

Consultation responses for service M17 proposed changes in Sheffield

Response ID	Preferred Option	General feedback
21	Option 3	
24	Option 3	This service should serve Chancet Wood as there is no bus service from Chancet Wood to Jordanthorpe Health Centre
27	Option 3	
29	Option 1	
30	Option 1	Strong preference for option 1 as the other two would reduce the frequency of service in Dore, Totley & Bradway.
31	Option 1	In the consultation for the closure of the Old School Medical Centre in Greenhill, which people from Bradway attend and easily reach on bus 25, we were told we could get to the new medical centre in Jordanthorpe using the M17. Most of the proposed changes will make it difficult to access the relocated surgery. I would also suggest the most well used section is Bradway to Dore, especially around the Greenoakes estate and Totley shops. The changes don't address the desire of a bus link to Dore & Totley station. Links to Meadowhead are already provided by the frequent 24/25, Chancet Wood estate already has a regular bus service that is little used.
32	Option 1	Any increase in time and the frequency of this service is unacceptable. With the move of the Doctors practice from Greenhill to Jordanthorpe, the residents of Bradway will be disproportionately disadvantaged and may have to catch a bus up to three hours ahead of an appointment if the other options are taken up. This would also be the case for any Bradway residents using the doctors practices in Totley. Totally unacceptable
33	Option 1	I would suggest an increased service (every 30 mins) and a earlier starting (7am) and later ending (8pm) service
34	Option 1	
35	Option 1	I am a regular user of this service from my home to both Dore village and the new retail park. I have no objection to the route being extended, but don't like the idea of it becoming less frequent. It only operates for 8 hours a day already, if frequency drops to just 4 buses a day then it is no longer a 'service'.
36	Option 1	
37	Option 1	The service is very reliable, please make minimal changes.
38	Option 1	Option 2 means crossing Greenhill Avenue - a very busy main route into & out of Sheffield - and then turning right onto Meadowhead - another extremely busy road. When I signed a petition for re-routing the M17, it was hoped that it would serve the proposed GP practice in Jordanthorpe rather than the Retail Park, and that it would run more frequently, not less often,
39	Option 3	
40	Option 3	I've emailed you a suggestion which is an improvement on Option 4. [Removed for GDPR] I know where passengers go to and from and how long they need to be at those places.
41	Option 1	
42	Option 2	
43	Option 1	I use the service occasionally from Bradway to Dore and the 25 more frequently to Meadowhead and the City Centre. A two hourly service for the former is not useful and Chancet Wood is really extending the journey.
44	Option 1	
45	Option 3	
46	Option 3	
47	Option 3	Would suit older people to get to meadowhead and jordanthorpe doctors surgery
48	Option 1	
49	Option 3	This would be one way of providing a long term viable service to Chancet Wood, which commercial operators have struggled to serve being an out-of-the-way cul-de-sac.
50	Option 1	I'd rather stick with the current service, but any change should help us all - including Lowedges people - to get to the re-positioned surgery, and not focus on the shopping centre.
56	Option 1	
57	Option 1	Option 1 continues a clock face timetable at hourly intervals offering a realistic opportunity for a Bradway resident to book a doctor's appointment at Jordanthorpe (assuming our doctors move there)and be back home within 2 hours, 3 hours maximum. Similarly for anyone wanting to get to Totley and Dore, in my case for dentists. Option 2 reduces the frequency by meandering through more streets. Option 3 reduces the frequency between Dore and Greenhill by half. 2 hourly is totally unacceptable I say these things as one who can currently drive, but is of an age when that may not be possible for much longer. I'm also fit enough to walk a quarter of a mile uphill to my nearest bus stop, and even to and from the new St James Retail Park. However, it seems that taxis are going to be what I must plan for.
59	Option 1	The service is my daughters only means on transport back from school! [Removed for GDPR]
60	Option 1	
61	Option 1	
62	Option 1	
63	Option 1	
64	Option 1	

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65	Option 1	Any action that decreases frequency at a time when there is a significant change to local medical services is to be deplored., With an ageing population in Bradway many of whom use bus services to get to the Greenhill Old School Practice when that moves they will be at the mercy of what ever service may be available on M17 route. Once move takes place usage will be seen to increase.
