

TRANSPORTATION ADVISORY GROUP

Date: Thursday 26 May 2022 **Venue:** Microsoft Teams Meeting
Time: 10.00 a.m.

AGENDA

1. Apologies for Absence
2. Minutes of the previous meeting held on 9 March 2022 (Pages 3 - 11)
3. Matters arising from the previous minutes (not covered by the agenda items)
4. Questions on Transport Issues (Pages 13 - 14)
5. South Yorkshire Mayoral Combined Authority Transport Unit - Update
6. Bus Operators - Update
 - (1) First Group
 - (2) Stagecoach
 - (3) Rotherham Community Transport
7. Railway Operators - Update
8. Doncaster Sheffield Airport - Update (Pages 15 - 23)
9. RMBC Transportation Unit - Updates
10. Any other business
11. Date and time of the next meeting
Wednesday 27 July at 10am as a Microsoft Teams meeting.



**Sharon Kemp,
Chief Executive.**

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**TRANSPORTATION ADVISORY GROUP
Wednesday 9 March 2022**

Present:- Councillor Allen (in the Chair); Councillors Atkin, Bacon, Baker-Rogers, Bennett-Sylvester, Bird, Browne, Castledine-Dack, T. Collingham, Haleem, Havard, Keenan and McNeely.

Apologies for absence:- Apologies were received from Councillors Aveyard, Beck, Cooksey, Cusworth, Griffin, Hoddinott, Lelliott, Pitchley, Sheppard and Whomersley, along with Parish Representatives Mrs. D. Fenwick-Green, Mr. C. Jepson and Mrs. J. Hart.

28. MINUTES OF THE PREVIOUS MEETING HELD ON 15TH DECEMBER, 2021

Consideration was given to the minutes of the previous meeting of the Transportation Advisory Group held on 15th December, 2021.

Agreed:- That the minutes of the meeting held on 15th December, 2021 be approved as a true record.

29. MATTERS ARISING FROM THE PREVIOUS MINUTES (NOT COVERED BY THE AGENDA ITEMS)

There were no matters arising from the minutes of the meeting held on 15th December, 2021.

30. QUESTIONS ON TRANSPORT ISSUES SUBMITTED BY MEMBERS

The Transportation Advisory Group noted the question submitted and the answer received on transport matters that had been received in advance of meeting that had been included in the agenda pack.

In response to the question submitted and answer received, Councillor Atkin further asked why some of the disused bus shelters were still repaired when it would be simpler for them or even the glass to be removed

He was advised by the relevant representative that some of the glass was held in by metal bars and could become a trip hazard so it was important that health and safety was maintained. The glass was, therefore, replaced, or an alternative use of panel or mesh could be put back in its place for shelter that were particular prone to graffiti.

All the funding was committed, but in areas where there were older bus shelters these were prioritised for replacement.

Councillor Atkin confirmed shelters in his area had been reported, but that it was unsightly to see shelters vandalised with graffiti on a main road. He

thought it would save money if the shelters that were no longer used could be removed.

Councillor McNeely had taken note of the written response received as part of the agenda pack, but queried the targeted response where it referred to the "Mayor". She assumed for the purposes of clarity this referred to the Sheffield City Mayor and not the Rotherham Civic Mayor.

An apology was offered and this would be rectified for all future references.

Agreed:- That the information be received and noted.

**31. SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY
TRANSPORT, - UPDATE**

Nathan Broadhead of behalf of the South Yorkshire Mayoral Combined Authority (SYMCA) attended the meeting to provide an update on transportation issues across Rotherham and the wider South Yorkshire area.

The service was fairly stable and previous concerns related to school bus services due to the pandemic had been resolved.

General network services had also received funding from the DfT for a £150 million and whilst this would end in April, the funding had been extended for a further six months. This was roll up to the operators for the tendered bus services and light rail for the tram network in Sheffield.

The actual breakdown was not yet available, but work would take place with operators for the use of this funding from April through to September/October 2022. Hopefully this will stabilise the network as transition through after the pandemic.

