

The public transport magazine for South Yorkshire

Travelogue

Issue 19 | April 2004

All the latest bus changes

Food glorious food!



A year of progress in public transport

Restoring pride in our architectural heritage, plus all the latest bus changes!

Happy Birthday Supertram! Plus - 10 mini hi-fis must be won...and lots more



Serving South Yorkshire

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From last issue

Competition Winners

Here are the names and addresses of the winners of the five 14" portable TV and twin speed video recorders from Travelogue 18: Mrs. S. Hutchinson of Thorne, Doncaster; Mrs. S. Dennett of Sheffield; John & Jen Pearson of Monk Bretton, Barnsley; Mrs. T. Normon of Swinton; and Mrs. S. Bembridge of Sheffield.

Congratulations to all - and happy viewing!

Now onto this issue, where TEN mini hi-fis must be won! See page 12 for full details.

Building for the future

Every few months our production staff demand, with varying degrees of menaces, that I write my Editorial for Travelogue. Usually that is an easy pleasure because developments are ready to be announced and I am spoiled for choice. This time there is perhaps less to report in that sense - but I can update you on progress on several fronts which will start to impact greatly on improving the quality of services we can offer over the next few months.

Currently, tremendous efforts are being made to establish the contracts for the Yorcard 'smartcard' scheme, which will hit the streets in the autumn of next year. The funding for this was confirmed last December, and now the team is being assembled to deliver both the contracts and then Yorcard itself. A UK provincial first on this scale means there will be much to talk about in the next fifteen months.

Major works, too, will soon be seen in the streets of Doncaster and Sheffield. In the former, planning consent has been given for the two Park & Ride sites that form a key part of the A638 Quality Bus Corridor (QBC). Construction of both of these - and the QBC itself - will start in the summer.

Sheffield is not being left behind, and as this issue hits your doormat work will be underway to remodel Brook Hill and Western Bank, including the introduction of new bus lanes to give services 51 and 52 the priority they deserve along those busy streets. The time frame for completion is rather shorter, and by summer these should be in place, with further significant schemes following up to May 2005 - the date by which it will be completed.

Many people rightly say that they are fed up with 'consultation' and that they do not always see either the point or even the end result: In this edition we will set that right and Steve Caddy has put his pen to paper to assess the impact of some of the schemes and the progress made in the transport arena in the last twelve months. Steve, though independent of all the organisations providing the service or the infrastructure, has been commissioned to produce a narrative summary of progress over the last year: please let me know if your experiences coincide - or are at odds - with his.

Looking forward, we shall also soon receive confirmation of the new operator for many of the local rail services, and I hope that they will prove as able a successor as First TransPennine is proving on TransPennine express services. That and some exciting new services between Sheffield and Leeds should enable the railway to shake off its unfortunate reputation of the recent past.

An exciting future for us on many fronts.

Duncan Roberts
Chairman, BOSSY



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It's the SPITS!

The South Pennines Integrated Transport Strategy - SPITS - brings together all kinds of organisations to look at improving the life of people living in or close to the Peak District.

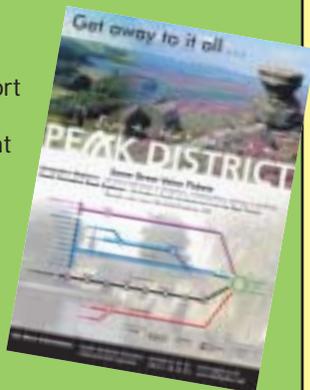
And one of the first fruits of the partnership brings hope to the Hope Valley, with a Corridor of Transport Excellence that aims to improve transport services and facilities between Sheffield and the Hope, Edale and Upper Derwent Valleys.

"Over the next few years the project will look at issues that affect bus and train passengers, car drivers, cyclists and walkers," said David Brown, Passenger Services Director at the Transport Executive, one of the leading bodies in SPITS.

Others include West Yorkshire PTE, Greater Manchester PTE, Peak District National Park Authority, Derbyshire County Council and Hope Valley & High Peak Transport Partnership.

Plans include a promotional campaign using eye-catching posters on Sheffield bus stops to encourage more Sheffield residents to travel to the Peak District by bus and train; and providing better information at Hope Valley stations.

"Another early project will be a series of public transport information points in tourist information centres and in village outlets," added Mr Brown.



Interchange transformation takes shape in Sheffield

Work to transform and update passenger facilities at Sheffield Interchange is well underway and the new-look is expected to be unveiled in early summer.

Since the start of the year, major work to improve the facilities has been carried out which will greatly improve access to the Interchange and give the passenger areas an enhanced, modern design maximising personal safety and visibility.



One feature that is particularly striking is the new steel and glass all weather link between the Archway shopping centre and Platforms A and B. The attractive main entrance area includes a 'one-stop' Travel Information Centre where staff can help with all your travel needs from timetable information to the issuing of tickets and passes, and the sale of coach holidays.

Approximately 23% of South Yorkshire's population make use of the bus network. It remains an essential service for people who don't have access to a car – and gives those that do the option to travel by public transport.

A lot of money, both managed by the Transport Executive and paid by bus operators, has brought better vehicles and better waiting facilities. And encouraging growth in passengers has continued in several areas over the last 12 months. In particular, the provision of new services to rural areas and areas of new employment has been a significant success.

The role of the bus in giving people access to jobs is recognised in the South Yorkshire Objective 1 programme and funding has paid for new bus links to development sites.

The Manvers Shuttle has continued the impressive expansion seen since its launch in 2000. From a starting point of 1500 passengers a week, it now carries over 6000. Its seven-day operation links the colleges and employers at Manvers with Mexborough and Wath bus stations and Swinton Interchange. Since last July, it has also been extended to Wombwell, Royston and Athersley, giving more people access to these jobs.

Learning from the Manvers success, the A1 Shuttle was launched last July. This provides people with a bus to the employment sites in the Lower Don Valley from Sheffield and Rotherham. Initial passenger levels of just over 1000 a week have grown to over 3000 – putting the service on target to be self-funding within three years. This is important to ensure its long term future.