67	Option 1	This would be more useful to us but I appreciate not for everyone!
68	Option 2	
69	Option 1	
70	Option 1	
71	Option 1	
72	Option 1	
73	Option 1	
75	Option 2	
76	Option 2	Option 3 is worst option, not only does it reduce the service from Dore to 2hrly but will also take those people a much longer time to make the journey.
77	Option 1	Better to keep standard hourly bus
82	Option 1	This bus should be more frequent anyway. Children use this service to get too and from meadowhead school. It starts late and finishes early. There are enough buses that go to jordonthorpe and greenhill. There are no buses from meadowhead that go straight to Dore. If u want to catch an 81 u have to go all way to town.
83	Option 1	
86	Option 1	Improve frequency between main places with reduced service to Dore.
90	Option 1	The bus service between Bradway and Totley is often the only service users are able to access, whilst the areas of jordanthorpe and low edges have a number of other services and facilities (retail and others) available to them.
92	Option 2	If the short Jordanthorpe - Chancet Wood trips are run, then I don't see the need for Dore - Jordanthorpe services to go via Chancet Wood. A 90 minute frequency should then be possible on each route, or, Dore - Jordanthorpe services could run via Lowedges Road & Gervase Road as they used to do.
96	Option 1	
97	Option 3	[Removed for GDPR] the graves trust homes (for the over 60's) on Greenhill Avenue. There are NO buses that serve that part of Greenhill Ave. it is a 10-15 minute walk for a bus. I thought with the opening of St James retail park this would have been looked into. It seems ridiculous to me that housing for the over 60's has no access to a bus service that passes their homes. As you get older public transport becomes a lifeline to be able to shop, doctors etc. I sincerely hope the outcome to this consultation will be a positive one for [Removed for GDPR] residents and myself.
98	Option 1	I feel a reduction in the frequency below once per hour is unacceptable. I would though like the route to be changed on the Dore end to directly serve the train station (turn around in the car park)? Maybe by adding a second bus to the route this along with option 3 could be worth while to maintain the hourly frequency.
99	Option 1	I mainly use the Dore and Totley end of the route and much appreciate it. It is normally very reliable with helpful drivers.
100	Option 1	
101	Option 1	
102	Option 1	Route 2 and 3 changes involve a reduction to Bradway -Dore. Very poor- approximately every 2 hours. We live in Bradway and go to Meadowgreen surgery so for us to go to Jordanthorpe surgery will be difficult, as will visiting relatives in Totley.
103	Option 1	
104	Option 2	This will allow me to get to my doctors surgery when they move.
105	Option 1	
109	Option 1	The service is absolutely perfect as it is with no changes. However if any of those options need to be chosen then Option 1 is the least disruptive to residents living in and between Dore-Totley and Bradway. These areas have fewer buses serving them anyway. The other areas mentioned in the other 2 Options have plenty of buses serving them without the M17 extending to them!!!! Please don't make our valuable M17 service any less frequent than it is in Dore, Totley and Bradway
110	Option 1	As a very frequent user of this bus reducing frequency in any way would potentially be disruptive. I would request that if option 1 is not chosen in the end, that the times of the first and last buses to and from Dore and Bradway do not alter.
111	Option 2	A slight advantage if bus served Meadowhead. Do not want a reduction in frequency between Dore and Bradway if it can be avoided. Re-routing via Chancet Wood is of no use to us.
112	Option 1	Any reduction in frequency of services is to be deplored. There are a great many disabled and infirm people who currently rely upon this service to both get to local services and access the wider bus network. An hourly service is the minimum level of service appropriate to allow the elderly and disabled to maintain independence. Reductions will increase isolation - with all the implications for demands on health and social support this entails - in these vulnerable groups.