There were also concerns that the bus network was shrinking and this was inevitable as patronage was running between 60% and 70%. Limited growth was expected beyond that point.. Different areas had faired better than others. Sheffield was struggling, but discussions were going ahead between Leaders and the Mayor so more information would be available in the coming months. This would most likely be after the purdah period so Elected Members could comment.

Agreed:- That the information be received and the content noted.

32. BUS OPERATORS - UPDATE**First Group**

Paul Hopkinson provided an update on First Group services including:-

- No major planned changes between now and the start of the funding.
- Staffing - improving picture on the journeys operating from Doncaster with no planned cancellations.
- Looking to reduce the number of planned cancellations in Sheffield from the 4th April when school holidays start and running this to an eventual complete network.
- In terms of schools in Rotherham this was fairly quiet and no operation issues had been raised.
- Currently running 65% and 70% patronage and probably more worrying ENCTS mid to late 50% south Yorkshire figure.

Stagecoach

John Young provided an update on Stagecoach services including:-

- Passenger numbers were around 66% compared to those pre-Covid.
- Concessions were the difficult market to encourage back to using the bus and were around the low 50%'s.
- Staffing had much improved and some changes had been made at the end of October to give customers confidence on the bus network. All mileage in Rotherham was running consistently and it was unusual to lose a journey which the operators were proud of.
- The consistent reliable service for customers' confidence was now established and back in place.
- The additional funding had been confirmed for the next six months. It had been made clear by the DfT this was last round and it could mean making some potential difficult decisions following recovery, whilst recognising the world had changed since the pandemic. Work was taking place with Local Authority colleagues to ensure the best solutions were provided for a sustainable network. This could mean less buses and having to work smarter.
- This will require some transition planning over the next six months in preparation.
- Work was also taking place with colleagues in Rotherham to understand fully and discuss plans to deal with the requirements of the clean air zone in Rawmarsh on Rawmarsh Hill and the implications for bus services, with little change of significance at this stage.

Clarification was sought on the lack of updates by Councillor Bacon to the relevant operators' apps when buses had been cancelled and how information was also not available in Rotherham Interchange. An explanation was provided on how this was updated and the how real time information was fed through. The Interchange should also receive up-to-date displays pushed through by operators.

It was suggested that this be investigated further by the relevant operators to ensure expectations were being realised and for this information to Elected Members accordingly.

The app updates were welcomed by some Members and Councillor Atkin had personal experiences within in his own family. He did ask if, however, with the ever-increasing fuel prices whether operators saw it as an opportunity to encourage more patrons back to public transport.

Operators were mindful of the increase in fuel prices, but acknowledged the challenge for people to replace their own vehicle with public transport on top of all the other cost pressures.

Further information was sought on the design of bus routes by Councillor Bennett-Sylvester, how these were co-ordinated and connectively factored in for patrons who may need a service as hospital visiting time finished, at the end of the school/college day and in the evening especially if buses were running late.

The Group were advised the design of routes was not straightforward in the design of a timetable. Attempts were made to make it easy for patrons to make services run at the same minutes past the hour for example, or integrate with other services on a section of route.

This was more problematic where a service commencing in another area and then needed to be co-ordinated with other services as it crossed over the border like in the Dearne Valley then coming into Parkgate. It was not always possible to get a perfect solution.

It was a judgement call especially when trying to cater for a shift change or hospital visiting times in evenings and in both directions. It was a challenge and any feed back was welcomed.

The Group were also advised that the SYMCA did fund all evenings, early mornings and weekends along the hospital corridor which was proving difficult when budgets were reduced and costs continued to rise.

Every effort was made to co-ordinate the best service available, but this did mean that some services missed connections. However, if the Elected Members had any specific areas they knew were problematic if they could feed this in every effort would be made to tweak services where possible.

One of the challenges was the limited bus priority corridors and heavily congested routes. The Maltby corridor was working successfully, but not so much at Dinnington at the moment.

Any anomalies operators welcomed any suggested feedback.

Rotherham Community Transport

Nathan Broadhead provided an update which included:-

- Usage levels were significantly lower due to the majority of users being elderly. However, there were plenty of booking opportunities available.
- The service continued to be offered for vaccination appointments completely free.
- Community transport was there to be used for access to service and was heavily subsidised with a small fee.