Both the A1 and Manvers bus services are the result of successful community consultation and partnerships involving employers whose staff are able to travel for a special flat-rate fare of 20 pence. Other funding has come from the Local Transport Plan and from the regional development agency Yorkshire Forward.

The Better Buses for Sheffield initiative aims to deliver a package of enhancements to bring about a step-change in quality, coverage and reliability of bus services in North Sheffield. These include better services, new buses, bus priority measures, improvements to bus stops and a number of new mini-interchanges.

Meanwhile, increasing numbers of people living in rural communities to the north of Sheffield are taking advantage of the Bradfield Rural Links bus network. Previously, the Bradfield area was served by two hourly bus routes to the city centre. Now, five routes serve the area from 7am until 11.40pm, providing three and four services an hour. The Bradfield network also feeds into the award-winning Hillsborough Interchange, providing daytime access to 56 buses an hour and the Supertram network.

A trebling of service provision to the rural communities has seen bus patronage increase by a massive 159 per cent since the network launched in 2002 – exceeding the 10-year target for the network. Extensive public consultation played a key part in the planning of this network. Over half of the residents of the affected communities were interviewed at home to discover what services were needed. And regular monitoring by ticket type and on-bus surveys, customer comment forms and the monthly Sheffield Rural Transport Forum allows for continuing improvements – including a new fare structure in 2003.

All in all, the success of these services has proved that, public transport is popular with many people; perhaps it's time for you to try it again?

Planning for future success

by Steve Caddy

Partnership working between the Transport Executive and Authority, operators and local authorities is essential to the success of a modern, effective public transport network.

As new residential areas and business developments take shape, it is important that consideration is given to sustainable public transport services as part of the overall planning process.

A five-year Local Transport Plan (LTP) to develop this co-ordinated approach was published in 2000, and will be replaced with a new plan in July 2005. This blueprint will involve significant challenges, including the development of accessibility plans; and redoubled efforts by the Transport Executive, supported by the district councils, to secure all possible future funding from the Department of Transport.

These will be drawn up in partnership with bodies such as Job Centre Plus and health authorities and should lead to bids for funding to develop accessibility initiatives. In addition, the Transport Executive and Authority are developing a more effective way of providing social transport services. Some targets set in the current LTP, concerning light rail, rural transport provision, cycling and car traffic levels, have either already been met or are on schedule.

However, progress in other areas has not been so successful. Most significantly, bus usage has not improved and customer satisfaction has fallen – despite heavy investment in infrastructure and new vehicles. To address this, partners including the Transport Executive and bus operators have launched the Yorkshire Bus Project, which aims to increase patronage by 30 per cent over five years.

The new LTP will be preceded early in 2005 by a new Regional Spatial Strategy, needed by the Government for a review of regional planning guidance and regional transport strategy.

It is right that the provision of public transport connections should form a key element of South Yorkshire's new spatial strategy. This will involve long-term planning for rail and tram developments, with considerable co-operation between the Transport Executive, local authorities and bodies such as the Strategic Rail Authority.

However, even if there are major investments in the rail and tram networks, the bus will remain the most significant source of public transport. Consequently, the Transport Executive is working with other bodies, through the Yorkshire Bus Project, to develop bus services for local communities.

Future public transport provision must be co-ordinated with planning and land-use issues decided by local authorities. For example, the process should include the development of parking and Park & Ride policies, and a Quality Bus Corridor programme.

While co-operation between public bodies and operators is essential to deliver this co-ordinated approach, another partner must not be neglected – existing and future public transport users.

Public involvement must remain at the forefront of the decision-making process, and work is under way to develop the best methods of seeking public opinion and feedback.



Who has ever been on a diet? *Ian MacDonald* takes a look at the fads and fashions of food through the ages.

Open your newspaper and it won't be long before you see lurid headlines such as 'Terrifying health consequences', or 'The obesity time bomb'.

Over half of us are supposed to be too fat. Fast food and lack of exercise are trotted out as the main enemies. But we all know active people who fight a losing battle against the pounds, while couch potatoes stuff themselves with takeaway pizzas and remain fit and healthy.

Everyone seems to have gone mad about diets. Diets are big business. There are hundreds of them. Some work for some people, but not for others. But there is a big appetite for more and more diets.

Why are people so obsessed by diet, whether to lose weight or to enjoy a more healthy lifestyle? Why should a basket of vegetables be better than a few double cheeseburgers? What's the background?

Many Ancient Greeks became vegetarians because they believed in reincarnation and assumed that when you were born again you would return as an animal. The theory was - don't eat meat, it might be your late lamented granny roasting on the spit.

The Ancient Romans loved gorging themselves. Having lots of food was a status symbol. So why didn't they explode? Quite simply because they had special rooms set aside where you could go between courses and throw up - the earliest form of bulimia.

Anorexia took a grip back in Victorian times. It is alleged that this was because women had to look pasty-faced and frail to achieve true femininity. Good grief!

Many of the Victorian novels had a young girl propped up in bed suffering from consumption and she, and

te for diets

those around her, seemed to think that this was all part of some great spiritual master plan. One can't help but feel that a bowl of chicken soup or a banana sandwich might have been the best medicine.

Actual diets for weight loss came on a bundle in the 1920s. The 'jazz age' flappers believed that a grapefruit diet would burn off excessive fat - a controversial theory still around today.

Also around that time came the first inklings that a lot of famous people were losing weight even though they seemed to eat heartily. Their secret was deliberately including tapeworms in their diet. Ugh.

There are plenty of crackpots still on the loose, peddling all sorts of fanciful and dangerous theories. Some say you don't need food or drink at all, just breathe air. Gullible loonies believe this nonsense. There have been legal cases where proponents of this theory have been charged with manslaughter because their followers, not surprisingly, died fairly quickly.

We have the grapefruit diet, the cabbage soup diet, the banana diet, the no fat, the low fat, the lots of fat - and countless others. Apparently you'll get so bored with the same old food that you'll eat less and less. Unfortunately after a few days, even cabbage devotees might be tempted to head towards the nearest burger bar, if only for a large carton of chips.

