

TRANSPORTATION ADVISORY GROUP

Date and Time:- Wednesday 29 July 2026 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 13th May, 2026 (Pages 3 - 13)**
- 3. Matters arising from the previous minutes (not covered by the agenda items)**
- 4. Questions on Transport Issues (Pages 15 - 18)**
- 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 (Page 19)**
- 8. RMBC Transportation Unit - Updates**

9. Any other business

**The next meeting of the Transportation Advisory Board
will be held on Wednesday 21 October 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 13 May 2026

Present:- Councillor Williams (in the Chair); Councillors Adair, Ahmed, Allen, Bennett-Sylvester, Bower, Brent, Clarke, Elliott, Fisher, Harper, McKiernan, Rashid and Sutton and Bob Croxton (Treeton Parish Council).

Also present were:-

Matt Hodson	Stagecoach
Lucy Hudson	Head of Service, Transport and Highways Design
Sarah Loy	SYMCA
Michael Moore	First Bus
Andrew Simpson	Assistant Director Projects, SYMCA
John Young	Stagecoach Rotherham
Dawn Mitchell	Governance Advisor, RMBC

Apologies for absence were received from Councillors Ball, Baggaley, Currie, Garnett, Sheppard and Taylor; Town Councillor Biggins (Maltby Town Council), Sam Millington (SYMCA) and Dave Skepper (Stagecoach).

58. MINUTES OF THE PREVIOUS MEETING HELD ON 11TH FEBRUARY, 2026

Consideration was given to the minutes of the previous meeting held on 11th February, 2026.

Agreed:- That the minutes of the meeting held on 11th February, 2026, be approved as a correct record of proceedings.

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

There were no matters arising.

60. QUESTIONS ON TRANSPORT ISSUES

The Transportation Advisory Group noted the questions and answers on transport matters that had been submitted in advance of the meeting that had been included in the agenda pack.

Further to question 2 from Councillor Baggaley, he had also requested that a map be provided of the diversion route and that a meeting was arranged between SYMCA/First Bus/Treeton Parish Council and Ward Councillors to ensure that the bus diversion route was for the best.

In response, Andrew Simpson had provided a map. He also stated that

the route of the shuttle bus service for Treeton would run from Treeton to Aughton crossroads, then along Pleasley Road to Whiston Crossroads, along West Bawtry Road to Canklow and then Canklow Road and Westgate into Rotherham Town Centre. The map showed the route compared with the usual route of service 95. Anyone wanting to travel between Treeton and Catcliffe would need to change to service 95 at a bus stop between Canklow and Rotherham. A route for the shuttle bus, which also served Brinsworth and Catcliffe, following the route of service 95, had been investigated but this would add 15 minutes to the journey time between Treeton and Rotherham increasing the through journey from around 25 minutes to around 40 minutes.

Further to questions, 2, 3 and 4 relating to the closure of Mill Lane, Treeton, Councillor Adair asked if SYMCA could provide more information with regard to the timetable for the revised bus service.

Further to question 7 from Councillor Bennett-Sylvester, he acknowledged the response that had been received from Rotherham Community Transport, however, he had received further communication from the Gateway Club. Apart from the last minute cancellation of service, there was the matter of lack of communication with service users which, given the nature of the service users, was a real issue. From third party reports, Socialise was also experiencing the same problems.

The Service was felt to be focussing on its school transport contracts and the others losing out which raised the issue of overall sustainability of the service. It was noted that the Interim Transport Service Manager was carrying out work on alternative provisions for it.

Sarah Loy, SYMCA, reported that regular meetings were held with all the community transport operators across South Yorkshire as they were SYMCA funded. Any issues around Rotherham Community Transport should be forwarded to Sarah so that they could be raised them at the meetings.

Agreed:- (1) That Rotherham Community Transport be requested to attend the next meeting to give an update on this matter.

(2) That the Interim Transport Services Manager be requested to keep the Transport Advisory Group informed of any progress made on finding an alternative provision.

(3) That any issues regarding Rotherham Community Transport be forwarded to SYMCA and they be raised in their meetings with the community transport operators.

Further to question 8, Councillor Bennett-Sylvester raised concern with the answer provided by First Bus as he had been there and it did not match the experience on the day.

