

## **TRANSPORT 4 ALL – 18.10.18 - Sheffield Town Hall - Room G42**

### **1. Welcomes/Apologies**

#### **People present**

Shel Turner (MT) – Chair  
Alan Thorpe (AT)  
Becky Marson (BM)  
Danny Heffernan (DH)  
Grace Parry (GP)  
Lee Harker (LH)  
Paul Savage (PS)  
Councillor Jack Scott (JS) – SCC Cabinet Member  
Andy Metcalfe (AM) – First Bus  
Paula Turner (PT) – SYPTE  
Nigel Wragg (NW) – Stagecoach Supertram  
Chris Frolish  
Simon Ovenden (SO) – SCC Planning  
Cate Jockel (CJ) – SCC Transport Planning

#### **Apologies**

James Martin (JM)  
Stacey Anderson (SA)  
Councillor Ian Auckland (IA) – SCC Shadow Cabinet  
Councillor Douglas Johnson (DJ)

#### **NB**

David Caton (DC) – Stagecoach Bus – is moving within Stagecoach Bus from Sheffield to Barnsley. He sends thanks to the group – ‘it has been a privilege to be part of the T4A and to see some of the great things this group have achieved’.

Wayne Kyte – Area Manager for East Midlands Trains – is moving on. His deputy Joe Green is our interim contact. Some of the group met Joe earlier in 2018.

### **2) Tram train: Nigel Wragg**

The service starts next week: it's a pilot for 2 years. There'll be a VIP launch with Mayor Dan Jarvis at Parkgate. The 1<sup>st</sup> public service leaves the Cathedral at 0930. The website is operational, with timetables, DPPP etc. Tickets & passes for the tram also cover the tram-train. There'll be conductors as with the tram. It's expected to be very busy in the first few days. There'll be Ambassadors at Rotherham Central to help there, as it is a tram-train stop as well as a station, so it's the most complex.

#### **Q&A + Comments:**

Passes are as the tram – so railcards don't apply.

The scheduled journey time Cathedral to Parkgate is 27 mins.

There are 3 services per hour but they're not spread evenly around the clock because they have to fit with train services using the line.

They will operate approx. 0530 – 2230 Mon to Sat & 0830 – 1830 on Suns.

Platform heights at Rotherham Central and Parkgate are very like the tram stops.

For wheelchair users, they will provide a better option for Sheffield-Rotherham journeys than the train provides.

At Rotherham, access across the line is by stairs/lift. If the lift breaks down, it has been agreed with Northern (who operate the station) that the best option for passengers will be to travel on to Parkgate and then back to Rotherham to the other side of the station.

Agreed that the tram train is a fantastic development – the first extension to the tram system – and the group hopes it's very successful and can continue and be built on.

### **3) Supertram consultation**

This consultation is being run by SYPTE - which owns the infrastructure and vehicles. Stagecoach operates the service under a concession which currently lasts until 2024. The consultation runs to 5<sup>th</sup> November. SYPTE is putting together a bid to the Department for Transport to renew the system but has to consider other options including closure and replacement with other forms of public transport. The consultation is part of this process – to see what the public think of the possible options.

#### **Q&A + Comments:**

The group expressed concern that the network might close: this had been a shock. JS noted that this had obviously attracted attention to the project – which was good – and that SCC would be making a response stressing the importance of the tram network to the city. He suggested that T4A might submit a response, possibly jointly with other groups such as ALG and the Disability Hub. The group agreed this would be worthwhile - SO will follow up.

LH noted that constructing the system was really disruptive to businesses: have construction methods improved? DH noted that, now that the system was in, removing the rails etc would be really disruptive.

GP asked about air-conditioning. NW responded that the older vehicles don't have it but the newer ones do. Some people like it & others don't.

### **4. Updates on previously discussed items**

- a) ORR review of Disabled People's Protection Policy guidance (DPPPs) for the rail industry: consultation was expected in Sept but hasn't started. JM has reported that there is to be a workshop in Nov as a precursor to the consultation: he will attend;
- b) Rail Delivery Group (RDG) + Transport Focus consultation on the rail fares structure: JM sent in a group response following discussion at the July meeting;
- c) DfT consultation on accessible info regulations on bus: GP, LH, MT & JM met to discuss and JM submitted a group response;
- d) Rotherham Interchange: concern was raised at July T4A about the colour contrast of tiles intended to be used. The tiles have been changed. The Interchange should be reopening soon.

## **5) Electronic Info**

Steve Turner, who works at SYPTTE on this, had hoped to attend but was not able to at the last minute: he hopes to come another time. Steve is interested in what kinds of wayfinding and timetable technology people find most useful. JM has offered to meet ST ref what he uses & has noted that some aspects of the T4A responses about on-bus AV might be helpful.

Other comments:

GP: benefits of technology can be overrated. There remains a need for paper timetables.

LH: agrees – the Interchanges should be able to print off timetables as required.

Paula reminded the group that all timetables available on the TravelSY website are in pdf format and can be printed off at home or at a library.

AT uses the MyNextBus app on iphone. This has speech built in. It picks up trams & ferries as well as buses. However, although AT uses it for bus tracking, he doesn't use it to locate bus stops as he doesn't know if the location finding is accurate or not. PT added that this is a South Yorkshire issue that SYPTTE has noted and wishes to address.

Is much use made of the REACT fobs anymore?

Or the QR codes at bus stops? (these are the square codes on bus stop timetables which can be read with a scanner app on a smartphone and will automatically take you to the departures page for that stop).

Need a better process for info on events that cause service disruption.

## **6) AOB and next Meeting**

a) SYPTTE's bid for Access 4 All funding for lifts at Chapeltown and Thorne stations: SYPTTE would like a letter of support from the group and any info about issues at the station which could be improved with better accessibility. PT noted that JM had already raised some issues. NB This a funding pot which is available in 5-year tranches, so this tranche is for 2019-2024. T4A agreed to provide a letter of support.

b) PS reported some non-running of late evening service 97. AM noted that there had been some issues with vehicle breakdown as well as vandalism.

**c) 2019 meeting dates are now confirmed as:**

**- 31<sup>st</sup> January: 1400-1600**

**- 9<sup>th</sup> May: 1400-1600**

**- 11<sup>th</sup> July: 1400-1600**

**- 24<sup>th</sup> October: 1400-1600**

**ALL IN TOWN HALL ROOM G42**