

Sheffield TRANSPORT 4 ALL – 23rd July 2020

Joint meeting with the Access Liaison Group

Held by Zoom

1. Welcome & Apologies

Present

James Martin (JM) – Meeting Chair

Alan Thorpe (AT)

Caroline Irving (CI)

Craig Williams (CW)

Brian Hodges (BH)

Andrew Crooks (AC) - Disability Sheffield

Emily Morton (EM) - Disability Sheffield

Jake Green (JG) – Disability Sheffield

Val Bowen (VB) – Disability Sheffield

Bluebell Evans (BE) – Better Journeys

Lydia Shapley (LS) – SCC Travel Training

Simon Middleton (SM) – First Bus

Kevin Sharp (KS) – Stagecoach Bus

Nigel Wragg (NW) – Stagecoach Supertram

Lauren Eades (LE) – Stagecoach Supertram

David Boden (DB) – TM Travel

Craig Alexander (CA) – Northern Rail

Maxine Myers (MM) – Northern Rail

Councillor Abdul Khayum (AK)

Councillor Ian Auckland (IA)

Councillor Douglas Johnson (DJ)

Councillor Cliff Woodcraft (CWft)

Paula Turner (PT) – SYPTE

Babeth Bettencourt (BB) – SYPTE

Cate Jockel (CJ) – SCC Transport Planning

Matt Reynolds (MR) – SCC Transport Planning

Simon Ovenden (SO) – SCC Access Officer

Brian Messider (BM) – SCC Access Officer

David Wain (DW) – SCC Highways Maintenance – for 1st item only

Apologies

Shel Turner (MT) – Chair - unwell
Dame Sarah Storey (DS) – Sheffield City Region

2. **Note of previous T4A meeting** on 30th January was agreed as an accurate record. Note that the April meeting was cancelled due to Covid-19.
3. **Note of ALG's previous meeting** in June 2020 was also approved.

4. **Cycle route maintenance**

Item raised by JM and passed through to DW. DW is a Technical Officer in Highways Maintenance with a particular remit of vegetation and maintenance. JM had previously sent photos of locations where vegetation was obstructing pedestrians and cyclists. This caused people to enter the wrong part of the segregated cycle and pedestrian areas. He wondered whether this had been deprioritised due to Covid-19. DW assured JM that this was not the case but is the result of some Amey maintenance staff being furloughed + SCC's reporting system being out of action for about a month. Usually the website fixmystreet links to this but that isn't working so, as a temporary work-around, messages are going to SCC Customer Services.

5. **Public transport and Covid-19: the operators**

- Northern: MM reported that a huge amount of work had been put in to help customers and staff, on website, social media, disability travel support - keep safe cards - etc. Including info about exemptions.
- Stagecoach Bus: KS reported that drivers will ask people not wearing face coverings to wear them but are not responsible for enforcement. If someone says they have reason not to, or is carrying any organisation's exemption card, that's fine.
- First Bus: SM – same situation as Stagecoach Bus. Drivers will accept cards. Main passenger feedback has been that drivers are not challenging passengers enough. NB South

Yorkshire Police has been in touch and is looking to arrange a meeting with operators & then to get officers out on buses & at stops.

