

## Transport Advisory Group – 6<sup>th</sup> February, 2019

### Questions Submitted

#### **Councillor Sheppard:-**

1. Northern Rail had a commitment to replace all Pacer trains by the end of 2019. Does this commitment still stand as the majority of trains still serving Rotherham Central are the old Pacer models?  
Delayed electrification of some key routes has unfortunately impacted on removal of the pacer trains from the network. The new electric trains cannot be used until electrification is complete and the cascade of the newer diesel engines, to replace the pacers could not take place during 2018 as originally planned. Northern want all pacer trains removed from the network for the end of 2019 on the assumption that electrification is completed.
2. The TramTrain seems to be a great success in its early months. Is there any possibility of an extension to the timetable to bring it in line with Sheffield City Centre in the evenings and also on Sundays?  
There are no current plans to extend the tram-train timetable at this time but continued growth/demand may make this possible in the future. Service X1 and X78 operate late into the evening with links to Rotherham from Sheffield at 23:07 on the X1 and the last bus being 23:25 on the X78. The tram-train takes 24 minutes to get to Rotherham with the X78 only being slightly longer at 28 minutes.

#### **Councillor Cowles:-**

3. We previously asked for smaller vehicles to be used on route 34 around Whiston. Two reasons:-
  - Narrow roads in the village and amount of on street parking making it difficult for larger buses to negotiate.
  - Number of people using the bus, although vital for elderly people, the number of users is insufficient to warrant a larger vehicle.

Initially some smaller vehicles were used on this route but this now to have seems to have ceased, why?

This has previously been responded to. Larger buses are required for certain journeys especially around peak times and school movements. Vehicles, that cost upwards of £200,000, cannot be unused and have to operate throughout the day. Whilst there is a perception that a bigger bus is wider the use of a “smaller” bus would be just as wide. Buses have used Whiston village for many decades and the increase in car use and especially car users travelling via Whiston village to bypass congestion elsewhere is creating the conflict. There are no plans for First to introduce more “smaller” buses into their fleet that could be utilised on this service.

4. Received from a resident today who spoke to Michael Nuttsall of Douth Yorkshire Transport. He has confirmed the 208 will be running along Whiston Worrygoose Lane in both directions from 3rd March, 2019.

I hope you will ensure that lowered kerbs will be put in place that are directly opposite each other to ensure elderly and disabled residents can safely cross Whiston Worrygoose Lane near the Greystone Road junction.

I look forward to hearing when these lowered kerbs will be put into place. I hope they will be there in time for the new bus route commencing.

[This relates to drop kerbs for pedestrians – RMBC to respond.](#)

#### **Councillor Hoddinott:-**

5. When will Councillors get responses to the representations we made during the bus consultation?

[Nathan Broadhead has responded to Cllr Hoddinott on all questions raised. SYPTE have no outstanding responses for Cllr Hoddinott. A publicly available webpage is being finalised that will provide some key details of the consultation and reoccurring themes received in the consultation.](#)

6. Why can we pay contactless on trains and buses but not on trams? This is for all trams not just tram-train.

[Supertram are currently working with a supplier on a solution that would allow contactless payment and SYPTE hope for this to be available to customers in the summer \(2019\) . There is currently no “off the shelf” solution that works for tram. It is easy to provide on buses as they already have hardware, power generation and network \(phone\) connections. The solution used on rail is not suitable for tram conductors for a number of reasons including battery life, charging options and the weight of the equipment.](#)

7. Why don't the staff at Rotherham train station desk get any of the Supertram control information, e.g. about delays or cancellations?

[SYPTE will discuss this with Northern and Supertram to find where there breakdown in communication occurs as information is circulated.](#)

8. What is being done to improve the punctuality of the X1?

[A piece of work commissioned by SYPTE has recently been completed by RMBC to look at congestion/delay hotspots along the Rotherham-Maltby corridor. There are a number of areas where buses are being delayed and affect punctuality. RMBC have also started work on a scheme at Bramley as delays to buses between Hellaby and Wickersley can be significant. The scheme should increase capacity/traffic flow through the junctions at Morrisons, Bramley and Church Lane so that the X1 can have a more consistent journey time/bus speed. Unfortunately the X1 also has to pass through two major motorway junctions that the local authorities have no control over. As an example recent issues at the M1 junction at Meadowhall saw service X1 taking up to 40 minutes to get around Meadowhall due directly to Highways England](#)

not resolving signal problems. This has improved the week beginning 21 January 2019.

**Councillor McNeely:-**

9. Cortonwood Retail Park as a whole is in Rotherham, however, the roads leading to it are in Barnsley so I appreciate that we don't have any jurisdiction in dealing with persistent tailback situations etc. However, is it not possible to apply for external funding to help us to achieve an entrance from the Rotherham side as this would also help to reiterate to the stores that they are in Rotherham as a lot of them believe they are in Barnsley.  
SYPTTE and the local bus companies have requested that access (possibly to Meadowgate or similar) is made available as a bus/cycle only link to allow better access to Cortonwood for local bus services/sustainable travel and therefore make bus an attractive alternative for residents wanting to travel to Cortonwood. However we would have concern with an access road being provided for all vehicles as this is likely to generate significant traffic flows and congestion in the local road network that could impact on local bus services. Improvement is required on Dearne Valley Parkway but this highway network is best placed to deliver large volumes of traffic to this popular destination. SYPTTE continues to work with RMBC, BMBC and Sheffield City Region on plans to improve access for all users, including cars, to Cortonwood.

