

Consultation responses - email and letter correspondence

Service
M17

Comments

Please find attached my suggestion to improve option 3 on the current consultation for service M17. [Removed for GDPR] I know where people travel from and to, why, and how long they spend at their destination. I also know where they use the service to connect to buses travelling to the City Centre.

This suggestion builds on option 3 by providing a more regular, easy to understand hourly service, operating in opposite circles around Dore and Totley, achieved by running directly via Dore Road and Twentywell Lane on the return leg (or vice versa), which in turn also provides a link to Dore & Totley Station.

Jordanthorpe - Chancet Wood - Bradway - Totley - Dore - Bradway - Chancet Wood - Jordanthorpe									
Jordanthorpe - Chancet Wood - Bradway - Dore - Totley - Bradway - Chancet Wood - Jordanthorpe									
M17									
M18									
Monday to Friday									
	M17	M18	M17	M18	M17	M18	M17	M18	M17
Jordanthorpe, Dyche Road / Ormond Road	0920	1020	1120	1220	1320	1420	1520	1620	1720
Meadowhead	0926	1026	1126	1226	1326	1426	1526	1626	1726
Chancet Wood, Abbey Brook Drive	0930	1030	1130	1230	1330	1430	1530	1630	1730
Bradway, Twentywell Lane / St Quentin Drive	0937	1037	1137	1237	1337	1437	1537	1637	1737
Bradway, Prospect Road / Everard Avenue	0941		1141		1341		1541		1741
Totley Brook Road / Abbeydale Road South	0950		1150		1350		1550		1750
Dore & Totley Station		1040		1240		1440		1640	
Dore, Devonshire Terrace Road	0956	1043	1156	1243	1356	1443	1556	1643	1756
Dore & Totley Station	0959		1159		1359		1559		
Totley Brook Road / Abbeydale Road South		1049		1249		1449		1649	
Bradway, Prospect Road / Everard Avenue		1058		1258		1458		1658	
Bradway, Twentywell Lane / St Quentin Drive	1002	1102	1202	1302	1402	1502	1602	1702	
Chancet Wood, Abbey Brook Drive	1009	1109	1209	1309	1409	1509	1609	1709	
Meadowhead	1013	1113	1213	1313	1413	1513	1613	1713	
Jordanthorpe, Dyche Road / Ormond Road	1018	1118	1218	1318	1418	1518	1618	1718	
Saturday									
	M17	M18	M17	M18	M17	M18			
Jordanthorpe, Dyche Road / Ormond Road	0920	1020	1120	1220	1320	1420	1520		
Meadowhead	0926	1026	1126	1226	1326	1426	1526		
Chancet Wood, Abbey Brook Drive	0930	1030	1130	1230	1330	1430	1530		
Bradway, Twentywell Lane / St Quentin Drive	0937	1037	1137	1237	1337	1437	1537		
Bradway, Prospect Road / Everard Avenue	0941		1141		1341		1541		
Totley Brook Road / Abbeydale Road South	0950		1150		1350		1550		
Dore & Totley Station		1040		1240		1440			
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Bradway, Prospect Road / Everard Avenue		1058		1258		1458			
Bradway, Twentywell Lane / St Quentin Drive	1002	1102	1202	1302	1402	1502			
Chancet Wood, Abbey Brook Drive	1009	1109	1209	1309	1409	1509			
Meadowhead	1013	1113	1213	1313	1413	1513			
Jordanthorpe, Dyche Road / Ormond Road	1018	1118	1218	1318	1418	1518			
M17 as per Option 3 between Jordanthorpe and Bradway Road, then either via the current M17 route to Dore then direct via Dore Road, Dore & Totley Station and Twentywell Lane to Bradway Lane.									
M18 operates the reverse of the above.									
This provides an hourly service to all points en route including the Green Oak estate while additionally serving Chancet Wood, more of Greenhill and links to Meadowhead for shops and onward connections as per Option 3, with additional links between Bradway and Dore & Totley Station.									

Dear South Yorkshire Passenger Transport Executive (SYPTe),

10/X10 bus change proposals for February 2019

I am writing to you, on the behalf of many residents of Maltby, to inform you of the great apprehension that they and I jointly share in regards to the bus change proposals for February 2019. Specifically in relation to the changes proposed for the 10/X10 service; which now and for a long time has operated between Maltby, Rotherham District General Hospital and Rotherham Interchange. These proposals, if adopted, would see the end of the direct link between Maltby and Rotherham District General Hospital (RDGH).

