

SOUTH YORKSHIRE TRANSPORT USERS GROUP

20 APRIL 2016

PRESENT: J Hoare (Chair)
D Wrottesley (Hope Valley Rail User Group), L Booth (Rotherham TUG), J Brightmore (Ramblers - Sheffield Group), I Jenkinson (Sheffield TUG), M Payling (Member of the Public), N Spetch (Vice-Chair/Rotherham TUG) and M Wilson (Member of the Public)

A Bell (Arriva Rail North), S Edwards (SYPTTE), V Greenwood (SYPTTE) and G Richards (SCR Combined Authority)

Apologies for absence were received from R Fieldhouse (Huddersfield-Penistone-Sheffield RUA) and M Turner (Sheffield Transport For All)

1 APOLOGIES

The Chair welcomed everyone to the meeting. Apologies were noted as above.

2 MINUTES OF THE MEETING HELD ON 19 JANUARY 2016

Members again remarked on the availability and accessibility of paper timetables and queried whether the possibility of sponsored timetables had been explored. SYPTTE officers would look into this.

It was noted that no-one from First had attended a meeting of the Group in recent months; V Greenwood would contact First to ensure a representative attended the next meeting.

The minutes of the meeting held on 19 January 2016 were agreed as a correct record.

3 2016/17 SYPTTE PRIORITIES

The Chair welcomed Steve Edwards, Executive Director of the PTE, to the meeting.

S Edwards informed the Group that he had been in post since the beginning of November 2015 - the day after the bus network changes came into effect.

With regard to the issues with timetables S Edwards informed the Group that he would bring the matter up at the Bus Partnership meetings and at the Steering Group meetings which were attended by the Regional Directors.

The Group were informed that the 2016/17 Budget had been signed off by the Combined Authority in February 2016 and included an increase in child fares from 70p to 80p later in the year.

The budget setting process for 2017/18 was already underway and would follow a similar format to previous years. There were still cost pressures, as in previous years, but these appeared more stable looking to the future.

Workshops were being held to discuss the PTE's priorities for the next 3-5 years; there would be a move to focus more towards customers rather than the mechanism and delivery of services. The PTE had an important role to play in ensuring services meet the needs of all users and to concentrate on growing patronage. The aim was to minimise the impact on the travelling public and to use infrastructure and other facilities to attract other types of investment.

With regard to devolution, the Group noted that agreement had been reached for the Sheffield City Region to adopt a mayoral model; elections for the Mayor, who would be responsible for transport, were planned for May 2017. It was also noted that Chesterfield BC and Bassetlaw DC had opted to become constituent members of the Sheffield City Region.

In answer to a question from a member of the Group, S Edwards commented that it was still unclear whether this would mean the PTE would be responsible for transport in Chesterfield and Bassetlaw.

S Edwards informed the Group that the collapse of Tates Travel in February had put additional cost pressures on the PTE. The statutory school bus services had to be picked up until the end of the academic year after which they would be re-tendered.

Disappointingly, Network Rail had announced further delays to the Tram Train project; a revised schedule had not yet been issued. The PTE had written to the Chief Executive of Network Rail expressing concern over yet another delay.

With regard to the Bus Partnerships:

- Services had stabilised in Sheffield, punctuality issues as a whole had improved although patronage was still an area of concern.
- A revised network would be introduced in Doncaster on 15 May 2016 along with new Value for Money tickets.
- Consultation on the Barnsley Bus Partnership would run from 6 June to 31 July 2016; the planned launch date for the Partnership was January 2017.

The Chair thanked S Edwards for his attendance at the meeting.

4 YOUTH FARES

The Group were informed that a member of the Youth Parliament had been invited to the meeting to give opinions on public transport in South Yorkshire from a young person's perspective, but unfortunately had to send apologies at the last minute.

It was noted that one issue was that young people had to pay full fare during the summer between leaving school and commencing further education or an apprenticeship; it was suggested that changing the pass to cover 14 to 18 years would resolve the issue.

The member of the Youth Parliament would be invited to the next meeting of the Group to discuss this and other issues affecting young people.

5 OPERATORS ITEMS

The Chair welcomed Alison Bell from Arriva Rail North to the meeting.

A Bell informed the Group that the new rail franchise had begun on 1 April 2016 and staff had been TUPE transferred from Northern Rail to Arriva Rail North (to be known as Northern) as planned.

The transformational franchise included a £1 billion investment which would include:

- The purchase of new trains and the refurbishment of existing carriages to an 'as new' standard.
- The phasing out of Pacer trains.
- Free on-board Wi-Fi.
- Enhanced regional connectivity.
- Increased peak time capacity.
- Real time information for all stations with an annual footfall of over 3,000 passengers per annum (investment from partners would be sought for smaller stations).
- Two newly-staffed stations in South Yorkshire.
- A 24-hour customer call centre in Sheffield.

N Spetch commented that with regard to the capacity of new and refurbished trains, thought needed to be given to the design. Extra capacity could not be achieved by providing more seating unless there was plenty of luggage space; currently capacity was greatly reduced due to passengers having to place luggage on seats.

A member queried whether there was flexibility in the franchise to deliver things over and above what was in the contract.

A Bell replied that subject to there being a good business case and infrastructure and rolling stock capacity there was nothing to prevent Northern making further improvements.

I Jenkinson suggested that Network Rail be invited to a future meeting of the Group to discuss infrastructure.

D Wrottesley queried whether there were any plans for more trains to stop at Elsecar.

A Bell replied that she hadn't as yet seen detailed timetables but would find out and let the Group know; she would also pass on the Group's comments regarding the design of the new trains.

The Chair thanked A Bell for her attendance at the meeting.

6 TRANSPORT COMMITTEE BRIEFING

The Group considered an update from recent meetings of the SCR Combined Authority and its Transport Committee.

7 FORWARD PLANNER

The Group noted the Forward Planner.

8 ANY OTHER BUSINESS

V Greenwood informed the Group that to coincide with the creation of the Barnsley Bus Partnership it was intended to try and form a Barnsley Transport Users Group. If successful a member of that group would be nominated to attend SYTUG meetings.

9 DATES OF NEXT MEETINGS

The next meeting of the Group will be held on Wednesday 20 July 2016 at 10.30am.