

TRANSPORTATION ADVISORY GROUP
29th July, 2026

Present:- Councillor Williams (in the Chair); The Mayor (Rashid), Councillors Adair, Ahmed, Baggageley, Bennett-Sylvester, Bower, Brent, Currie, Elliott, Garnett, Harper, McKiernan, Rashid, Thorp and Tinsley and Bob Croxton (Treeton Parish Council).

Also present were:-

Lucy Hudson, Head of Transportation Infrastructure, RMBC

Sam Millington, Bus Partnership and Development Manager, SYMCA

Michael Moore, Head of Network, First Group

Adrian Parkinson, Rotherham Community Transport

John Young, Commercial Director, Stagecoach Yorkshire

Apologies for absence were received from Councillors Allen, Clarke, Cusworth, Fisher and Marshall, Richard Isaac (Northern Rail) and Dave Skepper (Stagecoach East Midlands).

66. MINUTES OF THE PREVIOUS MEETING HELD ON 13TH MAY, 2026

Consideration was given to the minutes of the previous meeting held on 13th May, 2026.

Agreed:- That the minutes of the meeting held on 13th May, 2026, be approved as a correct record of proceedings.

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

There were no matters arising.

68. 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 1 from Councillor Tinsley, he asked if it would be possible to consider either a shuttle bus or look at the road layout as there was a layby that potentially could be a turning point for the bus.

Agreed:- (1) That SYMCA/Council consider the above suggestion.

Further to question 4 from Councillor Currie with regard to the No. 139 bus service, it was agreed at the February meeting that a meeting be held with SYMCA and Rotherham Community Transport (RCT) to look at possible ways of connecting the communities particularly for the elderly to access the church and shops.

Adrian Parkinson replied that RCT could look at it as they were already active in the area most days and could consider any requests whether they be on an individual basis or specific times a specific bus was required.

Councillor Currie would speak to the community groups concerned and draw a plan up. He would then contact Adrian to discuss.

Further to question 5 from Parish Councillor Bob Croxton, he emphasised the total lack of consultation regarding the Mill Lane road closure. This has not been helped by the wrong timetables being posted out which had added to the confusion.

The shuttle bus was going through the Waverley estate and not going past where everyone wanted it to go i.e. AMP and Morrisons/Boundary Mill but put it through the Waverley estate where there were no bus stops. The Rotherham bound buses were going the opposite way round the village to the way the normal bus did.

Sam Millington, SYMCA, explained that the Bus Services Team had been made aware of the proposed closures very late in the day. Due to the late notice, consultation had taken place with the local Councillors that arranged a meeting between Andrew Simpton, Richard Turner, Treeton Parish Council and Councillor Baggaley where follow-up points were made. The timetable was changed and reduced to an hourly service from the proposed 30 minute service because it was extended through to Swallownest, Waverley, Woodhouse Mill and Catcliffe.

The service was already registered to run past Morrisons although it was acknowledged that the online information had been incorrect. The service was provided to connect Swallownest and Handsworth for buses through to Sheffield, however, due to resource limitations, the service could not be run all the way through to Sheffield but needed to run the service through to Canklow roundabout. The extra 7 minutes from Canklow to Rotherham made it feasible to run it through to Rotherham Interchange where people could transfer to the TramTrain or other services.

There had been a combination of factors and SYMCA took full responsibility and apologised. Due to changes to SYMCA's internal processes, this had been flagged and the process would be reviewed to ensure it did not happen again.

Bob Croxton stated that the issue would arise in the near future and would be worse as the bridge at Catcliffe was to be replaced and many people walked to Catcliffe to catch a bus to Rotherham and Sheffield. When the bridge was shut there would be no access at all.

There was also a massive problem with road closures. There were traffic lights on Aughton Road, Aston which were delaying buses; Rotherham Road, Swallownest, was about to shut with buses diverting bus down

Main Street; Rotherham Road coming off Retford Road, was now shut and during the rush hour the shuttle buses were running approximately 30 minutes late and there were traffic lights on Long Lane, Treeton.

With an hourly bus service it was causing great difficulties.

Lucy Hudson, RMBC, stated that the Highways Team was in the process of producing a newsletter for the bridge replacement works which would be going out to residents in the area.

Agreed:- (2) That the highway concerns be passed onto Highways Services and Streetworks Team as to how roadworks permits were overseen and how they were all planned.

Further to question 7 from Councillor Thorp, stated that there had been no consultation with local Ward Councillors to discuss the disruption of service.