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113	Option 2	
114	Option 1	
115	Option 1	
116	Option 1	
117	Option 1	<p>The hourly 'clock-face' timetable is well known and easy to remember. Irregular intervals between services will be very confusing for regular passengers, many of whom (where I live) are elderly and plan their days around the M17 timetable. A 2 hourly service would be totally unacceptable, while a move from a 'clock-face' timetable to odd intervals will confuse many people. In particular, on the many areas along the route which are 'hail-and-ride', don't have bus stops and where residents will probably be completely unaware of TSY's proposed changes. The M17 is a lifeline to the many elderly residents in Totley, Bradway and Dore. Reducing service to every 2 hours (as proposed in option 3) would produce an outcry, with people unable to get to and from GP surgeries, dental practices, Totley Library (which is now the community hub), shops and so on. Pensioners would then rely on waiting for expensive taxis, rather than free subsidised buses. Personally I rely on the M17 to and from National Express coach services on Chesterfield Road South. This would be absolutely impossible with option 3, and much trickier with option 2. (N.B. TSY should advertise those stops as being coach stops with NX coach timetables as many other transport authorities do!) A better way of serving Chancet Wood would be an extension of service 19 from Chancet Wood to the Batemoor/Jordanthorpe loop, with a stop at St James. Perhaps a consolidation of the route of service 19 with 18a, which serves St James (albeit rarely) could be investigated, along with route 18? This way the regular hourly timetables for both M17 and 19 can be retained (along with route numbers!), with all residents across south Sheffield gaining access to St James via a regular bus service.</p>
118	Option 1	Elderly people in Totley and Bradway rely on M17 to get to Shops, Doctors and Totley library. It should be kept as an hourly service and extending it to St. James retail outlet would be an asset.
119	Option 1	I use the M17 frequently. Although I understand that other people might like the changes running it every two hours would be no good for me personally. People use it as a bus for short trips to the shops etc. If I had to wait too long with shopping I wouldn't use it.
120	Option 1	Please do not reduce the M17 bus service. People rely on this service to get to local shops, doctors, dentists and encourages people to continue to use local independent business. Great idea to incorporate St. James Retail back as an add on. Also encourages people to use public transport rather than relying on cars (thinking about reduction in emissions) so better environmentally.
121	Option 1	
122	Option 1	
123	Option 1	Many elderly people use the M17 service. The best option is number 1 because an hourly service is preferable to a 2 hourly one.
125	Option 2	
126	Option 1	we need an hourly service from Bradway to new doctors surgery
127	Option 1	
128	Option 1	
129	Option 1	
130	Option 1	
131	Option 1	If any other than Option ! the reduction in service would inconvenience more people than it would help.
133	Option 2	
134	Option 1	This would be a useful addition to the current route.
135	Option 1	As a user in Bradway, it's important to me that the hourly service frequency is maintained - it makes it easy to remember when the bus runs, and a lesser frequency would mean more waiting around for a return journey
136	Option 1	I'd rather keep the frequency than add in extra destinations
137	Option 1	Reducing the frequency to less than one bus per hour is not useful.
138	Option 1	I think that it is important to retain an hourly service because many older people depend on M17 for Dr's appointments, local shopping, library, etc. Option 1 providing transport to St James Retail Park will be an added bonus for many older people.
139	Option 1	Would prefer the frequency to remain hourly
140	Option 1	
141	Option 1	If the bus service is every two hours, getting to a G.P. appointment would mean a very long wait somewhere.
142	Option 1	The potential delays serving a larger area will make the service totally impractical especially when a bus every two hours is being proposed.
143	Option 1	
144	Option 1	
145	Option 1	
146	Option 1	Need the Bradway to Dore service not to reduce to more than one an hour

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147	Option 1	Option 1 is an improvement as it takes in the St Jame's Retail Park, however the timetable is tight and only works at present because so few stop the bus. Options 2 and 3 reduce the usefulness of the route in Dore, Totley and Bradway to the point that even fewer would use it. The forthcoming move of the Meadowgreen doctors practice to Jordanthorpe will make this route vital for many older patients. Any reduction in the frequency of the service is the opposite of what is needed.
149	Option 1	This selection of choices is almost insulting, suggesting a reduction of services to Dore, Totley and Bradway is typically short sighted. The frequency should be increased, starting earlier and finishing later to assist commuters and school children.
150	Option 1	I like some of the other option also but if you are going to reduce the frequency what's the point!
151	Option 1	I think restricting the service to Dore, Totley and Bradway to every 2 hours is to long
152	Option 2	
153	Option 1	If you reroute to provide service to Dore and Totley Station via Twentywell Lane you would help relieve the grossly undersized car parking facilities at the station.