- TM Travel: DB reported the same as First and Stagecoach: also accepting all cards; also feedback that drivers are not challenging passengers enough.
- Types of face covering were discussed: PT, AC, CI, JM. Visors are fine; coverings with see-through panel are fine. Drivers carry a face covering with them in case they need to get out of the cab to deploy a ramp. But drivers can't wear visors – too reflective. One member raised whether people should be travelling if they can't use a covering – as it is to protect other people: the Chair reminded them of the legal position and that people do need to be able to travel to appointments, work etc. independently.
- JM has been in contact with PTE (BB leading for PTE on comms/info around this), operators, Police, Disability Sheffield about issues for disabled travellers. E.g. VIPs need to know beforehand what to expect on a bus, tram etc, such as limitations on where to sit.
- NB JM has started using public transport again this month. CI and JG hadn't yet.
- VB noted that Disability Sheffield has had quite a few enquirers expressing anxiety about travelling generally & also specifically about experiencing hostility if exempt from wearing coverings, including inappropriate comments from a few bus drivers, and e.g. worries about being fined. Exemption cards are widely available including from interchanges & can be shown on smart phone. But should they be necessary?
- Did we know what proportion of people would be exempt?
- Supertram: Nigel noted that public transport is not currently a hotspot. Over 80% of tram users are wearing coverings. Those who are not exempt and are not wearing coverings are the usual passengers that conductors have problems with & S/tram is talking with Police liaison staff about this. He flagged that the biggest Covid-19 issue for public transport is

service sustainability given reduced capacity and discouragement to use so low patronage levels. Operators are worried about losing customers permanently and what that means for future operations.

- DB backed this up: could be serious long-term damage. Government support won't last forever. Need people to start using buses again – operators happy to help with anything to increase confidence around cleaning, sanitisers and face coverings.
- On capacity, VB said that some people struggle to sit, getting up & down, but they are not allowed to stand on buses at the moment – why is this? PT responded that it was introduced for social distancing.
- BE noted that the socially isolated are becoming more so due to Covid-19. Better Journeys is going to pilot some work in Firth Park when shielding ends: to talk to those who have been shielding and see what their main concerns about returning to activity are and what would help.
- On face coverings, DJ noted that the advice of Sheffield's Director of Public Health (DPH) Greg Fell was that staying at home, washing hands, being socially distanced are all much more significant than wearing face coverings.
- IA added that even if the benefit is marginal, those who can should wear coverings. He agreed that the bigger concern is the future of public transport services.

6. Tactile paving

SO introduced this: the national Department for Transport (DfT) had commissioned a report to look at the application of tactile guidance nationally. The report is recommending rationalising surfaces. JM and SO have a few concerns about things that could negatively impact on Sheffield including:

- a) Shared footways – where the recommendation is to use corduroy paving (= proceed with caution). SO recommends challenging this one.
- b) Where there is an L-shaped tactile at a controlled crossing or a zebra, the recommendation is to replace the blister

stem with stripey guideline paving. This could cause confusion. E.g. at Charter Row, where a pedestrian crosses a segregated cycle lane & then there is a signalised crossing, the meaning is currently clear but if this paving is more widely used for other things, then it wouldn't be. And what we have at the moment could become more generally useful with more segregated cycle lanes.

- c) Lozenges at bus stops: what we use in Sheffield with guidance paving to guide to the lozenges/stop is clearer than what is used elsewhere.

In general, the group's view is that the current palette gives distinctive messages and there is no need to change. SO, JM and AT will pull a response together for DfT.

7. City centre changes and covid-19: bus stops and highway

There were not many comments on this as not many people had been into the city centre since the start of Covid-19 'lockdown' measures. They are only going where they can walk to and some people are even leaving jobs due to anxiety and lack of confidence about going out and about. It is noted that MR & the Transport Planning team are happy to receive any comments.

JM noted that Guide Dogs has produced recommendations about the design of temporary works for helping social distancing and active travel (walking and cycling).

JM asked about tactile paving at bus stops where these have moved: this is going in now.

MR noted that all the info is online on SCC website & other platforms.

JM noted that the measures in Kelham (Green Lane) had helped with crossing roads. They needed to be detached in people's minds from the Shalesmoor cycle route. It would be good if the Kelham measures could be continued.

PT noted that SYPTE's Journey Planner was now up-&-running again – it had been taken down temporarily as it was

showing services that were not running due to covid changes.

8. AOB

PT noted that there would be some bus service changes in September but the details are waiting on a Government announcement about support for public transport after early August (when it currently runs out).

9. Next meeting

October 22nd