

South Yorkshire Mayoral Combined Authority
[South Yorkshire Passenger Transport Executive]
Barnsley Metropolitan Borough Council
Doncaster Borough Council
Rotherham Metropolitan Borough Council
Sheffield City Council

South Yorkshire Enhanced Partnership Scheme for Buses

1st April 2022

CONTENTS

Organisations Making the Enhanced Partnership Scheme	3
Definitions used in the document.....	4
1. Introduction	6
2. Scope of the EP Scheme	7
<i>Figure 1 Map of the EP Plan and EP Scheme.....</i>	<i>8</i>
3. Requirements of the Authorities	9
4. Requirements in respect of Local Qualifying Bus Services.....	10
5. EP Scheme Management	11
6. Competition	13
Signatory page	14

Organisations Making the Enhanced Partnership Scheme

**THE SOUTH YORKSHIRE ENHANCED PARTNERSHIP SCHEME FOR BUSES IS
MADE IN ACCORDANCE WITH SECTION 138G (1) OF THE TRANSPORT ACT 2000**

BY:

- (1) SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY (SYMCA) of 11,
BROAD STREET WEST, SHEFFIELD S1 2BQ;**
- (2) [SOUTH YORKSHIRE PASSENGER TRANSPORT EXECUTIVE (SYLTE) of 11,
BROAD STREET WEST, SHEFFIELD S1 2BQ];**
- (3) BARNSLEY METROPOLITAN BOROUGH COUNCIL OF TOWN HALL, CHURCH
STREET, BARNSLEY S70 2TA;**
- (4) DONCASTER BOROUGH COUNCIL OF CIVIC OFFICE, WATERDALE,
DONCASTER DN1 3BU;**
- (5) ROTHERHAM METROPOLITAN BOROUGH COUNCIL OF RIVERSIDE HOUSE,
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- (6) SHEFFIELD CITY COUNCIL of TOWN HALL, PINSTONE STREET, SHEFFIELD
S1 2HH.**

Definitions Used in the Document

Authorities – the parties to this Scheme.

Bus Franchising Area – an area in which a statutory franchising scheme operates, as prescribed in the Transport Act 2000, as amended by the Bus Services Act 2017 (Section 123A).

EP Scheme Area – means the area to which this EP Scheme document applies, namely the geographical area of South Yorkshire, that includes the four local authority areas of Barnsley, Doncaster, Rotherham and Sheffield.

Facilities – means the physical assets (or changes to them) that are provided at specific locations along particular routes (or parts of routes) within the EP Scheme Area including new and improved bus priority measures in accordance with Section 138D(1) of the Transport Act 2000.

Local Authorities – as prescribed under Section 23 of the Local Government Act 2003.

Local Highway Authorities – this means either Sheffield City Council (Sheffield CC), Doncaster Borough Council (Doncaster BC), Barnsley Metropolitan Borough Council (Barnsley MBC) or Rotherham Metropolitan Borough Council (Rotherham MBC).

Local Service(s) – means a ‘local service’ as defined in Section 2 of the Transport Act 1985.

Local Qualifying Bus Services – means those Registered Local Bus Services operating within the EP Scheme Area with one or more stopping place in the EP Scheme Area that must meet the requirements and obligations set out in this EP Scheme document.

Measures – means the measures taken with the purpose of:

- increasing the use of local bus services serving the routes to which the measures relate or ending or reducing a decline in their use; or
- improving the quality of local bus services serving the routes to which those measures relate in accordance with Section 138D(2) of the Transport Act 2000.

Registered Local Bus Service – means a ‘local service’ as defined in Section 2 of the Transport Act 1985 which is registered in accordance with Section 6 of that Act.

South Yorkshire Bus Partnership Board – established in 2021, this is an alliance of bus operators, Authorities, and other partners that have agreed to work together to deliver high levels of passenger satisfaction and drive forward investment in bus services.

South Yorkshire Enhanced Partnership Plan – means the document made pursuant to Section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

SYMCA – means the South Yorkshire Mayoral Combined Authority with responsibility for transport for South Yorkshire.

