Consultation responses for service 32 proposed changes in Sheffield

Response ID | Preferred Option | General feedback
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13 | Option 1 | Yet again residents of Fosshill and Parson Cross are set to lose out on bus services. Every time there is a consultation buses in the poorer parts of Sheffield take a hit. How about giving these areas a service like Crookes Lodge Moor and Ecclesfield. If we had the level of service buses would be used in these areas. However because the area comprises of mainly elderly and young families these areas don’t get a fair deal because presumably they aren’t profitable. Then every time there is a review these areas lose out. Just leave the service as it is.

18 | Option 2 | It would be even better to have considered Fosshill services in the round. 50/51, 86, 86D, 86C and 32. The 86C is a dreadful service (round the houses, non-clockface-timings), neither 30 or 135 going into town on Sunday. The 32 and 50D could be combined?

19 | Option 1 | So current users of 32 are no longer wanted in the centre of Sheffield by terminating and leaving from a shortened route in the centre and making school children walk through town to the Bus Station, not very safe at all.

21 | Option 1 | I leave the service as it is. Elderly and disabled will find it a struggle to walk from the bottom of the moor to Angel street. I am registered disabled and work in the council. I catch this bus from my home to work every day and back again. If this bus was to change, it would affect my job. I’ve changed my working hours numerous of times to suit the bus service. I can no longer do this. Leave the services alone.

22 | Option 1 | I use this every morning and evening travelling to centre to work. I currently have to walk from Arundel Gate to Moorfoot council offices and back to Arundel Gate each evening to catch it. That said it is very reliable and much quicker than going home via Penistone Road! If the route was changed I would have to walk both ways than I do at present.

23 | Option 1 | I don’t understand the logic of serving a wider area outside of town, to bring people into town. If the bus only serves one area of town which is quite a way away from the shops. People won’t use the bus if it doesn’t take them to the places they need to get in to town. People will use other buses (such as 83, 86, 96, 98, 130).

24 | Option 1 | Please do not change the route. It works perfectly fine as it is, why fix what isn’t broken. A lot of the regular passengers on this route rely on the service as the majority of work is in the centre of town and down in The Moor. You will be affecting a lot of people’s day to day work lives just to accommodate the odd persons shopping experience. There are a number of routes, 20, 83, 86 etc that accommodate such places as Ascot etc. Please do not change! We have had far too many changes on this route and just when the route gets settled, you change it again! Please leave it alone.

25 | Option 1 | I catch the 32 everyday to take the kids to school. We get on at Fosshill Road and get off at Longley Ave West (Shrives2). The bus used to service Fosshill Crescent before but this stopped. I would prefer it to come back into Fosshill Crescent. has this makes it easier to get the kids to school. (see Use on Fosshill Crescent outside the bus Turning circle)

27 | Option 1 | I use this service everyday to get to and from work, it’s quick and reliable, the only thing I would improve is more buses instead of one every hour

31 | Option 1 | I use this service every 15 minutes to go into town.

33 | Option 1 | I only thing that should change is to stop going into Kibworth

34 | Option 1 | I need it to stay the same because it leads me to the interchange so I can get a bus there to get to school.

35 | Option 1 | My daughter needs to get to the interchange to get a bus from there to go to school.

40 | Option 1 | The current route provides a valuable service to workers, shoppers and students. Without the last section, through Pond street, a lot of people, including myself, would have to walk a fair distance to complete our journey. Convenient alternatives are few and far between and to lose this section of the journey would prove particularly difficult for me due to long standing mobility issues.

41 | Option 1 | We’ve already had enough disruption to the service in this area

42 | Option 2 | I need it to stay the same because it leads me to the interchange so I can get a bus there to get to school.

43 | Option 1 | My daughter needs to get to the interchange to get a bus from there to go to school.

46 | Option 1 | This bus is my source of transport to work everyday. I catch the bus on Fosshill Road and it’s totally going to cut my part of the route out, I’m not the only one who catches it there so this will missed by a few working people.

48 | Option 1 | I use this service everyday to get to and from work, it’s quick and reliable, the only thing I would improve is more buses instead of one every hour

49 | Option 1 | I would be unable to walk up and down Angel Street to reach the part of the city centre (Forge etc) due to health issues, and I do not have the money to pay for a taxi, so this would restrict my travel. I find the current timetable and route extremely convenient.

