

## **Sheffield Transport 4 All 28<sup>th</sup> January 2021 Held by Zoom**

### **Welcome & Apologies**

#### **Present**

James Martin (JM) – Meeting Chair  
Howard Gordon (HG)  
Martin Brighton (MB)  
Lee Harker (LH)  
Caroline Irving (CI)  
Grace Parry (GP)  
Paul Savage (PS)  
Alan Thorpe (AT)  
Craig Williams (CW)  
Bluebell Evans (BE) – Better Journeys  
Simon Middleton (SM) – First Bus  
Kevin Sharp (KS) – Stagecoach Bus  
Nigel Wragg (NW) – Stagecoach Supertram  
David Boden (DB) – TM Travel  
Max Myers (MM) – Northern Rail  
Mitch Genner (MG) - SCC Adult Social Care  
Patricia Higgins (PH) – SCC Adult Services  
Councillor Ian Auckland (IA) – Shadow Cabinet (Lib Dem)  
Alaina Briggs (AB) – SCC Equalities & Engagement  
Cate Jockel (CJ) – SCC Transport Planning  
Simon Ovenden (SO) – SCC Access Officer  
Matt Reynolds (MR) – SCC Transport Planning (for item 3)  
Tim Slater (TS) – SCC Transport Planning (for item 3)

#### **Apologies**

Shel Turner (MT) – Chair  
Councillor Abdul Khayum (AK) – Cabinet Advisor (Lab)  
Councillor Douglas Johnson (DJ) - (Green Party)  
Paula Turner (PT) – SYPTE  
Craig Harper (CH) – SCC Taxi Licensing

### **1. October 2020 T4A**

Note of previous meeting on 22<sup>nd</sup> October 2020 was agreed as an accurate record. The meeting noted that JM had submitted responses to the 2 consultations discussed in October as follows: (a) a joint response from T4A and ALG to the City Council's Connecting Sheffield: City Centre consultation and (b) a joint response from T4A, ALG and Disability Sheffield to the Government's (Department for Transport) consultation on pavement parking. The response to the pavement parking consultation had been sent out with the January meeting papers for info.

### **2. Northern Rail: mobility scooter scheme; accessible travel policy; & accessibility fund**

MM presented this item:  
Mobility scooter scheme

This scheme has been launched recently by Northern Rail, initially on 21 routes covering around 140 stations. Northern is issuing permits now so that people know that their scooter is ok to use those routes/stations. Some are in the Sheffield area. Other local routes/stations will follow in later Phases.

Northern is trying to join the dots: e.g. talking to other train operating companies (TOCs) about accepting this permit so far as possible; contacting scooter retailers so they sell the right vehicle for customer use and could even issue the permit too (one of the larger scooter manufacturers is keen to help).

Launch at an online disability awareness day held by Northern: got very positive coverage.

NW pointed out that bus, tram & tram-train use a different permit: the CPD permit. Passengers need to be aware. May be some scope for working together on this especially ref information.

#### Accessible travel policy

Replaces DPPP. This is almost ready to launch. Additionally, all info on Northern's website is being audited.

MM noted that Passenger Assistance is to be further standardised across all operators (including with a Rail Delivery Group app) so that reliability should improve between TOCs and across all stations.

#### Access fund

This will open for bids next week (early Feb): there is a total of £250K for several schemes, to improve access for older and disabled passengers. The Northern Access Use Group will assess bids & then Northern will review the feasibility. Plan is to spend the fund/build improvements by Sept 2022.

### **3. Connecting Sheffield: Neepsend-Kelham-City Centre consultation**

MR presented the key elements of these proposals, which would be out for consultation from the week after the meeting, to link Neepsend and Kelham into the City Centre with 'active travel' proposals such as continuous footways and a Dutch-style roundabout – both design features that are being seen increasingly in the UK.

It was also noted that the Connecting Sheffield: Magna-Tinsley proposals would be out for consultation soon.

There was time for a few queries & comments, with discussion to be continued at the ALG on 10<sup>th</sup> Feb:

- IA: does this assume a drop in motor traffic? MR responded that there could be more or less post-covid, much uncertainty. However, national transport growth forecasts (pre-covid) have been modelled to check the impact;
- CI raised current uncertainties around the post-covid economy + whether more private (e)cars will be used. MR agreed that there are huge uncertainties at the moment. This is taken into account by sensitivity testing around various scenarios: should be some guidance from DfT on this at some point;
- AT noted that there could be lessons to learn from the Knowledge Gateway work;
- JM welcomed improvements to crossing Rutland Rd at Neepsend Lane: a key item for local residents;
- CI also welcomed the idea of continuous footways;

- However there are concerns about practicality for the disabled community, e.g. how they would work with the steepness of Burngreave Rd;
- MB welcomed the proposals but noted the need for access to bus stops to be included – e.g. dropped kerbs where necessary to get to stops, and including the opposite stop for the return journey.

#### **4. Bus and tram matters (various)**

##### Ventilation on buses

GP asked the operators about their positions on open windows, as an anti-covid (& anti all germs) measure:

- SM for First: the buses should leave the depot with windows open; notices to passengers to leave them open; & drivers should check that they remain open at the end of the journey. In addition, some small blocks are being added to prevent passengers from being able to close them completely;
- KS for S/coach Bus: position is the same but without the blocks;
- DB for TMT: TMT is leaving it to passengers. But welcomed the suggestion to put up notices about the importance of ventilation. *Post-meeting note: posters were produced later the same day as the meeting;*
- NW for Supertram: conductors will open them. Passengers do shut them sometimes but there is a good exchange of air anyway from all the doors opening at the tram stops. On the CityLink vehicles, there is air-conditioning which uses external air;
- GP thanked everyone & asked for as much to be done as could be.

##### Vaccination centres

JM has been looking at access to the mass vaccination centre at the Arena. Operators are running at lock-down frequencies – if the vaccination centre leads to a lot more passengers, can more services be run? The operators noted that they are meeting with SYPTTE every week to discuss any issues, including use of community transport, but, in principle, it was possible for both First and S/coach to increase frequency at short-notice by bringing back drivers who are furloughed. This is more difficult especially for the tram-train which has a small pool of drivers & NB is only operating 1 service per hour at the moment due to the position with staff & positive covid tests.

CI had a query about a bus stop near the Porter Brook Medical Centre which is a local vaccination centre: she would send JM more info.

##### Quakers' transport group

HG informed T4A that this group is doing some work on the criteria for disabled bus passes – e.g. dementia is not included.

The group is in contact with the DfT. NB National guidelines are for bus, not tram, but South Yorkshire also includes trams.

#### **5. AOB & next meeting**

##### Travel training

MG informed the group about how the travel trainers are working at the moment. They are looking at what can be done online: e.g. looking at scenarios; routes; safe places. This is a work in progress. There is a lot of anxiety about travel & people

have become deskilled. So there will be a large piece of work to do when things start to open up.

Next meeting: April 22<sup>nd</sup>

Future meetings in 2021: July 22<sup>nd</sup> and October 21<sup>st</sup>.