[SYPTTE – means the South Yorkshire Passenger Transport Executive with responsibility for delivery and implementation of some or all of the Facilities and/or Measures until such time as SYMCA takes over or assumes the statutory powers, functions and responsibilities of SYPTTE relevant to delivery of those Facilities and/or Measures].

TRO – means a Traffic Regulation Order, made under the Road Traffic Regulation Act 1984 or any other enactment regulating the use of roads or other places.

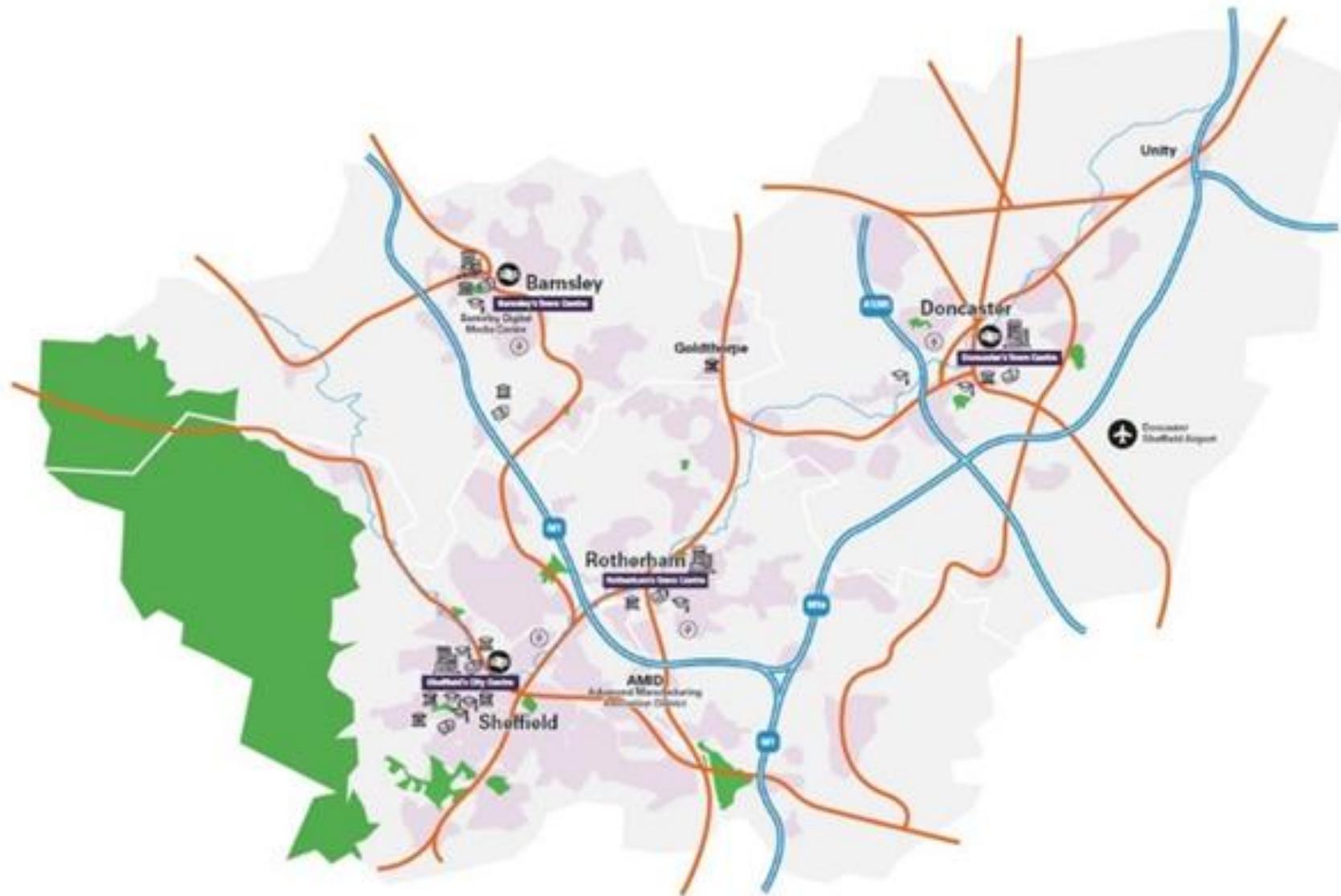
1. Introduction

- 1.1 This document fulfils the statutory requirements set out in the Transport Act 2000 as amended by the Bus Services Act 2017 for an Enhanced Partnership (EP) Scheme. In accordance with statutory requirements in Section 138A to S of the Transport Act 2000, this EP Scheme document sets out:
- Area covered (Section 2)
 - Commencement date and period of operation (Section 2)
 - Requirements of the Authorities (Section 3)
 - Requirements imposed on Local Qualifying Bus Services (Section 4)
 - EP Scheme Management including details for varying, reviewing and revoking the operation of the EP Scheme (Section 5)
 - Competition considerations (Section 6).
- 1.2 The EP Scheme can only be put in place if an associated Enhanced Partnership Plan has been made. Therefore, this document should be considered alongside the South Yorkshire Enhanced Partnership (EP) Plan. SYMCA is satisfied that this EP Scheme will contribute to the implementation of policies set out in the EP Plan and its local transport policies.
- 1.3 The EP Scheme has been jointly developed by SYMCA, [SYPTTE], local highway authorities and operators that provide Local Qualifying Bus Services in the EP Scheme Area. The EP Scheme aims to support improvements to bus services across South Yorkshire. It sets out obligations and requirements on SYMCA, local highway authorities and operators of Local Qualifying Bus Services in order to achieve the intended improvements, with the aim of passengers benefitting from attractive and convenient bus services. SYMCA is satisfied that the EP Scheme will (a) bring benefits to persons using local services in the whole or any part of the EP Scheme Area by improving the quality or effectiveness of those services, or (b) reduce or limit traffic congestion, noise or air pollution.
- 1.4 The EP Scheme aims to contribute towards meeting the vision and objectives set out in the EP Plan.

2. Scope of the EP Scheme

