

Public Document Pack



Tuesday, 8 March 2022

To: Members of the MCA - Transport and the Environment Board and Appropriate Officers

You are hereby invited to a meeting of the South Yorkshire Mayoral Combined Authority to be held at **Virtual Meeting**, on: **Thursday, 17 March 2022** at **11.00 am** for the purpose of transacting the business set out in the agenda.

A handwritten signature in black ink, appearing to read 'D. Smith'.

Dr Dave Smith
Chief Executive/ Head of Paid Service



You can view the agenda and papers at www.sheffieldcityregion.org.uk or use a smart phone camera and scan the QR code

Member Distribution

Councillor Chris Read (Co-Chair)	Rotherham MBC
Peter Kennan (Co-Chair)	Private Sector LEP Board Member
Councillor Dominic Beck	Rotherham MBC
Councillor Joe Blackham	Doncaster MBC
Councillor Chris Lamb	Barnsley MBC
Councillor Douglas Johnson	Sheffield City Council
Sarah Norman	Barnsley MBC
Stephen Edwards	South Yorkshire Passenger Transport Executive
Martin Swales	SYMCA Executive Team

MCA - Transport and the Environment Board

Thursday, 17 March 2022 at 11.00 am

Venue: Virtual Meeting

**SOUTH YORKSHIRE
SYMCA**



**MAYORAL
COMBINED
AUTHORITY**

Agenda

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11.	Bus Operations Update - Verbal	Stephen Edwards	Verbal
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At: tbc			

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MCA - TRANSPORT AND THE ENVIRONMENT BOARD

MINUTES OF THE MEETING HELD ON:

THURSDAY, 10 FEBRUARY 2022 AT 10.00 AM

VIRTUAL MEETING



Present:

Councillor Chris Read (Co-Chair)	Rotherham MBC
Peter Kennan (Co-Chair)	Private Sector LEP Board Member
Stephen Edwards	South Yorkshire Passenger Transport Executive
Martin Swales	South Yorkshire MCA
Mayor Ros Jones CBE (Reserve)	Doncaster MBC

In Attendance:

Steve Davenport	Principal Solicitor & Monitoring Officer	South Yorkshire MCA/South Yorkshire Passenger Transport Executive
Joe Gardner	Programme & Performance Manager	South Yorkshire MCA
Sue Sykes	Assistant Director - Programme and Performance Unit	South Yorkshire MCA
Charli Taylor	Head of Controls	South Yorkshire MCA
Alex Linton	LTP Programme Manager	Local Transport Plan
Chloe Shepherd	Senior Programme Manager	South Yorkshire MCA
Pat Beijer	Business Development Director	South Yorkshire Passenger Transport Executive
Tim Taylor	Director of Public Transport Operations	South Yorkshire Passenger Transport Executive
Tom Finnegan-Smith (LA Chief Executive)		Sheffield City Council
Melanie Bray (Minute Taker)		

Apologies:

Councillor Dominic Beck	Rotherham MBC
Councillor Chris Lamb	Barnsley MBC
Councillor Douglas Johnson	Sheffield City Council
Sarah Norman	Barnsley MBC

1 Welcome and Apologies

The Chair welcomed everyone to the meeting.

It was noted that this meeting was not quorate.

Apologies for absence were noted as above.

2 **Declarations of Interest by individual Members in relation to any item of business on the agenda.**

Members declared interests in relation to agenda item 6 entitled 'CRSTS Update Report'.

3 **Urgent items / Announcements**

None.

4 **Public Questions of Key Decisions**

None.

5 **Minutes of the last meeting**

Following the last Board meeting, the Business Advisory Group slides had been circulated onto the Members.

Members noted that it had not been possible to provide an update at today's meeting in relation to the Integrated Rail Plan and associated issues. Members were referred to the ongoing discussions on the matter. Given the recent outcome, M Swales would organise an internal workshop with a view to ascertaining how to take forward the work for South Yorkshire that was associated with the Integrated Rail Plan. The internal workshop would consider a range of asks without losing any of the ambition, and to ascertain how to progress matters forward in representation to maintain and push the case. A discussion would be held with the TEB, Leaders and Chief Executives at the local authorities regarding those ambitions to ensure that matters were still reconciled around the key issues. Mayor Jones CBE and M Swales would attend the East Coast Mainline Leaders' Meeting w/c 14 February 2022.

M Swales referred to the recent meetings that had been held in relation to the work with West Yorkshire, with a view to pushing the work that was required around the connectivity between Leeds and Sheffield and how to implement a governance mechanism. The Mayors had written to the Prime Minister and the Secretary of State ahead of the Convention of the North Meeting, to raise the points from across the North of Tyne and Wear through to Manchester and West Yorkshire. It was hoped to provide the Board with further progress in due course.

P Kennan referred to a recent article that had been written by the Editor of the Rail Magazine, which referred to the remarkable consensus of emerging opposition to the Integrated Rail Plan not least across the north of England, where politicians, media and sub-national transport bodies were speaking with one voice in a way that had never been observed before. The 16 northern Chambers of Commerce were coming together (including Doncaster, Barnsley, Rotherham and Sheffield) regarding the Transport for the North on the response to the IRP for consistent messaging for business. He expressed concern at the current pace, and he hoped that the business input would provide an opportunity to feed in all of the issues.

M Swales commented that the formalising of any legal direction had not yet been determined.

The GB Rail Headquarters bid was now up and running and a steering group was in place. There was good support from SYMCA which was being led by DMBC, and many private sectors were involved. P Kennan was releasing social media information with a view to raising awareness of the bids, to be created by 16 March 2022. He considered that 95% of the public would not have any knowledge of the SEP etc. He suggested that members of the public should be reminded of the famous connections to Doncaster i.e. Sir Nigel Gresley CBE, the Flying Scotsman train, the Mallard train, the Harry Potter film which was linked with the Kings Cross to Doncaster Great Northern Railway and the Thomas the Tank Engine children's cartoon.

RESOLVED – That the minutes of the meeting held on 16 December 2022 be agreed as a true record.

6 **CRSTS Update Report**

A report was presented which provided an update on the status of the City Region Sustainable Transport Settlement (CRSTS) and the submission of the Programme Business Case to the Department for Transport (DfT).

The Board was reminded that the Government Spending Review included announcements regarding a number of transport funding streams for SYMCA, including the CRSTS provisional award of £570m for the five-year settlement period April 2022 to March 2027.

A Linton referred to the workshop that had been held on 14 December 2021 with senior representatives of the SYMCA, the DfT and HM Treasury regarding the content of the programme, to which positive feedback had been received. The programme level business case had been submitted to the DfT during week ending 28 January 2022, seeking £570m based upon the indicative allocation received from the DfT and included the £90m from the initial programme as either pipeline activities or potential over programming. Regular weekly contact had been maintained with the DfT throughout the period, and regular feedback had included a review on the draft business case. It was envisaged that the DfT would make their recommendations to the Ministers shortly, to enable a formal funding announcement to be made during March 2022.

RESOLVED – That the Board noted the work undertaken to complete the business case submission to DfT.

7 **Programme Approvals**

J Gardner presented a report which requested full approval of two schemes subject to the conditions set out in the Assurance Summaries; approval to release development costs for one project and approval of one project change request. The report also requested delegated authority to enter into necessary legal agreements for the schemes. The report noted the decision of the SYMCA Board to progress one scheme to full approval.

RESOLVED:-

Please note due to the Board being non quorate, these decisions will be ratified at the next Transport and Environment Board.

