



B1522 Ryhope Road Cycle Scheme

**Sunderland
City Council**

The proposed route



The proposed two-way segregated cycle lane will start on the outskirts of the city centre at the junction of A1231 and Burdon Road. The route will continue along the eastern footway of the B1522 Ryhope Road for a short section, heading south until it reaches the existing fork in the road at The Esplanade.

At this junction, the route diverges, continuing along Ryhope Road in a southerly direction, on both sides of the carriageway, through major

signalised crossroads at Mowbray Road and Villette Road, including a busy school crossing patrol at the entrance to Southmoor Academy.

The route then navigates through the central shopping area in Grangetown, meeting an existing four-arm roundabout. It branches off onto Leechmere Road and Queen Alexandra Road, while continuing along Ryhope Road, passing through another signalised junction at Ocean Road. The cycle lane will finish at a proposed new controlled crossing to enhance access facilities outside of St. Aidan's Church.

The route will provide direct links to the following:

- City Centre
- Grangetown

- Ryhope
- Doxford Park

Additional features will include:

- A physical separation between motorists, cyclists and pedestrians
- Improvements to existing signalised junctions and major roundabout
- Upgraded cycle and pedestrian crossing facilities
- Secure cycle storage in designated locations along the route

Junction improvements

To support the cycle infrastructure there will be improvements to junctions including:

The Esplanade Gyratory



Improvements to The Esplanade gyratory include the following:

- Southbound Douro Terrace carriageway reallocation to two vehicular traffic lanes and new protected bi-directional cycle lane
- Introduction of two parallel zebra crossings on Douro Terrace and Esplanade West, to facilitate the crossing link between uni-directional and bi-directional cycle facilities

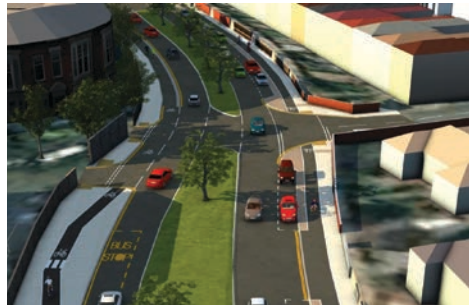
Mowbray Road



Improvements to Mowbray Road signalised junction include:

- Removal of segregated left-turn lane and island on Mowbray Road (West) to simplify junction phasing and improve road safety for cyclists and pedestrians
- Reduction to single-lanes ahead on Ryhope Road Southbound and Northbound and new protected uni-directional with-flow cycle lanes, with introduction of cycle-only junction phasing
- Retention of right-turn lane/pocket for Southbound traffic turning into Mowbray Road (West)

Villette Road



Formalisation of parking on Rowlandson Terrace

This section from Villette Road Junction to Matanzas Street junction is currently restricted by no waiting at any time markings (double yellow lines) for the entire length;

As part of the cycle infrastructure, the parking will be formalised by using the following:

- Introduction of footway buildouts to create a parking layby adjacent to the properties
- The buildouts will be protected by double yellow lines
- Waiting restrictions will be removed for the length of the layby

Southmoor Academy/St Cecelia Church Crossing



Provision of a new controlled crossing at St Cecelia Church:

- Introduction of a new parallel zebra crossing at the northern school pedestrian access adjacent to St Cecilia Church
- Improved pedestrian safety and priority crossing provisions
- Provides a transition between uni-directional and bi-directional cycle facilities

Queen Alexandra Road/Leechmere Road



Improvements to the Queen Alexandra/Leechmere Road roundabout:

- Simplification of Grangetown Roundabout through reduction of the circulatory carriageway and entry/exit arms to single lane
- Increasing the central roundabout island and introducing a raised table within the entire footprint of the roundabout to improve vehicle road safety
- Introduction of uni-directional, with-flow segregated cycle tracks in a 'Dutch-style layout' (giving priority for cyclists and pedestrians on the entry and exits of the junction)
- Footway level parallel zebra crossings on all arms to facilitate priority for cyclists and pedestrians throughout
- Landscaping and drainage interventions incorporated to improve both environmental sustainability and surface water drainage solutions
- Introduction of cycle parking and seating areas throughout

Ocean Road



Kitchener Terrace Junction/St Aidens Church - additional controlled crossing.

- There will be segregation between cyclists and motorists in advance of the Kitchener Terrace Junction
- Cyclists are given the opportunity to safely approach the traffic signalised junction at Ocean Road without conflict between motorists migrating into the cycle lane.

Benefits

This cycle route offers a number of benefits including:

- Improved public health through increased physical activity
- Reduced traffic congestion and air pollution by encouraging people to cycle instead of driving, which can help to reduce overall car use and greenhouse gas emissions.
- Enhanced safety for cyclists, and the promotion of sustainable transport options

Overall, a well-designed cycle route can have a number of benefits for individuals, communities, and the environment, making it an important investment for many cities and towns.

FAQs

1. What are the timescales for delivering the scheme?

The works are planned to commence in summer 2025 and are anticipated to be complete by spring 2026.

2. How will this scheme be funded?

The project is 100% externally funded from the Department for Transport's Active Travel Fund and the City Region Sustainable Transport Settlement (CRSTS) scheme.

3. Can this money be spent on other projects?

No, this external Government funding, has been awarded following a successful bid and is to be used for the purposes of cycling infrastructure only.

4. What will happen to the traffic travelling along the route?

Two-way traffic flow will be maintained for motorists and will include designated formalised parking on some sections.

5. Will the proposed route impact on emergency vehicles using the road?

All of the Emergency services are included in the engagement process and any concerns will be discussed to ensure that access is maintained at all times.

6. Will existing parking be removed?

Some on-carriageway parking will be removed to encourage cyclists on this route. However, there will be designated, marked parking bays introduced to facilitate residents who do not have any off street parking provision.

7. Will cyclists still be able to use the pedestrian footpath?

No, cyclists are encouraged and directed to use the segregated facilities provided.

8. Will the segregated cycle lane be extended in the future/be introduced in other parts of Sunderland?

Yes, there are plans to extend cycle ways throughout the city.

9. Where can I find more detailed information?

Drawings and additional images showing the detailed design of the scheme can be found on the council's website.

Have your say

To find out more and have your say please visit our website at www.sunderland.gov.uk/RyhopeRoadCycleScheme or scan the QR code to complete a short questionnaire.

Comments can also be submitted via email at I&C.consultation@sunderland.gov.uk

or by telephone 07387 259 468.

A public engagement drop-in event will be held on Wednesday 26 February from 9.30am–6.30pm at Back on the Map, 67 Toward Road, Hendon, Sunderland SR2 8JG

Please submit your comments by Wednesday 5 March 2025.