- 2.1 The EP Scheme will support improvement of local services operating in South Yorkshire.
- 2.2 A map of the EP Scheme Area is shown in Figure 1.
- 2.3 The EP Scheme start date will be 70 days after it has been made, with subsequent milestone dates by which certain Facilities and Measures (Section 3) and requirements of bus operators in respect of Local Qualifying Bus Services will be introduced (Section 4) (see Table in the Appendix for these dates). The EP Scheme will be in place for a minimum of 3 years and a maximum of 5 years and will be subject to a review by SYMCA at least annually in accord with the review of the EP Plan (Section 5).
- 2.4 Registered Local Bus Services with one or more stopping places within the EP Scheme Area are classed as 'Local Qualifying Bus Services', except those with locally-agreed exemptions, as set out below:
- Services operating across the EP Scheme Area boundary with minority mileage within, or express services specifically for commuters from outside the boundary into the EP Scheme Area;
 - Third party funded services where such funding is a substantial or sole source of funding, excluding fare box/BSOG/concessions revenue.

Figure 1 Map of the EP Plan and EP Scheme Area



3. Requirements of the Authorities

Facilities and Measures

The Authority named in columns 1 and 2 of the table in the Appendix will provide the Facilities and Measures detailed by the dates indicated.

4. Requirements in Respect of Local Qualifying Bus Services

Operators of Local Qualifying Bus Services will meet the requirements set out in column 3 of the table in the Appendix by the date indicated.

5. EP Scheme Management

Governance

- 5.1 The EP Scheme has been developed through partnership meetings held between operators of Local Qualifying Bus Services and the Authorities and a number of interested stakeholders, comprising:
- Bus user groups
 - Representatives of disabled people
 - Local business groups
 - South Yorkshire Local Enterprise Partnership
 - Confederation of Passenger Transport
 - South Yorkshire Bus Review Commissioners
 - Neighbouring Local Authorities.
- 5.2 In advance of the making of the EP Scheme, a SYMCA Bus Partnership Board will be set up, drawing on the representatives involved to date, to oversee work on the delivery of the EP Plan and EP Scheme
- 5.3 The SYMCA Bus Partnership Board will be responsible for considering future variations, in accordance with the processes detailed in Sections 5.4 to 5.8.

