

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

**Question 1 – From Councillor Baker-Rogers**

On a recent journey from Rawmarsh to Sheffield by bus and train, I experienced substantial delays and was appalled by the swearing and conversations about inappropriate content on all the buses and trains I travelled on. If we have announcements about not putting feet on seats, and no smoking or vaping, please, can we have one about no swearing and inappropriate conversations?

**Answer:- Northern Rail**

**Train crew regularly patrol our trains and will challenge poor behaviour.**

**In addition, I would draw you attention to BTP guidance and UK Governments Safer Streets**

**BTP**

<https://www.btp.police.uk/cp/crime-prevention/personal-safety-how-to-stay-safe/tips-making-other-people-feel-safer-on-the-streets/>

**UK Governments Safer Streets agenda.**

<https://www.gov.uk/missions/safer-streets>

**Question 2 – From Councillor Baker-Rogers**

The state of the ladies toilets at Rotherham Train Station are appalling. Please, can cleaning be carried out on a regular basis?

**Answer:- Northern Rail**

**The Toilets are regularly cleaned at lunch time and at the end of the day. If the toilets are not in clean and fit state, please report to the Station Team and we will lock out of service until the next scheduled clean. We are currently looking at refurbishing the toilets later this year to improve the offer to our customer.**

**Question 3 – From Councillor Bacon**

I am submitting this on behalf of a local resident who tells me of her experience on the No. 21 bus from Rotherham to Harthill (11th February not long before 16:30), getting off at Swallownest. She tells me the bus was busy as she got on, which meant she stood with her little boy holding onto a bar at the front of the bus. The driver kept letting ever more passengers on to the bus, to the point she was terrified that her child would be crushed. She noted that if the bus had to suddenly brake any standing passengers could have easily fell onto her son. As a result, she had to contemplate leaving the bus and waiting for the next in the rain. This of course would be a gamble as that bus may too be packed. A taxi for her was not on the cards and so she sat her child on the space made for bags and stood in front of him. Her son was crying and said how scared he was; she had to tell her son that he was safe despite being scared herself.

Clearly more buses on this route would be great, but I suspect that is not an option for Stagecoach. Could Stagecoach provide a response on their safety policy to ensure buses are not overcrowded, ensuring the safety of all passengers, including children. Would Stagecoach be willing to review this situation and respond back to the resident to mitigate this from happening again and give assurance to their passenger.

**Answer:- Stagecoach**

The timetable and frequency for service 21 is determined by SYMCA who fund the service. All our buses are certified to carry standing passengers. Drivers record the number of passengers on board and will not overload the vehicle.

**Question 4 – From Councillor Thorp**

Can RMBC apply for funds from CRSTS funding to create safer school routes crossings even if it doesn't include cycle lanes?

**Answer:- RMBC**

Taking this to refer to the major schemes element of CRSTS funding, no.

The only schemes that can be delivered with that funding are those agreed to be entered into the programme with the DfT. Whilst it is possible to reallocate money between those projects, or to withdraw projects, it is not possible to enter new projects into the CRSTS programme. In any event, any scheme would mean meeting the DfT's requirements in respect of provisions for cyclists which would include provision of cycleways where traffic speeds or volumes warrant it.

It would be possible to reallocate the monies from the Local Neighbourhood Complementary Programme part of CRSTS i.e. that used predominantly to fund the Local Neighbourhood and Road Safety and Pedestrian Crossings programmes although this would come at the expense of other local priorities.

**Question 5 – From Councillor Thorp**

If yes for question 1, does it have to be for a specific school or area or could this be used to create active travel for children to walk to school instead of drop off by car outside school and could this include purchasing of land to create a school safe drop off with safe onward active travel to school.

**Answer:- RMBC**

Not applicable in in light of answer to Question 4.

**Question 6 – From Councillor Thorp**

What are the quickest actions we can take to try to make Broom Lane School crossing safer even if it's a temporary fix until a better solution can be found.

**Answer:- RMBC**

RMBC Officers are working with the Neighbourhood Policing Team who are prepared to deploy their team to this location for some limited periods. This may assist in providing some community confidence and a short-term improvement in driving standards.

However, we would both view that police enforcement will not be an effective way to provide a long-term solution to this problem, and we would expect a quick decline in driver standards after police attendance. Driver behaviour is likely to revert once officers are no longer present and a long-term commitment from the Police would only come at the detriment of other policing activity. We would therefore view that a sustained improvement will only be achievable with

**physical intervention. This is under consideration as part of the Neighbourhood Streets element of the CRSTS Broom Road cycleways extension project.**

**Question 7 – From Bob Croxton, Treeton Parish Council**

This is with regard to First Bus No. 73 Sheffield to Rotherham. Since last October this route has become a long convoluted route. Once a month I catch the last bus of the day from Sheffield 23:12 to Treeton 23:58. This journey takes around 50 minutes. 15 minutes in a car/taxi. The timings at this late time of night are too long with the bus making regular long waits to keep to the timetable! I can understand during the daytime when there is a lot of traffic but at this time of night.

