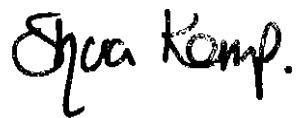




Combined Authority Transport Committee Member, Councillor Williams  
The Leader and the Deputy Leader

One Council Member from each Ward as follows:-

Ward 1 – Jepson	Ward 8 – D. Cutts	Ward 15 - Cowles
Ward 2 – McNeely	Ward 9 – Beaumont	Ward 16 - Cusworth
Ward 3 – Buckley	Ward 10 – Sheppard	Ward 17 - Reeder
Ward 4 – Mallinder	Ward 11 – Walsh	Ward 18 – Whysall
Ward 5 – Andrews	Ward 12 – Fenwick- Green	Ward 19 – Evans
Ward 6 – Pitchley	Ward 13 – Jarvis	Ward 20 – Hoddinott
Ward 7 – Lelliott	Ward 14 – Russell	Ward 21 – Williams



**Chief Executive.**

**Sharon Kemp,**

**TRANSPORTATION ADVISORY BOARD**  
**Wednesday, 20th November, 2019**

Present:- Councillor Lelliott (in the Chair); Councillors Beaumont, Cowles, D. Cutts, Jarvis, Jepson, Walsh and Williams.

Apologies for absence:- Apologies were received from The Mayor (Councillor Jenny Andrews), Fenwick-Green, Hoddinott, McNeely, Mallinder and Mr. R. Swann.

**12. MINUTES OF THE PREVIOUS MEETING HELD ON 14TH AUGUST, 2019**

Consideration was given to the minutes of the previous meeting of the Transportation Advisory Board held on 14<sup>th</sup> August, 2019.

Agreed:- That the minutes of the previous meeting be approved as a true record.

**13. MATTERS ARISING FROM THE PREVIOUS MINUTES**

Arising from Minute No. 8 (Community Safety Concerns Fund), it was reported that there had been a good response from a number of Wards. They were currently being worked through and ranked in accordance with affordability and deliverability.

It was proposed that a report be submitted to Cabinet in December containing the schemes being put forward. The "quick wins" would be implemented first. A full analysis would be submitted to the Advisory Board.

Arising from Minute No. 10 (Mayoral Bus Review), it was noted that the report on the outcome of the review would not be formally report to the Sheffield City Region Mayor until March, 2020. However, the key headlines were as follows:-

- Lot of concern that the bus services in South Yorkshire had declined for a combination of reasons
- Reliability of bus services was a repeated concern as well as frequency and access
- Concern with regard to the complexity of using the bus network and the large amount of tickets that were available particularly if a passenger had to change from one operator to another during their journey with only one through ticket available which was quite an expensive ticket
- Concern that there were more people moving from bus to car
- The technology was not available in South Yorkshire i.e. cashless journeys

Overall there was a really positive message that members of the public cared about the bus service and really wanted a better service.

#### 14. QUESTIONS ON TRANSPORT ISSUES

The Transportation Advisory Board noted the details of questions on transport matters and answers that had been provided.

#### 15. SOUTH YORKSHIRE PASSENGER TRANSPORT EXECUTIVE - UPDATE

Nathan Broadhead, Bus Partnership and Development Manager, SYPTE, gave the following powerpoint presentation:-

##### Commercial Bus Network Changes January 2020

##### Proposals

- Changes planned from the weekend of 25<sup>th</sup>/26<sup>th</sup> January, 2020
- Commercial changes from First, Stagecoach and Powells
- No PTE contract changes
- Public consultations carried out by First and Stagecoach
- Stagecoach changes are Barnsley/Chesterfield. Only minor timetable changes affecting Rotherham and X6 to serve Waverley housing estate

##### First Commercial Proposals

Following consultation the following has been submitted to SYPTE:-

Service	Original Proposal (as per consultation)	Consultation Outcome
113	Service withdrawn	Service withdrawn but following consultation feedback, <ul style="list-style-type: none"> <li>• Service 10 will be reintroduced hourly between Maltby, Rotherham Hospital and Rotherham via Broom Valley.</li> <li>• The service will not serve Sunnyside. Service 10 will only operate hourly between Doncaster and Maltby with no service operating via Stainton</li> </ul>
116	Frequency change to operate every 30 minutes	Change postponed and subject to further review
22A/22C	Frequency change to operate 20 minutes at peak times, every 40 minutes each way during daytime	Change to be implemented

