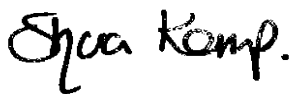


TRANSPORTATION ADVISORY GROUP

Date:- Wednesday 26 October 2022 Venue:- Microsoft Teams Meeting
Time:- 10.00 a.m.

AGENDA

1. Apologies for Absence
2. Minutes of the previous meeting held on 27th July, 2022 (Pages 3 - 7)
3. Matters arising from the previous minutes (not covered by the agenda items)
4. Questions on Transport Issues (Pages 9 - 11)
5. South Yorkshire Mayoral Combined Authority Transport, - Update
6. Bus Operators - Update
 - (1) First Group
 - (2) Stagecoach
 - (3) Rotherham Community Transport
7. Railway Operators - Update
8. Doncaster Sheffield Airport - Update
9. RMBC Transportation Unit - Updates
10. Any other business
11. Date and time of the next meeting
Wednesday, 1st February, 2023, at 10.00 a.m.



**Sharon Kemp,
Chief Executive.**

This page is intentionally left blank

TRANSPORTATION ADVISORY GROUP
27th July, 2022

Present:- Councillor Beck (in the Chair); Councillors Councillor Jenny Andrews, Bennett-Sylvester, Bird, Cooksey, Griffin, Hunter, Keenan, McNeely, Pitchley and Deborah Fenwick-Green and Clive Jepson.

Apologies for absence were received from Councillors Allen, Aveyard, Brookes, Browne, Cusworth and Roche and Pete Myers (Northern Rail).

11. MINUTES OF THE PREVIOUS MEETING HELD ON 26TH MAY, 2022

Consideration was given to the minutes of the previous meeting held on 26th May, 2022.

Agreed:- That the minutes of the meeting held on 26th May, 2022, be approved as a true record of proceedings.

12. MATTERS ARISING FROM THE PREVIOUS MINUTES

There were no matters arising from the previous minutes.

13. QUESTIONS ON TRANSPORT ISSUES

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

In response to the question submitted and answer received, Councillor Griffin stated that he had been contacted by a local journalist following publication of the agenda who was to run a story. This had been partly in light of the question he had raised regarding the Rotherham Central railway ticket office but also the response the journalist had received herself when she had contacted the rail delivery group i.e. “..... while no decisions have been taken over ticket offices, with the acceleration of changing travel patterns and more passengers migrating to digital technology, many jobs will need to change to become more passenger centric. Train companies want to work with trade unions on how to address these changes while making sure the industry takes”

This was not quite the unequivocal “we are not doing it”; it did suggest a migration to digital technology, meaning that people could, if they had access to the internet, buy tickets that way. Councillor Griffin would be concerned if the message went from this Group that closure of the ticket office was not going to happen and, in the unlikely event that it did happen that there would be an Equality Impact Assessment, when in fact there were messages coming from the rail delivery group suggesting it could be on an agenda somewhere.

TRANSPORTATION ADVISORY GROUP - 27/07/22

There were a significant number of people, certainly in the Borough, that did not have access to the internet. This would be an impact not covered by an Equality Impact Assessment.

**14. SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY
TRANSPORT - UPDATE**

Andy Wright, South Yorkshire Mayoral Combined Authority (SYMCA) gave the following update:-

- The Government funding would end in October, 2022
- A substantial procurement tendering process had commenced which formed 2 key components. Firstly, some additional home to school transport which was being withdrawn from September the tenders for which were due back by 29th July. Secondly a substantial tender round for local bus services
- A consultation process was to be launched, hosted by the SYMCA, starting on Saturday, 30th July and run for a 4 weeks' period. Elected Members were encouraged to engage with and encourage their constituents to participate in the consultation which would inform the purchase and retainment of the services under tender. As the pre-Covid network level could not be support due to the finance not being available, the different services were being segmented by the different times of the day they needed to be funded i.e. the tenders would be for early morning, week day, evening and Sunday. This would help ensure those services that were a priority could be provided and funded; those priorities would be informed by the consultation
- The Group would be kept informed with regard to the tender process. However, the tendering process would be repeated in April 2023; the current round was a stop gap measure in light of the funding ending in October
- There was a national shortage of labour that had particularly hit some of local operators more significantly. Traditionally people who had worked in the industry for a long time were leaving and leaving faster than replacements could be trained them e.g. it took one week for a driver to leave but 12 weeks to train
- Some operators were choosing to address historic problems with regard to the sustainability problems of their networks
- As yet patronage had not returned to pre-Covid levels and had plateaued at approximately 70%. ENCTS travel was approximately 55-60% depending on which area in terms of pre-Covid