These 'one food' diets have interesting side effects. When Arnold Schwarzenegger agreed to be in the film End of Days he would only accept Kate Winslett as his love interest if she shed a few pounds. A miffed Winslett, at Arnie's instruction, embarked on a brussels sprouts diet. It did the weight loss trick fairly quickly. The story goes that she gained ample revenge by continually passing wind in all her close up scenes with Arnie.

Well done, Kate. I'd have told him where to stuff his sprouts, along with most of these other daft diets.

But you may know differently.

Better facilities mean better journeys *by Steve Caddy*

If public transport is to develop and offer a realistic, reliable and attractive way of travel then the network infrastructure needs to be improved. Over the last few years, work has begun on developing a number of Quality Bus Corridors (QBCs), and the Transport Executive is committed to increasing the number of roads where reliable high quality buses run. Timescales for QBC implementation have proved longer than anticipated, partly because of making time for public consultation, but also because of the number of parties involved and some conflicts of interest. Measures to revitalise the programme in partnership with the District Councils and the bus operators have been agreed.

In general, QBCs offer improved facilities for travellers and give priority to buses through the use of bus lanes in an effort to make services speedier and more reliable. The Transport Executive promised in the South Yorkshire Local Transport Plan to increase the number of bus passenger journeys by 2005/6. Over the same period, the plan aims to increase the number of satisfied bus passengers to 75 per cent and the percentage of buses running on time to 90 per cent.

But more could be done to increase bus patronage through adding to the programme of QBCs, real time travel information, improved ticketing, more mini interchanges like the one at Hillsborough, and the co-ordinated promotion of the bus network. The traveller would also benefit from the provision of approved links to jobs, education, health, food, shopping, sport and recreation.

Although unpopular with some motorists, there is evidence that bus lanes do work. Studies have shown improved journey times and better safety for everyone using the routes - whether bus passengers, motorists or cyclists. Work is now being undertaken on 15 QBCs across the county. This work ranges from initial studies through to final delivery of schemes. In return for this investment in infrastructure, operators run their most advanced vehicles on these routes.

Meanwhile, investment in improved rail stations can be seen at Adwick, Woodhouse, Swinton and Wombwell stations, the new bridge in Sheffield Station and works starting in Doncaster. Further improvements to Sheffield Station are planned. Regular bus users will have seen the start of the redevelopment of Sheffield Interchange, the new doors in Rotherham, and the construction works underway in Doncaster. Planning approval has also been secured for Barnsley Interchange.

Service Performance Indicators year ending 31/03/03:

Bus Performance Indicators	Target 2001/02	Actual 2001/02	Target 2002/03	Actual 2002/03
Bus passenger journeys pa	139m	131m	138m	125m
% bus journeys operated	97.0%	97.5%	98.0%	97.5%
% bus journeys on time	88.0%	90.2%	90.0%	89.4%
Rail Performance Indicators	Target 2001/02	Actual 2001/02	Target 2002/03	Actual 2002/03
Rail passenger journeys pa	4.3m	4.3m	4.5m	4.3m
% rail service operated	99.0%	97.4%	99.0%	97.5%
% rail service on time	90.0%	82.5%	90.0%	83.1%
Tram Performance Indicators	Target 2001/02	Actual 2001/02	Target 2002/03	Actual 2002/03
Tram passenger journeys pa	11.2m	11.4m	11.6m	11.5m
Tram service operated	100%	100%	100%	99.9%
Tram service on time	98.0%	97.8%	98.0%	95.8%

Decline in patronage is partly because measures to improve the quality of bus travel have been implemented more slowly than anticipated and targets to improve the reliability and punctuality of bus services have not been met. This includes a slower than expected implementation of bus priority measures. The Transport Executive is working with all partners to address these matters.

Bus Changes

Your guide to all the latest bus changes for
Barnsley, Doncaster, Rotherham & Sheffield

April 2004 changes

Here is an outline of the changes operators will make over the weekend of 24-26 April. These are subject to change and further services may be added before the implementation date. For more details call Traveline on 01709 515151 or visit a Transport Executive Travel Information Centre.

BARNSELEY

7: Mon-Fri early morning/evening, Sat evening & Sun journeys withdrawn.

34: Mon-Sat early morning/evening & Sun journeys withdrawn.

39: most daytime & evening journeys run 5 minutes later.

70A: extended from Mexborough to Manvers, Wath upon Dearne, Newhill, Swinton, Rawmarsh, Parkgate & Rotherham.

92: Mon-Fri 17.50 Barnsley-Higham & 18.16 Higham-Barnsley journeys withdrawn.

95: Mon-Fri 17.40 Barnsley-Kexborough runs later at 17.45, operated by Yorkshire Traction. Additional Sat journey at 17.45 Barnsley-Kexborough.

96: new Mon-Sat journey at 18.16 Kexborough-Barnsley.

226: time changes Mon-Fri early morning & late afternoon.

235: Mon-Sat early morning & afternoon buses run up to 10 minutes earlier or later. Mon-Fri 05.57 Kirkburton-Huddersfield withdrawn.

236: time changes affect early morning journeys Mon-Fri.

265: Mon-Sat 06.25 Barnsley-Sheffield runs up to 10 minutes later.

268: Sheffield-Holmfirth service renumbered from part of M68. Other journeys operate as 269 serving Dunford Bridge & Harden instead of Hazlehead, Crow Edge or Victoria operated by First instead of Yorkshire Terrier. See also 269.

269: Sheffield-Holmfirth service renumbered from part of M68, though buses run via Dunford Bridge & Harden instead of Hazlehead, Crow Edge or Victoria operated by First instead of Yorkshire Terrier. See also 268.

J1: new daytime & evening Mon-Fri service operated by Sheffield Community Transport links Carlton, Smithies, Athersley, New Lodge, Mapplewell, Barugh, Redbrook, Barugh Green, Higham & Dodworth.

J2: new daytime & early evening on Mon to Fri service for pre-booked passengers only, operated by Sheffield Community Transport, provides local journeys within the New Lodge, Athersley, Smithies & Carlton area.