Firstly, I must register my disappointment at the consultation process SYPTE have adopted for these changes. The online consultation/survey is open until the 9th December 2018. It is however not so easy to allocate this consultation as it is hidden away in a far corner of the Travel South Yorkshire website; under the heading of Wickersley and Bramley. It is quite peculiar it should come under this heading as the proposals bear the most detrimental impact upon Maltby, not Wickersley or Bramley. I am making more and more residents of Maltby aware of these changes as it is not sufficiently advertised. And each time I do, I am met with the same response; shock, upset and anger.

The proposals that are causing these reactions are those in relation to the changes for the number 10/X10 bus. Broadly speaking, the changes would see a more frequent service which is welcomed but would completely bypass the hospital in favour of increased services to the Wickersley, Bramley, Sunnyside and Flanderwell area before continuing on the same route as the X1; straight through to Rotherham Interchange and Meadowhall.

What these proposals quite amazingly seem to neglect is the great need for the direct link between Maltby and the Rotherham District General Hospital. Local residents, many of whom are senior citizens, parents with children and disabled passengers, use this route to get to Rotherham hospital. Not just in Maltby but further along the route also.

These proposals would see delayed or missed hospital appointments and routine check-ups, increased journey times and number of buses needed, increased stress and upset for some of our most vulnerable citizens and quite frankly, it would cut a life line between a periphery township like Maltby and the local hospital, further disadvantaging one of the most disadvantaged communities.

Please register my opposition to the proposed changes.

[Removed for GDPR]

CRM

CUSTOMER WOULD LIKE TO SAY THE FOLLOWING ABOUT THE CONSULTATION:-

1-CHANGE THE BUS STOP IN Sheffield TO RELOCATE IT TO CASTLE ST OUTSIDE THE TRAWLERS CATCH.

2-customer would like it to be every 30 mins.

3-wants the bus to run earlier in the morning to be able to access shops, such as Asda at Parson Cross.

Email

I note that these changes mean no buses on this route access Rotherham via the District General Hospital.

I attend five different Outpatient Clinics there. I do not drive. The cost of using taxis for all these attendances, together with the return journeys would be prohibitive!

I live in Wickersley, about 10 minutes walk to the proposed X1/X78 route. This I cannot do, whereas the 10a bus stop is only 2-3 minutes away, which I can manage.

Therefore, PLEASE retain the present 10a route

Email

I am emailing to ask why o why are you taking the 10/10a bus off that calls at Maltby, and goes to Rotherham hospital, I think that you will find that lot of people use this bus to get to their, it is a very good service (went it runs on time) some nurses us this to get too and from work, people us it for their hospital appointments, visiting family and friends, it will be very very much missed, from what I can make out, you are making us get of the bus, then get another one to the hospital, this time of year it will be silly, expecting older people to stand again at another bus stop,

Email

Dear SYPTE,

I am concerned about the misleading/omitted information in the bus changes consultation.

The service linking Maltby to Rotherham Hospital is being withdrawn yet there is no mention of this in the consultation. Maltby isn't even listed as an area where changes are taking place as you actually have to click on "Wickersley and Bramley Network Changes" to find out about the route changes affecting Maltby and then it is only by reading the description of the proposed route X10 that you find that through implication it will not serve Rotherham Hospital.

There are two issues here:

1. A well used and vital service linking Maltby to the employment in Rotherham Hospital is being withdrawn. It is also a vital service for patients and visitors.

2. The removal of this link from Maltby to Rotherham Hospital is not specifically stated in the consultation and would lead me to believe that this is a deliberate way to hide the proposed changes which will particularly affect elderly and vulnerable people.

Please could you ensure that SYPTE as a matter of urgency update the "Wickersley and Bramley Network Changes" to read "Maltby, Wickersley and Bramley Network Changes" or more properly "Maltby to Rotherham route Changes". Please could you also ensure that this section of the consultation also specifically states "The service from Maltby to Rotherham Hospital is being WITHDRAWN - there will be NO direct link from Maltby to Rotherham HOSPITAL".

Email

I like the change to the 138 bus service. But would like to ask that the buses from Great Park Road start before 7.30am and more than one an hour to Rotherham,so I can connect with X1 as I work near near the Moore Market in Sheffield. Iam also disabled and walk with crutches. I live [Removed for GDPR] of Great Park Road. And at moment have to walk to Wortley Road in the morning for the 66.

There are lot of elderly,and a doctor's surgery on Great Park Road who need a better service ie more than one bus per hour.