It was noted that this matter would be discussed outside of the meeting.

61. SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY TRANSPORT - UPDATE

Andrew Simpson, Assistant Director Projects, SYMCA, gave the following updates:-

Bus Network Update

Recent Changes to the Network

- Service 114 (First Bus) Rotherham-Stag had had additional journeys introduced during the evening on Mondays to Saturdays and during the day time and evening on Sundays starting Sunday, 12th April, 2026
- Service 207 (First Bus) Sheffield-Brinsworth-Rotherham had been re-routed in Attercliffe on journeys towards Sheffield due to a one-way temporary road closure of Attercliffe Road starting Monday, 12th January 2026 and expected to be until Monday, 12th October 2026
- Service X3 (First Bus) Sheffield-Rotherham-Doncaster had been re-routed in Attercliffe on journeys towards Sheffield due to a one-way temporary road closure of Attercliffe Road starting Monday, 12th January 2026 and expected to be until Monday, 12th October 2026
- Service X20 (Globe) Barnsley-Doncaster had been re-routed to serve Wath upon Dearne with changes to the time starting Monday, 13th April 2026

Forthcoming Changes in Rotherham

- Services 26 and 26A (TM Travel) Crystal Peaks-Thorpe Salvin will have minor changes to the times to assist with punctuality starting Monday, 27th July 2026
- Service 70A (TM Travel) Sheffield-Woodhouse-Meadowhall will be run by First Bus instead of TM Travel starting Sunday, 26th July 2026
- Service 71 (TM Travel) Sheffield-Harthill will have additional journeys introduced during the early morning and during the evening, daily from Sunday, 26th July 2026
- Service 226 (Stagecoach) Barnsley-Thurnscoe will have minor changes to the times from Saturday, 25th July 2026

School Bus Service Changes

- Service 620 (Stagecoach) Maltby-Dinnington (Dinnington High School) will have minor changes to the times from Tuesday, 1st September 2026
- Service 664 (L.L.Travel) Low Valley-Wath upon Dearne (St. Pius X High School) will be run by Wilfreda Beehive instead of L.L. Travel starting Tuesday, 1st September 2026

General Update

- SYMCA had secured agreements to stabilise the network until

September 2027

- Free School MiCard Travel Update
 - 18,514 of young people have a MiCard – 110% of the target uptake
 - Over 1.7m journeys had been made with a Barnsley MiCard
 - 64% of the journeys were being undertaken by residents from 3 of Barnsley's most deprived deciles
 - Total child travel in Barnsley was up 63% compared to the same period last year
 - 17 year olds made up the largest age group of those with a MiCard reaching 2,723
 - Sheffield was considering going live in 2027

Bus Franchising Update

Rollout 2027-2029

- The rollout was in 3 tranches Sheffield and Doncaster in tranche 1 (September 2027, Barnsley and Rotherham were tranche 2 and the latter part of Sheffield in tranche 3

Areas of Focus: Main Workstreams

- People
- Tap and Go Cards
- Increasing safety
- Networks
- Quality of the bus – for tranches 1 and 2 in the process of procuring a new EV fleet

Procurement Timeline

- Phase 1 - 2027
- Phase 2 - 2028
- Phase 3 – 2029

Where we are today

- The People's Network was now launched; new transport brand built around the communities it served
- All 6 bus depots were now in public ownership
- Secured additional £33.4m of Government funding that would put 187 electric buses on South Yorkshire's roads
- The search was on: procurement to identify the operators who would run services and the manufacturers who would build the fleet was live

Fleet Specifications

- At the end of 2025 over 3,500 people told SYMCA their priorities were:-
 - More space for wheelchairs, people with disabilities, people with pushchairs
 - Low floor, lowering bus, ramps
 - Priority seating
 - Visual and audio next stop announcements

- CCTV, more cameras, visible cameras
- More hand holds/grab rails
- More visible easier to push stop buttons

Day One Network

- When buses come back under public control, the network will stay broadly the same at first. There would be targeted improvements to some routes and timetables but SYMCA was not redesigning the whole network

