

## **TRANSPORTATION ADVISORY GROUP**

**Date and Time:-** Wednesday 17 September 2025 at 10.00 a.m.

**Venue:-** Microsoft Teams

**Membership:-** All Elected Members and Parish Council Representatives.

The items which will be discussed are described on the agenda below and there are reports attached which give more details.

Rotherham Council advocates openness and transparency as part of its democratic processes.

### **AGENDA**

- 1. Apologies for Absence**
- 2. Minutes of the previous meeting held on 9th July, 2025 (Pages 3 - 9)**
- 3. Matters arising from the previous minutes (not covered by the agenda items)**
- 4. Questions on Transport Issues (Pages 11 - 12)**
- 5. South Yorkshire Mayoral Combined Authority Transport, - Update**
- 6. Bus Operators - Update**
  - (1) First Group
  - (2) Stagecoach
  - (3) Rotherham Community Transport
- 7. Railway Operators - Update**
- 8. RMBC Transportation Unit - Updates**
- 9. Any other business**

**The next meeting of the Transportation Advisory Board  
will be held on Wednesday 19 November 2025**

**commencing at 10.00 a.m.  
via Microsoft Teams.**

A handwritten signature in black ink, appearing to read 'John Edwards', with a stylized, cursive script.

**JOHN EDWARDS,  
Chief Executive.**

**TRANSPORTATION ADVISORY GROUP**  
**Wednesday 9 July 2025**

Present:- Councillor Williams (in the Chair); Councillors Adair, Alam, Allen, Bennett-Sylvester, Blackham, Bower, Currie, Fisher, Pitchley, Rashid, Tarmey and Thorp.

Also in attendance was Parish Councillor R. Croxton.

Apologies for absence:- Apologies were received from Councillors Ball, Baker-Rogers, Brent, Z. Collingham, Cusworth, Elliott, Garnett, Harper, Jackson, Lelliott, McKiernan, Marshall, Reynolds and Parish Councillor C. Jepson.

**25. MINUTES OF THE PREVIOUS MEETING HELD ON 19TH MARCH, 2025**

Consideration was given to the minutes of the previous meeting held on 19<sup>th</sup> March, 2025.

The Chair took the opportunity to thank the former Chair, Councillor Taylor, for his involvement and support to the Transport Advisory Group.

**Agreed:-** That the minutes of the meeting held on 19<sup>th</sup> March, 2025, be approved as a correct record of proceedings.

**26. MATTERS ARISING FROM THE PREVIOUS MINUTES (NOT COVERED BY THE AGENDA ITEMS)**

There were no matters arising.

**27. QUESTIONS ON TRANSPORT ISSUES**

The Chair referred to the questions submitted and the responses received. He offered those Members who had submitted questions the opportunity to ask a supplementary question and the following Members responded in relation to their questions:-

Question 1 – Parish Councillor Croxton reiterated his concerns about ticket pricing and the differences when travelling from Rotherham as opposed to Sheffield or Meadowhall.

Nathan Broadhead from SYMCA confirmed this was due to passenger demand and capacity issues and related to advanced purchase offer to manage overcrowding on the Leeds to Nottingham service.

Whilst the situation was not ideal the onset of the new station in Rotherham may create increased capacity/access.

Contact would be made with the Rail Team highlighting the concerns.

Question 2 – Councillor Currie was satisfied the bus stop issue was being looked into as he was actively encouraging the use of public transport in the ward.

**28. SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY  
TRANSPORT, - UPDATE**

Nathan Broadhead, Bus Partnership and Development Manager from SYMCA, highlighted a number of changes during July, some of which were more pertinent to West Yorkshire and Derbyshire. Details would be issued via the Communications Team with nothing major of concern other than summertime frequency changes.

It was also pointed out the dialogue with First and Stagecoach with Rotherham, Sheffield and Doncaster and the £2.5 million funding that had also been from the DfT Bus Grant.

There were also some changes to the X11, evening services for the 135 and 137 routes, how the 136 would cover part of the 138 route in an evening. Details would be shared with Ward Members and M.Ps.

Draft timelines for the bus franchise were shared along with when the different tranches would come on board. Details were yet to be confirmed.

The Chair invited questions.

Councillor Bennett-Sylvester made reference to the Royal Horticultural Event taking place at Wentworth Woodhouse and asked if there were any transportation from Rotherham as well as Meadowhall or if any discussion had taken place with Fitzwilliam Estates about cycling/walking routes.

Nathan Broadhead confirmed a park and ride arrangement would be in operation from Meadowhall adjacent to Marks and Spencer for accessibility to the local rail network.

A wider discussion had not taken place with Fitzwilliam Estates, but this would be taken back to the Communication Team for a more detailed discussion with Rotherham Officers to see how this could be tied together.

The Chair reiterated how positive such discussions would be for encouragement of active travel within the borough.

Councillor Currie endorsed the need to promote more active travel particular with the major issues created on Thorpe Street/Wentworth Road and the access to green space in the locality.