X1/X10	Service X1 to operate 4 buses an hour Rotherham to Maltby, with 2 buses per hour extending to Sheffield via Meadowhall. Service X10 to operate 2 buses per hour Meadowhall-Rotherham-Maltby-Doncaster	Following feedback 4 buses per hour will extend to Sheffield, with 2 buses per hour terminating in Rotherham. Service X10 will divert via Markfield Drive.
208	Service diverted to also cover Wickersley	Change postponed and subject to review
74	Service rerouted to Operate Rotherham, Brinsworth, Meadowhall, Sheffield	Change postponed and subject to further review

#### Powells Commercial Proposals

- Service X7 - Revised route to operate via Grange Lane/Salisbury Road in both directions (following customer requests)
- Parkgate Shopper – replaced with the extension of service 4 beyond Rotherham to Parkgate
- Service 4 – Revised route from Ravenfield Common/Markfield Drive via Wickersley – Brecks – Worrygoose Roundabout – Broom Lane – Beaconsfield Road – Broom Valley Road – Rotherham Interchange – Parkgate (replacing the current PSS shuttle). This partially replaces the commercial cancellation by First SY of service 113. Loss of link to Dalton and bus along Magna Lane
- Service 18 - Hellaby – Dinnington section reduced to hourly
- Minor timetable changes on the Doncaster – Hellaby section which remains half hourly
- Route in Maltby reverts to Rotherham Road rather than Dale Hill Road
- Withdrawal of the peak journeys to and from Dinnington that currently serve Dinnington School.

#### Network Gaps

##### 113 – Parts of Bramley & Woodlathes Village

- Very low usage – average of 10 per journey
- Surveys of the busiest trips shows
  - 71% can use X1, X10 or 4 for the same journey
  - 16% will have to change buses
  - 13% have a longer than 400m walk to make the same journey
- Revenue support for PTE exceeds maximum spend per passenger. No plans to fund a replacement for Woodlathes. Community Transport is already funded

##### Powells Service 4 – Magna Lane (Dalton)

- Very low usage – but mainly elderly/limited mobility
- Most households are within 600m walk to service 116 and X78
- Revenue support for PTE exceeds maximum spend per passenger. No plans to fund a replacement for Magna Lane. Community Transport is already funded

Discussion ensued with the following issues raised/clarified:-

- X10/X1- there would be 6 buses a hour between Rotherham and Maltby; 4 would continue to Sheffield and 2 to Rotherham
- Feedback regarding the consultation and the difficulty on the website in finding information regarding buses to Maltby
- The 208 service did serve Meadowhall but may not necessarily go into the interchange. Residents that found the service useful would probably work on Attercliffe/in Sheffield. The Meadowhall shopping centre was not open at the traditional morning commuter times
- The diversion of the X6 through the Waverley housing estate would prove very popular

#### **16. BUS OPERATORS - UPDATE**

Unfortunately no representatives were present at the meeting.

#### **17. RAILWAY OPERATORS - UPDATE**

Unfortunately there was no representation at that meeting.

#### **18. DONCASTER SHEFFIELD AIRPORT - UPDATE**

The Board noted the minutes of the Doncaster Sheffield Airport Consultation Committee held on 24<sup>th</sup> October, 2019.

#### **19. RMBC TRANSPORTATION UNIT - UPDATES**

Ian Ashmore, Manager, presented the following updates:-

##### **(a) A630 Parkway Improvement**

The draft business case had been submitted to the Department of Transport for informal feedback. Informal feedback had been received on 4 of the 5 cases and awaited on the economic case. Once received it would be submitted formally to the DfT with a view to start on site in approximately March 2020. However, there could potentially be a delay to the approval process because of the general election.

##### **(b) College Road Roundabout**

The scheme was currently underway and causing approximately 5-10 minutes delay on the approaches to the roundabout.

##### **(c) Transforming Cities Fund**

The bid by Sheffield City Region would be submitted to the DfT very shortly. Rotherham's share of the bid was for £30M+ over a 3 year period.

Rotherham had been requested to submit 3 scenarios in terms of the bid i.e. low, medium and high. It was known that the Scheme was likely to be significantly oversubscribed but Rotherham was expected to receive a settlement.

The process was moving in accordance with the timescales.

**(d) Waverley Station**

The Council, in conjunction with the PTE and private sector, were attempting to bring forward a new railway station at Waverley. Some preliminary work had been undertaken, funded by the private sector, and concluded that it was feasible to provide another stop on the line.