M68: Sheffield-Holmfirth service renumbered to 268 or 269 (depending on the journey) with route & time changes.

DONCASTER

Changes are possible to the following services, but details were not available as we went to press: 16, 19, 19A, 57, 63, 65, 66, 67, 67A, 71, 76, 78A, 84, 87, 88, 88A.

14: Sat service operated by First instead of TM Travel, additional journey runs 16.17 Edlington-Doncaster.

44A: additional journeys Mon-Fri early morning.

70A: extended from Mexborough to Manvers, Wath upon Dearne, Newhill, Swinton, Rawmarsh, Parkgate & Rotherham.

75: Rotherham-Mexborough-Old Denaby service withdrawn.

75: Mon-Fri 08.40 Doncaster-Lakeside extended to Doncaster Leisure Park (arrives 08.55). Mon-Fri 08.50 Lakeside-Doncaster withdrawn. Additional Sat journeys run 17.00 & 17.40 Doncaster-Doncaster Leisure Park and 17.20 & 18.10 Doncaster Leisure Park-Doncaster.

75B: Sat journeys at 17.00 Doncaster-Rossington & 17.49 Rossington-Doncaster withdrawn (see 75 for partial replacement).

75C: route & time changes. In Cantley, buses follow one-way loop from Cantley Lane along Goodison Boulevard, Church Lane, Wensley Crescent & Church Lane back to Cantley Lane. Sat journeys at 17.40 Doncaster-Cantley & 17.08 Cantley-Doncaster withdrawn (see 75 for partial replacement). Journeys from Cantley depart slightly earlier.

77: new Mon-Sat early morning link from Mexborough (at 04.45) to Swinton, Rawmarsh and Rotherham (arrives 05.25).

287: journeys into Sheffield city centre run along Commercial Street & Flat Street. Mon-Fri 17.35 Sheffield-Bawtry runs later at 17.45 and terminates at Maltby (see X7 for bus through to Bawtry). Sat 06.35 Sheffield-Bawtry withdrawn.

288: Mon-Fri 05.20 Rotherham-Doncaster runs 10 minutes later at 05.30 and terminates at Conisbrough. Sat 05.20 Rotherham-Conisbrough runs 10 minutes later at 05.30. Mon-Sat 04.52 Mexborough-Rotherham withdrawn (but see 77).

289: Sat 06.09 Conisbrough (The Station)-Rotherham starts from Church Street at 06.13.

X7: Mon-Fri 16.45 & 18.05 Sheffield-Maltby withdrawn. Mon-Fri 17.25 Sheffield-Maltby extended through to Bawtry (arrives 18.32).

X78: new Sun journeys at 07.50 Doncaster-Rotherham & 23.15 Rotherham-Doncaster.

X92: time changes. Additional Mon-Fri afternoon journeys serve Meadowhall.

ROTHERHAM

7: time changes affect Mon-Fri, Sat evening & Sun services.

8: time changes affect Mon-Fri, Sat evening & Sun services.

9: time changes affect Mon-Fri, Sat evening & Sun services.

14: timetable changes affect Mon-Fri/Sat early evening & on Sun.

16A: schoolday 07.53 Thorpe Hesley-Kimberworth extended through to Rotherham (arrives 08.20).

17: route & time changes. This service (currently Sheffield-Hillsborough-Parson Cross-Meadowhall), now extended from Meadowhall through to Rotherham via Kimberworth, Kimberworth Park, Wingfield, Rockingham, Greasbrough & Munsbrough.

23A: minor time changes.

23B: minor time changes.

24: minor time changes.

34: time changes affect Sat daytime service. No Sat journeys run via High Street to The Sitwell Arms in Whiston.

43: Meadowhall-Greasbrough service withdrawn, partially replaced by changes to service 17.

69: time changes affect Sun service.

70A: extended from Mexborough to Manvers, Wath upon Dearne, Newhill, Swinton, Rawmarsh, Parkgate & Rotherham.

75: Rotherham-Mexborough-Old Denaby service withdrawn.

77: new Mon-Fri & Sat early morning link from Mexborough (at 04.45) through to Swinton, Rawmarsh & Rotherham (arrives 05.25).

108: time changes affect Mon-Fri & Sat early morning/daytime & Sun early morning.

109: time changes affect Mon-Fri & Sat early morning/daytime & Sunday early morning.

206: additional Mon-Fri journey runs at 07.33 Aston (The Chase)-Sheffield (arrives 08.10).

226: time changes affect Mon-Fri early morning & late afternoon journeys.

265: Mon-Sat 06.25 Barnsley-Sheffield runs up to 10 minutes later.

287: journeys into Sheffield city centre run along Commercial Street & Flat Street. Mon-Fri 17.35 Sheffield-Bawtry runs at 17.45 and terminates at Maltby (see X7 for bus through to Bawtry). Sat 06.35 Sheffield-Bawtry withdrawn.

288: Rotherham-Mexborough-Conisbrough-Doncaster service. Mon-Fri 05.20 Rotherham-Doncaster now runs at 05.30 and terminates at Conisbrough. Sat 05.20 Rotherham-Conisbrough now runs at 05.30. Mon-Sat 04.52 Mexborough-Rotherham withdrawn (but see 77).

288: Sheffield-Ravenfield Common, time changes. Mon-Fri 07.54 Ravenfield Common-Sheffield withdrawn. Mon-Fri 18.15 Sheffield-Ravenfield Common runs at 18.10 and terminates at Canklow.

289: Rotherham-Mexborough-Conisbrough. Sat 06.09 Conisbrough (The Station)-Rotherham starts from Church Street at 06.13.

289: Sheffield-Meadowhall-Ravenfield Common service withdrawn.

293: Parkgate-Rotherham-Meadowhall-Sheffield-Dronfield-Chesterfield. Changes mean service no longer operates in Rotherham area. For further details see Sheffield Area listings.

D1: new Mon-Sat service operated by Sheffield Community Transport links Burngreave, Wybourn, Attercliffe, Darnall, Handsworth & Catcliffe.