50 | Option 2 | I catch the 32 everyday to take the kids to school. We get on at Fosshill Road and get off at Longley Ave West (Shrives2). The bus used to service Fosshill Crescent before but this stopped. I would prefer it to come back into Fosshill Crescent. has this makes it easier to get the kids to school. (see Use on Fosshill Crescent outside the bus Turning circle)

51 | Option 1 | If you go ahead with the new changes I will have to use 2 buses to and from work which makes my working day longer. Plus I know a lot of passengers who use the moor down the moor some of them can’t walk that far. Why is it when changes come around it is always this service is look at. Why play with something that is not broken.

53 | Option 1 | [Removed for GDPR]

54 | Option 1 | There are many other buses on the proposed route 2 so why change a good bus route. The connection in Angel Gate and interchange is important for many people travelling and shopping. Another upheaval in the bus service is unnecessary

58 | Option 1 | I am optioning for Option 2, to leave the service as it is presently if nothing can be done to allow us in the shrives2 area enjoy a better service than it is currently. Taking a longer route option would make life more difficult as we presently have very limited options to bus other bus services. My 8 year old walks for over 25minutes every morning to catch a bus to school and he finds this very tiring. We do not want to experience a more delayed service thank we currently do. Thanks you it would be great if adjustments in the nearest future looks into providing us buses that runs twice within the hour at least. Thanks

59 | Option 1 | People in Shrives2 want to go to the moor for shopping. Fosshill and Fosshill have other buses we only have the 32. make our route shorter rather than longer

62 | Option 1 | I catch the bus at denensow house on Arundel Gate and get off at the bottom of Fosshill road so if the route changes then I wouldn’t be able to catch it

63 | Option 1 | I am not able to get to school on time.

66 | Option 2 | Prefer original route as P2. To serve Longley Estate better for elderly to access NGR, Aida and Fosshill Surgery.

67 | Option 1 | I use this service every 15 minutes to go into town.

69 | Option 1 | I prefer it to stay the same because it is presently if nothing can be done to allow us in the shrives2 area enjoy a better service than it is currently. Taking a longer route option would make life more difficult as we presently have very limited options to bus other bus services. My 8 year old walks for over 25minutes every morning to catch a bus to school and he finds this very tiring. We do not want to experience a more delayed service thank we currently do. Thanks you it would be great if adjustments in the nearest future looks into providing us buses that runs twice within the hour at least.

72 | Option 1 | Use on Fosshill Crescent outside the bus Turning circle

76 | Option 1 | This service works for many people and doesn’t need changing
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Response ID | Preferred Option | General Feedback
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77 | Option 2 | I catch the 32 bus to work everyonday from shirecliffe, and the last bus home in the evening at Charles Street. If the proposed changes go ahead I will no longer be able to continue using this service as I would not make it to angel street in time, and would have to rely on another bus route adding an extra 40 minutes to my travel time.

80 | Option 1 | This service is essential for me.

83 | Option 1 | I feel removing the service from the interchange and Arundel Gate is not acceptable and would prefer the route as it is.

84 | Option 1 | The route is fine as it is, serves a decent area/route, useful for older people wanting to get to local shops/areas and serves Foxhill well as it, as Cowper Avenue does not currently have any other services, where as Wilcox Road has 86 and 135.

85 | Option 1 | The route the 32 to take the way it is when it's on time everyone relies on the 32 on coxhill road and kilner way me me self and other passenagers gets the bus every day.

86 | Option 1 | I would like the 32 to stay the same route but to go to the bottom off the moor like it did before 32 is a handy little bus for all the passages what gets it.

90 | Option 1 | The consultation map is so badly put together that it's almost impossible to work out where the new route would actually go – a separate map for each of the old route and new route with road names marked on would have been more helpful.

91 | Option 1 | I think option 1 is a better idea as making changes will lead to chaos. I only get this bus because it drops me near to moor or Arundel Gate. And I know so many other people who also get that bus because of that, specially elderly people. I think you should also take them into consideration when making this crucial decision. Customers are the one who are keeping this bus going and if you change the route of Arundel Gate there won't be enough customers surely and it will be a big loss for everyone.

92 | Option 1 | I would prefer the bus to still go to pond st & back on Arundel gate so we can access the shops on the Moor easier

93 | Option 1 | The consultation map is so badly put together that it's almost impossible to work out where the new route would actually go – a separate map for each of the old route and new route with road names marked on would have been more helpful.

