

**TRANSPORT 4 ALL Meeting 21.01.16**  
**Sheffield Town Hall - Room G42**  
Agreed as accurate record 140716

**1) WELCOME/APOLOGIES/INTROS**

**PEOPLE PRESENT**

Shel Turner (MT) – Chair  
Alan Thorpe (AT)  
Craig Williams (CW)  
Danny Heffernan (DH)  
Grace Parry (GP)  
James Martin (JM)  
Julie Smethurst (JS)  
Paul Savage (PS)  
Stacey Anderson (SA)  
Councillor Tony Downing (TD) – Transport Advisor to Cabinet Member (Lab)  
Councillor Ian Auckland (IA) – Shadow Cabinet Member (Lib Dem)  
Amanda Maybury (AM) – First Bus  
Nigel Wragg (NW) – Stagecoach Supertram  
Dave Cooper (DCp) – SCT  
Elspeth Mallowan (EM) – Doncaster Transport for All  
Shannon M Kennedy (SK) - SYHA  
Lizzy Hardman (LH) – Travel Solutions Team, SCC Adult Social Care  
Paula Turner (PT) – SYPTE  
Richard Gould (RG) - SYPTE  
Cate Jockel (CJ) – SCC Transport, Traffic & Parking Services  
Simon Ovenden (SO) – SCC Planning Services

Welcome to Julie Hurley (JH) & Laurie Brennan (LB) for item 3 and Clive Stephenson (CS) & Craig Harper (CH) for item 5.

**APOLOGIES**

Ian Wallace (IW) – standing apologies  
David Caton (DCt) – Stagecoach Bus  
Emma Cawley (EC) – SCC Adult Social Care

**SAD NEWS**

T4A member David Damms has died recently: tribute was paid to his voluntary work with the Low-Floor Bus Group/T4A, Sheffield Shopmobility & with Sheffield Hospitals. CJ to arrange a card of condolence to his family.

**2) MINUTES OF OCTOBER 2015**

These were approved with one point of clarification from SK: Access Ambassadors will help people tackle barriers getting out and about including, but not only, barriers to public transport use. The minutes will be added to the group's webpage.

**3) SHEFFIELD CITY REGION (SCR) AND THE PROPOSED DEVOLUTION DEAL: SETTING THE SCHEME – with Julie Hurley, SCR Director of Transport & Laurie Brennan, SCC Policy and Improvement Officer**

JS introduced this item for T4A: it's important to the group to know what any devolution deal would mean for transport, in particular making transport (especially public transport) more inclusive.

LB circulated a paper on 'Devolution to SCR: the proposed agreement and what it means' and ran through the main points:

- LB's role is to work on devolution proposals for SCC with officers from other 'Core Cities' (most of the main UK cities outside London). In relation to transport, to see how proposals can help with developing local networks targeted at local needs - in terms of connectivity, accessibility and inclusivity;
- Role of cities in economy: in UK, too dependent on London/too centralised: cities outside the capital city contribute more in other countries. Populations are increasingly urban & diverse - & best understood locally;
- The 'functioning economic area' of SCR (where people live/work) covers 9 LAs;
- The UK's Core Cities have been discussing the need for devolution for 10+ years & there have been various deals with Governments – called things like City Deal & Growth Deal;
- The proposed agreement, announced in October 2015, takes the next steps: it provides for:
  - o 30 years of financial certainty for investment, rather than year-to-year;
  - o The ability to franchise buses subject to the provisions of the Buses Bill;
  - o Smart ticketing, potentially for the whole of the 'North';
  - o Local management of the strategic roads network;
- Government made clear that we will have to have an Elected Mayor if we want the level of devolution that we're seeking. For SCR, the Mayor will Chair the SCR Combined Authority; the 9 LA Leaders will form the Mayors' Cabinet; & there will be an SCR Scrutiny Committee;
- The Cities and Local Government Devolution Bill, which will set the devolution framework, is going through Parliament now. Sheffield MP Clive Betts has submitted an amendment which would allow District Councils in Derbyshire & Nottinghamshire to become full members of SCR without the agreement of their County Council;
- Following that, there would be a SCR Constitution and Government will lay Orders in Parliament to enable the mayoral election and make the new powers legal;
- Outcome of these negotiations likely to go to Full Council in March. This is seen as the next step towards more local power & SCC (& others) will be pushing for more.

Discussion:

Comparisons with buses in London: how do we take the best from London's example? JH noted that London's bus system is well established and T4A to note that it is heavily subsidised. JS noted that smart ticketing (in London, there is the Freedom Card & a Taxi Card too) can link well with concessionary travel – where currently the local additions to national concessions are subject to annual budgetary review. JH responded that one of the benefits of the

devolution deal is having an amount of money that can be prioritised & planned over a 30-year period.

SA noted that some bus companies are cancelling orders for new buses because of the uncertainty about franchising.

Franchising/enhanced partnership/partnership model: SCR will decide the best way forward locally depending on many factors including the provisions of the Buses Bill. Timescales for publication of the Buses Bill is uncertain. February has been indicated but there is no confirmation of this.

New SCR Transport Strategy: the existing strategy runs to 2026 but will be refreshed: this is currently being scoped out. JS asked about policies on social inclusion for all. JH responded that social inclusion was in the existing strategy but it would be good to strengthen this in the refresh – so this meeting is timely. T4A expressed that it would like an input into the strategy refresh.

