

TRANSPORT 4 ALL – 19.07.18 - Sheffield Town Hall - Room G42
MEETING NOTE

1. Welcomes/Apologies

People present

Shel Turner (MT) – Chair
Becky Marson (BM)
James Martin (JM)
Grace Parry (GP)
Lee Harker (LH)
Craig Williams (CW)
Alan Thorpe (AT)
Councillor Jack Scott (JS) – SCC Cabinet Member
Nathan Broadhead – SYPTE
David Caton (DC) – Stagecoach Bus
Nigel Wragg (NW) – Stagecoach Supertram
Danyelle Middleton (DM) – First Bus
Mitch Genner (MG) – SCC Adult Social Care
Simon Ovenden (SO) – SCC Planning

Apologies

Stacey Anderson (SA)
Councillor Ian Auckland (IA) – SCC Shadow Cabinet
Councillor Douglas Johnson (DJ)
Danny Heffernan (DH)
Cate Jockel (CJ) - SCC Transport Planning
Paula Turner (PT) - SYPTE
Andy Metcalfe (AM) – First Bus

2) Disabled People's Protection Policies (rail): James Martin (T4A member)

- a) JM attended a London based workshop held by the Office for Road and Rail (ORR). The ORR is developing draft guidance on Disabled Persons Protection Policy (DPPP). Each train company will write its own DPPP based on the ORR's guidance. The ORR will enforce compliance.
- b) The London meeting consisted of the ORR seeking answers to questions from disabled passengers. JM relayed these questions to the Group. There will be a follow-up ORR consultation on DPPPs in September for 6-8 weeks.

3) Rail Delivery Group consultation on rail fares: James Martin

JM noted that this is a 3 month public consultation (closing date 10th September) being run by the Rail Delivery Group (RDG) with the independent watchdog Transport Focus. NB: the RDG is an industry group consisting of all the passenger and freight rail companies as well as Network Rail and HS2. The consultation states that it is to inform proposals to update fares regulation, simplify fares & maximise benefits of new technology.

JM asked some questions of the Group to help with a response.

- a) 3 Options for changes to rail fares were proposed in the consultation: A) no change to the current situation; B) remove variable ticket prices; C) greater flexibility of ticket price.
- b) The Group was in favour of fare flexibility even if prices went up as well as down. There was concern that flat rate fares could extend peak travel times impacting on the availability of the 1 or 2 wheelchair spaces available.
- c) Of primary concern was the limited number of trains at a reasonable cost which limits Disabled People's choice/ability to travel.
- d) Should T4A's response be presented to the local MP and/or the DfT as well as the ORR? Yes.
- e) Cllr JS informed the Group that SCC will submit its own response and would like to append the T4All response.
- f) The consultation runs for 6 weeks to 10/09.

ACTION: JM to prepare a T4All response.

ACTION: JM to meet with Chair MT and Cllr JS to draft a shared letter

4) DfT consultation on Bus Services and Accessible Information: James Martin

- a) Bus audio and visual displays should be provided in the next 7 years.
- b) The Group was in favour of these systems but there needed to be central guidance to ensure consistency between operators.
- c) NB stated that SYPTE advocates enshrining the requirement for audio and visual displays in the design of all new busses to avoid costly retrofit with inherent variance of design and function.
- d) The success of the audio announcement in Mandarin, for Chinese tourists on the Chatsworth service was held as a positive example of this service provision.

ACTION: CJ to set up an email subgroup on the design guidance for audio and visual displays. Those interested are: Becky Mason, Grace Parry, Lee Harker, Michelle Turner and James Martin. Also Cllr Jack Scott is interested to see the Group's response. Closing date is 16/09.

5) Supertram safety and evacuation procedures: Nigel Wragg (Stagecoach Supertram)

NW outlined the safety evacuation procedure for Supertram including:

- If a tram is at or can reach a tram stop, then all the doors, on the correct side, are opened.

- Away from a tram stop: In the event of a breakdown, there is the option for a second tram to pull or push the stranded tram to safety. For tram-train, there is a recovery contract and a diesel engine would return the vehicle to a stop.
- If the tram cannot be moved and the delay is long-term; then passengers are allowed to step down from the tram.
- On West Street for example, traffic management would be used to ensure passenger safety.
- In an emergency evacuation event e.g. fire or explosion the doors would be opened and Able Bodied passengers would evacuate.
- For disabled passengers, the reliance is on the staff and public to assist in the evacuation of people unable to step down from the tram.
- The driver can communicate with HQ away from the tram via a mobile phone.
- The Conductor does a sweep of the tram if this does not put them in danger.

6) Minutes of January 2018

The draft minutes were agreed as an accurate record with one typo corrected.

GP has issue finding out which stops were being limited on the 218 service. NB responded that the information should be online and will get Paula to circulate this. Also the 50 and 58 has limited stops at customer request.

7) Grey to Green Phase 2: transport aspects: Lucia Lorente Arnau (SCC City Regeneration) and Nat Porter (SCC Transport Planning).

- a) LLA and NP outlined the consultation and design history of Grey to Green phase 2 and the proposed changes, including:
 - i. The pedestrianisation of Castlegate and rerouting of buses along Blonk Street, enabling removal of traffic signals on Lady's Bridge; traffic modelling shows improved journey times.
 - ii. 2 Bus stops on Castlegate are to be relocated to Exchange Place.
 - iii. The rarely used stop at Exchange Place/Furnival Road toward Park Square would be closed.
 - iv. The 56 and 10 will be rerouted to Commercial Street.
 - v. The 25 from Manor Top will stop at Arundel Gate
 - vi. At Snig Hill, 2 bus stops will be provided to address buses stacking.
 - vii. Dixon Lane will be the primary pedestrian Route linking the inbound and outbound services.

Feedback on Dixon Lane was that there would be a need to prevent pavement parking and the preferred approach would be to address the vehicular access on the south side of Dixon Lane to provide a clear, level route, rather than attempting to bollard off one side of footway.

JM asked for further information on how bus services would be divided between the Snig Hill stops. He voiced a preference for keeping like services to the same stop

even if this did exacerbate the stacking issue. NB added that the stops would be treated like the Hallamshire Hospital stops; JM stated this was a confusing arrangement. He added that T4ALL should be included in the conversation about how services were divided between stops.

ACTION: NB to note and follow-up.

JM raised issue with the loss of the controlled crossing on Bridge Street and NP explained the rationale for this.

8) Matters Arising & AOB

- a) NB: Stocksbridge: road closures on Manchester Road, services diverted. 5000 users will be contacted so no one should be unaware.
- b) Rotherham Interchange: works to the building are being undertaken. Concern was raised about the colour contrast of tiles intended to be used.
- c) NW reported that Supertram rail track replacement work near Halfway should be completed 8th August. Area 3, Gleadless to Beighton will commence 10th August to 14th September. Information is on the Website.

9) Next Meeting

Thursday 18th October – 14:00-16:00 – TOWN HALL ROOM G42