The Chair suggested this be closely monitored and discussed with Ward Members.

**29. BUS OPERATORS - UPDATE****First Buses**

Steve Radford from First Buses reported on the changes to service in July which would commence on the 28<sup>th</sup> July to help speed up services and revert back to normal on 1<sup>st</sup> September, 2025.

By way of a powerpoint presentation detail was provided on Rotherham punctuality:-

Journeys Starting on Time	93.7%
Excluding Fridays	91%
Punctuality by Timing Point	86% and 87%
Excluding Fridays	75%

This detail illustrated the range of performance and where this was good or needed improvement.

Parish Councillor Croxton raised concern about the 73 bus via Treeton which used a longer route late a night when there was limited traffic.

Steve Radford would investigate and review, but it could be due to some slack in the process.

**Stagecoach**

John Young from Stagecoach confirmed the electric fleet was performing well, with a quarter of the total fleet being electric. Some of the fleet included Chesterfield into Sheffield

Service delivery from Rawmarsh Depot for Period 2 was very strong at:-

Punctuality	90.8%
Reliability of journeys operated	99.8%

There were to be a few minor service changes for September, with nothing during July, resulting in minimal impact.

Positive comments were made and shared at the meeting following the opening of the Parkgate link road and the massive improvement this had made to vehicle movements.

**Community Transport**

No representative was in attendance.

Councillor Blackham asked about the role of Community Transport in the

transportation of disabled adults around the borough. From direct experience he was concerned about the capacity of the service, their client waiting list and how long some clients had been waiting. He was particularly concerned about the capacity within the system and whether it was just time restrictive around 9.00 a.m. and 3.00 p.m.

He, therefore, asked if he could be furnished with further information on:-

- (a) The length of the waiting list.
- (b) What was the average waiting time for clients on the list.

Nathan Broadhead, SYMCA, confirmed Rotherham Community Transport was funded via SYMCA and as far as he was aware there was no problem with capacity. Once registered a user could book transport via Door to Door almost immediately regardless of whether they were disabled or not.

The issue may lie with transport provided via Rotherham Council in the transportation of adult disabled persons across the borough and the level of demand.

Liaison would take place with the relevant persons to collate a response and information would be fed back in due course.

### **30. RAILWAY OPERATORS - UPDATE**

Richard Isaac, Northern Rail, gave the following performance update:-

Cancellations	2.5%
Time to 3	79.05%
Time to 15	97.57%

Performance targets were 90% and 2%.

Passenger growth had improved with Northern being in the top five for passenger increases. From April to March there had been an 8% increase in strong growth and from January to March an increase of 23.4 million which was the largest number outside of London.

A great deal of work was taking place to stabilise moving towards GBR implementation in 2027.

Further highlights included the move towards the new Rotherham Station and promotion of the East Coast mainline.

Further detail was provided on the art project involving Rotherham students on display at Bridlington Spa and the engagement with Local M.P.'s in Westminster. Northern Rail were keen to encourage and attract young people into the Rail Industry as much as possible. Rotherham College were commended for their involvement and promotion of

opportunities and as a result Northern Rail had entered artwork from Rotherham into the Rail 200 competition.

It was also noted that the industrial dispute relating to terms and conditions was still to be resolved and an update would be provided in due course.

Parish Councillor Croxton again referred to his submitted question about ticket prices, overcrowding and the service routes. He asked if any effort had been made to alleviate this situation.

Richard Isaacs again reiterated this was an advanced purchase offer to manage overcrowding on the Leeds to Nottingham service (Fast).

This service aimed to move customers on to its stopping services to make it more attractive from Sheffield and Meadowhall.

The Chair made reference to passenger growth and asked if this could be broken down specifically for the South Yorkshire Region.

Richard Isaacs confirmed this data would be provided in writing.

Councillor Bower referred to a recent announcement about the Government's decision not to pursue the electrification of the Midland Mainline and what impact this would have on the plans for Rotherham's new Gateway Station and if this had a major blow on the business case.

Nathan Broadhead from SYMCA, confirmed he would pick up this matter direct with relevant personnel and would provide a response in writing.

It was again reiterated that the recent announcements were unlikely to affect the business case for the Rotherham Gateway Station and promotion of the use of public transport would continue.

Councillor Bower expressed his concern that the service to Rotherham was falling behind more so without electrification and it could indeed affect the business case. However, he was interested to see developments, but pointed out often it was easier to travel to Doncaster and Sheffield Stations and, therefore, bypass Rotherham.

The Chair pointed out that the business case did not rely on one line and had links with other networks so, therefore, had no direct impact. Rotherham's Gateway Station was a project supported by SYMCA and it would be frustrating if this national project was pulled.

Councillor Blackham also pointed out often it was easier from where he lived to travel to Retford for the East Coast Mainline. He hoped the Rotherham project was viable. There were more options available for travel with clear advantages if electrification was confirmed.