Day 1 Enhancements Provide

- Tangible improvements passengers will notice immediately without destabilising the network
- A clear focus on more buses running on time
- A more efficient and effective use of resources and assets
- Deliverable change that avoided over-promising and built confidence in franchising

Approach to Development

- Engagement with local authorities to understand aspirations and priorities
- Responding to known local priorities and customer feedback
- Independent assessment of the network
- Reviewed the known gaps and opportunities for efficiency improvements in the network
- Asking for public feedback until 17th May

What this means for Rotherham – Phase 2 from 2028

- Rotherham services being franchised in 2027 as part of Olive Grove and Leger Way:

Service	Origin	Destination		Current Depot	Current Operator
137/ 137A	Sheffield CC	Rotherham	1.1 OG	Rawmarsh	Stagecoach Yorkshire
70/70A	Sheffield CC	Rotherham	1.1 OG	Halfway	TMTravel
71/71A	Sheffield CC	Harthill	1.1 OG	Halfway	TMTravel
207	Sheffield CC	Rotherham	1.1 OG	OG	First SY
626	Wales High	Crystal Peaks	1.1 OG	Halfway	TMTravel
X1/X2	Sheffield CC	Maltby	1.1 OG	OG/LW	First SY
X3	Sheffield CC	Doncaster CC	1.2 LW	LW	First SY
X5	Sheffield CC	Dinnington/ Doncaster	1.1 OG	OG	First SY

X7	Sheffield CC	Maltby	1.1 OG	Halfway	TMTravel
X11	Sheffield CC	Doncaster	1.1 OG	OG/LW	First SY
X20	Doncaster CC	Barnsley	1.2 LW	Carlton	Globe Holidays

Sheffield CC = Sheffield City Centre

OG – Olive Grove

LG = Leger Way

- Other local bus services would be Phase 2 (Autumn 2028). School services would mainly be 2029 but a small number in earlier years

What this means for Rotherham – Phase 2 from 2028

- Advance Manufacturing Research Centre (AMRC), Sheffield Business Park and surrounding employment areas from 2027
 - Doubling service frequency from Sheffield to AMRC
 - 3 buses per hour compared to 2 buses per hour between Rotherham and AMRC and extending a service to cover more areas
 - A new direct link between Rotherham and Sheffield Business Park
 - Doubling service frequency from Meadowhall to AMRC
 - Doncaster-iPort-Maltby-Hellaby-Rotherham-AMP-Sheffield Corridor (Service X11) to be a permanent service with additional journeys including a Sunday service
- Crystal Peaks and Meadowhall
 - Improving access to amenities with reinstated service links
- Hospital links
 - Improved co-ordination of services and looking at options to achieve a 10 minute service to/from the hospital
- Equality of service
 - Fixing gaps in service and span of operation caused with the closure of Midland Road
 - Rotherham communities were not impacted due to the legacy decision made by First
- Electrification
 - Prioritising RMBC's AQMA areas and recommending X3 (Fitzwilliam Road) was a priority for electrification

Next Steps

- Electrification of depots would begin later this year getting ready for the new electric buses
- Finalising operator procurement i.e. the operators who would run services for Phase 1 (Doncaster and Sheffield). The process would take until the end of 2026 to complete with an announcement early in 2027
- Announcement of manufacturer(s) who would build the buses would

be made later (summer 2026)

- Engagement survey now live to gather feedback on proposed principles for the network to check that SYMCA were focussing on the right priorities for day one. The survey was open until 17th May 2026

Demand Responsive Travel (DRT) Update

- RMBC project with SYMCA developing a 12 month Pilot of a Demand Responsive Transport Service focussed on South Rotherham
- Funded through SYMCA's Transport Innovation Fund (TIF) to provide short term support to existing services
- The Service would support connections for:
 - Rotherham Hospital and access to the Town Centre
 - Shopping employment destinations, Dinnington, Meadowhall, Crystal Peaks
 - Local rail and tram interchanges
- Where other services could support travel expectations customers would be directed to them
- DRT would be offered where no other public transport options were available
- Pick-up and drop-offs would operate with physical and virtual stops
- The contracted booking agent, VIA, was a leading operator of demand responsive transport. They would provide day-to-day operations, routing and scheduling technology, a customer Smartphone App and a staffed call centre
- Start date was July 2026

Councillor Bennett-Sylvester asked a question with regard to connectivity of the different major bus routes and whether it could be looked at.