Any Council wishing to have details about community transport should contact Nathan Broadhead direct and he would provide details.

Members welcomed the support and service provided by Community Transport especially for the vaccinations for vulnerable residents and it was requested that this message be forwarded on.

Clarification was sought by Councillor Keenan on whether Community Transport could be used for elderly groups and it was suggested that details be emailed through as the service was available for hire for multi-pickups going to one designated point.

Questions were also raised by Councillor Havard on how easy it would be for people using mobility scooters to get onto the transport and the challenges being faced with their size. It was pointed out that this would need to be agreed with the Community Transport provider and booked in advance so it was clear on passenger requirements and be considered on an individual case by case basis. There was also the option of when visiting Rotherham Town Centre to hire from the mobility centre.

Further information was sought on discounted passes for young people and their usage. It was confirmed that child concession funding was received from all districts who administered the discounted 80p bus fare. This was valid on public transport across South Yorkshire with no restriction at peak times, weekends, and evenings. In addition, operations offered multi-buy tickets for unlimited usage for the week with little to no extra cost. The Travel SY website provided full information.

Agreed:- That the update be received and the contents noted.

33. RAILWAY OPERATORS - UPDATE

Pete Myers, Stakeholder Manager, was invited to give a presentation on Northern Trains.

The presentation would primarily look back at an eventful twelve months, the market place for recovery and customer habits, an update on the transformation at Northern, the Vehicle Strategy and the future, industry Contexts for Williams Shapps and the Integrated Rail Plan.

By way of informative slides detail shared included:-

- Northern Overview.
- Challenges for 2021.
- Customer Recovery and Perception.
- Headline Demand Recovery.
- 2021 Transformational Highlights.
- Fleet Strategy.
- Rail's Carbon and Clean Air Footprint.
- Decarbonisation through the Modernisation of Rolling Stock.
- Northern Rolling Stock Strategy.
- Modernisation of Signalling (ETCS) – Rolling Stock Change.
- Decarbonisation through Model Shift.
- Industry Contexts – The Future.
- Williams Shapps Plan for Rail.
- Great British Railways – Next Steps.
- Ongoing and New Stations.
- Revitalising Your Railway.
- Recovery Activity and Marketing.

The details of the presentation were welcomed and greatly received.

Clarification was sought on whether major stations provided electric charging provision. It was pointed out that whilst this was more of a community asset through Local Authorities and trunking provision was provided for new car parks, it was not something the railway was required to provide or alternatively what kind of charging point could be facilitated.

Agreed:- (1) That Pete Myers be thanked for his very informative presentation.

(2) That the presentation be received and the contents noted.

(3) That the presentation slides be shared with the Transportation Advisory Group Members.

34. DONCASTER SHEFFIELD AIRPORT - UPDATE

Consideration was given to the minutes of the meetings of the Doncaster Sheffield Airport Consultative Committee circulated with the agenda pack.

The Transportation Advisory Group noted the quarterly frequency of this Consultative Committee, but expressed some concern about the number of apologies that had been submitted.

Agreed:- That the minutes be received, concern expressed and the contents noted.

35. RMBC TRANSPORTATION UNIT - UPDATES

Nat Porter, Transport Officer, provided an update. He reported on a number of public transport purchase schemes in the Transforming City Programme including Doncaster Road, Dalton and Maltby. The service were currently preparing consultation on those projects and would be out to public consultation on Doncaster Road in late March and later during April in Maltby.

Prior to this consultation going live Ward Members would be advised accordingly.

In terms of Active Travel Proposals the design of these were ongoing and being finalised as public consultation came to an end for Frederick Street and the proposed changes to the town centre pedestrian zone. Consultation on whether to permit public 24 hour cycling on Frederick Street had now closed and the service were currently in the process of reviewing the responses.

In respect of the Clean Air Zone at Wortley Road much of the signage was now in place, but currently obscured with grey spray paint until all the signage was in place. Whilst there may be some concerns that the signs had been vandalised, this was not the case as there had been some issues with the availability of the variable signage that needed to be in place so it was anticipated that the "go live" date would be mid-April. The prohibition could not be effected until all the correct signage was erected.