That the Board considered and approved:-

- i) Progression of 'O48 SCC Nether Edge and Crookes Active Neighbourhood' to full approval and award of £0.59m grant from Active Travel Fund 2/Gainshare (ATF2/Gainshare) to Sheffield City Council (SCC) subject to the conditions set out in the Assurance Summary attached at Appendix A1 to the report.
- ii) Progression of 'G11 The Whins/Cinder Bridge Rd/Greasborough Lane Junction Improvement' to full approval and award of £0.77m from Getting Building Fund (GBF) subject to the conditions set out in the Assurance Summary attached at Appendix A2 to the report.
- iii) Release of development cost funding of £.026m for 'O50 Sheaf Valley' from ATF2/Gainshare to SCC in line with the details attached at Appendix B to the report.
- iv) Project change request as detailed in Appendix C to the report.
- v) Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered at 1 – 4 above.

That the Board noted:-

SYMCA Board has approved the progression of 'T11 Barnsley – Doncaster Quality Bus Corridor (BRT)' Outline Business Case OBC to FBC for Transforming Cities Fund (TCF2) to BMBC subject to the conditions set out in the Assurance Summary attached at Appendix D to the report.

8 **Transport Programme Performance Report**

S Sykes presented a report which provided the latest performance information on Transport and Environment capital programmes being delivered on behalf of the SYMCA. The report was intended to support oversight and scrutiny.

The Board noted that the SYMCA currently had 54 projects which fell within the remit of the Transport Skills and Environment Board. The schemes were resourced from various funding streams with an aggregate value of £235.47m.

The expenditure baseline for 2021/22 had initially been set at £102.64m with the latest forecasts suggesting outturn expenditure of £40.27m, which was a decrease in the last quarter of £10m. This would generate a material underspend of £62.37m (60.7%).

Members were referred to the Getting Building Fund (GBF) and the Transforming Cities Fund 2 (TCF2) which were both currently experiencing slippage. There was a requirement for the GBF funding to be spent by 31 March 2022, however following consultation with the Government, it had been agreed to enable freedom of flexibilities to ensure that the region did not lose the funding. In relation to TCF2, monthly reviews were undertaken with the partners, but slippage within the projects continued to be encountered due to various issues. Work was underway with the partners in order to mitigate the risks, which included a new programme management system to be rolled out from 1 April 2022, to be accessed by all partners. Work continued with the local authority partners in order to align the processes, which would take some considerable time.

The Board would continue to be updated on the position.

RESOLVED – That the Board considered the performance information provided to identify future performance deep-dives or significant areas of risk.

9 **Bus Enhanced Partnership Governance Arrangements**

A report was submitted in relation to the Bus Enhanced Partnership governance arrangements. In 2020, the DfT had issued the National Bus Strategy guidance, which set out the requirement for MCAs and LAs to develop ambitious service improvement plans and enter statutory delivery arrangements, to access transformational funding for buses. In response, the SYMCA had submitted a Bus Service Improvement Plan (BSIP) to the Government on 29 October 2021 and had begun the process of entering an Enhanced Partnership. Part of the process included establishing an Enhanced Partnership Board which would oversee the delivery of the Enhanced Partnership work programme.

Members were referred to the governance arrangements for the Enhanced Partnership which would consist of an Enhanced Partnership Board and an Enhanced Partnership Forum. There was a requirement for the Enhanced Partnership Board to be agreed by April 2022, with a view to highlighting arrangements to include the structure principles and terms of reference within the report to be presented to the SYMCA Meeting on 21 March 2022.

P Kennan expressed concern as to where the business voice on such boards as the Enhanced Partnership Board would fit into the structure of the SYMCA. He queried whether there was a place on the Enhanced Partnership Board for business representatives or whether the soundings from business which would be fed into the board.

In response, M Swales commented that the business representation was embodied in the SYMCA governance in a variety of different ways. Views would continue to be expressed through the TEB and the board, which would be fed into the Enhanced Partnership Board by the TEB representatives.

Frequent engagement was made with the wider business group regarding the decisions that were associated with the future of public transport.

Members noted that further development of the Enhanced Partnership Forum was awaited.

P Kennan considered that it would be helpful for the chair of the Enhanced Partnership Board to attend future TEB meetings for challenge on all topical issues. He suggested that the TEB could provide assistance to the Enhanced Partnership Forum, and he highlighted that this would operate in parallel with TFN's establishment of a citizens' panel for transport generally. He suggested that a conversation should be had with I Murray to ascertain how this would look given the technology that was available.

In response to P Kennan's suggestion for the chair of the Enhanced Partnership Board to attend future TEB meetings, M Swales commented that the likelihood would be that the Mayor or Mayor's representative would become the Chair of the Enhanced Partnership Board, who already had accountability to the governance structures within the SYMCA. Therefore, he did not consider that there was a need to formally build in for the Chair of the Enhanced Partnership Board to report back into the TEB, but that periodic updates would be provided to the TEB.

RESOLVED – That the Board considered the contents of the report.

10 **Options to Support the Delivery of the Region's BSIP**

A report was presented which provided an update on the process to formally assess bus franchising as an option to deliver the Bus Service Improvement Plan (BSIP). At the SYMCA meeting held on 24 January 2022, it had been recommended that the Constituent Local Authorities considered the matter ahead of an additional SYMCA meeting in early March 2022, to determine whether to issue the notice of intention to prepare an assessment of a proposed franchising scheme, in accordance with S.123C of the Transport Act 2000.

Members noted that the development of the business case could take up to 12 months, and that it would have to meet the DfT criteria. Once the business case was endorsed by the SYMCA, further work would be undertaken in terms of public consultation before a formal franchising scheme could commence. It was anticipated that the implementation would take a number of years.

RESOLVED – That the Board noted the content of the report ahead of an additional SYMCA meeting in early March 2022, when the SYMCA would determine whether to issue the notice of intention to prepare an assessment of a proposed franchising scheme in accordance with S.123C of the Transport Act 2000.

11 **Bus Operations Update (verbal)**

T Taylor referred to the bus patronage across the bus network since Christmas 2021 and October – November 2021, which had been in line with the ambitions and expectations with a 70% - 80% rate of total bus patronage. A significant dent in terms of demand of the bus network had been encountered following the emergence of the Omicron variant of COVID-19 and the reintroduction of

Plan B, together with the Stagecoach bus issues that had been encountered during December 2021 – January 2022. Growth in bus patronage was now starting to be observed, however the expectation of reaching 80% by the end of the financial year was off the mark.

The Board was referred to the significant uncertainties around the continuation of funding from Central Government. DfT's bus recovery plan was scheduled to conclude on 5 April 2022, which was subject to a potential extension. The bus operators were focused upon the 5 April 2022 and the issues that would be caused within the commercial environment. Negotiations were underway with the bus operators regarding their commercial reductions, to look to extend the period in which the network would continue and to reach a network post the funding period. It was hoped that the DfT would provide some funding, and for the change to take effect from September 2022. Fare increases had been observed across all operators of between 5% – 7%, to come in with effect from the beginning of March 2022 for Travel Master, Stagecoach Bus and First Bus.

Members noted the attempts that had been made nationally to gain interest from the press in terms of the fare increases. The process in resolving the issue within South Yorkshire was commercially sensitive. Mayor Jarvis MBE along with other Mayors, had recently written to the Chancellor on the matter. Mayor Jarvis MBE had also recently written to First Bus and Stagecoach Bus in relation to the discussions with the local MD's and the budget constraints from their respective groups.

RESOLVED – That the Board noted the verbal update.

