

## **TRANSPORTATION ADVISORY GROUP**

**Date and Time:-**        **Wednesday 19 November 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 17th September, 2025 (Pages 3 - 7)**
- 3. Matters arising from the previous minutes (not covered by the agenda items)**
- 4. Questions on Transport Issues (Pages 9 - 10)**
- 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 11 February 2026  
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 17 September 2025**

Present:- Councillor Williams (in the Chair); Councillors Adair, Ahmed, Baggaley, Bower, Brent, Elliott, Garnett, Harper, Keenan, McKiernan, Mault and Taylor.

Apologies for absence were received from Councillors Allen, Baker-Rogers, Beresford, Z. Collingham, Cusworth, Jackson, Lelliott and Jepson.

**33.      MINUTES OF THE PREVIOUS MEETING HELD ON 9TH JULY, 2025**

Consideration was given to the minutes of the previous meeting held on 9<sup>th</sup> July, 2025.

**Agreed:-** That the minutes of the meeting held on 9<sup>th</sup> July, 2025, be approved as a correct record of proceedings.

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

There were no matters arising.

**35.      QUESTIONS ON TRANSPORT ISSUES**

In relation to question No. 1 submitted by Parish Councillor Croxton, Nathan Broadhead, Bus Partnership and Development Manager (SYMCA), reiterated SYMCA's disappointment with the reduction to hourly services on some routes during the summer.

Summer frequency reduction was something that the operators were entitled to do across the network. It was a choice for operators and used to be quite extensive prior to Covid. First Group had chosen to reintroduce it to some services during the summer.

However, SYMCA would pick this up with First and ascertain what their plans would be for summer 2026. The No. 95 service had now been reinstated.

With regard to question 2, the Council's Transportation and Planning Team had been assisting SYMCA with this issue. Waverley was still unadopted highway in the majority. There was some Section 106 funding to put bus stops and shelters in and some bus stop locations had been approved. The design was awaited for the stop locations as well as confirmation from Haworth Estates that they would install hardstandings as required.

Councillor Baggaley requested that Ward Councillors be kept informed of the proposed sites for the bus stops as there was some concern within the community regarding the locations. Nathan confirmed that consultation would always take place with properties adjacent to bus stops.

Councillor Adair raised an issue of a resident who had been refused a Zoom Zero Fare travel pass as their child's school was now nearer to their new property.

The Home to School Transport Policy was explained. All the information was available on the Council's website.

Councillor Adair was advised to raise this as a casework issue where he would receive a formal response.

**36. SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY  
TRANSPORT - UPDATE**

Nathan Broadhead, SYMCA, gave the following updates:-

- Brian Edwards would attend future TAG meetings as Nathan had moved teams within SYMCA
- There had been a fairly small September scheduling change but nothing of significant note
- Work had taken place with Rotherham officers around enhancements to the network. An increase in the Bus Grant had been received from Central Government for South Yorkshire for the 2025/26 financial year. SYMCA had worked with the local authorities, each of which had received an allocation and had done slightly different things with the funding. Rotherham's focus had been around access to employment resulting in SYMCA introducing the new X11 service linking Sheffield to Waverley, Moorgate and the Hospital through to Hellaby industrial estate, Doncaster through to the Iport. It would be an hourly bus service intending to link the employment sites.

Also, issues of people accessing jobs especially shift working had been taken into consideration. Work had taken place with Stagecoach and Globe resulting in the reintroduction of evening bus services to Blackburn, Kimberworth and Oakes Lane.

The Central Government funding was until the end of March 2026 but indications from the DfT were that there would be a similar allocation for the next financial year and, if so, the contracts would be extended.

**Agreed:-** (1) That the update be noted.

(2) That the Group's thanks be placed on record for Nathan and his attendance and contributions to the Group.

### **37. BUS OPERATORS - UPDATE**

#### **First Group**

Nathan Broadhead explained that the First Group had undergone a major restructure over recent weeks. He would pick up attendance at the Group with the company but in the meantime if there were any issues he would feed them back.

Councillor Baggaley raised concerns regarding diversion of routes and the public not being fully informed of such. There had been issues regarding the No. 95 service that was regularly missing parts of the Waverley housing estate with members of the public waiting for buses not knowing they were diverted.

Nathan undertook to feed the issue back to the Customer Experience Team at First Group.

#### **Stagecoach**

John Young reported that Stagecoach continued to enjoy high performance figures – 99.87% of all mileage from its Rawmarsh depot operated in the last 4 week period.

Service punctuality was consistent at around 88% of all journeys at all timing points on time (running on time was no more than 5 minutes late).

There had been a very small service change with some improvements to the evening services No. 135 and 137 tendered routes.

The new Parkgate Relief Road continued to have major beneficial impacts on the bus service.

However, patronage was in decline across all Stagecoach depots in South Yorkshire and Chesterfield. It was a similar position for other operators elsewhere in the region. A key issue affecting the numbers was the fare cap when it had increased from £2 to £3. Not everybody bought a single fare; a lot of people bought a weekly ticket and sales of them had increased since the fare cap.

A second factor was the local economy with many of the town/city centres facing challenges.

#### **Rotherham Community Transport**

No representative was present at the meeting.

**38. RAILWAY OPERATORS - UPDATE**

Richard Isaac, Northern Rail, gave the following performance update for period 5:-

Time to 3	78.4% (target 80.9%)
Cancellations	4.4% (target of 5.4%) – improved position

There was currently a restructure underway. The stakeholder team had written out to all stakeholders informing them of the new structure.