Variations to the EP Scheme

- 5.4 Consideration will be given to potential EP Scheme variations highlighted either by one of the organisations represented on the South Yorkshire Bus Partnership Board or an operator of Local Qualifying Bus Services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies. Such requests should be set out in writing and submitted to EPSchemeVariations@southyorkshire-ca.gov.uk.
- 5.5 On receipt of a valid request for a variation, SYMCA will reconvene the South Yorkshire Bus Partnership Board, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by all bus operator and local highway authority and SYMCA representatives present, SYMCA will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and SYMCA. Partners not represented at the meeting will be deemed to be abstaining from the decision.
- 5.6 If there is not full agreement of all partners present, then the proposed variation will be put to the operator objection mechanism, but with a reduced objection period of 14 days replacing Part 2 of the Transport Act 2000 Section 138L(2)(c). The proposed variation will be advertised on the SYMCA website and emailed to operators of Local Qualifying Bus Services in the EP Scheme Area. If the proposed variation passes the operator objection mechanism, SYMCA will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and SYMCA.

- 5.7 In accordance with section 138E of the Transport Act 2000 the procedure set out in this section 4 shall apply in place of the provisions of Section 138L to N of the Transport Act 2000.
- 5.8 Changes to or new flexibility provisions under Section 138E of the Transport Act 2000 shall only be included in the EP Scheme if they satisfy the statutory objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2017.

Review of the EP Scheme

- 5.9 Once the EP Scheme is made, it will be reviewed by the South Yorkshire Bus Partnership Board at least annually, in accord with the review of the EP Plan, commencing no later than on the anniversary of the scheme commencement date. SYMCA will initiate each review and it will take no longer than 6 months to complete.
- 5.10 Should Traffic Regulation Orders (TRO) required for the Facilities listed in the Appendix not be made, the Authorities and operators of Local Qualifying Bus Services will recognise the need to vary the EP Scheme through the variation process set out in Sections 5.4 to 5.8. Any such necessary changes will be considered as part of the first annual review.

Revocation of the EP Scheme

- 5.11 An EP Scheme can only exist if an EP Plan is in place. If, for any reason, the EP Plan is revoked, it would automatically mean that the EP Scheme would cease. Equally, if all EP Schemes ceased, the EP Plan would be revoked.
- 5.12 If, for some reason, it becomes necessary for the EP Scheme to be revoked, the South Yorkshire Bus Partnership Board will be reconvened and follow the same process as outlined in Sections 5.4 to 5.8 (noting that the agreement will be for revocation and not variation).
- 5.13 If at any point in the future the EP Scheme Area is included in a Bus Franchising Area, the relevant requirements set out in this EP Scheme will cease to apply from the commencement date of the franchising scheme.

6. Competition

- 6.1 The EP Plan and the EP Scheme have been developed in conjunction with all bus operators, is intended to apply across the whole of the South Yorkshire bus network and does not propose any activity that would ordinarily impose any necessary restrictions on the deregulated bus market. The Competition Test set out in Part 1 of Schedule 10 to the Transport Act 2000 has been applied and it is concluded that, at this point, there will be no significantly adverse effect on competition arising from the EP Plan or the EP Scheme.

Signatory Page

Signed for and on behalf of:

- (1) **THE SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY
(SYMCA/[SYPT]) of 11, BROAD STREET WEST, SHEFFIELD S1 2BQ**