Discussion ensued on the factors that were taken into consideration with regard to commerciality of bus routes which included planning

permissions for new housing estates, road schemes to alleviate road congestion and fixed routes. In the short/medium term the emphasis was on maintaining continuity of service to the customer base but in the longer term a range of factors were considered and were being actively considered such as community transport, demand responsive services and flexible transport arrangements. How transport services were delivered needed to evolve over time to meet the needs of communities.

The Mayoral Combined Authority had commissioned a piece of work on bus franchising which would effectively bring the procurement and specification of groups, timetables and areas back under local decision making. That process would run its own path and be a decision from the MCA and the 4 South Yorkshire Leaders whether to proceed or not and would take 3-4 years. It would be a significant policy choice but one that the MCA had chosen to investigate again in terms of how South Yorkshire could have more ownership in determining what best suited its communities' needs across the county.

Agreed:- That the update be noted.

Andy Wright left the meeting at this point.

15. BUS OPERATORS - UPDATE

There was no update available due to there being no representation from the bus operators.

16. RAILWAY OPERATORS - UPDATE

There was no update available due to there being no representation from the rail operators.

17. DONCASTER SHEFFIELD AIRPORT - UPDATE

There was no update available due to there being no representation from the airport.

18. RMBC TRANSPORTATION UNIT - UPDATES

Andy Moss, Head of Transport Infrastructure, gave the following update with the aid of a powerpoint presentation:-

Current Government Position

Current Key Issues – Progress since December, 2021

– Strategy, Policy and Funding

- Funding

- City Region Sustainable Transport (CRSTS) confirmed
 - Further changes to Active Travel Funding

- Integrated Rail Plan

- More limited review of regional priorities

TRANSPORTATION ADVISORY GROUP - 27/07/22

- Introduction of Active Travel England and Great British Railways
 - Local Transport Plan Review to 2024
- Carbon Reduction
 - Climate – now Post-COP26 Global Events
- Active Travel
 - Health Funding picture changed
 - Air Quality Clean Air Zone(CAZ) final business case submitted Active Travel – progress on certain schemes to 2023
- Public Transport and Covid Recovery
 - Covid No new travel data as yet BSIP and public transport recovery Enhanced partnership
 - Economy Inflation Supplier shortages
- Capital Funding Summary

Public Transport

- Integrated Rail Plan – now announced, changed expectations
- Budget and Spending Review – CRST Statement, public transport revised support
- Bus Service Improvement Plan – action plan to adopt EP approach
- Bus Recovery post-April 2022
- Continuing Covid impact

Roads

- Roads Management
 - Traffic Management Act – evaluation of powers
 - Pavement Parking – Government response still pending
 - Key Route Networks – remains with local authorities
- Funding
 - CRST Statement
- Schemes
 - Parkway Widening – on schedule to complete late 2022
 - Coach Road, Greasbrough – now at practical completion
 - Bellows Road CAZ Scheme – on schedule August 2022
 - Further schemes within Transforming Cities Fund (TCF), CAZ and ATF to commence

Active Travel

- Procurement Progress
 - Lot 1 – Design and Build Projects – Value £7.6M Maltby Bus Corridor

Sheffield Road Phase 2/3

- Lot 2 – Construction Only Projects – Value £2.8M
Manvers Way
(Broom Road) not TCF
Doncaster Road

South Yorkshire Safer Roads

- Strategic Review
- Governance and resourcing changes
- Greater devolved resources to member authorities
- Objectives and strategy updated but commitment and overall aims remain the same

Discussion ensued on the presentation with the following issues raised:-

- Confusion caused at the new road layout at Coach Road, Greasbrough, by the newly installed traffic lights
- Concern regarding the Maltby bus corridor given that a service had been removed from that area and the likely public objection to such provision

Agreed:- That the update be noted.