Email

Hi

I write to ask why in certain areas of Brinsworth has been forgotten

I speak of the route to and from Rotherham served at moment by route 31 served by TM travel

This is usually well served especially by Senior Citizens who will find it hard to walk to and from Canklow, Rotherham Caravans uphill, with heavy shopping

so the area of Brinsworth has been forgotten by First Bus

This area is Whitehill Lane, left after Canklow Bridge

The 73. 74 or the new X74 does not cover this area

ARE WE FORGOTTEN

Service 136/227

I am writing to you regarding the proposed changes to service 227, Rotherham to Wentworth.

I understand that the service 136 is to partially replace the service 227. I [Removed for GDPR] regularly use the bus stop at Cortworth House.

Looking at your new proposed timetable I understand that there will be no service along Nether Haugh/Cortworth Lane. This will mean a 30-minute walk from where I live down to the Rockingham Arms in Wentworth just to get to a bus stop, most of the route is unlit and winter is fast approaching. This is totally unacceptable and is grossly unfair!!! I understand the service 44 once used to service the top of Coaley Lane and it was stopped some years ago.

What about the people living in Nether Haugh, do they have to walk to Greasbrough just to get a bus? How do we get to GP appointments, surgery being at Greenside? Do we not matter at all? You say that this will improve bus services, I think not!

I and other passengers have come to totally rely on our 227-bus service as this is a vital link to getting about in a rural area.

I look forward to your response.

Comment on behalf of residents;

The current route (lack of one) disadvantages people with limited mobility, eg the elderly, and makes getting about difficult, which does not fit with the local priority of keeping people active, participating and counteracting loneliness.

We would appreciate SYPTE considering promoting the provision of small buses (eg the ones run on country routes elsewhere, not ordinary single decker buses) on a limited timetable on Pitt St, Deepdale Rd and South St.



Additional problems with the route of the X78 is that people coming from Rotherham have to cross Meadowbank Rd to access the housing. This can take several minutes even for the swift and nimble!

Crossing points do not convey a feeling of safety and are not available at all points, particularly the long bend at the bottom of Pembroke St (where we have been refused a bus shelter because of poor visibility and the speed of traffic!)

Residents are seriously worried that only a death on this road will attract the attention of the relevant travel suppliers and authorities to the travel needs of the many elderly residents in this area.

I await a response with interest, as ever.