In respect of the other Clean Air Zone areas, the junction of Rawmarsh Hill and Bellows Road was ongoing with discussions taking place with the operators and the MCA in respect of requiring changes to bus services.

The service had also reached agreement with Sheffield City Council to deliver the funding for managing the Clean Air Zone problems for the improvements to the bus fleet to reduce their emissions and for buses on that particular corridor to be upgraded.

There were no planned changes to bus service on Rawmarsh Hill in the short term, but a framework had been agreed in terms of how the

required change was achieved and aligned with the transition in bus services. This would be part of the emergency support to buses in September.

Further information would be made available as this progressed to achieve outcomes for effective air quality in a manner that minimised disruption to passengers.

Questions were invited and an update sought on the bus lane at Wickersley and why it had not progressed.

The Transportation Unit confirmed that following consultations with Ward Members the decision was taken for this to not be progressed. The bus lanes at Maltby and Hellaby had progressed along with the changes to extend the bus lane at Wickersley School and improvements to the bus stop at Brecks Crescent.

The importance of bus lanes and bus priority were pointed out as key by operators as this affected costs and level of service that could be offered. A description of the effect of congestion, frequency and slowing the service down making the use of a bus less attractive to customers was provided.

As a further update the Transport Officer reported on commentary about reductions in traffic with the increase of cycling and walking practice since restrictions were lifted. In fact traffic levels had returned to 95% before the pandemic level and around the same as at 2018. Therefore, there was no significant sustained reduction in traffic, but reduced bus priority.

Councillor Bennett-Sylvester asked about the A630 consultation on Doncaster Road which was designed at easing congestion and assumed this included operators. It was confirmed that operators had been engaged with and could respond directly through the consultation or through the discussion at the Bus Partnership Operations Group.

Agreed:- That the Transportation Unit updates be received and noted.

36. ANY OTHER BUSINESS

The value of the Transportation Advisory Group in Rotherham was highlighted.

Operators appreciated the opportunity for these types of meetings, welcomed feedback and contributions.

There was no consistent approach across South Yorkshire, but it worked well in Rotherham and attendance by Elected Members was good.

37. DATE AND TIME OF THE NEXT MEETING

Agreed:- That the next meeting of the Transportation Advisory Group take place on Thursday, 26th May, 2022 at 10.00 a.m. on a virtual basis via Microsoft Teams.

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Questions from the Transport Advisory Group – 26 May 2022

1. “What is the policy on wastebins at bus stops?. Our litter pickers are placing blue boxes at bus stops on Manvers Way Wath because they don’t have litterbins, they state they are full every week”

Councillor Atkin

Response

“SYMCA do not provide, maintain or empty waste bins located at bus stops. Where these are provided is managed by the local authority although SYMCA contractors will clean in and around bus stops, regardless of if there is a waste bin, when they visit.”

Nathan Broadhead

South Yorkshire Mayoral Combined Authority

2. “Thrybergh Parish Council ask, “currently the destination display on buses using the 116 route shows Dalton and Ravenfield would it be possible to have Thrybergh included in the display especially as it is the only service covering estates off the Vale Road area of the village?””

Councillor Bennett-Sylvester

Response

“The requirement for bus services is to show the final destination with anything else being at the discretion of the operator. Service 116 uses “via Dalton” to distinguish between service 116 and 3 that both have the same final destination. Service 3 shows “via Wickersley”. The use of Dalton provides the relevant context to passengers as would the use of Thrybergh. However historically there have been some journeys that only operated to or from Thrybergh so the use of via Dalton covers all journeys. This is not currently the case and we will pass the request onto First to consider Thrybergh instead of Dalton although both are perfectly acceptable.”

Nathan Broadhead

South Yorkshire Mayoral Combined Authority

3. “Thrybergh Parish Council ask. “as there has been much speculation in the village that the daytime 116 service is set to be reduced to an hourly service, can you please advise on any plans for changes to this service please?””

Councillor Bennett-Sylvester

Response

“Current central government funding is maintaining service levels but patronage is below 80% with elderly (ENCTS) travellers much lower. When funding comes to an end, and due to the funding bid made by SYMCA for bus service improvement plans being unsuccessful, there will be significant financial pressures on the network and changes are likely to be needed. The Department for Transport (DfT) has just published its expectations for network reviews which SYMCA and the bus operators are reviewing.”