Andrew Simpson advised that at the present time network stabilisation was the priority. Once the franchising had taken place all the factors, including connectivity, would be looked into and determined whether to be feasible. All the requests were being logged and would be considered in September.

Agreed:- (1) That the updates be noted.

(2) That the Group be updated on the progressing of the franchising at its October meeting.

62. BUS OPERATORS - UPDATE

Michael Moore, First Group, reported that punctuality for Rotherham Town Centre services was good at 85-90% and the other services, which ran in and out of Sheffield and Doncaster, which had a lot of variability, was 78-92%.

Michael shared John's comments with regard to the height of the vehicles and the challenges of some of the road network. First Group had first

generation electric vehicles which had battery packs on the back of the bus but they were no longer manufactured. There had been various discussions with local authorities but it came back to the point of low bridges. The only real option was to lower the height of the road.

There had been some challenges in terms of the X3 service which ran from the Doncaster garage. First Group colleagues in Doncaster had been taking industrial action that was still progressing. Currently extended dialogue was taking place with the trade union with the strikes currently suspended. It was hoped it would soon be resolved.

In order to minimise some of that impact in terms of the uncertainty to the customer, First had taken the decision to move all the X2 services into Sheffield. The X2 from Sheffield to Maltby and Rotherham had been split between Sheffield and Doncaster but everything was now in Sheffield and added to that all the Rotherham work had been relaunched on a rota for Rotherham drivers. It was hoped that it would attract more staff from South Rotherham which had been a struggle to recruit since the closure of the Midland Road garage.

First was working with SYMCA in terms of protecting and maintaining the network. There would not be any fundamental changes to service patterns.

Councillor Fisher asked whether there was any appetite in South Yorkshire for a smaller fleet or whether it was the standard model and capacity of single and double decker buses?

Michael replied that First would continue running its fleet until franchising but understood that SYMCA was under consultation for fleet suggestions, model etc. Clearly one of the challenges was the number of authorities which were progressing with franchising plans, some more aggressive on fleet renewal/new fleet than others. However, that did create a challenge as there were only so many vehicle manufacturers and their capacity to create vehicle numbers in the space of a year.

Andrew stated that it may be that the anchor fleet would never fit the infrastructure; this was where the small-medium operators could possibly come in and it may be a consideration that they picked up the gaps. There were factors that needed to be taken into consideration e.g. commerciality, access, cost effectiveness of lowering the workload in relation to demand and realistically look at where the niche market could be and how the gaps could be filled.

Stagecoach

John Young, Stagecoach Rotherham, reported that service delivery continued to show strong performance. In the last period the operator mileage was 99.85%, lost mileage at 0.15% (290 miles) and punctuality was between 85-88%. These figures had been fairly representative for the last 6 months.

Stagecoach no longer made summer adjustments so there would be no summer timetable.

There would be some timetable changes in July as SYMCA had alluded to at Minute No. 61. However, these were very minor changes.

The Barnsley MiCard had been extremely successful. Stagecoach had had concerns initially with regard to possible anti-social behaviour etc. but it had not really materialised. The passenger numbers spoke for themselves and were really positive to see.

Stagecoach had had their electric vehicles for 2 years and still performing extremely well. The most benefit was seen when a complete depot was converted to electric vehicle operation because you could really start to think about doing things differently and realising all the benefits that electric vehicles brought in every way. A single decker electric vehicle was higher than a single decker diesel engine vehicle which meant sometimes they could not be used on particular routes i.e. Chesterfield and Rotherham (Kilnhurst) so unless a network was changed or a supplier designed a vehicle that was sufficiently low that would be a challenge.

The mileage of an electric vehicle varied depending on the weather i.e. in cold/ wet weather with the use of heaters/demister/wipers and in very hot weather with the use of the air conditioning. Typically 2/3s of Stagecoach's scheduled bus workings could be achieved without a vehicle having to recharge.