PRINT NAME _____

SIGNATURE _____

- (2) **BARNSELY METROPOLITAN BOROUGH COUNCIL OF TOWN HALL,
CHURCH STREET, BARNSELY S70 2TA;**

PRINT NAME _____

SIGNATURE _____

- (3) **DONCASTER BOROUGH COUNCIL OF CIVIC OFFICE, WATERDALE,
DONCASTER DN1 3BU**

PRINT NAME _____

SIGNATURE _____

- (4) **ROTHERHAM METROPOLITAN BOROUGH COUNCIL OF RIVERSIDE
HOUSE, MAIN STREET, DONCASTER ROAD, ROTTERHAM S60 1AE.**

PRINT NAME _____

SIGNATURE _____

- (5) **SHEFFIELD CITY COUNCIL OF TOWN HALL, PINSTONE STREET,
SHEFFIELD S1 2HH**

PRINT NAME _____

SIGNATURE _____

Appendix: South Yorkshire Enhanced Partnership Scheme

Enhanced Partnership Plan Headline Output	Components of the Enhanced Partnership Scheme					
	<i>Facilities provided by SYMCA/Local Highway Authorities (new physical assets or changes to them provided at specific locations)</i>	<i>Delivered no later than</i>	<i>Measures provided by SYMCA/Local Highway Authorities (anything within MCA powers to increase local service use, stop decline or improve quality)</i>	<i>Delivered no later than</i>	<i>Operation and/or Route Requirements placed on operators of Local Qualifying Bus Services</i>	<i>Delivered no later than</i>
1. More frequent and reliable services	<ul style="list-style-type: none"> A61 bus priority road widening scheme at two key locations along the A61 Corridor in Barnsley between Carlton Road and the Old Mill Lane Gyratory (SYPTTE/SYMCA and Barnsley MBC jointly delivering the project and Barnsley MBC providing TRO as required) A630 bus scheme is a project to upgrade in traffic signal technology along the A630 Balby Road Corridor in Doncaster to improve bus journey time, reliability and punctuality (SYPTTE/SYMCA scheme promoter, Doncaster BC delivering the project and providing TRO as required) Building of a new bridge and highway link between West End Lane in New Rossington and iPort Avenue – the scheme would facilitate up to 8 buses per hour (55/56 bus 	30/09/23	<ul style="list-style-type: none"> Introduce pilot DRT service in at least one area (SYPTTE/SYMCA) 	31/03/23	<ul style="list-style-type: none"> Review existing Voluntary Partnership Agreements and retain or enhance existing operational requirements. 	30/09/22
		31/03/23				
		31/03/23				

Enhanced Partnership Plan Headline Output	Components of the Enhanced Partnership Scheme					
	<i>Facilities provided by SYMCA/Local Highway Authorities (new physical assets or changes to them provided at specific locations)</i>	<i>Delivered no later than</i>	<i>Measures provided by SYMCA/Local Highway Authorities (anything within MCA powers to increase local service use, stop decline or improve quality)</i>	<i>Delivered no later than</i>	<i>Operation and/or Route Requirements placed on operators of Local Qualifying Bus Services</i>	<i>Delivered no later than</i>
	<p>service) being routed through the iPort via a bus gate along a camera enforced bus lane (SYPTTE/SYMCA scheme promoter, Doncaster BC delivering the project and providing TRO as required)</p> <ul style="list-style-type: none"> Improving bus service punctuality in Barnsley through traffic management in seven priority areas (SYPTTE/SYMCA scheme promoter, Barnsley MBC delivering the project and providing TRO as required) 	31/03/23				
2. Improvements to planning / integration with other modes	<ul style="list-style-type: none"> Minimum of 240 new real time information displays provided (broadly 20% each in Barnsley, Doncaster and Rotherham, and 40% in Sheffield, based on stop usage and 'gaps' in provision) (SYPTTE/SYMCA delivering the project) 	31/03/23	<ul style="list-style-type: none"> Sheffield City Council to ensure all parties have access to the UTMC system in order to deliver better real-time network information to operators and customers (Sheffield CC) Develop one integrated source of information to plan journeys and promote the agreed source (SYPTTE/SYMCA) 	31/03/23 31/03/23	<ul style="list-style-type: none"> Ensure that real-time location data is provided to Sheffield City Council for use in the UTMC system to improve reliability and customer information Support the development of one integrated source of information to plan journeys and promote the agreed source 	31/03/23 31/03/23