Sam Millington stated that, 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 had been implemented via Cow Rakes Lane and Greystones Road could not be served directly during the closure.

For those residents unable to access the diverted 21 service on Cow Rakes Lane, there was the option of Community Transport which was a pre-bookable and chargeable service. At the present time, this was the only feasible way to run a full size vehicle on the diversion route.

SYMCA would look at further options such as a shuttle bus between Whiston Village and/or a 12 seater minibus but it would be something that the utility company would have to pick up the cost for.

The issue would be taken back to the new team within SYMCA, however, SYMCA had not been made aware of the proposed works until near the start of the works. It would be looked at further as the works were due to last for some time.

Agreed:- (3) That a member of the Disruptions Teams be invited to attend the next TAG meeting.

69. SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY TRANSPORT - UPDATE

On Demand Service Trial

The new service was to be launched on 30th July at Dinnington.

The On Demand Service would pick up either door-to-door or at local bus stops and you would be able to go through to the transport hubs and local stations including Meadowhall. It would facilitate on demand response transport including Rotherham interchange, Kiveton Park, Kiveton Bridge, Woodhouse, Darnall and Sheffield Business Park.

The service would start next month and run for 12 months.

Agreed:- (1) That the map showing the areas served in the south of the Borough by the trial as well as information on the DRT project be shared with the Group.

Service Changes

A small number of service changes had taken place over the previous weekend:-

Service 3 Rotherham-Ravenfield Common – additional early morning and early evening trip giving an additional 2 hours throughout the day. 06:50 from Ravenfield and a later trip out of Rotherham Interchange to Ravenfield at 20:15.

Service 26 and 26a – small Crystal Peak/Thorp Salvin Service to improve punctuality.

Service 70a – change of operator on the Monday-Saturday evening service from TM Travel to First but almost the same timetable and route.

Service 71 – an additional early morning trip from Harthill through to Sheffield Monday to Saturdays and also Sunday. Also a later evening trip which left Sheffield at 21:05 which ran as far as Swallownest. This followed customer feedback in the Treeton area about the evening service from Sheffield.

Service 226 – minor changes to improve punctuality.

In September there would be 2 minor changes to school services. The 06:20 which served Dinnington High School from Maltby would depart Maltby 5 minutes earlier but arrive at the school at the same time.

Service 664 from Low Valley in Wombwell through to Saint Pius Catholic School – it would be the same route and timetable but the operator would change from LL Travel to Wilfreeda Bee.

Franchising

Franchising was still proceeding with the Rotherham local travel network scheduled to be in September 2028 as part of Tranche 2. Tranche 1 would include Olive Grove and Leger Way Services which included services X1, X2 and X3; those routes would run from either Doncaster or Sheffield.

SYMCA had been made aware of a supplier chain issue last week with regard to the pantographs at Rotherham Interchange. Unfortunately there was no revised time for these works to be completed. Work would still be ongoing with interim disruption throughout August and September. Discussions were ongoing this week with regard to possible contingency. Discussions would take place with Stagecoach as it affected their services. However, there had been confirmation that A1 and A4 could be opened ahead of the work.

Service 114, introduced in April for Monday to Saturday evenings and Sundays, continued to remain in operation providing evening and Sunday connectivity to Herringthorpe and parts of East Dene. This would continue to operate until at least Tranche 1.

In response to a question from Councillor Thorp regarding the Clean Air Zone in Sheffield and Barnsley and age of vehicles, Sam Millington responded that it had not been decided as yet but the plan was for standard Euro 6 vehicles as part of the franchising. There were Euro 6 vehicles on Fitzwilliam Road/A630 corridor due to the Air Quality Management Area and Euro 6/electric vehicles on Broad Street and Rawmarsh Hill. It was work in progress and eventually all of South Yorkshire would be the same.

John Young, Stagecoach, stated that the remaining diesel Fleet at Rawmarsh was all Euro 6 and had been for quite a long time. They were not necessarily new vehicles but all had had upgrades primarily because some of the Rawmarsh fleet operated into Sheffield but also delivered the benefit on Rawmarsh Hill.

Michael Moore, First Group, stated that First buses for Rotherham were Euro 6.

Councillor Thorp cited a particular problem on Service 19A at the weekend which ran up to the hospital. John Young stated that the 19A was run by Stagecoach East Midlands from the Worksop Depot. If Councillor Thorp provided him with the details, John would take the matter up.