12 **Any Other Business**

Members agreed that a provisional Board meeting would be arranged to be held during mid-March 2022.

ACTION:- M Swales/C Shepherd

In accordance with Combined Authority's Constitution/Terms of Reference for the Board, Board decisions need to be ratified by the Head of Paid Services (or their nominee) in consultation with the Chair of the Board. Accordingly, the undersigned has consulted with the Chair and hereby ratifies the decisions set out in the above minutes.

Signed

Name

Position

Date

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Transport and the Environment Board

17 March 2022

MCA Levelling Up Fund Round 2 bid

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Funding Decision
Funding Stream:	Not applicable
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Not a Key Decision

Director Approving Submission of the Report:

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Martin Swales

Martin.Swales@southyorkshire-ca.gov.uk

Executive Summary:

The report provides an update on the Government’s Levelling Up Fund and informs TEB of the report to MCA Board seeking approval to submit a bid to the next round of the fund.

What does this mean for businesses, people and places in South Yorkshire?

As set out in the MCA’s Transport Strategy, a better public transport system in South Yorkshire will connect people to the places they want to go through reliable, affordable and accessible services. A successful Levelling Up Fund bid with investment focused on public transport, would help drive an increase in patronage.

Recommendations:

- To note the report and provide comment on the submission of an MCA Levelling Up Fund bid to Government
- To note the request to MCA Board seeking delegated authority to the MCA Chief Executive and Statutory Officers in consultation with the Mayor, Council Leaders and Co-Chairs of the Transport and Environment Board, to agree final content of the bid.

Consideration by any other Board, Committee, Assurance or Advisory Panel

To go to MCA Board on 21 March 2022.

1. Background

- 1.1 Details of the Government's Levelling Up Fund (LUF) were originally published alongside the Budget on 3rd March 2021. The Government committed £4.8 billion for the LUF for England over a four-year period up to 2024-25. There were two rounds of bidding, one submission due in June 2021 and the second in Spring 2022. Combined Authorities were eligible to submit one successful transport bid, up to £50m. Local Authorities were also eligible to submit bids and these were not limited to transport.
- 1.2 A range of indicative interventions for transport bids were included in the Guidance, which are: public transport, active travel, bridge repairs, bus priority lanes, local road improvements and major structural maintenance, and accessibility improvements. Schemes should be aligned with LUF objectives including; reducing carbon emissions, improving air quality, cutting congestion, supporting economic growth and improving the experience of transport users at community level.
- 1.3 The MCA submitted an integrated public transport and active travel bid to round one in June 2021. This bid was announced as unsuccessful in October 2021, meaning the authority remains eligible to submit a revised or new bid to round two. It is worth noting that only one Combined Authority was successful in the first round. The local authority submissions achieved five successful awards across Doncaster, Rotherham and Sheffield with a total value of £95m.
- 1.4 Following the first round of bids, Government has since published the Levelling Up White Paper in February 2022 that included twelve missions to level up the UK. Details of the missions and the full paper are available at: <https://www.gov.uk/government/news/government-unveils-levelling-up-plan-that-will-transform-uk>.
- 1.5 To date the guidance for round two has not been issued and timescales not yet confirmed. However, it is likely the guidance could be issued before Easter with submissions expected in the Spring.

2. Key Issues

- 2.1 The case for a shift to sustainable transport modes remains pressing for economic, social and environmental reasons. The Government has recognised this in the publication of the National Bus Strategy (which included the requirement for the MCA to publish an ambitious Bus Service Improvement Plan) and through the publication of their De-carbonisation Plan. It is therefore likely that the transport element of the Levelling Up Fund will focus on sustainable travel options.
- 2.2 A successful Levelling Up Fund award would form part of a multi-year, multi-fund MCA investment programme focused on public transport recovery and growth. This currently includes funding sources such as the City Region Sustainable Transport Settlement (incorporating the final components of the Transforming Cities Fund

programme), Active Travel Funding and ongoing bids to DfT including ZEBRA Zero Emission Bus funding.

3. Options Considered and Recommended Proposal

3.1 Option 1

- To note the report and provide comment on the submission of an MCA Levelling Up Fund bid to Government.
- To note the request to MCA Board seeking delegated authority to the MCA Chief Executive and Statutory Officers in consultation with the Mayor, Council Leaders and Co-Chairs of the Transport and Environment Board, to agree the final content of the bid.

3.2 Option 1 Risks and Mitigations

The requirements and timescales for a bid will place a demand on resources. To mitigate this, work is underway on early stage preparation for round two.

3.3 Option 2

The MCA could determine not to pursue a Levelling Up Fund bid at this stage.

3.4 Option 2 Risks and Mitigations

There is currently no indication that there will be further rounds of LUF in the future so the opportunity to bid would likely be lost.

3.5 Recommended Option

Option 1

4. Consultation on Proposal

- 4.1 The bid will be developed in consultation with stakeholders and will include MPs. If the bid is successful scheme level consultation may be required.

5. Timetable and Accountability for Implementing this Decision:

- 5.1 The MCA is accountable for implementing the decision. If the recommended option is pursued, the MCA Executive will submit the bid to Government by the deadline.

6. Financial and Procurement Implications and Advice

- 6.1 The LUF programme requires the submitting Authority to provide match funding at 10% of the overall bid. The ability to deliver match funding will be considered as part of the overall bid preparation.

Consideration will also be given to any requirements for ongoing revenue support to the proposed schemes.

7. Legal Implications and Advice

- 7.1 The bid will need to include an explanation of how the projects support UK Government policy objectives and legal and statutory commitments.
- 7.2 If successful the Finance Director has delegated authority to accept the grant award, subject to being satisfied with the terms of the offer.

8. Human Resources Implications and Advice

- 8.1 There are no HR implications at this stage.

9. Equality and Diversity Implications and Advice

- 9.1 Equality, Diversity and Social Inclusion will be actively considered in the design of all projects within the submission and this will continue through the assurance process.

10. Climate Change Implications and Advice

- 10.1 A Levelling Up Fund bid focused on public transport supports the goal of modal shift towards more sustainable transport as set out in the SYMCA Transport Strategy. More detailed environmental impacts will be considered at the project level.

11. Information and Communication Technology Implications and Advice

- 11.1 None

12. Communications and Marketing Implications and Advice

- 12.1 The submission builds on the commitments made in the MCA's Investment Strategy and work will be undertaken to communicate the difference the plans will make to people's experiences of travelling in South Yorkshire, if supported by the MCA.

List of Appendices Included

None

Background Papers

None



Transport and the Environment Board

17 March 2022

Programme Approvals

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Funding Decision
Is this a Key Decision?	Yes
Has it been included on the Forward Plan?	Yes

Director Approving Submission of the Report:

Gareth Sutton, Chief Finance Officer/s73 Officer

Report Author(s):

Joe Gardner – Senior Programme and Performance Manager
 Joe.gardner@southyorkshire-ca.gov.uk

Executive Summary

This paper requests endorsement to progress 3 schemes for full approval at the MCA Board, subject to the conditions set out in the Assurance Summaries.

The paper requests ratification of the previous meeting's full approval of 2 schemes subject to the conditions set out in the Assurance Summaries; and approval to release development costs for 1 project.

The paper also requests delegated authority to enter into necessary legal agreements for the schemes.

What does this mean for businesses, people and places in South Yorkshire?

This report is seeking approval to progress business cases and enter into contract for a number of investment proposals which will support the MCA's aspirations.