Northern Rail's target moving forward over the next few years as it moved towards GBR (Great British Railways) was 90 + 2 with a lot of effort going into improving the performance picture.

In terms of South Yorkshire, real patronage had increased 14% in total probably reflecting the good weather and more people taking advantage of the opportunities available particularly the offers on the coastal routes.

As reported at the last meeting, the outstanding work carried out by students at Calderdale College on promoting the Yorkshire coast as a tourist destination had formed part of a major exhibition at Scarborough station. There was to be an event on 30<sup>th</sup> September which the students would be attending.

Northern Rail would be working with Rotherham College again to promote destinations for leisure traffic for the summer next year focussing on Sheffield and Hope Valley.

Vacancies continued to be shared with Northern's higher education partners so that young people across South Yorkshire could have sight of them.

The Friends of Swinton Station had been recognised for their achievements with a new mural kindly supplied by partners and Northern to promote the station and the work of the community volunteers there.

The Chair drew attention to the forthcoming annual jobs and careers fayre should Northern Rail be interested in attending.

Richard stated that Northern Rail were a little challenged in attending all the events across the region and preferred to work with the individual higher education providers to get to those people who were particularly interested in a career path and get them to visit Leeds Station and meet the team. One of the young people who Northern had engaged with through the youth engagement programme was now the national counsellor for rail apprenticeships.

**39. RMBC TRANSPORTATION UNIT - UPDATES**

Nat Porter, Interim Head of Transportation Infrastructure, gave the following verbal update on the work of the Transport Infrastructure Service:-

Local Neighbourhood and Road Safety Fund Programme

- Of the Tranche 1 schemes, 3 remaining schemes, except Boston Castle, now issued to Highway Delivery Teams
- Whilst there were no precise dates for construction of schemes, indication received that all of the schemes should start on site before the end of the calendar year
- Tranche 2 – designs were in commission for 9 of the 12 schemes and working through procuring designers for the 3 remaining schemes
- Still on track to get those designs hopefully completed during the current municipal year

Minor Works Project

- Nat would be taking a tour of all the Ward briefings to provide a briefing on how the Team considered/prioritised/funded minor works and provide clarity on the programme/how it operated to ensure everyone was clear what could be done and what the processes were

Transport for City Region Funds 2027-2032

- Currently in the early stage of discussions with SYMCA around what the programme may look like at regional level and what the Rotherham part may look like
- Still no update received on guidance from DfT that provided any more detail than what had previously been shared

**40. ANY OTHER BUSINESS**

There was no other business to consider.

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**Questions to Transport Advisory Group  
19th November, 2025**

**Question 1 – From Councillor Baggaley (on behalf of a resident)**

The bus service from Waverley to Brinsworth Academy (95 First) only allows for one bus that gets children to school on time. The other timings are either 30 minutes too early or 30 minutes too late.

With the increased number of children looking to attend Brinsworth Academy from Waverley can anything be done to improve this bus route and timings?

**SYMCA**

**Answer:- SYMCA have not been made aware of overloading issues. Brinsworth was not the catchment area school for Waverley residents, but SYMCA will monitor the situation relating to demand.**

**First Bus**

**Answer:- Waverley to Brinsworth, as above response, Waverley was in the catchment area for Aston in which SYMCA had already had to provide new school transport for the pupils in the area. As with every major housing development throughout the United Kingdom, very little is done in terms of providing additional education/healthcare facilities (admittedly a new primary school has been built as part of Waverley but not a secondary school), which was well publicised through national media. As Brinsworth was not in the catchment area for Waverley, it was suspected that no additional funding would be provided for additional journeys to cater for this.**

**Question 2 – From Councillor Hussain (on behalf of a resident)**

I am writing to raise a concern brought to my attention by residents living in and around Badsley Moor Lane, Clifton Avenue, Clifton Grove, and Middle Lane South. It has been reported that the bus service operating from Rotherham Town Centre via Wellgate to Wickersley—passing through Badsley Moor Lane and Middle Lane South—has been suspended due to overhanging tree branches on Middle Lane South.

This suspension has caused considerable inconvenience to local residents, many of whom rely on this route for their daily travel. I kindly urge the Transport Department to liaise with the relevant services to address the issue of the overgrown branches as a matter of priority, so that the bus service can be reinstated without further delay.

**First Bus**

**Answer:-**

First Bus raised this with the Council in the summer. Due to the type of trees (London Plane) emitting spores which are an irritant during the summer, the Council advised that they could not be cut until leaf fall because of the health and safety risk to the public associated with pruning works resulting from the spores. Originally this was anticipated in October but had been delayed as a result of natural processes and leaf fall having been later than anticipated this year. Road space had been applied to allow works to be commenced on 17<sup>th</sup> November subject to the leaves having fallen by that time.

During the Summer First Bus was able to use single deck vehicles on service X1 but, since the return of the schools in September, due to capacity issues, double decker buses had had to return to the route so buses had had to revert to the diversion. As soon as the trees were cut First Bus would revert to the normal route which could not happen soon enough because of the impact it was having on passengers.

The Council had set up a working group involving operators (including First), SYMCA as well as its Highway Inspectors and Tree Service, to improve the process so that reports of emerging issues could be reported in good time thus allowing the Tree Service to plan in maintenance in good time recognising the various constraints on tree works.