Out of the 20 scheduled bus workings 7 of them had to return to the depot around 6.30 p.m. and get a 45 minute boost in order for them to go back out. Obviously the future was unknown as the vehicles aged but currently the typical range was approximately 250 miles.

Stagecoach worked closely with SYMCA and protecting the network between now and the start of franchising.

Rotherham Community Transport

There was no-one in attendance from Rotherham Community Transport.

63. RAILWAY OPERATORS - UPDATE

Richard Isaac, Northern Rail, had contacted the Governance Advisor advising that, due to circumstances out of his control, he was unable to join the meeting.

64. RMBC TRANSPORTATION UNIT - UPDATES

Lucy Hudson, Head of Transportation Infrastructure, gave the following verbal update on the work of the Transport Infrastructure Service:-

Consultations

4 consultations had gone live:-

- Rotherham East/Fitzwilliam Road 27th April-5th June
2 consultation events – 13th May at the Clifton Learning Partnership 2.30-4.30 p.m. and the Unity Centre 5.30-8.00 p.m.
Mowbray Library 1.00-4.00 p.m.
This was the second round of consultation on this issue
- Broom Road/Wickersley Road
12th May-22nd June
A consultation event had taken place the previous day which had been very well attended. The next was on 26th May 2.00-6.00 p.m. at Broom Methodist Church
- A6022 Proposed Improvements
13th April-5th June
Maps and diagrams were available on the website.
- A633 Broad Street
13th April-22nd May

Transportation Capital Programme

- Report had been approved by Cabinet
- Set of pedestrian crossings had been funded for design and build

Minor Works Programme

- Added an extra £80,000 for minor works across Rotherham
- Collating of the information minor works would be stored in a centralised electronic data base which would help to report on issues and collate the information provided

Treeton Main Crossroads

- Funding had been secured for a study
- A working group had been established of interested/concerned people so the study would be on the actual problems being experienced and a scheme devised for what was actually wanted and needed
- The working group met monthly

Ward Road Safety Plans

- Funding to develop 2 tranches over 2 years
- An All Member Seminar was to be arranged to describe each of the Ward Road Safety Plans and which Wards were in which tranche

Structures Repairs

- Fleet Bridge and Old Flatts Bridge – the DfT had recently released a funding opportunity so currently going through the process to try and secure extra money to do more work on Fleet Bridge

There had been feedback that some areas had not received letters/leaflets regarding the consultation. Some had been delivered by hand and others by Royal Mail. It was planned to carry out another hand delivery of leaflets.

Councillor Bower had attended the Broom Road/Wickersley Road consultation event the previous day which had been very well attended. It was a big scheme that residents like some bits of and realised that there were issues in the area that needed to be dealt with. However, the overwhelming majority did not see the benefit of the cycle lane expansion and there was an element of resignation that it would get built any way and that they would be completely ignored.

The Chair reiterated his statement made at Council that no decisions had been made with regard to the cycle lane extension and it was not a far gone conclusion. He urged Members to emphasise that the consultation was a meaningful process and encourage residents to take part and give views on particular aspects of the scheme.

Lucy echoed the Chair's statement and encouraged residents to submit their views on the scheme.

65. ANY OTHER BUSINESS

There was no other business to consider.

This page is intentionally left blank

**Questions to Transport Advisory Group
29th July, 2026**

Question 1 – From Councillor Tinsley

As Roche Abbey is currently inaccessible by bus, would First South Yorkshire consider a temporary August/September pilot that diverts the X1 service near Muglet Lane to include a stop at the A634? This would leverage the national free child travel scheme to provide families in Rotherham and beyond with direct, sustainable access to a major local heritage site, while testing potential new demand for leisure-based routes in our community.

Response – First Group

Unfortunately, there is nowhere safe for buses to turn proximate to Roche Abbey. The last direct bus to Roche Abbey was funded by SYPTE some years ago, but that service ran through Stone and on to Firbeck and beyond. Any deviation would also mean that the frequency of the core service would reduce which would have a wider impact. The short-term nature of any service demand would likely be better served by a shuttle bus from Maltby.