Recommendations

The Board consider and endorse:

1. Progression of 'T24 Parkgate' to MCA for full approval and award of £11.55m grant from Transforming Cities Fund (TCF2) to South Yorkshire Passenger Transport Executive (SYPTTE) subject to the conditions set out in the Assurance Summary attached at Appendix A1;
2. Progression of 'T2 A61 Wakefield Road Bus Corridor' to MCA for full approval and award of £13.29m grant from Transforming Cities Fund (TCF2) to SYPTTE subject to the conditions set out in the Assurance Summary attached at Appendix A2;
3. Progression of 'T28 Unity' to MCA for full approval and award of £4.39m grant from Transforming Cities Fund (TCF2) to Doncaster Borough Council (DBC) subject to the conditions set out in the Assurance Summary attached at Appendix A3

The Board ratify the approval of:

4. Progression of 'O48 SCC Nether Edge and Crookes Active Neighbourhood' to full approval and award of £0.59m grant from Active Travel Fund 2/Gainshare (ATF2/Gainshare) to Sheffield City Council (SCC) subject to the conditions set out in the Assurance Summary attached at Appendix B1;
5. Progression of 'G11 The Whins/Cinder Bridge Rd/Greasborough Lane Junction Improvement' to full approval and award of £0.77m from Getting Building Fund (GBF) to Rotherham Metropolitan Borough Council (RMBC) subject to the conditions set out in the Assurance Summary attached at Appendix B2;
6. Release of development cost funding of £0.26m for 'O50 Sheaf Valley' from ATF2/ Gainshare to SCC in line with the details attached at Appendix B
7. Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered at 4-6 above.

Consideration by any other Board, Committee, Assurance or Advisory Panel

Assurance Panel

17 February 2022

Assurance Panel

28 February 2022

1. Background

1.1 This report seeks approval for the progression of schemes funded from multiple funding streams. The paper also requests delegated authority to enter into legal agreements for the named schemes.

1.2 Progression of schemes to full approval and award of funding

The paper is seeking progression to MCA for full approval and award of funding for 3 projects. The schemes are detailed in Appendix A. The total amount of funding requested is £29.23m grant. The projects are located across Rotherham, Barnsley and Doncaster respectively. The assurance summaries include conditions of funding which must be met before contract execution.

Full details of the schemes and risks are included in Appendix A.

1.3 Ratification of previous approvals

On 10/02/2022 the Transport and Environment Board approved the progression of 2 projects to full approval and award of funding, and release of development cost funding for 1 project. As the meeting was not quorate ratification of the approval decisions is sought.

Full details of the schemes and risks are included in Appendix B.

2. Options Considered and Recommended Proposal

2.1 Option 1

Do not approve the recommendations in this report.

2.2 Option 1 Risks and Mitigations

Inability to approve the projects presented or release development costs may result in a slower pace of delivery and loss of activity/spend to the programmes

2.3 Option 2

Award projects a smaller amount of grant funding

2.4 Option 2 Risks and Mitigation

All funding awards associated with the projects have been fully appraised in line with the SYMCA Assurance Framework to ensure value for money. Funding for these projects is timebound by the funding bodies and any deliverability issues will be managed via alternative funding sources.

2.5 Option 3

Approve all recommendations

2.6 Option 3 Risks and Mitigations

By approving the recommendations, the available programme funding will reduce. However, the projects were included in the bids submitted to the funding bodies and/or are considered a strong strategic fit in line with investment aims.

2.7 Recommended Option

Option 3

3. Consultation on Proposal

3.1 Project sponsors are required to publish business cases on their websites (or an appropriate summary of the submission) and must consider all comments received and reflect this in the stages of the application process.

Discussions for these projects has continued with the thematic board during project development

4. Timetable and Accountability for Implementing this Decision

4.1 Subject to the approval of the recommendations, the Head of Paid Service in consultation with the Section 73 Officer and Monitoring Officer will progress to enter into legal agreements with each promoter.

4.2 The projects endorsed and progressed to the MCA shall be decided at the 21st March 2022 meeting

4.3 The promoter is responsible for the further development of projects that have gateway approval to the next stage of the SYMCA Assurance process.

5. Financial and Procurement Implications and Advice

5.1 The projects presented for endorsement today are profiled to draw down up to £29.23m from the TCF2 allocation of £166.37m. The projects presented for ratification are profiled to draw down up to £0.77m from the GBF allocation of £33.60m and up to £0.85m from the ATF2/ Gainshare allocation of £7.70m.

6. Legal Implications and Advice

6.1 The legal implications of the projects have been fully considered by a representative of the Monitoring Officer and included in the recommendations agreed within the Assurance Summaries as presented in the Appendices.

6.2 Prior to awarding the grants, the SYMCA shall ensure contracts are put in place to allow conditions of grant to be discharged.

7. Human Resources Implications and Advice

7.1 Not applicable.

8. Equality and Diversity Implications and Advice

8.1 Appropriate equality and diversity considerations are taken into account as part of the assurance of the project business cases.

9. Climate Change Implications and Advice

9.1 A number of the programmes include new and/or enhanced active travel initiatives and improvements to public and community transport infrastructure thereby shifting private vehicle use to more sustainable modes of transport. This aims to deliver huge benefits for health and the prosperity of cities, positively contributing to the SYMCA's climate change aspirations.

10. Information and Communication Technology Implications and Advice

10.1 Not applicable

11. Communications and Marketing Implications and Advice

11.1 None arising from this report.

List of Appendices Included

- A Progression of schemes to full approval and award of funding
- A1 Assurance Summary T24 SYPTE Parkgate (TCF2 FBC)
- A2 Assurance Summary T2 SYPTE A61 Wakefield Road Bus Corridor (TCF2 FBC)

- A3 Assurance Summary T28 DBC Unity (TCF2 FBC)
- B Ratification of previous approvals
- B1 Assurance Summary O48 SCC Nether Edge and Crookes Active Neighbourhood (ATF2 / Gainshare FBC)
- B2 Assurance Summary G11 RMBC The Whins (GBF FBC)

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Appendix A - Progression of schemes to full approval and award of funding

A.1 T24 SYPTE Parkgate (TCF2 FBC)

Appendix A1 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £11.55m from Transforming Cities Fund 2 (TCF2) to South Yorkshire Passenger Transport Executive (SYPTE) towards total project costs of £12.86m.

The project will deliver 3 interventions on and adjacent to the A633 corridor link road to relieve congestion.

The Benefits and Outcomes –

The project will deliver the following outputs-

- A new link road across a former steelworks and railway siding site from the A6123 Aldwarke Lane into the rear of the Parkgate Shopping complex.
- A 268 space car park specifically for the tram-train service which runs from the rear of Parkgate Shopping to Rotherham Town Centre, Meadowhall, Centertainment and Sheffield City Centre
- Widening to the southern entry and exit arms of the Taylors Lane roundabout on the A633.

The project will also contribute to the following outcomes

- Reduced congestion on the A633
- Improved bus journey time reliability
- Improved air quality

The project will contribute to the SEP objective of enabling inclusive economic growth and wider objectives of reduced congestion and facilitating increased public transport use (tram-train).

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A1.

A.2 T2 SYPTE A61 Wakefield Road Bus Corridor (TCF2 FBC)

Appendix A2 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £13.29m from TCF2 to SYPTE towards total project costs of £15.18m. The investment is capped at £13.29m.

The project will provide road widening at two key locations along the A61 Corridor in Barnsley.