Consultation responses - email and letter correspondence

Service	Comments
57 / SL1 / SL1A	<p>Dear Sirs</p> <p>I -- like very many here -- are dismayed at your bus consultation not including Stocksbridge/Deepcar, 57, SL1, SL1a.</p> <p>The number-one problem in the Sheffield area is the appalling service to/from Stocksbridge/Deepcar. Commute times are unacceptable by either alternative: the circuitous route of the 57 or the waits for tramlink bus / tram connection at Middlewood tram terminus -- 17 minutes at morning rush-hour!!!! -- plus the tram dog-leg via the university. [I have had to turn down job interviews because of excessive commute times -- two hours and even more in some cases.] On top of this is the cut in the 57 frequency from half-hourly to hourly and the cut in all services at night from half-hourly to hourly -- and this hidden behind a consultation, when this possibility was never raised. And then there's the issue of the last service from the city centre being too early, making it often impossible to attend music events.</p> <p>The root problem is the complete absence of any subsidy for any of these services, resulting in a downward spiral of provision/usage -- the usual attitude of Sheffield authorities of ignoring Stocksbridge, which causes near universal local resentment.</p> <p>[Removed for GDPR]</p>
M17	<p>[Removed for GDPR] we're concerned that the Meadowgreen Medical Centre, a doctors practices serving much of Bradway, is planning to move into new premises in Jordanthorpe. (It used to have a surgery in Bradway and is slowly creeping away.)</p> <p>The current M17 provides an hourly bus service to Jordanthorpe, but only from 9 - 5, whereas the surgery offers appointments starting earlier and later, from 07.00 - 19.30 on Mondays.</p> <p>From our point of view in Bradway we'd have liked to have seen the service operating for longer hours.</p> <p>Option 1 is the only one we can support. That brings in the St James Retail Park and the Graves Health and Sports Centre so is an improvement on what we have now.</p> <p>Options 2 and 3 are both negative options from where we see it. Reduced frequency and peculiar times instead of the simple hourly service at present.</p>
74	<p>Dear Sir / Madam,</p> <p>I'm writing to you about the changes to the route the 74.</p> <p>[Removed for GDPR]</p> <p>My son was trained by sheffield city council to use your bus to college every morning. This route was chosen because it's the nearest to the UTC Sheffield city centre. My son gets off [Removed for GDPR] and 2mins around the corner he arrives at school. It is safe he doesn't walk through Sheffield city centre and also doesn't need to cross major busy roads.</p> <p>Part of the reason we allowed our son to attend UTC because we knew the 74 was a good bus route without exposing my son to danger. There are many students that use the 74 bus to attend UTC and without the 74 these children will have safety risks. This is why I'm asking you to reconsider your actions.</p> <p>Only last week a student same age of my son was attacked by a grown adult. He walked back from the bus station. The student managed to run into college and it was reported to the police. Without this bus route you are making young children walk from bus station to UTC. Unfortunately town isn't a safe place.</p> <p>Unfortunately I'm unable to take my son to school myself I have a spinal cord injury and also epilepsy that means I can't drive.</p> <p>I appeal on behalf of all students from the UTC please don't make there journey to college unsafe.</p> <p>If anything was to happen to these students it would be squarely on your shoulders.</p>
General Network	<p>Not happy that there are no route maps for the proposed changes to buses in February. I did explain that the changes are only proposed so route maps wouldn't be available until routes are confirmed. He wanted to pass this on as feedback as he said he couldn't make an informed decision if there wasn't a route map available to see.</p> <p>If it helps comment received from a male, 65-74 age group, and his postcode is S60 3.</p>
227	<div><div><div><p>Metropolitan Borough of Rotherham</p><p>Cllr Sarah Allen, Cllr Robert Elliott & Cllr John Williams (Wingfield Ward) Rotherham Town Hall The Crofts Moorgate Street Rotherham S60 2TH</p></div><div><p>Dear South Yorkshire Passenger Transport Executive (SYPTTE),</p><p>Rotherham Bus Changes Proposals for February 2019 – Impact on St Johns Green, Kimberworth Park</p><p>We as the three ward councillors for Wingfield Ward would like to register our concerns about the proposed rerouting of bus services 139 & 140 and the impact this may have for the St Johns Green area in Kimberworth Park.</p><p>The collective impact of the proposed changes could make it more difficult for residents to reach the local shopping centre and facilities at St Johns Green. This includes the Post Office, St Johns Church, local shops, dental surgery and the Kimberworth Park TARA building. The proposals to reroute the 139 & 140 services away from Ox Close Avenue and Kimberworth Park Road may make it harder for older and vulnerable residents to access this local centre point.</p><p>As ward councillors, we're working with Rotherham Council and local community groups, St Johns Green Stakeholders Group and St John's Church to improve this locality as a more attractive and viable shopping centre. This included the recent demolition of the old housing office and former TARA building which has not only tackled an historic hotspot for ASB and crime but has also opened up the green as well.</p><p>We're also working with the Council to investigate opportunities for new parking spaces to help attract more people to shop and use St Johns Green. This has been requested by the community at our Wingfield Ward Networking Events – these are regular community meetings we hold across the ward.</p><p>Given that there is this concerted effort locally – between the Council and the community – to improve and renovate this area as a key shopping centre and local point on the estate, it would be a great shame if the proposed bus changes made this area harder to reach and took people away from the green.</p><p>We call on SYPTE to maintain the existing service and ensure buses are not rerouted. Please consider this letter as part of the consultation process.</p><p>Yours sincerely,</p><p><i>S. Allen, R. Elliott, J. Williams</i></p><p>Cllrs Sarah Allen, Robert Elliott & John Williams</p></div></div></div> <div><p>To worm it concerns</p><p>I have been contacted by residents from Wentworth and Nether Haugh about the proposed changes to the 227 service . On behalf of the residents I would like to raise my objections to the proposed changes for following reason.</p><p>It will leave residents in social isolation not been able to catch a bus into Rotherham to ever shop or get to a place of work.</p><p>Rural villages, such as Wentworth will struggle if people don't have access to such places. The village needs tourism to help local businesses and communities survive.</p><p>I would hope that SYPTE will reconsider its decision to alter the present route of the 227</p><p>[Removed for GDPR]</p></div>
