

Online Q&A session Tuesday 6 April – Summary

A short briefing session was held on Tuesday 6 April at 12:00 to discuss the material from the 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. • The consultation period runs from the 15 March 2021 – 16 April 2021. Please provide your feedback by completing the questionnaire at www.travelsouthyorkshire.com/parkgate. • We have an email address for any further questions communications@sypte.co.uk.
Key parties involved	<ul style="list-style-type: none"> • SYPTE • Sheffield City Region Mayoral Combined Authority (SCR) • Rotherham Metropolitan Borough Council • Stagecoach Supertram • Stagecoach Yorkshire – commercial bus operator • First South Yorkshire – commercial bus operator <p>Design Engineers</p> <ul style="list-style-type: none"> • ARUP • Pell Frischmann
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 Rotherham Parkgate 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. • Rotherham Metropolitan Borough Council (RMBC) are the local authority covering the area and have carried out a Road Safety Audit for the scheme. • After the consultation SYPTE will apply to RMBC for planning permission for the scheme.

The Scheme	<p style="text-align: center;">Parkgate Link Road, Park and Ride and Taylors Lane</p> <ol style="list-style-type: none"> 1. A new link road from Aldwarke Lane into Parkgate Shopping (Stadium Way), with a roundabout tie in at Aldwarke Lane. 2. A new 300-space Park & Ride facility at the Parkgate Shopping Tram Train terminus. 3. Wider entry and exit on the A633 southern arm of Taylors Lane roundabout, and extension of the 2-lane sections in both directions. <p>You can view our webpages for the proposals including the PDF here travelsouthyorkshire.com/parkgate</p>
Comments, Questions and Answers	<ol style="list-style-type: none"> 1. <i>The existing Park and Ride is a 5-minute walk from the tram stop, are there any longer-term plans for a new tram stop location closer to this Park and Ride or further down the tram line?</i> <p>There are longer term plans for extension of the tram train system, but these plans are beyond the scope of the current funding. If the tram stop is extended in the future, we would look at funding to propose better facilities.</p> 2. <i>I have been issued with a parking fine in error from the retail centre car park operator when using the Park and Ride. How will you stop this happening at the new site?</i> <p>There have been occasional instances when parking notices were issued in error by the operator of the retail centre car park. Currently, access and parking enforcement is managed by ANPR. This system should recognise that cars are entering the Park and Ride, however, on occasion this hasn't happened.</p> <p>The new 300-spaced park & ride proposal will be managed independently and will be accessed from a separate link road which is outside of the ANPR for the retail centre, thereby reducing the likelihood of mistaken camera recognition occurring as the parking is separate.</p> 3. <i>With regards to Taylors Lane roundabout traffic merging is currently a problem on the northbound and limited on southbound. Drivers can be inconsiderate in allowing cars to merge in turn. What can be done to help reduce this issue? Are you making further changes which didn't work in the first place?</i> <p>This can be dependent on drivers experience and how courteous they are. We will discuss with Rotherham MBC looking at the possibility of additional signage – merge in turn to mitigate against this concern.</p> 4. <i>General traffic – Barbers Avenue – are there plans to encourage traffic down from Dale Road rather than straight on? Is a one-way system likely to be proposed?</i> <p>There are no plans as part of this scheme's proposals, and we are not aware of any plans. Rotherham Metropolitan Borough Council are carrying out works on Bellows Road, but SYPTE is not aware of</p>

any specific plans to encourage traffic along Barbers Avenue or to implement a one-way system.

5. *With regards to Taylors Lane roundabout, will there be provision for Cycling? Will this be a fully separate lane?*

Where the lanes are widened, on the western side, there will be a shared use pathway for pedestrians and cyclists denoted by blue signs with pedestrians over cycles. The new pathway will be a 3m shared use footway consistent with the current adjoining provision.

6. *With regards to the new link road will there be provision for Cycling? Will this be a fully segregated lane?*

On the link road we are initially looking at a 3m wide shared use pathway. There is some potential to include segregated cycle use by utilising an area set aside for a service verge. However, this may require a compromise that would entail removing green space in order to include the segregated cycle paths. This would require further consideration as to our biodiversity/green space requirements and the maximum size of pathway is dependent on land available from the owner.

7. *What about the provision of pedestrian / cycle crossings?*

The proposals look at linking to the existing Toucan crossing on Taylors Lane, but we are not proposing any new crossings on the main road.

On the Link Road there will be dropped crossings across accesses. It is acknowledged offset crossings can be incredibly tight to negotiate and we will consider this at design stage.

8. *The consultation pack lacked detail on actual cycle facilities, so I was interested in a bit more information. Will there be any additional cycle parking facilities?*

Three lockable cycle sheds are currently provided at the Parkgate tram stop, which are currently underutilised. Given the distance to the tram stop from the car park it has been reasoned that cyclists will use the tram stop sheds and designs do not currently include more cycle parking at the Park & Ride. However, we are open to ideas and suggestions. If you have any thoughts on preference to location of cycle parking, please provide feedback by completing our online survey.

The suitability of location depends on security of bike parking – so I would be happy walk further if the facility is secure – i.e. lockable cages, CCTV, lighting etc. There is preference for secure cages, not railings as cycle parts tend to be stolen from railings.

9. *What has the response to the consultation and proposals been so far?*

	<p>As of last week, we received approx. 150 completed questionnaires. Responses have generally been positive and welcoming of the scheme.</p> <p>10. <i>There appears to be another access roundabout on the link road with no current destination – is this for the future main line station?</i></p> <p>The land the link road passes through is privately owned and the access referred to is for the landowner to use for future site developments and is not earmarked for any specific use. We understand that Transport for the North is reviewing site locations for a possible main line station in Rotherham in the future, however no decisions have yet been made and we are unaware of any preferred site.</p>
Timeframe	<p>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 May/June 2021.</p>