MT noted grave reservations about having a Mayor based on recent local experience. How much additional money is it actually & is it completely conditional on having a Mayor? JH responded that transport funds are reducing year-on-year, with local authorities needing to make bids for miscellaneous funding pots (we have been fairly successful with this locally). A future devolution deal would give greater certainty over funding and the ability to raise funds for longer-term investment such as, e.g. tram extensions. The SCR Executive team role is to present information and options to the Combined Authority and decisions on a Mayor are made by the politicians.

NW noted that there are similar devolution measures with regard to city-to-city links, with Transport for the North, as well as within SCR: he welcomes these as the UK has been too centralised.

PS asked what happens if SCC says 'No' to an elected Mayor: LB noted that all the SCR constituent councils have to agree: if they don't, the way forward with devolution is unclear.

#### **4) RECENT TAXI DEVELOPMENTS – with Clive Stephenson & Craig Harper from SCC's Taxi Licensing Service**

CS started by explaining that the standard needed to get a license in Sheffield is high: BTEC course at Sheffield College, which includes equality training e.g. with regard to disabled customers. But many drivers are now licensed elsewhere due to the Deregulation Act of 2015 which made some changes re taxi licensing in order to 'reduce business bureaucracy' (HMG):

- Hackney cab drivers can now get a 3-year license: this has increased from 18 months. So SCC offers 3 options now of 1, 2 or 3 years. A Private Hire Operators' license can be issued up to a maximum of 5 years;
- Sub-contracting is legal: this followed on from a legal ruling that a hackney carriage driver licensed from any local authority can use that vehicle as a

private hire vehicle in any city, town in England and Wales. This is usually with a Local Private Hire operator, but doesn't need to be.

One of the House of Lords Select Committees is investigating how the change from the DDA to the Equality Act 2010 has affected disabled people, including discussing taxi licensing. It should report in March 2016. SCC officers gave evidence about the effect of the Deregulation Act & expressed a view that something like the Sheffield BTEC course should be a national requirement.

SCC limits the number of hackney carriage vehicles it will licence to 857. This is out of date and so a survey will be undertaken soon to look at the demand: to confirm that there are sufficient vehicles to carry out those services and supply the public with a quality of service. This will include consultation with passengers + groups such as T4A and also a mystery passenger exercise.

CS noted that Uber is a big international company backed by lots of money. It is app-based & customers use their smart-phone to place orders. Drivers are licensed as PHV operators (somewhere in the UK): there is no power to refuse a license if the application is valid. They are subject to the same checks as everyone else in the place where they register. There is no back-office; everything is done online including rating drivers. He noted that the Licensing office has received no complaints about Uber. MT thought that variable charging was a problem with Uber – although the app will tell you what the price will be in advance.

GP raised the recent changes to individual accounts: City Taxis has been running individual accounts which she & others liked as they feel it gives them similar independence to non-disabled adults. LH commented that the Travel Solutions team had found this facility really helpful for people as an independent way to travel which didn't involve handling cash. However, accounts are now being cancelled at short notice (e.g. 3 days) by City. Why? It seems to possibly be linked with a change to VAT regulations which would add 20% to fares. It seems that bus fares and rail fares are VAT-free so why not taxi fares? CS said that he would have a word with City about individual accounts. Cllr TD was also going to talk to LH about travel trainers' experience of this. JS asked whether S1 would service accounts. Wouldn't running accounts class as making reasonable adjustments?

City Taxis has now started an app like Ubers for bookings. NW noted that this gave you options to pay by card & to leave feedback. However GP noted that she & others don't necessarily like to take smart-phones out with them.

CS noted that City (since combining with Mercury) is a big company with 1400 drivers. There are very few operators in Sheffield - about 32 compared with about 500 in Leeds. And less than 10 of these 32 have more than 50 vehicles. This should make some issues easier to tackle. Various people suggested that lots of complaints might help – through all sorts of media.

AT mentioned an instance where he had complained about a driver and then been sent the same driver again. CS responded that this shouldn't happen but the whole trade was becoming more faceless.

## 5) MATTERS ARISING & ANY OTHER BUSINESS

As there was no time remaining to discuss matters arising from the last meeting in October, CJ circulated an update note which is copied here:

Oct 15 Minutes page 2

- Northern Rail pilot projects: no update but Paula hopes to get further info at a 'Talking Travel' event next week;
- AV at tram stops: REACT facility still not available and RNIB is reviewing the technology;
- AV on 120 bus route: this project is still live, and the Project Lead is having ongoing talks with the operators, but there's no date for implementation;
- Praise & Grumble: Paula has passed information on 'Easy Read' leaflets on to the Communications department, along with similar examples used in West Yorkshire

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- Tram-Train: Nigel to update on visit to vehicle;
- Bus Network review: the action point referred to an issue with the website. Paula passed this on to the Communications department after the meeting but by then the (temporary) issue had been resolved.  
Following implementation of the new network, all complaints and comments have been monitored and, as a result, some timetable and vehicle changes were made at the start of January to improve performance. Monitoring is ongoing, and there will be a few further tweaks in February to address traffic and timekeeping issues;
- 'Have Your Say': all user feedback was fed into the consultation response.

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- Local Plan – Citywide Options for Growth: consultation to 15/01/16. Summary of comments will be published early 2016. Officers will assess comments & produce a Consultation Report, available late summer/early autumn 2016. Then to be consultation on a draft Plan;
- CPT permits: Paula has re-circulated the info as agreed.

AOB: JS asked if there was any update on public transport & the retail quarter proposals. CJ has been informed that, in relation to the outline planning application, it seems likely that Pinstone St traffic will stay as now. There is no date yet for the application to be reported to Committee.

## 6) 2016 MEETINGS

The next meeting is 21<sup>st</sup> April; then 14<sup>th</sup> July and 20<sup>th</sup> October  
All 1400-1600.