M25: Sheffield-Swallownest-Aston service withdrawn. Changes to 206 offer partial replacement.

X2: minor time changes.

X7: Mon-Fri 16.45 & 18.05 Sheffield-Maltby withdrawn. Mon-Fri 17.25 Sheffield-Maltby extended through to Bawtry (arrives 18.32).

X78: new Sun journeys at 07.50 Doncaster-Rotherham & 23.15 Rotherham-Doncaster.

X92: time changes. Additional Mon-Fri afternoon journeys serve Meadowhall.

SHEFFIELD

Changes are possible to the 91 service, but details were not available as we went to press.

7: Rotherham-Blackburn-Meadowhall service. Time changes affect Mon-Fri, Sat evening & Sun service.

13: Mon-Fri/Sat evening and Sun journeys withdrawn, partially replaced by changes to 14.

14: Meadowhall-Rotherham-Herringthorpe-Stag service. Timetable changes affect Mon-Fri/Sat early evening & Sun.

14: Loxley-Sheffield-Norton Lees service. Mon-Fri/Sat evening and Sun journeys are re-routed in Wisewood to serve Hallowmoor Road.

15: Sheffield-Dronfield-Dronfield Woodhouse service withdrawn.

17: route and time changes. Between Carbrook and Meadowhall buses run along Weedon Street, Meadowhall Drive & Meadowhall Way. Service extended from Meadowhall through to Rotherham via Kimberworth, Kimberworth Park, Wingfield, Rockingham, Greasbrough & Munsbrough.

18: Sheffield-Dronfield Woodhouse-Dronfield service withdrawn.

23A: minor time changes.

23B: minor time changes.

24: minor time changes.

25A: mid-late evening journeys (daily) withdrawn, partially replaced by service 53, which is extended through from Low Edges to Bradway at these times.

30: new service links Dore, Ecclesall, Royal Hallamshire Hospital, Sheffield, Handsworth, Woodhouse, Beighton, Sothall, Crystal Peaks, Mosborough & Plumbley. Partially replaces service 50 (Sheffield-Dore) & replaces service X30. Operated by First.

38: Mon-Fri 07.30 Sheffield-Batemoor-Chancet Wood-Sheffield-Meadowhall journey retimed to run up to 3 minutes earlier between Sheffield, Batemoor & Abbeydale Road. Mon-Fri 08.56 Batemoor-Sheffield/Meadowhall extended to start from Sheffield at 08.30.

43: Meadowhall-Greasbrough service withdrawn, partially replaced by changes to service 17.

44: extended from Birley into Sheffield via Base Green, Gleadless, Herdings, Gleadless Valley (Fleury Road), Newfield Green & Heeley. In Frecheville, buses no longer serve Hopefield Avenue.

46: extended from Crystal Peaks through Waterthorpe to Westfield, then via one-way loop through Halfway (Rotherham Road), Oxclose, Mosborough & Plumbley back to Westfield and Crystal Peaks. Changes to times, some journeys partially replaced (between Sheffield and Crystal Peaks) by changes to service 44.

47: time changes affect Mon-Fri/Sat timetables. Daytime Mon-Fri service improved to run every 12 minutes. See also 48.

48: time changes. Mon-Fri daytime service improved to run every 12 minutes. no afternoon buses serve Norton & Jordanthorpe. Journeys no longer operate through to Dronfield, Gosforth, Dronfield Woodhouse or Holmesfield. Other changes affect Mon-Fri/Sat early morning & evening timetable. See also 47.

50: Sheffield-Dore service. Most journeys partially replaced by new service 30. Buses continue to operate as service 50 peak periods Mon-Fri and early morning Sat.

53: Ecclesfield-Sheffield-Low Edges service. From mid-late evening (daily), journeys extended from Low Edges to Bradway.

54: Crystal Peaks-Mosborough-Oxclose-Crystal Peaks service withdrawn. Changes to service 46 provide partial alternative journeys.

55: Crystal Peaks-Oxclose-Mosborough-Crystal Peaks service withdrawn. Changes to service 46 provide partial alternative journeys.

60: time changes affect Mon-Fri evening service.

69: time changes affect Sun service.

82: time changes affect journeys operated by First. Alterations affect Mon-Fri peak-time service from Stannington. Mon-Fri 18.45 Bents Green-Sheffield journey withdrawn.

86: Mon-Fri 08.13 Fulwood-Sheffield withdrawn. Minor time changes to other Mon-Fri journeys.

95: time changes affect Mon-Fri/Sat evening & Sun service.

206: additional Mon-Fri journey at 07.33 from Aston (The Chase) to Sheffield (arrives 08.10).

265: Mon-Fri/Sat 06.25 Barnsley-Sheffield runs up to 10 minutes later.

268: Sheffield-Holmfirth service renumbered from part of M68. Other journeys operate as 269, serving Dunford Bridge & Harden instead of Hazlehead, Crow Edge or Victoria operated by First instead of Yorkshire Terrier. See also 269.

269: Sheffield-Holmfirth service renumbered from part of M68, though buses run via Dunford Bridge & Harden instead of Hazlehead, Crow Edge or Victoria operated by First instead of Yorkshire Terrier. See also 268.

285: minor route & time changes. Additional Mon-Fri journey runs at 16.05 from Dronfield (Highgate Drive) to Sheffield. Operated by TM Travel instead of Thompson Travel.

287: journeys into Sheffield city centre run along Commercial Street & Flat Street. Mon-Fri 17.35 Sheffield-Bawtry runs 17.45, terminates at Maltby (see X7 for bus through to Bawtry). Sat 06.35 Sheffield-Bawtry withdrawn.

288: time changes. Mon-Fri 07.54 Ravenfield Common-Sheffield withdrawn. Mon-Fri 18.15 Sheffield-Ravenfield Common runs at 18.10 and terminates at Canklow.

289: Sheffield-Meadowhall-Ravenfield Common service withdrawn.

