

## Online Q&A session Thursday 6 August – Summary

A short briefing session was held on Thursday 6 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"> <li>• 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 and engage with a range of people.</li> <li>• Due to restrictions imposed by COVID-19 on holding public gatherings, we are hosting two online Q&amp;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.</li> <li>• For those unable to access the online Q&amp;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.</li> <li>• The consultation period runs for four weeks from the 3 August 2020 – 31 August 2020. Please provide your feedback by completing the questionnaire at <a href="http://www.travelsouthyorkshire.com/iPort">www.travelsouthyorkshire.com/iPort</a>.</li> <li>• We have an email address for any further questions <a href="mailto:communications@syppte.co.uk">communications@syppte.co.uk</a>.</li> </ul>
Context and Funding	<ul style="list-style-type: none"> <li>• 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.</li> <li>• SYPTE manage public transport services across South Yorkshire and are the promoter of the Scheme.</li> <li>• SCR is providing the funding through the TCF.</li> <li>• Arup is the designer and consultant for the Scheme.</li> <li>• Doncaster Council is responsible for the construction and maintenance of the bridge.</li> </ul>
The Scheme	<ul style="list-style-type: none"> <li>• 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 into the iPort 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.</li> <li>• Aiming to link those living in Rossington (and further afield) with jobs and reduce the reliance on travelling by car. The aim is to reduce journey times to the iPort by bus and active travel modes, reduce local congestion, and improve air quality.</li> <li>• 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.</li> </ul>

	<p><b>How will the Scheme tie into the local area?</b></p> <ul style="list-style-type: none"> <li>• We have worked alongside Harworth Estates (the housing developers), Verdion (iPort owner) and First Group (who operate the bus services) to integrate the proposal into the area.</li> <li>• The Scheme ties in with the Harworth Masterplan which has an east-west movement link proposed. Our proposed footway/cycleway and the crossing points provided are in line with that link.</li> </ul>
Design	<ul style="list-style-type: none"> <li>• The new junction is proposed off the existing junction on West End Lane, which reflects Harworth's intention in their Masterplan.</li> <li>• 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.</li> <li>• We are proposing sustainable drainage features to manage surface water and reduce flood risk.</li> </ul> <p><b>What is the distance from houses on Heatherfield Crescent that back onto this Scheme?</b></p> <ul style="list-style-type: none"> <li>• There is an approximate 40m distance between the houses on Heatherfield Crescent and the bus lane. There is landscaping proposed to visually screen the bus lane and to reduce noise.</li> <li>• Note, the proposed footway is 2m wide and the proposed cycleway is 3m wide.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>• The Bridge link will create a viable option for people to access the iPort by bus.</li> <li>• The Bridge will also reduce journey times for walking by 10-12 minutes, and cycle times by 2-3 minutes.</li> <li>• 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.</li> <li>• Currently the majority of 55 and 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.</li> <li>• Up to eight buses an hour through the iPort are proposed as part of this scheme.</li> <li>• There is not currently a demand for bus services to the far south of iPort. However, when this part of the iPort is occupied, there is the flexibility and opportunity to reroute some services to the south of the site in the future.</li> </ul> <p><b>What about access to Lidl?</b></p> <ul style="list-style-type: none"> <li>• Bus services to Lidl will still run.</li> <li>• The proposal reroutes only the 55 and 56 bus services through the new iPort Bridge link.</li> <li>• We are not looking to change the other local services. The existing bus routes, 57a, 57c, 205, AM1/AM2, are not currently proposed to change.</li> </ul>

<p>Safety</p>	<p><b>Will there be a monitored bus lane to enforce correct use?</b>  <b>Will the new junction at West End Lane create a congestion point/dangerous corner?</b></p> <ul style="list-style-type: none"> <li>• A camera enforced bus lane is proposed.</li> <li>• The route will not be open to private cars or goods vehicles. The new route will provide a bus lane with a segregated two-way cycleway and footway to the north of the vehicle carriageway.</li> <li>• An independent Road Safety Audit has been undertaken which assesses the safety of the proposed junction.</li> <li>• Harworth will have been required to consider road safety as part of their planning application. The iPort Bridge proposal is not looking to change traffic flow significantly and should not fundamentally impact the safety of that junction over and above what was considered in the Harworth planning application.</li> <li>• By providing a viable alternative to travel to the iPort by bus, the aim is to reduce the number of people travelling by car along West End Lane.</li> <li>• Signal crossings and raised table crossings are proposed with the aim of slowing down cars and increasing safety.</li> </ul> <p><b>Is it possible to move the bus lane further away towards the south?</b></p> <ul style="list-style-type: none"> <li>• We are trying to balance providing quality infrastructure whilst maximising the area for public open space.</li> </ul>
<p>Timeframe</p>	<ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b>When will construction start and when will it be finished?</b></p> <ul style="list-style-type: none"> <li>• The funding for TCF is a 3-year programme.</li> <li>• We are estimating construction to start late summer 2021 with an anticipated construction period of 9 months – subject to planning approval and approval of the Business Case for the Scheme.</li> </ul>