Question 2 – From Councillor Tinsley

Work on improvements is set to start on Maltby High Street over the next few months. It was previously agreed that a new bus stop to replace an old and dated one would be installed at the same time to be cost effective. With the changes of officers at RMBC and SYMCA this agreement has been lost. Can this be considered.

Response – SYMCA/RMBC

This question has been shared with officers at SYMCA and RMBC. Apologies. The current teams have no recollection of this but will consider it within their discussions.

Question 3 – From Councillor Currie

What consideration is given to free travel passes to looked after children in South Yorkshire on all forms of public transport?

Response – SYMCA

It was the Mayor's ambition to extend the MiCard 5-18 year old free Travel Scheme, currently operating in Barnsley, County wide. Sheffield was examining trialling the scheme during 2027, dates to be confirmed.

Question 4 – From Councillor Currie

I have asked previously about looking at bus routes in Kimberworth Park especially No. 139 that links the bottom of the hill to the top; as yet I have not had a follow-up meeting to discuss this. When can this be arranged?

Response – First Group

Due to the roll out of franchising, Kimberworth Park services are not within the T1 franchise and will be moving to another operator by the start of September next year. From a First perspective, if there is a desire from SYMCA to advance any route

changes before we hand the services over, we would of course be happy to review and facilitate where we can.

Question 5 – From Bob Croxton, Treeton Parish Council

(a) Treeton Parish Council first found out about the Mill Lane road closure by Yorkshire Water back in March. Since then it has been hard work to get any information about buses or to have concerns raised. This has resulted in much confusion. Treeton PC were invited to an online meeting with SYMCA on the 17th June where a SYMCA official seemed more interested in informing us how wonderful the buses will be when they will they control them, than the concerns of ours about the Mill Lane closure. We were told there would be follow-up meeting, but none occurred.

Many issues we raised, have not been acted on.

A few weeks before the closure, Yorkshire Water sent out a letter informing residents about the road closure and details of a shuttle bus, which went to Rotherham twice an hour during the day. Possibly acting on our concerns about Treeton residents getting to Catcliffe, Morrisons and the Waverley area, a digital new timetable was issued with a now hourly service from Rotherham to Treeton and then onto Catcliffe via Swallownest. As of 3 days before the road closure, no updated timetables have been posted out.

Response - SYMCA

New bus stop timetables for the bus stops in Treeton had now been posted on the bus stop and these included service 195.

(b) To confuse Treeton residents more, the Rotherham bound shuttle bus goes the opposite way around the village than the 95!

Notices have been put up at Treeton bus stops stating that the buses will not run on weekdays only, hinting that they will run at weekends, which to the best of our knowledge is not the case? Overleaf is the poster.

Response – SYMCA

Thank you for informing us of this error. We have let our Disruptions Team know that the temporary road closure was all day, every day. They have confirmed they will update the notices.

(c) From the 17th to 20th July Bawtry Road at the junction of Whitehill Lane Brinsworth is closed meaning more bus diversions but little or no information has been issued!

Response – SYMCA

Disruption notices for the temporary road closure of Bawtry Road have now been posted on the bus stops affected by the bus services being diverted away from their normal routes. This did not affect service 195 which did not run along the affected section of Bawtry Road.

(d) This shuttle bus will have been in operation for over a week at the next meeting and it would be good to bring any issues up at that meeting.

This is a trail run for when the bridge over the Rother between Treeton and Catcliffe closes for replacement, sometime in the near future. It needs to be far better organised that this road closure has been?

Response - SYMCA

Noted with thanks. We have worked closely with the local Parish Council and RMBC to make a number of improvements to the diversions and temporary services.

Question No. 6 – Bob Croxton, Treeton Parish Council

On Saturday, 19th July I went to Rotherham Interchange for the 1305 No. 95 service to Treeton. This bus did not turn up. These things happen! What annoys me is there are no live updates on the information screens as at train stations and some bus stations that inform passengers of delays/missing services. What was even more baffling is that 20 minutes after the No. 95 was due to leave, the relief driver had no idea what had happened to this bus! He left, presumably back to the canteen about 1330.

Are there any plans to give live updates of delays/cancellations at main bus stops? Given that most buses are tracked, it can't be that hard!

It is particular annoying when the service is once an hour or less.