293: route & time changes. No longer serves Parkgate, Rawmarsh, Upper Haugh, Rotherham or Masbrough. In Chesterfield, buses no longer operate to train station. Most Mon-Fri journeys extended from Chesterfield via Hady to Chesterfield & North Derbyshire Royal Hospital at Calow. Operated by TM Travel instead of Thompson Travel.

B1: new daytime/early evening Mon-Sat service operated by Sheffield Community Transport links Burngreave, Pitsmoor, Northern General Hospital, Page Hall, Grimesthorpe, Carbrook & Meadowhall.

B2: new daytime/early evening Mon-Sat service operated by Sheffield Community Transport links Page Hall, Northern General Hospital, Pitsmoor, Burngreave, Grimesthorpe, Carbrook & Meadowhall.

D1: new daytime/early evening Mon-Sat service operated by Sheffield Community Transport links Burngreave, Wybourn, Attercliffe, Darnall, Handsworth & Catcliffe.

M25: Sheffield-Swallowneast-Aston service withdrawn. Changes to service 206 offer partial replacement.

M52: Sheffield-Gleadless Valley-Charnock service withdrawn. Changes to service 44 offer alternative for Fleury Road area of Gleadless Valley.

M60: Sheffield-Fulwood-Lodge Moor service withdrawn.

M68: Sheffield-Holmfirth service renumbered to 268 or 269 (depending on journey) with route & time changes.

S1: new daytime Mon-Sat service operated by Sheffield Community Transport links Grimesthorpe, Fir Vale, Northern General Hospital, Firth Park, Shiregreen, Wincobank, Meadowhall & Carbrook.

S2: new daytime Mon-Sat service operated by Sheffield Community Transport links Carbrook, Meadowhall, Wincobank, Shiregreen, Firth Park, Northern General Hospital, Fir Vale & Grimesthorpe.

X2: minor time changes.

X7: Mon-Fri 16.45 & 18.05 Sheffield-Maltby withdrawn. Mon-Fri 17.25 Sheffield-Maltby extended through to Bawtry (arrives 18.32).

X30: Royal Hallamshire Hospital-Sheffield-Crystal Peaks-Plumbley service renumbered to 30 with changes to route & times.

X41: Sheffield-Crystal Peaks-Halfway-Oxclose service withdrawn.

X78: new Sun journeys at 07.50 Doncaster-Rotherham & 23.15 Rotherham-Doncaster.

X92: time changes. Additional Mon-Fri afternoon journeys serve Meadowhall.

Note: District summary leaflets will be published on 2 April 2004, and detailed 'Bus Guide' leaflets will be available from April 14 2004.

Just the ticket by Steve Caddy

In theory it shouldn't be too difficult: one ticket to cover your whole journey – whether by a combination of train, bus and tram or using the services of different bus operators – makes perfect sense.

And for several years, the Transport Executive has been leading the way with travel passes like the all-embracing TravelMaster. However, the passes can prove expensive if you're not a high-frequency traveller or only wish to travel within one part of South Yorkshire.

For perfectly legitimate commercial reasons, persuading different operators to share revenue instead of issuing their own single and multi-journey tickets isn't easy.

So while South Yorkshire's network of

transport interchanges does make it easy for people to complete their entire journey on public transport, they may have to pay several times for the privilege. And by and large, they have to buy their tickets when they board – accounting for a major part of the delays which increase bus journey times.

However, the Transport Executive is committed to developing affordable ticketing systems, working in partnership with



operators - and the parties are about to launch new zonal tickets for South Yorkshire in the near future. The Transport Executive also aims to maintain and develop concessionary travel schemes as the most effective way of improving access to public transport for specific groups. In fact passengers paying concessionary fares make over one third of all the public transport journeys in South Yorkshire.

Improvements to the ticketing structure continued last year when holders of 16-18 Student Passes became eligible for half-price fares on some local trains. And the Transport Executive introduced the new FlexiMaster ticket for people who work part-time, or who do not need to travel to a set weekly pattern. For £8.25, a

scratchcard provides the choice of travel on any three days in seven. The ticket is valid throughout South Yorkshire on any bus or tram.

For leisure travellers, the Peak Explorer is a day ticket that provides the freedom of South Yorkshire and the northern part of the Peak District National Park by bus and tram.

The limits of travel in the Peak District with a Peak Explorer are Holmfirth, Glossop, Chinley Station, Sparrowpit, Buxton, Bakewell, Baslow and Owlbar. That's a lot of countryside made available without adding to the congestion that creates so many problems in popular beauty spots.

Meanwhile, agreements are now in place with neighbouring authorities to allow cross-boundary concessions for elderly and disabled people.

PTA/PTE Budget Performance - Year 2002/2003

This table shows the actual spend for 2002/03 compared with the budget as approved by the Transport Authority.

Budget Headings	Gross Expenditure 2002/2003 £'000	Income 2002/2003 £'000	Agreed Budget 2002/2003 £'000	Actual Spend 2002/2003 £'000
Concessionary Fares	12,000	(1,500)	10,500	10,500
Network Costs:-				
- Bus Tendered Contracts	5,921	(687)	5,234	5,338
- Special Needs Services	1,542	-	1,542	1,558
- Rail Network	22,700		22,700	25,293
- Rail Network - Fare Revenue		(5,400)	(5,400)	(4,971)
- Rail Network - Concessionary Fare Income		(200)	(200)	(121)
- Rail Network - Special Rail Grant		(17,100)	(17,100)	(20,201)
Passenger Services:-				
- Strategic Planning	2,400	(165)	2,235	1,856
- Transport Integration	1,289	(400)	889	944
- Operational Services:-				
- Interchanges	4,969	(1,370)	3,599	3,117
- On street Infrastructure & other properties	2,820	(627)	2,193	1,810
- Park & Ride Sites	258	(99)	159	34
- Traveline/TIC/Administration	1,806	(365)	1,441	1,438
- Information & Communications	1,706	(3)	1,703	1,461
SUB-TOTALS: PASSENGER SERVICES:-	15,248	(3,029)	12,219	10,660
SUPPORT SERVICES - PTA & PTE	4,567		4,567	3,893
Interest and Income Receivable		(3,864)	(3,864)	(4,121)
Capital Financing/Residual Charges & Rechargeable Pensions - PTA & PTE	34,226	(75)	34,151	34,632
TOTAL PTA / PTE 'NET' EXPENDITURE	96,204	(31,855)	64,349	62,460
PTA LEVY			(62,837)	(62,837)
Annual Shortfall/(Surplus)			1,512	(377)

Note: The underspend was due to many factors including tighter spending controls, delays in recruitment, a favourable outcome of negotiations with suppliers, and the release of provisions for compulsory purchase orders for land acquisition.