The Benefits and Outcomes –

The project will deliver the following outputs-

- Old Mill Bridge Widening to provide a new five-lane arrangement, including a designated southbound bus lane (Phase 1)
 - Widening at Smithies Lane and Carlton Road to widen Wakefield Road (A61) from the existing two-lane configuration to a new four lane configuration (Phase 2)
- The project will also contribute to the following outcomes –
- Improved bus/ general traffic journey times

The scheme has a strategic rationale that aligns with multiple local, sub-regional and national transport, regeneration and growth policies, including the National Planning Policy Framework (NPPF) and Industrial Strategy: Building a Britain for the Future

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A2.

A.3 T28 DBC Unity (TCF2 FBC)

Appendix A3 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £4.39m from TCF2 to Doncaster Borough Council (DBC), the investment is the total project cost

The project will provide a combination of off road cycle facilities and on road quiet ways, connecting Doncaster town centre with Doncaster Royal Infirmary, employment and retail zones located north east of the town centre and a residential catchment area.

The Benefits and Outcomes –

The project will deliver the following outputs-

- 14.1km of new segregated walking and cycling infrastructure
- 2.7km of new cycle quiet streets

The project will also contribute to the following outcomes –

- More walking and cycling journeys across South Yorkshire
- Increased percentage of population cycling to work

The scheme has a strategic rationale that aligns with the SYMCA and TCF2 objectives, and the target for improving businesses and lives of residents in a balanced way.

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A3.

Appendix A1 - Assurance Summary

VERSION 1 24.11.2021



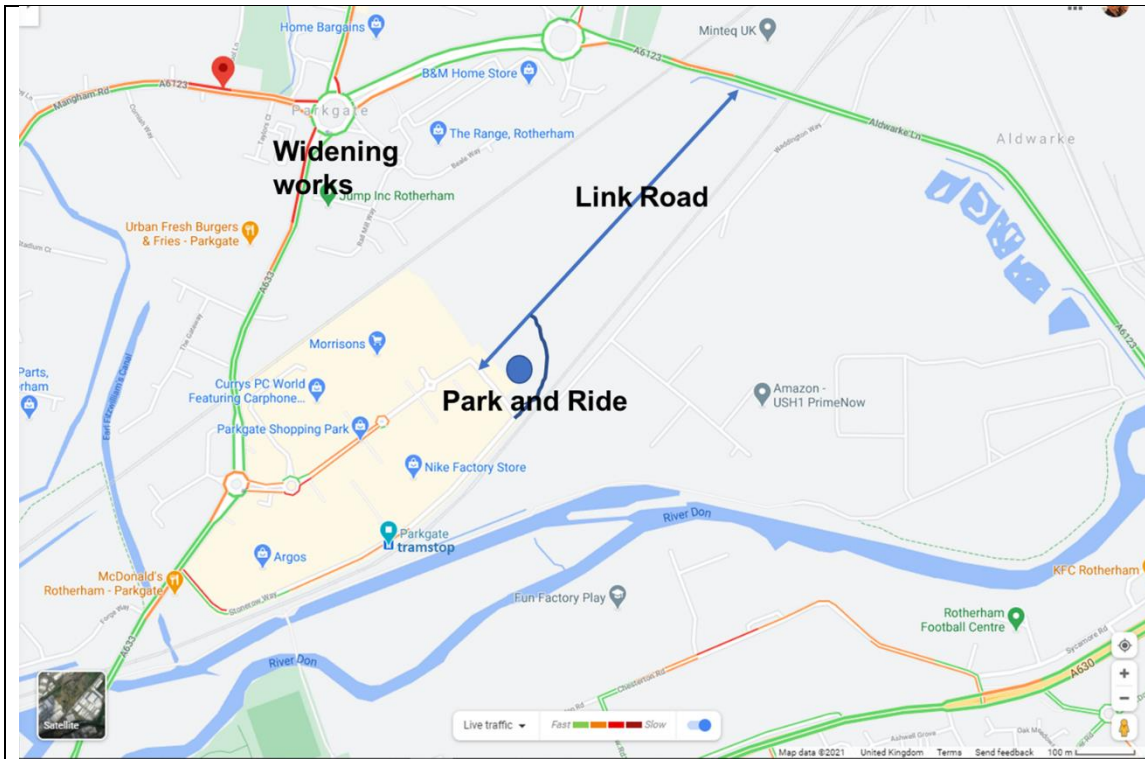
1 – SCHEME DETAILS

Project Name	Rotherham – Parkgate Package	Type of funding	Grant
Grant Recipient	SYPTÉ	Total Scheme Cost	£12,858,497
MCA Executive Board	TEB	MCA Funding	£11,553,711
Programme name	TCF	% MCA Allocation	89%
Current Gateway Stage	FBC	MCA Development costs	£1,008,403
		% of total MCA allocation	7.8%

2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

1. A new link road across a former steelworks and railway siding site from the A6123 Aldwarke Lane into the rear of the Parkgate Shopping complex.
2. A 268 space car park specifically for the tram-train service which runs from the rear of Parkgate Shopping to Rotherham Town Centre, Meadowhall, Centertainment and Sheffield City Centre
3. Widening to the southern entry and exit arms of the Taylors Lane roundabout on the A633.



3. STRATEGIC CASE

<p>Scheme Rationale</p>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes. The scheme has a strategic rationale that aligns with SCR's objectives. It will support the SEP in enabling inclusive economic growth by modestly reducing congestion on the A633 (one of SCR's major roads) and increasing the opportunity to travel by public transport (tram-train, using the proposed P&R site). The scheme also supports the overarching core TCF objectives.</p>
<p>Strategic policy fit</p>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> A good fit. The A633 corridor was identified as a key bottleneck in the 2000's and reducing journey times along it will clearly contribute to the objectives of the SEP and RAP</p>
<p>Contribution to Carbon Net Zero</p>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes – the scheme aims to reduce congestion at Taylors Lane roundabout and modelling indicates significant carbon savings from modal shift to tram.</p>
<p>SMART scheme objectives</p>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <ol style="list-style-type: none"> 1. P+R occupancy at 150 cars daily by 3/23, 200 by 2028 2. Reduced delays to all traffic in the peaks

	<p>3. Supporting continued economic growth locally</p> <p>4. Improve air quality</p> <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i></p> <p>Yes. Traffic levels and times will be monitored over time to indicate if the thread has held.</p>
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes.</p> <p>A range of measures for meeting the objectives have been identified, as described in the Options Assessment Report. Initial microsimulation modelling has led to identification of three possible packages of measures (Options B, C and D). These have been considered against cost and practicality criteria, as well as the likely extent of benefits from the modelling. Options B and C were shown to have cost and practical challenges, and Option D has been identified as the preferred scheme option. The process of reaching a preferred scheme option from an initial long list of possible measures appears appropriate.</p>
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>No</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>Potentially, yes. Measures will be taken to ensure only parking traffic uses the link road and that it isn't used as a bypass to the main road.</p>
<i>FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).</i>	<p><i>Does the scheme still align with strategic objectives?</i></p> <p>Yes</p> <p><i>Have the conditions of approval granted at OBC been complied with?</i></p> <p>Conditions/compliance:</p> <ol style="list-style-type: none"> 1. Change references to encouraging cycling and walking in 3.2 table 2 to emphasise complementarity with or extension of (as appropriate) adjoining new infrastructure; Not relevant as this element now not to be included although new funding to be identified in future 2. Include a coherent set of overall aims and linked SMART objectives (beyond 2024); Whilst the scheme increases highway capacity as its primary aim, (per para 3.8 FBC) this is to separate through traffic from users accessing tram-train and no substantial increase in traffic is intended, although the journey time improvement is expected to assist existing businesses. SMART objectives are adequately detailed in para 3.6 of the FBC although it is felt the MEP needs to be updated to ensure expected air quality benefits are measured appropriately (not just via traffic counts) if it is a genuine aim of the scheme. 3. Consider whether the proposed approach to implement the Taylors Lane roundabout works in advance of the other elements is achievable; Not now necessary 4. Update the BCR and sensitivity tests with any cost changes between OBC and FBC and test the inclusion of the proposed 150 P&R spaces planned at Magna (in the Do Something); The BCR has not been updated as costs have been held at OBC levels 5. Provide more detailed reasoning as to why State Aid is not applicable (for the P+R element) This is contained in para 7.7B of the FBC 6. Detail a scheme-specific Monitoring and Evaluation plan. Appendix L Revision A 270122 adequately details the MEP, but note 2.