94 | Option 1 | I think this service is great the way it is, it has improved a lot since it was the replacement for the P2/92 it should stay the way it is as it is hardly ever late.

95 | Option 1 | Changes to town centre route would mean it would not go as far as bus interchange nor Midland station which would not suit us.

96 | Option 2 | I've always used this bus for a long time, I'd prefer the route to stay as it is already.

97 | Option 1 | This route from the start didn't need changing and I am going back when the P1/2 Were in service it didn't need a new route this service has always been the shuttle bus around person cross and I dont think it should have been extended to the city centre as it is more often than not late so changing it may make it worse but thats just one persons opinion.

98 | Option 1 | As a disabled person [Removed for GDPR] I regularly catch the 32 to: a) Kilned Way for intermittent shopping and socialising at COSTA, b) bottom of Fox Hill Road for midweek meetings at Christ Church, and c) ASDA for shopping. I also catch the bus [Removed for GDPR] to town several times per week to get to court [Removed for GDPR]. Not to have service run along Coxsol Road would severely interfere with my ability to do these things, as crossing the road to catch a bus, or walking a few yards is a lot easier than walking the quarter mile to Hollfax Road to catch the service 7 or 8 in either direction, particularly when my ankle and knee are painful. Further, speaking to pensioners from the Binsted area who do not have access to this online consultation, the removal of this service from Coxsol Road would make them virtual prisoners. I do hope sense will prevail and the service via Coxsol Road will remain. [Removed for GDPR]

99 | Option 1 | Just a waste of time going on Kilner way

100 | Option 1 | My family use the service between shirecliffe and town centre or interchange for a convenient connection. It is also easily accessible from Arundel gate and provides easy walking access to the moor market as the only bus from this area that does.

103 | Option 1 | I regularly catch the 32 to: a) Kilned Way for intermittent shopping and socialising at COSTA, b) bottom of Fox Hill Road for midweek meetings at Christ Church, and c) ASDA for shopping. I also catch the bus to town several times per week to get to court.

104 | Option 1 | We get on and off the bus on Holgate Crescent, my husband relies on this bus to get about due to his disability and cannot walk well.

106 | Option 1 | We get on/off the bus on Holgate Crescent my husband relies on this bus to get about due to his disability.

107 | Option 1 | I've always used this bus for a long time, I'd prefer the route to stay as it is already.

108 | Option 2 | Removing the start and finish from the interchange is a good idea as few passengers start and alight their journeys here. Perhaps peak time timing points could be looked at for reliability purposes during the week.

109 | Option 1 | I do not think the changes go far enough. Instead of going along the Wicker and up Burngreave Road why not carry on down Sincil Hill, through West Bar, along Penistone Road and up Rutland Road to join the existing route. Surely there are more than enough buses service Burngreave Road while not one single bus services Rutland Road.

110 | Option 2 | I believe that it would be prudent to run the 32 up Rutland road as there are sufficient services running up through Burngreave and pentmoor road areas. Whereas Rutland road has none it would help local businesses and the people living on the road like myself if not the 32 then another bus must be considered to run up Rutland road.

111 | Option 1 | After the debacle of the bus changes in a previous November the route serving the City to Shirecliffe was altered to include Foxhill. This change also made the bus go to the new market. This was then outdated to the start of Arundel Gate due to what i presume was insufficient modelling to check the timetable would work and ensure that the bus would be punctual. All this and now you want to stop the bus going anywhere near the new market. This would be a blatant reversal on all that was said and when the changes were initially implemented for all services using the City Centre. If people want a bus to serve Foxhill then you should make sure it will drop them off somewhere in central Sheffield and close to the market which does not mean Angel Street. A large percentage of people using this service rely on the Arundel Gate stops for shopping and work. Do not presume they have to ability to walk everywhere. This is a typical example of the new organisation between the council and bus companies working against what is working for the majority using a bus route.

112 | Option 1 | The 32 should go up Rutland Road. There are currently no services on that road and it needs at least one. People struggle walking up, laden with heavy bags after shopping at Tesco on Foxhill Road. There are businesses with employees without transport who have to trudge up the hill. It is one of the steepest roads in Sheffield, yet there is no public transport. The regeneration of the Newperrn/Woodside area needs public transport for it to flourish.