Nathan Broadhead
South Yorkshire Mayoral Combined Authority

4. “The 116 service runs through several communities that are highly deprived and experience several barriers to accessing employment opportunities. Currently the service terminates in Ravenfield on the way to the Hellaby Industrial Estate. What would need to happen to extend the service to the estate and make employment opportunities easier to access for communities along the route?”

Councillor Bennett-Sylvester

Response

“A few trips were extended to Hellaby to meet specific shift times for some of the employers. This was negotiated between these businesses and First but demand was not sufficient to make this financially viable. To extend some or all journeys would require additional local authority funding through SYMCA but catering for all start and finish times for the various businesses is unlikely to be deliverable. If there are specific business and shifts that need to be catered for SYMCA can review this as part of the network review required by the DfT.”

Nathan Broadhead
South Yorkshire Mayoral Combined Authority



Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

7 APRIL 2022 – HELD VIRTUALLY

PRESENT: A Tolhurst OBE (Chair)

N Biddle (Peel Land and Property), A Bosmans (FODSA), Councillor S Cox (Doncaster MBC), Councillor Greenhalgh (Doncaster MBC), Councillor G Jones (Doncaster MBC), P Kennan (South Yorkshire Mayoral Combined Authority / Private Sector LEP Board Member), N McCarron (Ex-Officio), Councillor J Milne (West Lindsey District Council), K Moran (Doncaster Sheffield Airport), County Councillor C Pearson (North Yorkshire County Council), Councillor Rosling-Josephs (Sheffield City Council) and A Shirt (Committee Secretary, Barnsley MBC)

Noise Monitoring & Environmental Sub-Committee representatives:-
Town Councillor A Cropley (Bawtry Town Council),
Parish Councillor P Raybould (Blaxton Parish Council) and
Parish Councillor S Ward (Cantley with Branton Parish Council)

Apologies for absence were received from Councillor J Blackham (Doncaster MBC), Councillor R Franklin (Barnsley MBC), C Hall (Doncaster MBC), Councillor B Johnson (Doncaster MBC), Councillor D Lelliott (Rotherham MBC), Councillor D Pidwell (Bassetlaw District Council), K Stow (Doncaster Sheffield Airport), Councillor N Turner (Nottinghamshire County Council) and Y Woodcock BEM (Ex-Officio)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed everyone to the April meeting of the Airport Consultative Committee (ACC).

An extended welcome went to Norma McCarron in her new capacity as Ex-Officio Member of the ACC. Members were informed that Norma had previously been Blaxton Parish Council's representative since the Committee had been formed in 2005 and had also been heavily involved in discussions at the very beginning of helping to form Robin Hood Doncaster Sheffield Airport.

Following Norma's retirement as a Parish Councillor, A Tolhurst said it was felt appropriate to invite Norma to continue as a Member of the ACC, due to the significant contributions she had made at ACC meetings.

Parish Councillors Raybould and Ward were also welcomed to their first meeting of the ACC.

A Tolhurst hoped that the new Members would find ACC meetings interesting. He also took the opportunity to remind all Members that discussions regarding activity

taking place at the airport which local residents would find interesting, should be reported back as a matter of course.

On behalf of the Committee, A Tolhurst congratulated Keith Moran on his recent promotion to Operations Director at DSA and welcomed him to his first ACC meeting.

Apologies for absence were noted as above.

2 ANNOUNCEMENTS

A Tolhurst opened the meeting and he said that given the easing of Covid-related restrictions he had considered holding today's meeting in person for the first time in two years. However, due to increasing Covid cases, it was felt sensible to hold today's meeting virtually. He hoped that a future ACC meeting would be held in person.

A Tolhurst said that just when it looked that the outlook was getting brighter, events have served to reduce enthusiasm generally. Surging inflation and the war in Ukraine are weighing heavily on economic forecasts and on travel in particular. And the dreaded virus was having a huge impact on travel with so many flights being cancelled at present for shortage of crews.

In today's Times newspaper the headline had been 'Airport Staff Shortages threaten two months of disruptions for travellers'.