Councillor Currie recounted comments from some users of Rotherham Interchange and Meadowhall Interchange with regard to security and the differences between the 2.

Sam Millington stated that it was the same security company for both Interchanges. He would forward the comments to the Customer Services Department of the security company for them to address.

Councillor Bennett-Sylvester asked a question regarding the franchising of the X3 service and the impact on Thrybergh. Would there be publicity with local communities promoting the benefit of it in the run up to

becoming operational. Sam Millington undertook to speak to the Franchising Team to ascertain what information could be currently shared.

Work was to start on the A630 Dalton bus route in October 2026 to January 2027. Was there a plan to manage the congestion it would cause particularly around the Mushroom roundabout during the lead-up to Christmas and was the existing cycle lane on the north side to be reinstated as part of the works?

Sam Millington would ensure the Disruptions Team were aware and feed through the concerns raised.

Agreed:- (2) That Transportation Services and a representative from SYMCA convene a meeting with the local Ward Councillors to discuss the proposed works and provide a briefing.

Bob Croxton, Treeton Parish Council, queried whether the bus stop for the tram would be reinstated once the works on Corporation Street had been completed.

Agreed:- (3) That Lucy Hudson discuss this matter with Lorna Vertigan, Head of Regeneration.

Councillor Baggaley requested a list of services that ran from the depots in Tranche 1. Sam Millington would speak to the Franchising Team to ascertain what could be provided at the present time.

Agreed:- (4) That SYMCA provide a list of the services, that they legally could, that ran from the depots in Tranche 1

Further to a question from Councillor Baggaley regarding the installation of bus stops on the Waverley estate, Sam Millington confirmed that provisional funding from the Section 106 Agreement with Harworth Estates had been secured. The sites had been marked out and was going through the process of installation.

70. BUS OPERATORS - UPDATE

First Group

Michael Moore provided the following update:-

- There was a stable network in Rotherham until franchising and there would be no changes until that time except for some punctuality changes
- Service X6 which ran to and from the motorway services at Catcliffe. This was fully funded by Welcome Break, however, they had reduced their level of funding so as from 30th August the 5 return journeys would be reduced to 3. This was linked to their shift times

- There had been some recent challenges in terms of drivers. In order to support the operation First had brought in drivers from Bradford and Leeds and deployed them into Sheffield
- Punctuality for the current period was up 1.5%

Stagecoach

John Young, Stagecoach, provided the following update:-

- Period 3 had ended on 25th July with performance running at 99.88% of all mileage (period 2 99.88%) with lost mileage of 0.02% (approximately 250 miles)
- Punctuality was 87% (period 2 89%)
- New ticket machines were to be delivered imminently and would be rolled out across all depots including those that would be franchising over the next 12-15 months. They would improve the customer experience as the current machines were life expired and would be multi-purpose doubling up for drivers to perform first use checks on a vehicle in a morning
- Network Stability Agreement in place, which was good news for everyone, between now and franchising
- There were a number of concerns relating to Rotherham Interchange and the views shared about the feeling of safety and security and certainly drivers at Rawmarsh compared Rotherham unfavourably with what they saw and experienced at Doncaster. The closure of stands had caused a number of issues operationally which was challenging for drivers and customer. The lack of toilet facilities on a consistent basis was another problem
- The number of disruptions was increasing and the potential impact of those disruptions was often greater than they used to be probably due to a combination of factors but included increasing traffic volumes and revised safer ways of working for people on site
- Another frustration for bus operators was, having been notified of a disruption/diversion, what actually happened on the ground being different to what had been notified. As had been suggested earlier in the meeting, all agencies needed to work harder to try and get a better system in place to deal with this and notify others as it was one of the blockers to encourage people to use public transport
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- Bus journey speeds were reducing and had been for a long time; if the same level of service was running slower then it meant that additional resources were needed which had the knock-on effect of increasing costs to the operator as well as making it less attractive to the customer

Sam Millington reported that there were some ongoing works at Rotherham Interchange i.e. proposed new security camera system looking at the toilet entrance, installation of a tv screen so members of the public could see they were being recorded and better monitoring of the facilities.

Michael Moore echoed John's comments with regards to highway management.

Agreed:- That a meeting be arranged between the Chair, the Transportation Team (Lucy Hudson), the Highways Team (Richard Jackson), SYMCA (Sam Millington), Stagecoach (John Young) and First Group (Michael Moore) and a representative from the SYMCA Disruption Team and discuss highways management and the effects on bus services.