There was chaos in Treeton this morning as some 195 shuttle buses were going the wrong way around the village and missing stops!

Response - SYMCA

SYMCA and its predecessors have been investigating ways to show up-to-date disruption information on passenger information screens. If a bus breaks down immediately prior to departure from the start of the journey, it will take time to communicate the necessary information. SYMCA has plans to improve up-to-date disruption information as part of the Bus Franchising programme.

Question 7 – From Councillor Thorp

I have received 5 complaints regarding the number 21 service which used to go through the Whiston Greystones council estate that has a great many old people's housing. Since the 21 service cannot use Worrygoose Lane to access the Greystones estate due to the road closure, what can be done to help these people who only had a small bus service to start with but now have nothing it appears.

Response - SYMCA

Unfortunately, it was not possible for service 21 to divert through the estate during the Worrygoose Lane closure. This was due to the road layout at the junction of Cow Rakes Lane and Moorhouse Lane, where the camber and turning manoeuvre required would make operation of the bus unsafe. As a result, the diversion route has been implemented via Cow Rakes Lane and Greystones Road cannot be served directly during the closure.

For residents who were unable to access the diverted 21 service on Cow Rakes Lane, Community Transport services were available. These services were designed to

support people who may find it difficult to access conventional public transport and included:

- Shopper Bus services for local shopping trips.
- Dial-a-Ride services, providing accessible door to door transport for eligible passengers.

Further information on these services, including how to register and book journeys, can be found here:

<https://www.travelsouthyorkshire.com/en-gb/journeyplanning/door2door>

Question 8 - Councillor Clarke

Currently we have Doe Quarry Lane closed for a significant resurfacing programme which was very welcome. However, on the diversion routes please can the buses stop on Lidgett Lane and New Street when using the Stagecoach bus heading towards Rotherham.

Also, could there be a stop near The Squirrel/Breck Lane? The resident who has contacted me says the temporary route is leading to residents having to walk much further.

Response - SYMCA

The diversion was only in place 28th July, 2026 and 29th July, 2026 between 09:30 and 14:30. Services 19/19A would observe bus stops on the diversionary route, along Lidgett Lane and New Street.

Response - Stagecoach

Buses should use all stops along the diversionary route during the Doe Quarry Lane closure.

Extra temporary stops would need to be approved and sited by SYMCA but, provided the location was safe and suitable, we would use any additional stops.

Richard Isaacs has submitted his apologies for the meeting but provided the following information:-

1. The hot weather was causing issues with the fleet and infrastructure at the moment.
2. Additional Units

Introduction of Class 350 trains

I'm pleased to share the news that we've received government approval to progress to the next stage of receiving 37 Class 350 units from Porterbrook, to replace the Class 323s – our oldest class of electric trains.

As a government funded train operating company, we must ensure our fleet strategy represents good value for money, and we have been considering available fleets that would work on our network for some time.



The Class 350s are currently being stored at Porterbrook's Long Marston facility.

While performance of the Class 323s has greatly improved, thanks to the brilliant work from the team at Allerton TrainCare Centre, the Class 350s will bring additional benefits to our fleet. They'll offer customers an improved on-board experience, with increased capacity, air conditioning and dedicated cycle spaces.

Prior to entering service, they will also receive £25 million worth of modifications, including improvements for better passenger experience and refreshed interiors. This investment comes directly from Porterbrook and Siemens and is an example of how the Class 350s' introduction will support us to offer better value for the taxpayer.

It's important to note that the introduction of Class 350s will not impact the procurement of our brand-new trains. The new trains programme is ongoing and we'll continue to share updates with you when we have them. However, the Class 350s offer a practical, medium-term response to the operational challenges we would soon expect to see with the Class 323s as they approach end-of-life including increasing difficulty getting replacement parts, heavy maintenance and reduced fleet availability.

It will still be a while before we see the units in action, with the first five trains expected to be introduced late next year but, once available, we expect them to directly replace the Class 323s on their current South Manchester routes.

We'll continue to keep you updated and over the coming weeks we'll be having further discussions with colleagues in engineering, operations, stations and train presentation, to share the next steps as we prepare to welcome the units into our fleet.

This page is intentionally left blank