And only this week, the CEO at Manchester Airport had resigned over the huge queues at check in-desks, with some passengers missing their flights even though they arrived in good time.

Despite the current setbacks, flight bookings in general were showing an upturn, although some analysts were concerned that as turbulent times are far from over, the overseas holiday activity might not turn out much better than that of the last two years.

That said, it was good to note that locally there are developments which the Committee would no doubt hear about during the meeting.

3 MINUTES OF THE AIRPORT CONSULTATIVE COMMITTEE ORDINARY MEETING HELD ON 27 JANUARY 2022 AND ACTIONS UPDATE

RESOLVED – That the minutes of the Ordinary meeting of the Airport Consultative Committee held on 27 January 2022 be agreed as a correct record of the meeting.

4 MATTERS ARISING

i) Update on the GatewayEast Rail Scheme

It was agreed that a discussion would take place at today's meeting at agenda item 8.

ii) Traffic Management – Airport Customers using local Estate Roads for car parking

Councillor Cox reported that complaints had increased significantly from local residents with regards to DSA customers parking their vehicles on local residential streets, especially on the Pembridge Park Estate, Spitfire Way and at Auckley village church.

Councillor Cox asked again if the Airport's NPR patrol vehicle could patrol the local estate roads. He acknowledged that the roads on the Pembridge Park Estate had not yet been adopted by Doncaster MBC.

A Tolhurst reported that he had recently discussed this issue with DSA's Managing Director and Director of Aviation Development and Corporate Affairs. It had been concluded that it was very difficult to patrol the estate roads due to them not being adopted by Doncaster MBC. It had been suggested that local Councillors seek Doncaster MBC's agreement to issue residents with parking permits to help address the problem.

Councillor Cox added that local residents had asked if signage could be installed to deter airport parkers from using the estate roads.

Following discussion, A Tolhurst suggested that all relevant authorities be brought together to talk about the situation with the hope that a solution could be found. **ACTION: K Moran / A Tolhurst.**

A Tolhurst said that it would also be helpful to understand if other Airports, and in particular, if Liverpool John Lennon Airport (LJLA) had similar problems with regards to airport passengers using local estate roads for car parking and how they were addressing it.

A Bosmans reported that there had been recent reports in the Liverpool Echo on 24 and 28 March 2022 regarding holidaymakers causing parking problems on residential roads near LJLA.

K Moran said that he would obtain feedback from A Dutton at LJLA to understand how they are addressing this issue. **ACTION: K Moran**

iii) DfT Information Gathering Exercise for Airport Consultative Committees

A Tolhurst reminded the Committee that the Department for Transport (DfT) had launched an online information gathering exercise for ACCs on 10 January 2022 to understand the challenges faced by ACCs and other organisations established to perform a consultation process on the operations for UK airports and aerodromes through the information gathering exercise.

It was noted that a summary of the results from the review was currently awaited.

The UKACCs Secretariat had recently informed ACCs that the Civil Aviation Authority (CAA) had taken over responsibility of this exercise from the DfT.

A Tolhurst said that he would update the Committee when the summary results had been made available.

5 ACC MEMBERSHIP UPDATE

RESOLVED – That the Committee noted the following changes of membership on the Airport Consultative Committee:

- Ex Parish Councillor Norma McCarron had been appointed as an Ex-officio Member of the ACC.
- In accordance with paragraph 8 of the Airport Consultative Committee's Constitution, following an election held on 24 March 2022, Town Councillor Cropley, Parish Councillor Raybould and Parish Councillor Ward had been elected by the Noise Monitoring and Environmental Sub-Committee to represent the Committee at the ACC for the 2022 calendar year.

6 AIRPORT BUSINESS UPDATE

K Moran provided the Committee with a verbal update on airport business.

It was reported that DSA was operating as normal despite travel across the UK being affected due to staffing problems and flight cancellations.

There had been some local staffing issues due to staff testing positive for Covid. The impact on service delivery and flights had been very minimal. There had been slight increases on queue times, but they were currently within the Airport's limits. There had been no queues reported over a ten-minute waiting time.

There would be an increase in flights at DSA during the Easter holidays.