Recent legislative changes allow the Transport Executive to specify a ticketing scheme in which all local operators must participate. However, this legislation does not give the Transport Executive the power to set the prices for specified tickets. In the absence of this power the legislation is of very limited value, so a close watch is being kept on what is happening in other parts of the country.

At the same time, smartcard technologies are being developed to make sure that ticketing runs more smoothly.

So the potential is there to make travel by public transport a much more seamless, reliable and enjoyable experience for more people. All that is needed is continued co-operation between operators and transport authorities and a more favourable legislative framework from Central Government.



Ruins staring us in the face

"I'm one of the ruins that Cromwell knocked about a bit" - Marie Lloyd
Phil Ripley reports.

Recently, through the BBC TV series 'Restoration', we have been made aware of the glories of our architectural past - and the challenge that faces us to preserve the best for future generations to enjoy.

You may recall that the Camellia House at Wentworth Woodhouse came third in the competition, just missing out to the Victorian Baths in Manchester. What you may not realise is that this is just one of hundreds of buildings dotted around South Yorkshire which have their own histories but are in danger of being lost.

One of the organisations fighting to save our heritage is the South Yorkshire Buildings Preservation Trust Ltd, founded in 1994. The Trust exists to preserve buildings of architectural or historical interest which are threatened with demolition or dereliction and bring them back into use for the benefit of the people of South Yorkshire.

One example of a recent success is The Old Sweet Factory in Sheffield, originally built as a school in 1843. By 1864 it was in use as a brush factory, and for over a century had a variety of industrial and commercial uses, its most famous occupant being Charles Green, the artist and designer. Last used by a confectionery manufacturer until it was compulsorily purchased by the City Council in 1984, it fell into dereliction until the Trust bought it in 1999. Now carefully restored, the Old Sweet Factory is back in use as offices under lease to the Manor and Castle Development Trust.

But there are many listed buildings in Sheffield whose fate is much less certain, such as the Abbeydale Picture House, Birley Community Centre and - surprisingly - the Wicker Arches. This well-known part of the Sheffield landscape will both benefit and suffer from the construction of the ring road, with some demolition to accommodate the road being offset by the opening up of the north side so the public can view the exposed architectural features.

Further afield in South Yorkshire, and away from the famous restorations like Brodsworth Hall and the Camellia House, there are many fine structures in need of assistance.

Grimethorpe Hall, for instance, has been unoccupied for over 20 years, and suffered the usual sort of privations and casual

vandalism. But this very important building can now look forward to a brighter future: it has been bought, and planning permission has been submitted to turn it into a Stuart-themed restaurant. Book early for those banquets!

Cemeteries figure prominently on the at-risk registers throughout South Yorkshire, two notable ones being Wombwell Cemetery Chapel and Barnsley Cemetery Lodge: do we owe a duty to the memory of those whose last resting place is in danger of destruction?

One familiar memorial is Keppel's Column at Scholes, near Rotherham. It's an eighteenth century folly built in 1778 and named after Admiral Augustus Keppel, a friend of the second Marquis of Rockingham. The column was put up by the Marquis to celebrate Keppel's court martial acquittal.

Now Rotherham MBC is trying to get backing from the Heritage Lottery Fund to make it structurally sound and open up the top so that the public can savour the splendid views. The council is also very concerned about the state of The Three Cranes on Rotherham High Street, and the sadly-abused Rawmarsh Rectory.

These are just a small sample of a South Yorkshire-wide problem. But in these days of value-for-money, watching the public purse strings closely and making every penny count, it's not surprising that councils find it hard to do everything themselves, and turn to organisations like English Heritage.

And that's the right contact for anyone interested in helping to preserve the architectural heritage of South Yorkshire. It's the job of English Heritage to make sure that the historic environment of England is properly maintained and cared for. They aim to help people understand and appreciate why historic buildings and landscapes matter.

They welcome all types of enquiries, especially offers of help. Perhaps the best place to start is at their web site, which is www.english-heritage.org.uk but a telephone call to 0870 333 1181 would be equally effective.

Looking after the customers by Steve Caddy

Local rail services may still leave a lot to be desired and more must be done to attract travellers onto the bus network. But there's no denying that South Yorkshire has some of the best public transport facilities in the UK.

Sustained commitment by the Transport Executive over recent years has provided a comprehensive network, from interchanges and Park & Ride sites to bus shelters, delivered to Charter Mark standard.

At the county's major interchanges, fully-trained customer service staff – with first aid skills – are on duty on a 24-hour basis. At mini-interchanges, they are present for 12 hours a day from Monday to Saturday. Public transport users also have access to Travel Information Centres at all major interchanges, mini interchanges and at various high street locations.

These advances have put the Transport Executive on course to achieve its goal of providing first-rate facilities to make public transport easier, safer and more attractive. But as the regeneration of South Yorkshire continues, so the provision of customer services continues to evolve.

In Barnsley and Doncaster, new interchanges will provide high-profile gateways to the towns for visitors and state-of-the-art facilities for travellers. In Sheffield, the remodelling of the interchange and the redevelopment of the city centre have given planners the opportunity to provide a new generation of facilities with improved customer services.

Across the county, 63 Travel Information Points have been installed at a variety of locations, including interchanges and bus shelters. They provide travel information or assistance at the touch of a button. On the Supertram network, customer services have been

further enhanced by CCTV and help points to improve safety and provide information.

In addition to the TOPS journey planning service (see page 12), the Transport Executive's SAFE (Supporting A Friendly Environment) initiative continues to develop. Working primarily with schools, public transport operators and South Yorkshire Police, SAFE develops schemes to overcome the perception that public transport is less safe than other travel choices.