**Answer:- First Bus**

**We changed the service pattern for Waverley, Catcliffe, Treeton and Brinsworth areas in September to provide a number of improvements including a 30 minute faster daytime journey to Sheffield, which also extends to Sheffield University (service 95). This also provides a direct link from the AMRC site at Waverley to the main Sheffield University sites at Western Bank and was an aspiration of some transport leaders. Also, a new service 70 was introduced between Sheffield and Meadowhall via Arbourthorne, Richmond, Handsworth, Waverley and Sheffield Business Park connecting many areas with a direct link to employment sites at Waverley and Sheffield Business Park and onwards to Meadowhall. During the evenings and Sundays, the 73 was re-routed to follow a similar route to the new 70 between Sheffield and Waverley before continuing onto Rotherham via the same route of the new 95. This has made the journey longer but by running this way it covers the daytime 70 and the 95 (i.e. two routes with just one). This is a cheaper option for SYMCA who support the 73 during the evenings and Sundays rather than having to support additional evening journeys on service 70 plus service 95. If additional funding was to become available (I believe Section 106 money from the Waverley development has still not been allocated) then it would make more sense to operate the daytime service pattern in the evenings and on Sundays as it would be a simpler message to customers. Without any additional funding it would not be commercially viable for First to commit to this.**

**Question 8 – From Bob Croxton, Treeton Parish Council**

As someone with senior citizen bus pass, it is disappointing that I cannot use the pass after 23:00. There was a time many years ago when the last buses in the evening were very busy with revellers leaving town centres when pubs closed at 22:30/23:00. This is no longer the case with the younger generation getting taxis home and the older generation going home earlier using their passes. Some other areas such as Manchester allow the use of bus passes until midnight. Given the big 50% increase £2.00 to £3.00 Sheffield to Treeton, it hardly encourages bus pass holders to go out by public transport in the evenings. If not allowing free transport after 23:00 what about considering reduced prices for bus pass holders as under 21s have?

**Question 9 – From Bob Croxton, Treeton Parish Council**

I would love to go out to the Peak District early morning, but cannot use my pass until after 09:30. This means I cannot get anywhere until late morning unless I pay £6 for two bus journeys £12 if my partner goes. Therefore I use my car. Consideration for reduced fares before 09:30?

**Answer to Questions 8 and 9:- SYMCA**

Concessionary travel is provided by SYMCA under the Transport Act 2000 (as amended). This requires that travel concessions authorities fund free travel for ENCTS pass holders from 9:30 until 23:00 on weekdays; all times at weekends. Discretionary extensions to this concession can be offered, however these must be funded locally and SYMCA has to make difficult decisions on where to invest its funds in terms of both other possible fares initiatives and the wider support of local bus services. These concessions are reviewed regularly.

In terms of discounted fares for travel outside the standard ENCTS free-travel times, this is something that bus operators can also provide should they wish. It can be raised with them as part of our Enhanced Partnership discussions.

**Question 10 – From Councillor Bennett-Sylvester**

Individuals and groups looking to access Thrybergh Country Park report that they sometimes have difficulty finding the park on public transport in part due to the local stops not naming the Park. Can the stops serving the Park, both east and west bound, have their names changed from Doncaster Road/Carr Lane to Thrybergh Country Park please? Similarly, the Park is not listed on the route map in the interchange - can this be changed please?

**Answer:- SYMCA**

The west bound stop is already called Doncaster Road/Thrybergh Country Park. Regarding the east bound stop, we note the benefit of amending and can look to action a change on this in due course. The park is indicated on our Rotherham Network Map. Clarification is therefore requested please as to where at Rotherham Interchange the information is lacking.

**Question 11 – From Councillor Bennett-Sylvester**

My Ward has a considerable number of Roman Catholic families whose children attend St Bernard's School. They report increasing difficulties for their children having to travel into Rotherham and out again to attend school. They ask if there is the possibility of amending any existing service such as the 116 or 616 to run up Herringthorpe Valley Road at school times to provide a school service?

**Answer:- First Bus**

This is something we could consider and would be best to look at options for the start of the new school year in September. It would be nice to get some numbers of possible students who would use the service. However, we would also need to look at existing customers who are travelling at this time to ensure their current journeys are not inconvenienced. We would not want to divert a journey on the 116 for a few children only for then more people be put off travelling because of the lengthy diversion.