4. VALUE FOR MONEY		
Monetised Benefits:		
<i>VFM Indicator</i>	<i>Value</i>	<i>R/A/G</i>
<i>Net Present Social Value (£)</i>	£12.486m	G
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	2.21	G
<i>Cost per Job</i>	n/a	
Non-Monetised Benefits:		
<i>Non-Quantified Benefits</i>		
Value for Money Statement		
<i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i>		
Yes. If benefits were at the bottom end of the likely range cited, the BCR would still be 1.6		
5. RISK		
<i>What are the most significant risks and is there evidence that these risks are being mitigated?</i>		
<ol style="list-style-type: none"> 1. Signing of legal agreements for the link road – Agreement reached with Parkgate Shopping Centre in principle. 2. Nesting birds – tree clearance may mitigate, but 2 month delay expected. 3. Land required at Taylors roundabout – negotiations ongoing with non-UK based landowner which could lead to a CPO if delays continue. Completion of this agreement or CPO should be a condition of approval 4. Contaminated land on link road site (ex-steel works) - allowance for unforeseen cost included 5. Network Rail add-ons. Possibilities costed and included in QRA 		
<i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i>		
No		
<i>Are there any significant risks associated with securing the full funding of the scheme?</i>		
No		
<i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i>		
No – 3 tenders received. Lowest priced selected.		
6. DELIVERY		
<i>Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?</i>		
Yes. Yes.		
<i>Is the procurement strategy clear with defined milestones?</i>		
Yes.		
Link Road and P+R - procurement of a single contractor via YorCivils - tenders currently being assessed.		
Taylors Lane Roundabout works – DLO.		
Completion – Feb 2022.		

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

95%. Yes

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

A sufficiently large risk allowance is included to cover events that tenderers were unwilling to cover – mainly ground conditions, which have been investigated. Cost increases due to price inflation are covered in the fixed price agreements. RMBC agree to cover future maintenance costs.

Has the promoter demonstrated clear project governance and identified the SRO?

Yes. SRO: Tim Taylor, SYPT Director of Customer Services

Has the SRO or other appropriate Officer signed of this business case?

No – typed-in only

Has public consultation taken place and if so, is there public support for the scheme?

Yes. There is wide support from bus and tram operators, landowners and councillors.

Are monitoring and evaluation procedures in place?

Yes

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?

Yes. No.

8. RECOMMENDATION AND CONDITIONS

Recommendation	Full grant award subject to conditions
Payment Basis	Defrayal

Conditions of Award (including clawback clauses)

The following conditions to be included in the contract.

The following conditions must be satisfied before contract execution.

1. The promoter to assure that all legal agreements are in place
2. The MEP to be reviewed/updated to consider appropriate measurement of air quality impacts.

The following condition must be satisfied before drawdown of funding for widening to Taylors Roundabout on the A633 .

3. Completion of negotiation for land acquisition at Taylors Roundabout

The following condition must be satisfied before drawdown of funding for Parkgate Shopping Centre Park and Ride car park:

4. Completion of agreement with Parkgate Shopping Centre.

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Appendix A2 - Assurance Summary

VERSION 1 24.11.2021

1 – SCHEME DETAILS

Project Name	T0002 – A61 Wakefield Road Bus Corridor	Type of funding	Grant
Grant Recipient	SYLTE	Total Scheme Cost	£15,179,336
MCA Executive Board	TEB	MCA Funding	£13,288,689 (£14,814,907 requested)
Programme name	TCF	% MCA Allocation	87.5%
Current Gateway Stage	FBC	MCA Development costs	£1,344,523
		% of total MCA allocation	10.1%

2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

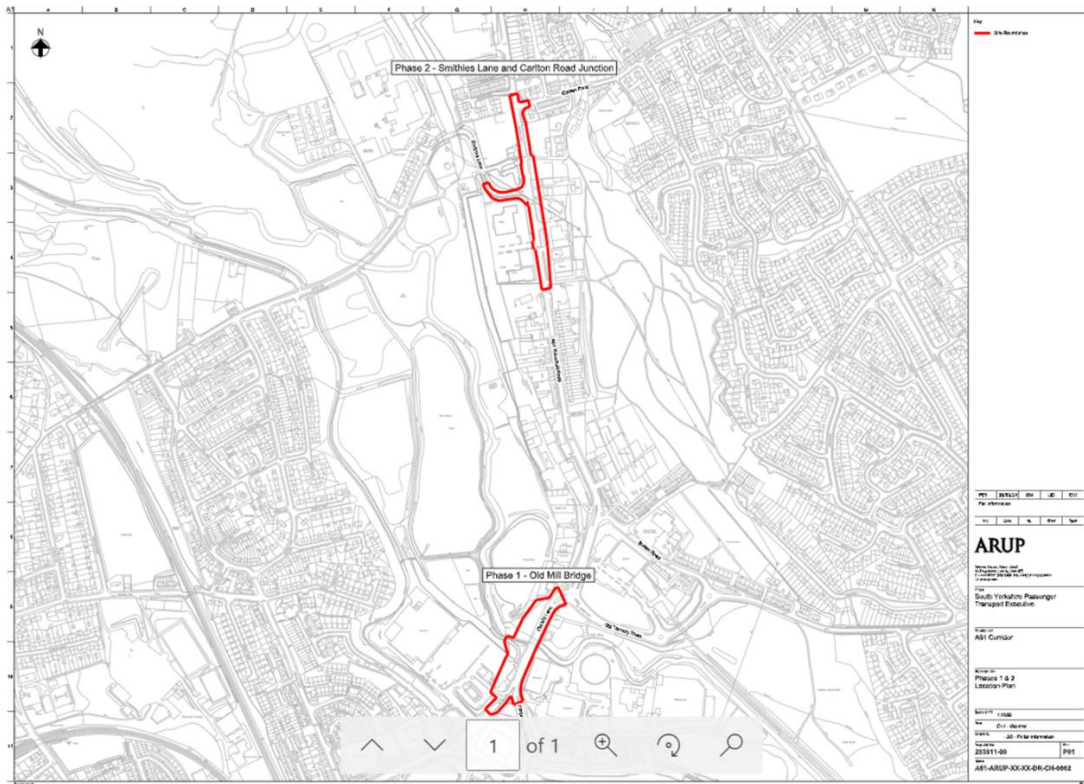
The proposed scheme is to provide road widening at two key locations along the A61 Corridor in Barnsley. The aim of the road widening scheme is to reduce congestion and improve bus journey times along the route. The proposals follow a wider transport catchment analysis of the area by SYLTE which identified opportunities at the following sites –

