

Questions to Transport Advisory Group
11th February, 2026

Question 1 – From Councillor Thorp

Why can't a bus be diverted off Bawtry Rd when heading to Rotherham, turn left down Worrygoose Lane, turn right down Cow Rakes Lane then along High Street, turn right onto Pleasley Rd, back up to Moorgate crossroads and back onto its route and the opposite on its return. This has been a bus route before so it still has its bus stops in position. This route heads through the heart of Whiston which has a population of approximately 5,000 people but buses only skirt the outer roads of Whiston. Since it was withdrawn, the people who live in the centre Whiston has meant people who need or want to use public transport must walk to the extremities of Whiston to catch one or, most likely since its hilly, take a car.

Question 2 – From Councillor Thorp

The bus service into the estate off Herringthorpe Valley Road, No. 114, runs for 12.5 hours with a total of 13 services per day. The problem is this is a very steep route out of the estate; would it be possible to run buses after 18.00 from Rotherham so people do not have to use their own transport and no Sunday service at all.

Question 3 – From Councillor Bennett-Sylvester

My experience, if travelling from Thrybergh with my wife in between and to Rotherham hospital, town centre and since the new road opened, Parkgate, is that 90% of the time it is more convenient and less expensive to get an Uber than travel by bus.

Whilst there has been an emphasis on the cost of longer journeys with the £3 cap, has any work been done at looking at lowering the price of short journeys or using tools like dynamic pricing to offer lower priced short local off-peak bus travel?