In January, three days of interactive events were staged to promote public transport safety to Year 7 pupils across Sheffield and Rotherham. A total of 450 students took part.

Meanwhile, the Transport Executive is working with the local authorities to develop a Park & Ride strategy following completion of a review and study last year. Park & Ride has already proved its worth, particularly on the Supertram network. Capacity at Meadowhall Interchange was increased

several years ago, and other sites are well-used.

So it isn't surprising that the study concluded that Park & Ride has the potential to play a positive role in encouraging car users to choose public transport for the final, most congested, leg of their journeys into the city and town centres.

Further Park & Rides could serve other developments,

such as business parks and hospitals. And a network of strategically located sites could be linked to central areas using a variety of public transport modes.

When it comes to customer service, the work being carried out in all these areas is ensuring that travellers are looked after in South Yorkshire - so hopefully more people will be tempted to give public transport a try.



Your Platform

Travelogue readers air their views

I wonder if you have plans to improve public transport on Ecclesall Road, Sheffield, in particular the access for disabled and pushchair users? I am a childminder with three under-three year olds and a baby to look after and I use the 74 bus with either a single or double buggy. These are great. On occasion there has been low access on 82 and 83 service buses, but too few to rely on. Do you have a programme to replace the old-type buses with new low-access ones? The ideal would be reinstatement of trams up Ecclesall Road - the access on trams is wonderful for pushchair users.

Mrs K Mathur, Sheffield

Pam Horner, External Relations Manager at the Transport Executive, replies: As the vast majority of bus services are operated on a commercial basis, without funding from the Transport Executive, any decision regarding the type of vehicles used on a given service is up to individual operators. The cost of a new, low-floor bus is high, but operators are continually updating their fleets to provide a better service and to comply with the Disability Discrimination Act. The plan is that all routes will be served by fully accessible buses, but we can't say when this will happen along Ecclesall Road. As for the tram, there are currently no plans to reinstate services along this road.

Ten years old!

Sheffield's Supertram celebrated ten years in front-line service in March with a day of celebrations culminating in the unveiling of a special, liveried tram during a ceremony at Nunnery depot.

Then invited guests witnessed the cutting of a large, commemorative birthday cake, before climbing aboard for a short journey to Meadowhall and return.

Stagecoach Supertram's Managing Director, Andy Morris, hailed the first decade of operation and hoped the tram's popularity would continue to grow in future years.

He said: "This is a proud moment. For ten years,

the popularity of the system has continued to grow, and we are now carrying almost 12 million passengers a year. I'd like to thank those people who have all contributed to its success and hope they continue to use the system whether it's for commuting to work or for leisure".

Supertram provides the city with a clean, reliable and frequent service that has seen a growing number of passengers choose to use the tram instead of their car. Around 25% of passengers have access to a car but regularly use the tram.

Roy Wicks, Director General of the Transport Executive, joined in the praise of Supertram's first ten years. He said: "The network, which had its critics in the early days, has really come of age and proved its worth. It has created a public transport market for 12 million people and, for many of those, offers a realistic alternative to the car."

Get an earful of this! Fancy a mini hi-fi - for free?

In fact, a Proline CD micro system, to be exact!

Well 10 lucky Travelogue readers can do just that, with this issue's great, easy-to-enter competition.

And all you have to do to be in with a shout is answer this simple question:

Which important milestone did Supertram pass in March 2004?

Now write your answer ON A POSTCARD ONLY please, and send it to: Melanie Allen, Hi-fi Competition, Transport Executive, PO Box 801, Sheffield S2 5YT. Closing date: Friday 14th May 2004

Don't forget to include your name, address and telephone number if you have one.



Keeping travellers informed by Steve Caddy

In today's world of instant information, public transport providers need more than printed timetables to keep travellers happy. The demand for accurate information becomes all the more important if the Transport Executive is to achieve its aim of tempting more motorists out of their cars - a few delays and that battle will be lost.

No-one would argue that the public rightly expects accurate, up-to-the-minute information, and the Transport Executive is rising to the challenge. With the help of a £2.5m Government grant, it aims to provide real time travel information via Traveline, the internet, text messaging and WAP in a joint venture with West Yorkshire PTE and several bus operators.

In 2004, a first phase of 775 vehicles will be fitted with the systems needed to deliver bus location and timetable information. This will help provide the infrastructure needed to allow for the eventual installation of real time travel information for all South Yorkshire services.

The radio network needed to operate the system is now complete and work has started on fitting buses with the appropriate equipment. The initiative will also offer real-time information displays at selected locations on specific bus corridors and at interchanges. In addition, it will be integrated with rail and tram information.

Meanwhile, the call capacity for the Traveline telephone service has been increased to cope with demand. Electronic travel information is now available at all key transport interchanges in South Yorkshire; and there are on-street Travel Information Points at over 40 locations, operating seven days a week from 7am until 10pm.

Another key element in the campaign to get more people onto public transport - particularly those accustomed to travelling by car - is the provision of journey planning information. In 2003, the Transport Executive's response to that requirement - the Travel Options Planning Service (TOPS) - proved its worth to an increasing number of travellers.

The free service works with public and private sector organisations, developing public transport travel plans for staff. Public transport operators are also involved in developing services and ticketing initiatives. Organisations undertake a travel to work survey of their staff and obtain their views on public transport. The information is then used to produce a travel plan. To encourage workers to use the public transport on offer, ticketing discounts can be arranged.

The number of TOPS clients has grown by 45 per cent over the last year. And feedback from the employees of TOPS clients has shown an 18 per cent increase in the number of bus trips, with tram and rail journeys rising by 12 and 10 per cent respectively.

TOPS has been recognised nationally as an example of best practice. It has been adopted as the standard approach by South Yorkshire's four local authorities, and has been implemented by West Yorkshire Passenger Transport Authority.

Combined with the advent of real-time service information and other initiatives, TOPS should go some way to meeting the requirements of today's public transport users.