19. ANY OTHER BUSINESS

There was no other business to consider.

20. DATE AND TIME OF THE NEXT MEETING

Agreed:- That a further meeting be held on Wednesday, 26th October, 2022 at 10.00 a.m. via Microsoft Teams.

This page is intentionally left blank

Questions to Transport Advisory Board – 26th October, 2022**Question 1 - Councillor Pitchley**

My question is, from all residents, we have had so many complaints over the number 27 bus route been taken off, that travelled through Aston to Crystal Peaks shopping centre. The centre has also contacted me, to say what is being done as elderly residents in particular relied on a bus service to enable them to do their shopping and it is threatening business in the centre to close.

Response:-

- **First South Yorkshire made the commercial decision to cancel services in the area. All services, with the exception of Mon-Sat X5 journeys, now have to be funded by SYMCA including all of the local school buses. Whilst it is unfortunate that we could not find a replacement for the 27, access to local amenities are available on the other local services albeit not at Crystal Peaks. Crystal Peaks can be accessed by changing buses and journey planner will provide options.**
- **SYMCA also provide funding the Community Transport operators to provide door to door services for those with reduced mobility . Rotherham Community Transport can be contacted at 01709 516092 or info@rotherhamct.org.uk**

Question 2 – Councillor Hoddinott

Why have First buses removed the X10 from going round Markfield Drive in Flanderwell? There has been little consultation about this change, and it will leave this estate without a bus service again.

Response:-

- **First South Yorkshire made the commercial decision to cancel services in the area including not running any services via Flanderwell/Sunnyside. SYMCA have negotiated the retention of the service via Flandwerwell and Sunnyside but the limited usage on Markfield Drive and the close proximity of bus stops at Fleming Way and Northfield Lane mean First are not prepared to serve Markfield Drive. However the road is still served by service 3 that has been reinstated by SYMCA.**

Question 3 – Councillor Bennett Sylvester

Following bus changes on October 2nd travellers using Rotherham interchange struggled to find information on new services due to a lack of information on screens and printed timetables at stops. Why was this and can it be arranged for the future that travellers who don't have access to smart phones etc can see changes on the day on change in the interchange please?

Response:-

- **Due to the late announcement of funding and the significant cuts to services by First, SYMCA are continuing to try to find replacement operators. The information at interchanges and bus stops has been delayed due to these late and constantly changing picture although printing of information on stops has taken place. Rotherham Interchange is also staffed with the customer service desk having information for the small number of customers that do not have access to the internet.**

Question 4 – Councillor Bennett Sylvester

Going forward can a process be set up where if a route is under threat due to commercial pressures where councillors and community groups can use their local knowledge to suggest ways that commerciality can be improved?

Response:-

- **Passengers using the services is what is needed to make services viable although most routes in Rotherham are now not commercially viable and the decline of patronage, and how to reverse this is very complex. However more involvement with communities is a key commitment of the Mayor with this announcement being relevant <https://southyorkshire-ca.gov.uk/news/article/3787368d-cb2f-4a92-b9f1-8055b48dfcb3>**

Questions received after the deadline but agreed with the Chair:-

Question 1 – Councillor Bacon

Would you agree that updating twitter rather than the app for cancellations isn't good enough?

Question 2 – Councillor Bacon

Would you agree that there are no excuses for arriving earlier than scheduled?

Question 3 – Councillor Bacon

Live bus signs are ultimately the best way of keeping users up to date with live information on timings and cancellations. Why hasn't a ward such as Aston & Todwick with an elderly demographic not on the list to receive them?

Urgent Question: Question 4 – Councillor Bacon

The removal of the 27 service has deeply affected residents in my ward. Residents must be able to access this vital service to be able to access Crystal peaks to go to work and continue with their social lives after the pandemic. Could we see a change in existing routes to accommodate this?

This page is intentionally left blank