of access
Yes	Any new ideas have to be a Massive improvement
Yes	Quicker
Yes	Quicker journeys
Yes	It would slow traffic down so you would feel less pressure from other drivers. It would be even better if there was traffic lights! It would stop "boy racers" at night too.
Yes	This would reduce traffic related delays to my commuting journeys and make getting to Parkgate shopping much easier
Yes	It would make traffic move better
Yes	Would hopefully ease congestion
Yes	Using that side of the road this would ease traffic congestion & make it safe
Yes	I access Parkgate via Rawmarsh or Thrybergh so I would gave a choice if which to use.
Yes	Less queueing to get into parkgate
Yes	Less pollution due to less traffic congestion
Yes	Would relieve traffic elsewhere
Yes	Possibly although I would use the new link road

Yes	Less lost time for work and commute
Yes	I work at Parkgate retail park & travel by car using this roundabout, which gets busy & hard to negotiate.
Yes	I travel by bus through this area and when busy the bus arrives late in Rotherham and therefore I can be late for onward travel. I would use more often if cycle lanes were introduced
Yes	Yes if it reduced traffic congestion.
Yes	I use this roundabout twice a day
Yes	Again, more options for reaching parkgate, and improving access.
Yes	I expect them to improve traffic flow towards parkgate shopping area but more can be done.
Yes	If it eases congestion
Yes	Improved traffic flow on A633 Broad Street and Rawmarsh Hill. Still needs the bottle neck addressing by the railway bridge though (side of Morrisons petrol station).
Yes	Improved traffic management
Yes	Make it safer for cycling to work
Yes	Improved traffic flow
Yes	Route used to park gate so should reduce congestion
Yes	less congestion while getting to park gate
Yes	Make journeys home from work and in peak traffic quicker as peak times I avoid going home this way
Yes	Not get jammed in traffic so much
Yes	My relatives live at wingfield so I use this route a lot
Yes	Less queuing traffic
Yes	Reduced traffic / sped up traffic and a freer roundabout will reduce journey times saving fuel and reducing pollution.
Yes	Easier access to Barbott Hall industrial estate
Yes	Easier driving conditions, less congestion, less potential for accidents.
Yes	Less congestion (hopefully!) would result in more freedom to travel at times of the day I avoid currently
Yes	Less queueing
Yes	improved traffic flow
Yes	Less congestion
Yes	Only that the bumps hopefully be removed.
Yes	Easier to get in the industrial estate
Yes	less time sat in traffic queues
Yes	If it improves it yes
Yes	If it reduces the volume of traffic but you do not say by how much
Yes	Reduced traffic at parkgate
Yes	Shorter journey times.
Yes	clear congestion
Yes	Less congestion when travelling to visit family on the other side of Rotherham.
Yes	...possibly, by tempting other users to go that way.

Yes	Less congestion
Yes	Quicker route to Rotherham
Yes	Improved travel times to Rotherham centre and retail parks
Yes	Reduced congestion on local roads, but this roundabout needs traffic lights!
Yes	Much faster access to ASDA
Yes	Closer access
Yes	Traffic flow would make it quicker for me to get to and from work
Yes	Easier access to parkgate retail park and the park and ride.
Yes	It will make my commute quicker
Yes	Better flowing traffic would prevent me getting stuck on the roundabout in queuing traffic when trying to get to work
Yes	people will use it so it should get them out of my way
Yes	It might make it easier when travelling straight across it to get to Barbot Hall Estate or if I want to access Aldi/Home Bargains
Yes	easing congestion at that point
Yes	Make it safer to drive down there with clearer defined lanes
Yes	Yes, less holdups when using the roundabout which is 5 days a week normally
Yes	This would reduce congestion and make my husbands business and Parkgate more accessible.
Yes	Better for walking cycling etc
Yes	Easier to get around various locations.
Yes	Quicker bus and car journeys
Yes	Makes traffic move better
Yes	Less waiting in traffic
Yes	Traffic flow Decrease in congestion
Yes	ðŸ’ðŸ’½
Yes	The road surface is an accident waiting to happen.
Yes	I use the roundabout daily to get to/from work
Yes	Potentially some benefit but the pinch-point is the railway bridge. Can see more conflict as drivers have to filter from two lanes to one.
No	Not needed
No	NA
No	N/a
No	I don't know.
No	I don't know what you're proposing
No	not with the new link road
No	explained on previous answer
No	Won't affect me.
No	Use it very infrequently.
No	I just can't see how widening the exit lanes is going to significantly improve traffic flow towards Rotherham. The bridge is the bottleneck.

No	It wont have much impact. Personally i would have traffic lights on roundabout aswell and get rid of those traffic lights at Parkgate that allows traffic from greasbrough to Parkgate to free up traffic flow. Install speed cameras to maintain legal speed limits.
No	Rarely use
No	I use public transport only very rarely use Taylor's Lane
No	Rarely travel through the area. "Easing traffic flow" may just attract more traffic and increase car use.
No	I don't really see it helping and unless you radically improve crossings for pedestrians then it is going to be much worse. Currently there is not enough provision for pedestrians crossing the road safely.
No	Wouldn't need to go this way
No	My travel to Rotherham would not benefit from the changes as it's Broad Street/High Street where I am stuck in traffic
No	No1 is going to benefit from your proposals to the roundabout. Install traffic lights to control the traffic and congestion would ease considerably
No	Its unlikely.
No	I see no benefit to me in the proposals
No	Wrong direction
No	I do not like roundabouts where two lanes merge into one as I feel they cause frustration and accidents when drivers use the second lane to try and jump the queue at busy times.
No	I would loose my wide course-way!
No	Would use aldwarke lane
No	Don't know anything about it.
No	Parkgate will get busier and more dangerous for pedestrians
No	Don't travel that way very often
No	Not sure
No	I would only benefit if traffic move quicker round the roundabout.
No	I live in rawmarsh
No	Poor cycling facilities
No	Dont drive
No	Likely to delay journeys.
No	Not enough bus priority improvement
No	Depends on the route the bus takes
No	I approach Parkgate Shopping precinct from the north round by Northfield Industrial Estate but I usually leave via the roite to Rawmarsh and Mangham Road