10	<div><div><div><p>Metropolitan Borough of Rotherham</p><p>Town Hall, Moorgate Street, Rotherham, South Yorkshire. S60 2TH Telephone 01149 827722</p></div><div><p>South Yorkshire Passenger Transport Executive 11 Broad Street West Sheffield S1 2BQ</p><p>9th December 2018</p><p>Dear Sir / Madam,</p><p>February 2019 Bus Changes Consultation</p><p>We would like to respond to the current bus consultation which proposes major changes through the Wickersley ward. Whilst some aspects are welcome, overall we have a number of significant concerns about the potential impact of the proposed changes. We would ask that the bus companies and SYPTE reconsider these negative aspects and build on what works well at the moment.</p><p>X1 / X10 changes</p><p>We were surprised to see that proposed downgrading of the X1 bus route, so soon after its introduction. The X1 has now become an established route and is very popular. Morning services are often full to the point that passengers between Wickersley and Rotherham town centre cannot be picked up. We are conscious of recent issues of reliability along the route, but are concerned that these will be exacerbated by reducing the regularity of service.</p><p>We note the proposal for the reduction to be offset by a new X10 service and we welcome the proposal for more frequent services along Flanderwell Lane and Fleming Way. However, we have concerns about how this will function. A longer X10 route which also takes in Baddley Moor Lane and Middle Lane South (not Moor Lane South as your information suggested), as well as Flanderwell and Sunnyside, will be a lengthy journey. It is likely to be less appealing to residents travelling from Maltby as a route into the centre of Rotherham (why take a longer X10 service, when waiting for the X1 is likely to be quicker?), and the logic for detouring into Herringthorpe is unclear. It is also worth noting that extensive gas works are proposed for next year on this new route which may hamper its introduction.</p></div></div></div> <div><p>The changes to make so many journeys longer is especially surprising because when we made representations to restore the X1 service to Wellgate into the town centre, First were adamant that the slightly longer journey time would be unmanageable.</p><p>Removal of services from Markfield Drive</p><p>There are a significant number of bungalows, older residents, and residents living in supported living on Markfield Drive – Mark Grove and Blenheim Court – that will be severely affected by the removal of the Number 10 route into town via the hospital. Many of these residents are reliant on public transport and use the bus to access both the hospital and the town centre – the frequency and convenience of this service will be removed from them and will have a detrimental impact on the health of the community. There are also mobility issues and it is a considerable distance from Mark Grove to Fleming Way to catch an alternative into town.</p><p>Connectivity</p><p>Across the full package of changes, we are very concerned about the overall reduction in connectivity. At the moment the ward is well served by several buses to Sheffield and Meadowhall every hour, plus two each every hour to Rotherham Hospital and Doncaster during the day. The proposals will make all these journeys much more difficult.</p><p>It is misleading to say – as the information provided does – that the changes would mean an improved service would run every 7 to 8 minutes, as not all buses would run through to Meadowhall or Sheffield as they do currently.</p><p>The proposal includes reducing the number of buses that go through to Sheffield due to the introduction of the tram-train. But connectivity will be hit and miss due to the tram-train timetable. SYPTE are not allowing permanent changes to other transport, i.e. on ticketing, because the tram is a pilot scheme, therefore we are surprised that a permanent change is being allowed to buses during this phase based on this rationale.</p><p>Equally, it is unclear why changing services to Doncaster at Maltby would be preferable to current arrangements.</p><p>Finally, we note with alarm that the proposal will mean just one bus an hour from Flanderwell / Sunnyside to Rotherham Hospital, a 50% reduction on the current service, and a reduction from every twenty minutes on the previous number 10 service.</p><p>Number 13</p><p>Whilst we welcome additional services to Ravenfield Common, the route map provided during the consultation for the replacement of number 13 bus with the number 113 is not clear. The timetable only says 'Woodlithes Village', this makes it difficult to comment on these changes.</p><p>We have received correspondence from residents in Woodlithes who after clarification of where the new route will stop, and to date we have not received a reply from SYPTE. We would ask that further consultation takes place on the detail of this.</p><p>Summary</p></div> <div><p>In summary we would ask you to prioritise:</p><ol style="list-style-type: none">A sustainable X1 service, meeting existing demand and providing regular direct connectivity into Sheffield.Maintaining at least two buses an hour between Flanderwell / Sunnyside and the hospital. If some X1 services are to be replaced by X10, consideration should be given to running some or all of these via Moorgate and the Hospital, rather than Herringthorpe.Routes along Fleming Way should also run via Markfield Drive.Careful consideration of timetables to ensure continued easy access to Doncaster.<p>I hope you will consider these points and look at a way that new routes can compliment and improve existing services rather than disrupt them.</p><p>Yours faithfully</p><p>Cllr Sue Ellis, Cllr Chris Read and Cllr Emma Hoddinott Wickersley ward</p></div>
32	<p>I here you are changing the bus route of the 32 why are you ? The bus is going no where near the shops down the moor so we will have to get 2 buses and a lot of the passengers are elderly so you are going to make the bus useless to your customers the bus should go all the way down the moor as it did before</p>