154	Option 1	
160	Option 1	
161	Option 1	Why should done,totley route be reduced it is a valuable service to people for shopping etc.grenhill,jordanrhope have abundance of bus services already
162		Why cannot there be 2 Vehicles ? Why cannot " Transport 17 " vehicle operation be in Dore / Totley / Bradway be extended into Low Edges ? Why cannot Sheffield Community Transport cover a 2 vehicle cotracton on M117 ?
163	Option 1	Why mess with what is a great bus service.
164	Option 1	
165		All of the options are bad. All of them are a reduction to the current service. More thought needs to be put in. All of these changes will make the service less used. You need to start listening to what people want.
166	Option 1	
167	Option 1	Retail park access would be a handy fantastic addition
168	Option 3	Run like any other bus all day
169	Option 3	I think the 3rd route will be better has included and area of meadowhead that is cut off but I think there should be 2 buses running so they can be more frequent has there will be more people using it with st james reatail park.
170	Option 1	Option 1 appears to be a sensible solution and gives both residents and company access to more facilities, passengers and the new Doctors surgery.
175	Option 1	Please do not reduce services to dore/totley as we are reliant on this bus for school run and this would be very hard to cope with with 2 kids
176	Option 1	
178	Option 1	Reducing frequency of buses between Dore & Bradway would be unhelpful.
179	Option 1	
181	Option 1	It is very important that Dore Station be included in a route and that the service runs at commuter times
182	Option 1	
183	Option 1	I still wish the service went through Lowedges. I am one of the few paying customers who regularly travel between Totley Rise and Lowedges and/or Jordanthorpe. A 2 hourly service would be disastrous for me getting to and from work.
185	Option 2	
186	Option 1	
187	Option 1	I have used the M17 a few times from Dore but the service needs to become more frequent and offer journeys over a longer part of the day to be useful to the general population. There also needs to be a regular bus route connecting both Dore and Greenhill to the station at Dore and Totley. Can this not also be achieved by rerouting the M17? The number of cars parked poorly around the station is becoming a major hazard.
188	Option 1	I'm not sure how much use this service gets used for children who live in Totley but attend meadowhead school as my daughter does due to no places available at King Ecgberts. As the service doesn't start until later I currently drop her off at meadowhead in the morning then return to Totley to take my younger child to Totley primary before going to work not ideal but there's no other option. She does however manage to catch the 3:20pm bus home which is a great help even though she actually finishes school at 2:45pm. It would be a great shame if the 3:20pm bus was one that was cut out or even made later. I understand however their may not be a greater need for this service than that for my daughter. I think expanding the service to reach the retail park and leisure centre would be beneficial to a lot of people however it seems a shame it would create a less regular service overall. I'm not sure of the requirement of the service in Greenhill and Chancet Wood as I don't know what other buses are available in those areas.
189	Option 1	Start buses earlier and finish later in the evening please.
191	Option 1	
192	Option 1	To add to at James is a good thing. A 2 hourly service is too infrequently to encourage use of public transport.