1. Old Mill Bridge Widening (Phase 1)
2. Widening at Smithies Lane and Carlton Road (Phase 2)

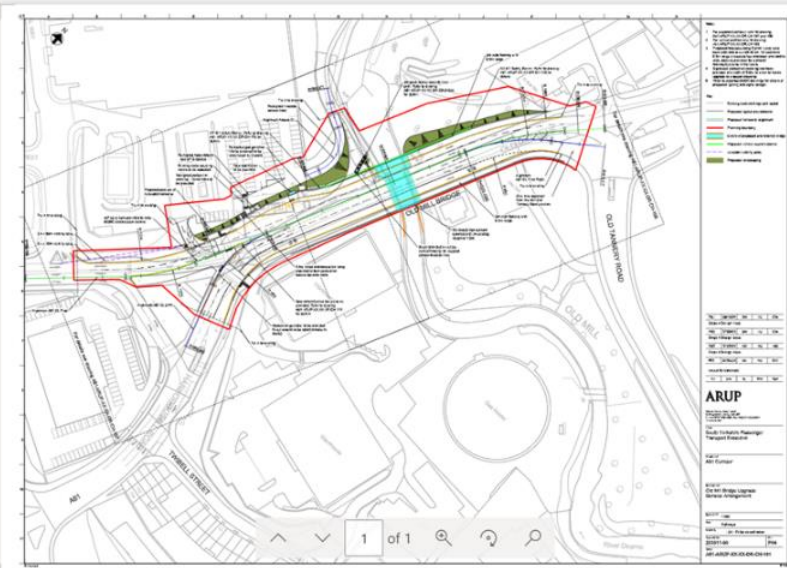
Activities to be funded by MCA:

- Design and Project Management
- Land Acquisition
- Statutory Undertakers Diversions
- Carriageway Widening Smithies/Carlton Road/Old Mill Lane Bridge – 388m
- Bus Lanes -160m
- Extending existing bridge decking – Old Mill Lane Bridge
- Widening existing footways – 300m
- Bus priority signalling measures

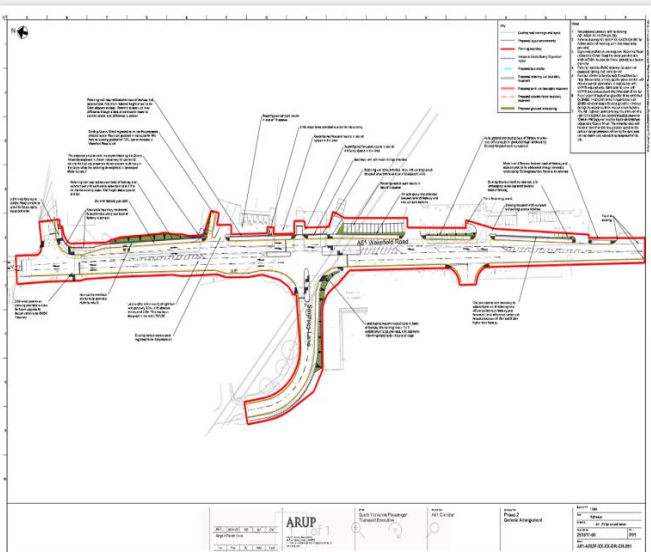
Location Plan



Phase 1



Phase 2



3. STRATEGIC CASE									
<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes, the strategic rationale for the intervention is clearly articulated and well-evidenced. There is a clear need to improve journey time reliability for public transport options and the quality of walking and cycling routes along a busy stretch of the A61 that reflects a strategic growth corridor, and one that connects areas with high levels of transport poverty. The logic is that achieving these aims will encourage mode-shift away from private car use and ease traffic congestion along the targeted section of the A61.</p>								
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>Well. Scheme complies with multiple local, sub-regional and national transport, regeneration and growth policies, including the National Planning Policy Framework (NPPF) and Industrial Strategy: Building a Britain for the Future.</p>								
<i>Contribution to Carbon Net Zero</i>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>In part. The contribution to net zero is not clear, however, since additional carriageway space is likely to attract more traffic. It does now link better with the parallel active travel scheme. (T003)</p>								
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p>~8% improvement in bus journey times ~40% reduction in queuing over the River Dearne Note- these were as stated in the OBC and do not appear in the FBC Whether these will do much to achieve the modal shift required to result in a 25% reduction in car miles, is doubtful, although they are not inconsistent with this overall aim.</p> <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i></p> <p>Yes</p>								
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes. The FBC states that the options considered were developed from an exercise to narrow down a number of scheme elements to those which microsimulation modelling and costing showed to provide the greatest benefits (in terms of journey time savings) for buses and general traffic. Prioritisation of roadspace for buses and widening at pinchpoints was ruled out on the grounds that this would worsen congestion for other users.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #c8e6c9;">Option</th> <th style="background-color: #c8e6c9;">Description / reason for rejection/acceptance</th> </tr> </thead> <tbody> <tr> <td style="background-color: #e1f5fe;">A (£0)</td> <td style="background-color: #e1f5fe;">Do Minimum No changes to current arrangements, although surrounding schemes in the Sheffield City Region occur which results in changed traffic patterns. Further congestion likely in future</td> </tr> <tr> <td style="background-color: #e1f5fe;">B (£12.15m)</td> <td style="background-color: #e1f5fe;">Less Ambitious The less ambitious option includes on-crossing detection and bridge-widening schemes which fulfil the core functionality and essential requirements for the project. No impact in the PM peak northbound</td> </tr> <tr> <td style="background-color: #e1f5fe;">C (£12.62m)</td> <td style="background-color: #e1f5fe;">Slightly Ambitious In addition to the less ambitious scheme, the slightly ambitious option includes the Laithes Lane component which improves general traffic journey times (but not for buses)</td> </tr> </tbody> </table>	Option	Description / reason for rejection/acceptance	A (£0)	Do Minimum No changes to current arrangements, although surrounding schemes in the Sheffield City Region occur which results in changed traffic patterns. Further congestion likely in future	B (£12.15m)	Less Ambitious The less ambitious option includes on-crossing detection and bridge-widening schemes which fulfil the core functionality and essential requirements for the project. No impact in the PM peak northbound	C (£12.62m)	Slightly Ambitious In addition to the less ambitious scheme, the slightly ambitious option includes the Laithes Lane component which improves general traffic journey times (but not for buses)
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C (£12.62m)	Slightly Ambitious In addition to the less ambitious scheme, the slightly ambitious option includes the Laithes Lane component which improves general traffic journey times (but not for buses)								