**31. RMBC TRANSPORTATION UNIT - UPDATES**

Nat Porter, Interim Head of Transportation Infrastructure, gave the following powerpoint presentation for the Transport Infrastructure Service:-

- **Milestones**
  - 25/26 Minor Works Programme Approved.
  - LNRS1 Projects Completed – Hoover and Rotherham West.
  - Rotherham Gateway Station OBC approved by SYMCA for submission to DfT.
  - Active Travel masterplans (Wath, Dinnington and Rotherham) substantially complete.
- **Ongoing Developments**
  - **LNRS1**
    - ❖ Wales largely complete; final lining works due September.
    - ❖ Anston & Woodsetts, Rawmarsh E, Maltby E review of technical queries on design.
    - ❖ Bramley considering objections.
    - ❖ Boston Castle funding ringfenced, development and delivery aligned to CRSTS majors.
  - **CRSTS major schemes**
    - ❖ Developing consultation materials for Fitzwilliam Road and Broom Road – consultation anticipated August & September.
  - **Crossings**
    - ❖ Wath Road, Brampton and Broad St, Parkgate preliminary design substantially complete..
    - ❖ Surveys commissioned to prioritise next round of crossings
  - **LNRS2**
    - ❖ Feasibility complete for seven schemes.
    - ❖ Two schemes aligned with CRSTS majors (funding is ringfenced).
    - ❖ One scheme is feasibility study due complete July.
    - ❖ One scheme to be delivered by third party; substitute scheme to be entered into programme.
- **Minor Works 25/26**
  - Approved in June 2025.
  - 26 projects, £200,000 value.
  - Priority is to complete 2024/25 programme.
- **Beyond 2025/26**
  - Confirmation of funding to SYMCA for 2027-2032 (£1.455 bn).
  - No detail on criteria, or what work needs to be covered.



- Overarching objectives:-
  - ❖ *continuing to **drive growth and productivity** through investment in integrated transport networks.*
  - ❖ *transforming infrastructure to **support the delivery of new homes** and **improve access to opportunity** for all.*
  - ❖ ***decarbonising transport** and enabling **healthy living**, including promoting modal shift from cars to public transport, walking and cycling.*

The Chair invited questions and in doing congratulated the service and officers for the number of projects currently being managed.

### 32. **ANY OTHER BUSINESS**

There were no urgent items of business reported.

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**Questions to Transport Advisory Group  
17th September, 2025**

**Question 1 – From Bob Croxton, Treeton Parish Council**

We were disappointed at the imposition of a summer timetable reducing the 95 Sheffield to Rotherham via Treeton and back from 2 an hour to 1 an hour through the school holidays.

This was not well publicised and caught myself and other Treeton residents by surprise. It partially affected the busy part of the route between Treeton and Rotherham, picking up in Catcliffe, Brinsworth and Canklow. This always seems a fairly busy route.

Will this happen every summer from now and will it happen at other times of year - Christmas/Easter?

**SYMCA**

**Answer:- SYMCA are disappointed with the reduction to hourly service during the summer holidays on service 95. This is a commercial decision by First and we are not able to restrict this change. Whilst the summer reductions as a general principle is appropriate, as demand drops and congestion reduces, the reduction to hourly was not something we would normally expect to see. SYMCA will review with First for the summer of 2026 to see if it is more appropriate to maintain the half hourly service.**

**Question 2 – From Bob Croxton, Treeton Parish Council**

On Tuesday, 28th August, whilst on a 95 from Sheffield to Treeton late afternoon, there was an incident on the Waverley Estate where a person tried to flag down the bus turning the corner from Lescar Road onto Stephenson Way. The driver would not stop and let the person on and pointed to the stop further up Stephenson Way. The stop is a long way from the corner and person did not run up!

I appreciate that this is what the driver will be instructed to do. However, with no bus stop signs on most of the estate how are people unfamiliar with the estate to know where the buses stop? The bus stops in each direction on Stephenson Way are not even marked on Google Maps! The locals that catch the buses regularly know where the stops are. Surely as the estate is nearing completion there should be proper stops with shelters?

Like so much with the Waverley project, the school full when half the houses are built, health centre only built near completion of the estate, putting extreme pressure on surrounding health centres, little thought at planning has gone into the bus routes through the estate.

The distance between the bus stops on Highfield Lane to Stephenson Way is 826.54m (2,711.75 ft). This to me is too long, particularly for any person with a disability. Lescar Road is totally unsuitable for buses being too narrow; it is not uncommon for buses to have to go onto the pavement to pass other buses and lorries. This road is also full of parked cars because of a lack of parking spaces!

**SYMCA**

**Answer:-** SYMCA continue to request permanent bus stops within the Waverley Estate from both Harworth (the developer) and RMBC. Bus stop locations have been agreed but the allocated funding for these stops has not been released to allow SYMCA to proceed with the stop installations and the bus borders (hardstanding/raised kerb etc) has not been installed by the developer. We will raise this again with RMBC and Harworth.