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193	Option 1	
194	Option 1	
195	Option 1	
197	Option 2	
198	Option 1	<p>Many people rely on the M17 service and I myself have used this service for the past 5 years. I have often found at times that even one route every hour has been difficult so to increase this to one every 2 hours would have a major effect on all those that use the service. I have often dreaded for the past few years that this announcement would be made and it saddens me that this day is finally here. So many elderly & people with mobility issues use this transport and often to help connect them to transport services that can take them into the city centre and it is thanks to the reliability of the M17 hourly buses that they can do this. The hourly schedule benefits secondary school children (especially those from Meadowhead & King Egberts) as it enables them to get this bus once they're done at school. I myself have used the following times of the M17 bus for the past 3 years: 10AM, 12:29PM, 1:00PM, 1:29PM and 3:29PM and they have helped me throughout my own school years and working within the local areas now as an adult, switching to each different location of my work. Please do not increase the waiting times for the M17 bus.</p>
199	Option 1	<p>The M17 is a lifeline for specific travellers in the Dore and Totley area. The extension to retail park would allow those with physical, psychological and social additional needs access to a range of services. It could, by working with the Age Concern wellbeing project alleviate loneliness and social isolation problems. By giving direct access to a cheap supermarket (Aldi) assist residents on fixed, low incomes. Additionally with social prescription being part of NHS people with range of health issues could benefit from access to the gym. The need for a bus service which gives ease of access to a range of services and activities is essential. The M17 route is often used by older residents as an access to the 97,98, 218 and 25 bus services. Totley has a significant population of older adults and people with a variety of complex needs. There are limited immediate resources in the area and the existing bus service is poor. To reduce the M17 service would have detrimental effects by increasing isolation and financial hardship. The M17 service needs to be seen as a Public Health issue and decision reached on objective needs of the population.</p>
200	Option 1	<p>Bradway residents require M17 service to be extended to include Jordonthorpe Medical centre, plus St Paul's retail centre, but to keep regularity close to 1 hourly. That is why Options 2 and 3 are not viable.</p>
202	Option 1	<p>The other routes will take far too long unless you will include more buses</p>
203	Option 1	<p>The service needs to be a regular hourly frequency otherwise people will not know when to catch it</p>
204	Option 1	<p>My wife and I live at Bradway and we use the M17 to visit our Doctor at Totley, timing our appointments to coincide with the hourly M17. We also, at least once a month go walking in Derbyshire and use the M17 to Dore, walk to Dore Moor inn and connect with Service 272 to Castleton. We would hope that any alterations to the service would not stop us being able to do this. Accessing St James Retail Park is an excellent idea.</p>
205	Option 1	
206	Option 1	
207	Option 1	
208	Option 1	
209	Option 1	<p>Please retain frequency between Dore and Totley.</p>
212	Option 1	<p>it would be good if it ran the same time as midweek instead of finishing early on a Saturday and would be good if it ran on a Sunday</p>
213	Option 1	<p>the M17 route could do with being more often to accommodate the doctors surgery when it moves to Jourdanthorpe</p>
214	Option 1	<p>Think you should put the M17 back on to Loweges more people will use it</p>
215	Option 1	<p>I think running along the B6054 is fairest to people on both sides of the route.</p>
216	Option 1	
217	Option 1	<p>This service needs a radical review to restore a missing link in other services between Bradway & Totley/Dore.</p>
218	Option 1	
219	Option 1	
220	Option 3	<p>Although the service to Dore will be reduced to 2 hourly, passengers can use alternative routes to access these areas and I think this will be the best use of limited resources</p>
221	Option 1	<p>Option 1 would best serve the needs of infirm, older Totley residents without their own transport who use the M17 to get from the Green Oak Road area to Baslow Road shops, including the two doctors surgeries and chemists. The present hourly schedule is just about OK. Options 2 and 3 with a less frequent service would disadvantage these older people.</p>
222	Option 1	<p>This is partly brought about to serve the Meadowgreen Health Centre when it moves to Jourdanthorpe. The centre also serves Bradway and therefore it seems perverse to reduce the frequency of the service to Bradway.</p>

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223	Option 1	Option 3, to reduce the service to Dore, Totley is unacceptable - the M17 might as well be scrapped if this goes ahead, it is just too infrequent. I would prefer option 1 , option 2 would , however give me more time to get to and from the garden centres (Ferndale/New Leaf) that I usually go to on the M17. Perhaps the M17 could be extended up Dyche lane? We lost Abbeydale Park Centre to a Park trade at Dore Station, so this is the alternative.
224	Option 3	At the moment I live 5 mins walk away from Doctors at old school site and expect it to take me 45mins walk to Jordanthorpe. Due a 10-15min walk into Greenhill village so the M17 coming up Grenhill Avenue would be good for us to get to Doctors and St James shopping centre. some years ago PTE decided to stop any buses running up Grenhill Avenue past Graves Trust homes which is accommodation for people over 60, this left us with either a walk to Meadow Head or Green hill village to get buses. Also a bus going past Grans Port centre would help us as this is where we have to go for physio.
226	Option 1	How do any of these routes help people on Low Edges get to GP when surgery moves to Jordanthorpe? - as bus does not go through Low Edges estate. If service from Bradway is reduced to two hourly, this will make it even harder for people to get from Bradway to Jordanthorpe when GP surgery moves.