

Online Q&A session Wednesday 19 August – Summary

A short briefing session was held on Wednesday 19 August at 6pm to discuss the material from the interactive PDF, available on the TSY website. The floor was then opened up for questions.

A summary of the key discussion points and questions raised by members of the public (set in bold italic) are detailed in the table below.

Topic	Summary of Discussion
Introduction	<ul style="list-style-type: none"> • In light of the current pandemic and the social distancing measure in place, it is important to continue with project delivery and associated consultations, but also equally important to ensure consultations are accessible to everyone. Our approach involves a combination of traditional and digital measures to access a range of people. • Due to restrictions imposed by COVID-19 on holding public gatherings, we are hosting two online Q&A sessions. These sessions provide an interactive alternative to our 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 you may have. • For those unable to access the online Q&As, we have a phone number to request hard copies and will speak to those people on the phone to answer any questions they may have. • The consultation period runs for four weeks from the 3 August 2020 – 31 August 2020. Please provide your feedback by completing the questionnaire at www.travelsouthyorkshire.com/iPort. • We have an email address for any further questions communications@sypte.co.uk.
Context and Funding	<ul style="list-style-type: none"> • Sheffield City Region (SCR) was awarded £166m of Transforming Cities Fund (TCF) money for active travel and public transport schemes, the iPort Bridge Scheme is one of these projects. • SYPTE manage public transport services across South Yorkshire and are the promoter of the Scheme. • SCR are providing the funding through the TCF. • Arup are the designer and consultant for the Scheme. • Doncaster Council are responsible for the construction and maintenance of the bridge.
The Scheme	<ul style="list-style-type: none"> • iPort is a large employment area, with an expected 5,000 jobs when fully built out. The iPort site is currently difficult to access and the River Torne is a barrier to movement. Current bus services are not that frequent, and walking/ cycling are not easy. Therefore, the aim of the Bridge is to provide an accessible link for these modes of transport over the River Torne to iPort Avenue. • Aiming to link those living in Rossington with jobs and reduce reliance on travelling by car, reduce journey times and improve local air quality. • Also aiming to provide wider links to the Nature Reserve, so residents have greater access for leisure use, as well as improving walking and cycling access to Doncaster via White Rose Way.

Design	<ul style="list-style-type: none"> • The new junction is proposed off the existing junction on West End Lane, which reflects Harworth’s intention in their Masterplan. • The proposed surrounding area, in Harworth’s Masterplan, is a park so we have aimed to integrate this with our design by proposing trees and landscaping features, north of the bus lane and the footway/cycleway to encourage walking and cycling. • We are proposing sustainable drainage features to manage surface water and reduce flood risk. <p><i>Outside the properties on West End Lane there is a fence line which currently has a walkway which people walk down, this interferes with property’s privacy as it overlooks the garden. Will this be temporary or permanent?</i></p> <ul style="list-style-type: none"> • Discussions with Harworth Group confirm that the current footpath is a temporary footpath. The permanent development will incorporate a footpath alignment further south as indicated in the outline planning application permission. • There is proposed landscaping to screen the bus link from the properties to mitigate the impact on privacy. <p><i>What would the area between the bus lane and the houses on West End Lane be?</i></p> <ul style="list-style-type: none"> • The in between area will be grass/ planting delivered by Harworth as part of their masterplan. Harworth will also deliver the parkland on the southern side of the link. <p><i>It looks as if the pedestrian crossing will be right outside the turning to the houses on West End Lane?</i></p> <ul style="list-style-type: none"> • We are currently in discussions with the Council as the existing junction is not currently signal controlled. It may be that we change it to be signal controlled to further address some concerns around safety, which may mean we would be able to bring the crossings closer to the junction, and away from the entrance.
Movement	<ul style="list-style-type: none"> • The Bridge link will create a viable option for people to access the iPort by bus. • The Bridge will also reduce journey times for walking by 10-12 minutes, and cycle times by 2-3 minutes. • iPort does not currently have a regular bus frequency. Some bus journeys go into the iPort site but at a low frequency as they are linked with Amazon and Lidl shift patterns only. • Currently the majority of 55/56 services go along West End Lane and Great Yorkshire Way so for those working at the iPort they have to walk the remainder of the journey. • Up to eight buses an hour through the iPort are proposed as part of this scheme. • There is not currently a demand for bus services to the south of iPort but when this part of iPort is occupied, there is flexibility to reroute/ add additional services in the future.

Timeframe

- This is the pre-planning public consultation. Following the consultation, we will analyse the feedback and prepare a Statement of Community Involvement, which will be submitted alongside the planning application in Autumn 2020.