

MD/LG

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Dear Mr Betts

Route Change to Service 71 Chesterfield - Killamarsh-Sheffield from 29 January 2017

I am responding to your recent enquiry to SYPTE with regard to service 71 no longer operating through Mosborough from the end of January.

The service is a long distance service operating from outside Sheffield into the City and therefore does not form part of the Sheffield Bus Partnership. The route change is being made to allow it to replace the 72 service Killamarsh - Crystal Peaks, which is being withdrawn.

Both SYPTE and Derbyshire County Council have been fully consulted about the changes and neither have raised any concerns or objections, nor felt it necessary to consider a replacement service. The changes are being made following a review of patronage data and a physical survey of both routes and these show that the number of passengers boarding and alighting on Station Road, Mosborough is minimal.

Service 72 does not form part of the Sheffield Bus Partnership because it has been loss making for many years and a permanent commitment to operating the route could not be provided by any of the operators. Stagecoach was however willing to take on the service with a view to making it sustainable. The route was introduced in July 2013 (then numbered SL3) following the withdrawal of First services from Sheffield to Killamarsh which were stated by First to be financially unviable. The aim of service 72 was to encourage additional public transport usage from the Killamarsh area by providing a high frequency link to Crystal Peaks to connect with the tram for onward journeys to Sheffield and it was hoped that the improved frequency would in time allow the service to become financially sustainable.

Regrettably, service 72 has generated little demand and has never achieved financial viability. In November 2015 we reduced the frequency from every 10 minutes to 20 minutes as a means of reducing the costs of operation and improving the overall financial performance of the route. Unfortunately this change has proved to be insufficient to cover the losses and we have now reluctantly taken the decision to withdraw the service.

To ensure that a link is retained from Killamarsh to Crystal Peaks, service 71 is being rerouted away from Mosborough to operate via there and Sheffield Parkway to Sheffield. Consequently Station Road in Mosborough will no longer be served. Our analysis indicates that daily passenger journeys to/from Station Road are in single figures and that almost all passengers travelling through Mosborough are travelling to and from Sheffield as opposed to boarding or alighting in Birley and Intake.

There are 3 stops on the section of road which will no longer be served; the stop at the Mosborough end is close to the High Street where service 50 will continue to provide a service to Chesterfield and Sheffield every 30 minutes, whilst the stops at the Halfway end are close to our service 120 which crosses Station Road and provides a 10 minute service to Sheffield and service 70 provides an hourly link to Chesterfield. Therefore an alternative service exists reasonably close by for affected passengers.

Whilst we regret having to withdraw any bus service, the changes we are making have been fully researched and our partners at SYPTTE and DCC have been fully consulted. The revised route will affect only a very small number of passengers and is vital to ensure that our bus services in the area remain sustainable in what is currently a very challenging operating environment.

I would very much welcome the opportunity to meet with you to introduce myself and discuss bus service provision in Sheffield and would be pleased to hear if this is something you would be interested in.

Yours sincerely

A handwritten signature in cursive script that reads "Matt Davies". The signature is written in black ink and is positioned above a thin horizontal line that underlines the name.

Matt Davies
Managing Director