It was reported that the Terminal Expansion Project to install three new departure gates, a new lift for passengers with reduced mobility and improvements at Central Search was currently two weeks behind schedule. It was anticipated that new x-ray machines would be installed at the Airport towards the end of April.

DSA were currently anticipating there to be 1.5 million passengers set to fly from the Airport during 2022.

TUI had launched a weekly long-haul service to Melbourne Orlando International Airport, with the first flight departing DSA on 27 March 2022.

From 2 May 2022 to the end of September 2022, TUI would be operating a weekly long-haul service to Cancun, Mexico on its Boeing 787 aircraft.

RESOLVED – That the update be noted.

7 PEEL LAND & PROPERTY UPDATE - DEVELOPMENT

N Biddle provided the Committee with a verbal update on Peel Land and Property development issues.

The following updates were noted:-

- Following the January ACC meeting, Vendor Qualification Questionnaires had been completed with contractors set to work on the IQ site to ensure that they are meeting Peel Land and Property's procurement targets for local employment, apprenticeships, and use of local suppliers. Contractors were also being asked to meet stringent sustainability criteria.
- Five contractors had now been selected with the tender process scheduled to commence at the end of May / early June 2022.
- The IQ site infrastructure programme was still scheduled to commence towards the end of 2022, dependent upon weather conditions.
- A large site in the airport area had recently been sold to the industrial developer Panattoni to bring forward a new scheme, subject to planning consent.
- Trebor Developments had now let two industrial units (one to ScS and the second to an engineering company). It was noted that ScS had taken on 100 extra staff at its new site.
- Priority Space had recently started a development and CPD were also starting their final phase of two units.
- Armstrong House had recently been sold to a North-West property investor.

A Tolhurst asked if the Committee could receive an update at a future meeting with regards to the total number of job opportunities available via the creation of the new units onsite around the Airport area. **ACTION: N Biddle.**

Councillor Cox reported that noise monitoring devices had been installed in the nearby woodland area to monitor noise. He said that the noise monitoring devices had now been removed and that a request had been made to plant trees along the boundary of the industrial units to try and shield noise.

Councillor Cox added that he had received reports that the onsite plastics company were omitting some odours into the atmosphere.

In addition, Councillor Cox reported that there was also an issue regarding standing surface water on the corner of the Avro Park development.

N Biddle acknowledged Councillor Cox's concerns and agreed to investigate following today's meeting. **ACTION: N Biddle.**

Referring to the Community Issues Matrix, Members' were provided with the following updates:-

Flooding on First Avenue

Following the January ACC meeting, a design solution had been turned down by Drainage/ Highways Authority, due to a technical design issue. Engineers were currently looking at a hybrid system with a new design being submitted to the Drainage Authority as soon as possible.

Assurances were provided that any flooding occurring on First Avenue would continue to be pumped away as soon as Peel Land and Property had been made aware.

Hayfield Lane Footpath

A new issue had arisen recently regarding the footpath on Hayfield Lane. It was understood that the footpath alongside the primary school was cut-up and very muddy. Investigations were currently taking place regarding the ownership of the footpath in order to provide a solution to help improve the surface of the footpath.

RESOLVED – That the updates be noted.

8 PEEL LAND & PROPERTY UPDATE - PLANNING

G Finch provided the Committee with a verbal update in relation to Peel Land and Property planning issues.

The following updates were noted:-

- Peel Land and Property were currently working with Northstone (Peel Land and Property's housing delivery arm) regarding a first phase application for a residential zone at Hurst Wood for 280 units.

It was anticipated that public consultation regarding the scheme was likely to commence during the Summer.

The public consultation exercise would also coincide with Peel Land and Property's consultation regarding key strategic documents on GatewayEast together with consultation on the Sustainable Transport Strategy and Green Infrastructure Strategy.

- Work was currently taking place on a detailed reserve matters submission for a plot of land South of Redline Security and East of the Trebor development for a number of smaller units.
- K Moran reported that the Airport would shortly be seeking to appoint a consultancy firm to manage its Solar Scheme project.

G Finch added that he had received confirmation from the local Planning Authority that the Solar Scheme was classed as permitted development with no further planning required.