Rotherham Community Transport

Adrian Parkinson gave the following update:-

- A combination of vacancies and sickness had resulted in a problem with drivers earlier in the year, however, the majority of those drivers had now returned to work. Ongoing driver recruitment continued which was not helped by the changes made with regard to D1 driving licences
- In the 12 months up to end of June, 162,000 passenger journeys had been carried out across all RCT services – a 2.3% increase on the previous year
- Work currently being undertaken with scheduling software providers and in the next month passengers would be able to book journeys online through an online portal
- Passengers could now pay directly on the bus through use of a debit card
- The Gateway Club ran on a Thursday evening 18:00-21:00. There used to be 2 buses – one that covered Dinnington, Maltby, Thrybergh, East Dene and the second covered Wath, Rawmarsh and through into Greasbrough. It was the intention to re-introduce the Dinnington/Maltby round shortly, however, the Wath/Rawmarsh round was a little difficult due to the low number of passengers making it

unfeasible to run. Discussions were to take place with Gateway to ascertain if there were any voluntary drivers willing to drive the bus until such time as passenger numbers increased and made it more feasible for RCT to run the service

- It was acknowledged that the short notice of cancellations had had an impact on some of the Gateway Club clients, however, this was the only evening work RCT had with no other requests for any day of the week; once the passengers were dropped off at 18:00 the driver had to wait until 21:00 for the return journey. Options had been considered in the past for an evening shopper service to Parkgate, however, the majority of RCT's clientele, certainly in winter time, did not want to go out in the evening.
- The development of RCT's services was ongoing

Councillor Ahmed stated that her organisation used RCT and was one of the cheapest services. However, many of the users would struggle to go online to book a journey. They had trained someone to drive a RCT minibus.

The Chair thanked everyone for their contributions.

71. RAILWAY OPERATORS - UPDATE

Richard Isaac, Northern Rail, had submitted his apologies for the meeting but had submitted the following information:-

- The hot weather was causing issues with the fleet and infrastructure
- Government approval had been received to progress to the next stage of receiving 37 x Class 350 units from Porterbrook to replace the Class 323s (Northern Rail's oldest class of electric trains). The Class 350s would bring additional benefits to the fleet offering customers an improved on-board experience, increased capacity, air conditioning and dedicated cycle spaces. They would also receive modifications including improvements for better passenger experience and refreshed interiors
- The introduction of Class 350s would not impact the procurement of brand new trains the programme for which was ongoing. They offered a practical medium term response to the operational challenges you would soon expect to see with the Class 323s as they approached end-of-life
- The first 5 trains were expected to be introduced late 2027 and expected to directly replace the Class 323s on their current South Manchester routes

72. RMBC TRANSPORTATION UNIT - UPDATES

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

Seminar

- A Ward Road Safety Seminar was to be held at 1.00 p.m. on 29th July

Minor Works Programme 2026-27

- The Programme had been agreed
- Work was taking place on the design process and how it could be delivered

Treeton Main Crossroads

- A newsletter was to be produced regarding the bridge replacement
- The working group met every month to discuss the research work and study into Treeton Crossroads and being very clear about what the problem in the area was and potential ideas to mitigate that in the future

Fleet Street Bridge

- The Service had been invited to submit a more detailed bid although it was understood from the DfT that there had been a lot of interest in the funding
- Additional support had been provided by the DfT to write the bid as it was recognised that some councils had very small teams/resources. There was also access to a review team who provide pointers on what to include to create the strongest bid possible

Consultations

- The 4 consultations – Rotherham East/Fitzwilliam Road, Broom Road/Wickersley Road, A6022 Proposed Improvements and A633 Broad Street – had all closed
- Results and the implications of the consultations were now being reviewed to consider the way forward

Councillor Thorp reported that he was to hand in a petition the following day, containing in excess of 3,000 Borough-wide signatures, requesting that the Broom Road/Wickersley Road scheme be dropped completely or at least changed to road safety rather than cycle lanes. The petition would be submitted to the September Council meeting and it was hoped that no decision would be made prior to that meeting.

The Chair confirmed that the Service was now working its way through all the results/feedback of all 4 consultations. They would all be analysed and options drawn up based on the consultations to enable informed decisions to be made. However, there were timeline pressures with regard to the use of the funding; if a different decision was to be made it

needed to be made sooner rather than later due to the implications of possibly not using/all the funding.

73. ANY OTHER BUSINESS

There was no other business for consideration.