Transport for the North was very keen on supporting new rail stations.

It was hoped to put forward an outline business case in 9-12 months' time. Discussions were taken place with Network Rail and Transport for the North.

**20. ANY OTHER BUSINESS**

The Chair reported that it was Ian Ashmore's last meeting before he retired from the Council.

On behalf of the Board she thanked him for all his work and endeavours and wished him a long and healthy retirement.

**21. DATE AND TIME OF THE NEXT MEETING**

Agreed:- That a further meeting be held on Wednesday, 5<sup>th</sup> February, 2020, commencing at 2.00 p.m.

Transport Advisory Group – 5<sup>th</sup> February, 2020

Questions Submitted

**Councillor Cooksey, Rotherham East Ward**

1. A local resident had been in contact regarding a number of issues, had spoken to someone named Robbie and had also contacted the MP's office.

The 114 and 115 bus services are infrequent which she says is leading to overcrowding and consequently health and safety issues. She was told that the Police stopped a bus recently due to overcrowding. Is this correct?

*Answer: -*

*Services 114 and 115 operate to a frequency (number of buses per hour) that the commercial bus operator feels is sustainable. Both services provide a regular service and at certain times buses can become busy, although this helps make the service sustainable. Bus services that only carry a few passengers and do not achieve well used journeys at certain times of the day are likely to be reduced further as the patronage and revenue these passengers generate will not cover the costs to run the service. Bus services can carry a full seated load and a large number of standing passengers up to the legal capacity of the vehicle that is shown at the front of the bus. There are no known reports of overcrowding on these services.*

**Councillor Cowles, Sitwell Ward**

2. Could Stage Coach please provide some statistics on the reliability and availability of the TramTrain. Feedback from residents is along the lines the service is unreliable.

*Answer: -*

*The project partners (SYPT/Stagecoach Supertram/Network Rail) acknowledge that Tram-Train customers have not received the level of service they should have done over recent months. Notwithstanding that this project is a pilot to test the technology, and we continue to learn from this, some reasons for poor service provision are outside of our control, such as the significant flooding and recovery in November. The major issue effecting service delivery most recently has been the reliability and availability of the Tram Train vehicles. SYPT and Stagecoach Supertram have worked closely with the vehicle manufacturer to come up with a firm plan with the intention of offering a more reliable service moving forward. As a result of the work that has been taking place over recent weeks a full service has been in operation since 20th January with minor disruption to date. The Tram-Train service has been received positively by our*



*customers and we are keen to restore confidence and work together to deliver a more reliable service.*

**Councillor Sheppard, Rawmarsh Ward**

3. Do we have any further update on the delivery date of the new trains for Northern Rail?

**Answer: -**

***The delivery of trains is a constantly changing picture. Nathan Broadhead will bring the most up to date information to the meeting on 5 February 2020.***

4. In the past, when there has been industrial action on Northern Rail, managers have stepped in to drive a skeleton service of trains. There have been many cancellations in the last few months with the reason "lack of train crew". Why do the management not step up in these circumstances to ensure an acceptable level of service is achieved?

**Answer: -**

***Staffing issues have mainly related to the lack of availability of the new trains so that sufficient staff and management can be trained to operate these new trains. An intensive training programme is in place to rectify these issues.***

5. Stagecoach weekly passes issued across the Christmas period saw passengers lose two days of travel due to their being no services on Christmas Day and Boxing Day. Whilst I do not wish to see drivers losing their holidays, surely any weekly passes purchased for the period including those two days should have an expiry date to reflect the non-service dates.

**Answer:-**

***Information on service levels is published well in advance of the days in question and customers have options available to purchase ticketing for different periods depending on their travel needs over the festive period. Stagecoach do not provide refunds for tickets purchased over this period as the service level being provided is known by the customer who chooses which ticketing option provides the best solution for them.***

6. The welcome addition of the public address system at the Parkgate tram-train terminus is a bonus but very often the messages relate to trains only and not tram-trains. This has included days where there were problems with the tram-train yet no announcement was made. Can this be looked into and hopefully resolved?

**Answer: -**

***The provision of accurate, reliable, Tram Train customer information is something that is still being worked upon as part of the pilot. This is taking longer than expected due to the difficulties in resolving the technical interfaces between the national rail network and Supertram systems.***