In relation to the GatewayEast Rail scheme, P Kennan informed the Committee that the South Yorkshire Mayoral Combined Authority (SYMCA) had recently received a letter from the Secretary of State in relation to the outcome with regards to the SYMCA's final City Region Sustainable Transport Settlement (CRSTS) programme business case.

The Committee were informed that the SYMCA had been allocated a full CRSTS allocation of £570m for funding in local transport networks in the SYMCA.

It was noted that Department for Transport (DfT) had made the decision not to fund the GatewayEast rail link scheme through CRSTS. This would remain under discussion with the DfT by SYMCA officers.

It was agreed that a copy of the letter be circulated via email to the Committee following today's meeting. **ACTION: P Kennan via A Shirt.**

P Kennan said that he would provide a further update at the July ACC meeting.

RESOLVED – That the updates be noted.

9 DECLARATION OF INTERESTS IN RELATION TO AGENDA ITEM 10

There were no declarations of interest in relation to agenda item 10.

10 COMMUNITY INVESTMENT FUND - SUMMARY OF APPLICATIONS 2022

The Committee was informed that six applications had been submitted to the Airport's Community Investment Fund for 2022.

A summary of each application was contained within the agenda papers and the Committee considered each application separately.

Following consideration, it was agreed that three applications would be recommended by the Committee to receive full financial support.

In relation to application 'DSACIF_03_2021' the Committee recommended that, although the project did not fully meet the scope of the funding criteria, an exception would be made this year to support the project.

In addition, the Committee agreed that three applications would be recommended by the Committee to receive a financial contribution to support the development of their projects.

The Committee wished to thank all applicants for the considerable amount of time they had taken in completing their applications.

A Tolhurst asked if the total amount of funding available for 2022 projects could be confirmed by DSA. **ACTION: K Moran to ascertain with K Stow.**

RESOLVED – That the Committee considered and made recommendations against each of the six individual projects.

11 DECLARATION OF INTERESTS IN RELATION TO AGENDA ITEM 12

There were no declarations of interest in relation to agenda item 12.

12 SUMMARY OF APPLICATIONS FOR COMMUNITY DEFIBRILLATORS

The Committee was informed that three completed applications had been submitted to the Airport's Community Investment Fund for Community Defibrillators.

A summary of each application was contained within the agenda papers and each application was considered separately by the Committee.

Following the Committee's consideration, it was agreed that all three applications be recommended by the Committee to receive support.

The Committee expressed its sincere gratitude to DSA for funding Defibrillators in the local community.

A Tolhurst queried if DSA would be supplying and installing the Defibrillators.

ACTION: K Moran to ascertain with D Monks.

RESOLVED – That the Committee considered and recommended that DSA supports all three applications.

13 DRAFT MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE HELD ON 24 MARCH 2022

RESOLVED – That the draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 24 March 2022 be noted.

14 MINUTES OF THE LIAISON GROUP OF UK AIRPORT CONSULTATIVE COMMITTEES (UKACCS) 44TH ANNUAL MEETING HELD ON 18-19 NOVEMBER 2021

RESOLVED – That the Committee noted the minutes of the Liaison Group of UK Airport Consultative Committees (UKACCs) 44th Annual Meeting held on 18-19 November 2021.

15 ANY OTHER BUSINESS

i) DSA's Community Investment Fund

In response to a query from Town Councillor Cropley, A Tolhurst informed the Committee that applications for the next round of Community Investment Funding were scheduled to be open in January 2023 with all completed applications to be submitted by 31 March 2023.

Further details would be circulated in January 2023.

ii) Thank you to outgoing ACC Members

A Tolhurst thanked and sent his best wishes to all Members who would either be standing or standing down at the forthcoming Local Elections on 5 May 2022.

The Committee noted that today would be Councillor Rosling-Josephs' and County Councillor Pearson's last meeting. On behalf of the Committee, A Tolhurst thanked Councillor Rosling-Josephs and County Councillor Pearson for all their contributions to the work of the ACC and wished them all the very best for the future.

16 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the Airport Consultative Committee be held on Thursday 14 July 2022 at 10:00 am.

CHAIR

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