Enhanced Partnership Plan Headline Output	Components of the Enhanced Partnership Scheme					
	Facilities provided by SYMCA/Local Highway Authorities <i>(new physical assets or changes to them provided at specific locations)</i>	Delivered no later than	Measures provided by SYMCA/Local Highway Authorities <i>(anything within MCA powers to increase local service use, stop decline or improve quality)</i>	Delivered no later than	Operation and/or Route Requirements placed on operators of Local Qualifying Bus Services	Delivered no later than
3. Improvements to fares and ticketing including Multi-Operator Ticketing Schemes			<ul style="list-style-type: none"> Introduce short term discounts for selected customer segments (current possibilities include U18s), subject to funding from BSIP being confirmed (SYPTTE/SYMCA) Introduce a cap on daily and weekly fares utilising the existing Multi-Operator Ticketing Scheme (TravelMaster), subject to funding from BSIP being confirmed (SYPTTE/SYMCA) Introduce a 'tap and cap' system across the network, subject to the necessary technological solution being provided by the Department for Transport (DfT) (SYPTTE/SYMCA) 	<p>30/09/22</p> <p>31/03/23</p> <p>31/03/23</p>	<ul style="list-style-type: none"> Convert remaining on-bus electronic payment machines to contactless Review the removal of single operator products in most localised areas Review premium levels on multi-operator ticket products Implement short term discounts for selected customer segments (current possibilities include U18s), subject to funding from BSIP being confirmed Implement a cap on daily and weekly fares utilising the existing Multi-Operator Ticketing Scheme (TravelMaster), subject to funding from BSIP being confirmed Implement a 'tap and cap' system across the network, subject to the 	<p>31/03/23</p> <p>30/09/22</p> <p>30/09/22</p> <p>31/03/23</p> <p>31/03/23</p> <p>31/03/23</p>

Enhanced Partnership Plan Headline Output	Components of the Enhanced Partnership Scheme					
	<i>Facilities provided by SYMCA/Local Highway Authorities (new physical assets or changes to them provided at specific locations)</i>	<i>Delivered no later than</i>	<i>Measures provided by SYMCA/Local Highway Authorities (anything within MCA powers to increase local service use, stop decline or improve quality)</i>	<i>Delivered no later than</i>	<i>Operation and/or Route Requirements placed on operators of Local Qualifying Bus Services</i>	<i>Delivered no later than</i>
					necessary technological solution being provided by the Department for Transport <ul style="list-style-type: none"> Price rises limited to once a year 	30/09/22
4. Higher specification buses			<ul style="list-style-type: none"> Procurement of up to 27 electric buses and provision of charging infrastructure at interchanges, on-street and at depots, subject to successful award of ZEBRA funding by the DfT (SYPTe/SYMCA) Upgrade part of the South Yorkshire community transport fleet to electric vehicles, with charging facilities at selected depots (SYPTe/SYMCA) Electric bus trial in Doncaster (Doncaster BC) 	TBC following funding award 31/03/23 31/03/23	<ul style="list-style-type: none"> Retain standards within existing Voluntary Partnership Agreements and include within new standard to be agreed 	30/09/22
5. Improvements to passenger engagement			<ul style="list-style-type: none"> Implement an agreed new Customer Charter to apply 	30/06/22	<ul style="list-style-type: none"> Implement an agreed new Customer Charter to apply across the whole network 	30/06/22

Enhanced Partnership Plan Headline Output	Components of the Enhanced Partnership Scheme					
	<i>Facilities provided by SYMCA/Local Highway Authorities (new physical assets or changes to them provided at specific locations)</i>	<i>Delivered no later than</i>	<i>Measures provided by SYMCA/Local Highway Authorities (anything within MCA powers to increase local service use, stop decline or improve quality)</i>	<i>Delivered no later than</i>	<i>Operation and/or Route Requirements placed on operators of Local Qualifying Bus Services</i>	<i>Delivered no later than</i>
			<p>across the whole network (SYPTTE/SYMCA)</p> <ul style="list-style-type: none"> Develop new forum for passenger representation, to include bus user groups, representatives of disabled people and local business groups (SYPTTE/SYMCA) 	30/06/22	<ul style="list-style-type: none"> Service changes to be limited to twice per year 	30/09/22
6. Strong network identity	<ul style="list-style-type: none"> Installation of at least 140 new shelters (broadly 20% each in Barnsley, Doncaster and Rotherham, and 40% in Sheffield), based on stop usage and state of dilapidation) (SYPTTE/SYMCA delivering the project and Local Highway Authorities providing TRO as required) 	31/03/23	<ul style="list-style-type: none"> Extend the “Safe Places” scheme to cover the whole network (SYPTTE/SYMCA) Implementation of a common branding across South Yorkshire transport network (SYPTTE/SYMCA) 	<p>31/03/23</p> <p>31/03/23</p>	<ul style="list-style-type: none"> Implement the “Safe Places” scheme on-board buses Support the implementation of a common branding across South Yorkshire transport network 	<p>31/03/23</p> <p>31/03/23</p>