	D (£15.01m)	Preferred	In addition to the less ambitious option, the preferred option includes the Carlton/ Smithies schemes, which improve journey times for buses and general traffic This option best aligns with objectives																		
Statutory requirements and adverse consequences	<p>Option D now provides some facilities for cyclists and pedestrians to give seamless connections to the adjacent proposal for an off-road cycle route, at zero cost to the scheme</p> <p><i>Does the scheme have any Statutory Requirements?</i> No. TROs and TTROs. Promoter states he has provided sufficient time for these.</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> Yes – Although the promoter states there are no significant adverse economic or social impacts in delivering the scheme, evidence is provided that significant environmental impacts have been identified, but are being mitigated/managed</p>																				
FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).	<p><i>Does the scheme still align with strategic objectives?</i> Yes</p> <p><i>Have the conditions of approval granted at OBC been complied with?</i> Yes - all appear to directly address the conditions raised in MCAs review of the OBC</p> <table border="1" data-bbox="616 627 2056 1409"> <thead> <tr> <th data-bbox="616 627 1339 659">Condition of Approval at OBC</th> <th data-bbox="1339 627 1883 659">How complied</th> <th data-bbox="1883 627 2056 659">Adequacy</th> </tr> </thead> <tbody> <tr> <td data-bbox="616 659 1339 767">1. Detail of how this scheme will link with T003 A61 Active Travel and how it will comply with LTN 1/20 and MCA guidance on cycle scheme design;</td> <td data-bbox="1339 659 1883 767">In consultation with and at the request of BMBC's active travel scheme we have introduced 3.5 m wide shared pathways to both sides of the bridge to comply with LTN 1/20 and SYMCA guidelines.</td> <td data-bbox="1883 659 2056 767">OK</td> </tr> <tr> <td data-bbox="616 767 1339 963">2. Consideration of benefits/disbenefits for people walking and cycling to tie in with any work to refine the cycling scheme designs to ensure they comply with MCA and LTN1/20 cycling design guidance, and to clarify the role, function and delivery timescale for the of the off-carriageway cycle route proposed through the adjacent development site;</td> <td data-bbox="1339 767 1883 963">BMBC are in control of the active travel element in this area.</td> <td data-bbox="1883 767 2056 963">OK</td> </tr> <tr> <td data-bbox="616 963 1339 1241">3. Clarification over the form and nature of re-provisioned crossings and the impact upon pedestrians of extended 'green' time for vehicular traffic along this section of the A61;</td> <td data-bbox="1339 963 1883 1241">Following comments by MCA at OBC stage, relating to linking our scheme to BMBC's active travel scheme, we invited MCA's Senior Programme Manager to a full team meeting to discuss the options. The active travel details that BMBC shared with us, indicated that that the bulk of their cycle routes were either offline or beyond our site boundaries and they have included a number of crossing points north of the Carlton Road junction.</td> <td data-bbox="1883 963 2056 1241">OK</td> </tr> <tr> <td data-bbox="616 1241 1339 1353">4. Reconsideration of whether scope exists to afford greater priority for bus passengers and active travellers;</td> <td data-bbox="1339 1241 1883 1353">Active travel in this corridor is being addressed by improvements offline. In the few cases where cycle routes intersect the A61, consideration is being given to active travellers.</td> <td data-bbox="1883 1241 2056 1353">OK</td> </tr> <tr> <td data-bbox="616 1353 1339 1409">5. Outline costs for other options;</td> <td data-bbox="1339 1353 1883 1409">Included at Appendix Q.</td> <td data-bbox="1883 1353 2056 1409">OK</td> </tr> </tbody> </table>			Condition of Approval at OBC	How complied	Adequacy	1. Detail of how this scheme will link with T003 A61 Active Travel and how it will comply with LTN 1/20 and MCA guidance on cycle scheme design;	In consultation with and at the request of BMBC's active travel scheme we have introduced 3.5 m wide shared pathways to both sides of the bridge to comply with LTN 1/20 and SYMCA guidelines.	OK	2. Consideration of benefits/disbenefits for people walking and cycling to tie in with any work to refine the cycling scheme designs to ensure they comply with MCA and LTN1/20 cycling design guidance, and to clarify the role, function and delivery timescale for the of the off-carriageway cycle route proposed through the adjacent development site;	BMBC are in control of the active travel element in this area.	OK	3. Clarification over the form and nature of re-provisioned crossings and the impact upon pedestrians of extended 'green' time for vehicular traffic along this section of the A61;	Following comments by MCA at OBC stage, relating to linking our scheme to BMBC's active travel scheme, we invited MCA's Senior Programme Manager to a full team meeting to discuss the options. The active travel details that BMBC shared with us, indicated that that the bulk of their cycle routes were either offline or beyond our site boundaries and they have included a number of crossing points north of the Carlton Road junction.	OK	4. Reconsideration of whether scope exists to afford greater priority for bus passengers and active travellers;	Active travel in this corridor is being addressed by improvements offline. In the few cases where cycle routes intersect the A61, consideration is being given to active travellers.	OK	5. Outline costs for other options;	Included at Appendix Q.	OK
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5. Outline costs for other options;	Included at Appendix Q.	OK																			

	6. Detail regarding assumptions/link between the probability/impact scores and the costs assigned to each risk;	QRA included at Appendix J1 & J2.	OK
	7. Confirmation that P50 cost excludes risks to the promoter;	QRA included at Appendix J1 & J2.	OK
	8. More detail on third party land acquisition/usage costs, and the status of negotiations and specifically whether the £150,000 of risk allowed for land acquisition from Asda (giving a total value of £225,000) is considered sufficient;	More detailed estimate supplied by land agents and included in cost plan.	OK
	9. Clarification over timescales for securing ITB and public match funding;	ITB funding secured.	OK
	10. Some stats costs (even based on C2s) could be included at 6.2. (If works don't happen, it is assumed that money (minus admin) would be returned) and	Now included.	OK
	11. A scheme-specific A61 Wakefield Road Bus Corridor Monitoring and Evaluation (M&E) Plan.	Awaited	NOK

4. VALUE FOR MONEY

Monetised Benefits:

VFM Indicator	Value	R/A/G
Net Present Social Value (£)	£3.33m	A
Benefit Cost Ratio / GVA per £1 of SYMCA Investment	1.33	A
Cost per Job	n/a	

Non-Monetised Benefits:

Non-Quantified Benefits	Noise, LAQ, GHG – Slight Beneficial Water environment – Slight adverse during construction
-------------------------	---

Value for Money Statement

Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?

The scheme is low value for money (BCR 1-1.5), but this is typical for schemes of this type.

5. RISK

What are the most significant risks and is there evidence that these risks are being mitigated?

Risk description	EMV @ P50 £	Mitigation/By

Phase 1 (Old Mill Bridge Widening)		
Utilities – costs of diversions	290,000	Balfour Beatty's construction programme extend beyond March 2023. Continue interrogation of programme and dialogue with Balfour Beatty. / All
External services	236,300	
Existing bridge may have less capacity than the drawings and recent assessment indicates.	105,000	A non-intrusive radar scan has been carried out to determine whether steel beams are present and whether the concrete is reinforced as per record drawings. Trial pits have also indicated levels of existing utilities. The non-intrusive investigations have thrown up a number of discrepancies and a further structural analysis is currently being carried out in order to make the necessary adjustments to the design if required./ Arup+SYPT
Stability of retaining wall and other existing structures adjacent to bridge - including accidental wheel loading over service bays	104,167	
Risk of claims against the contractor / SYPT (from 3rd parties) e.g. Asda	62,000	Balfour Beatty's construction programme extend beyond March 2023. Continue interrogation of programme and dialogue with Balfour Beatty. / All
Other	728,584	
Total	1,526,051	
Phase 2 (Smithies Lane/Carlton Rd Widening)		
Utilities – costs of diversions	260,000	Obtain C4 estimates; challenge utility company betterment; get street works involved future maintenance; investigate BMBC discount; Request utilities co-ordination in Employer's Requirement; insist on contractor being pro -active; set up early meeting with Stats as part of lead-in; provide contractor with all necessary details; consider anti-claim agreement; build Traffic Management and builders work into main contractors package; plot all utilities on one drawing./ Arup
Land Purchase and access/ impact during construction	225,000	Early engagement with landowners; objections or tracking down landowners may be an issue – a CPO not a practical option to resolve as it would make the scheme undeliverable, however, it is usual practice to retain this option as it is helpful during negotiations. Professional land and estate agents, Sanderson Weatherall have been commissioned by the SYPT to carry out land negotiations./ SYPT
External services	121,632	Balfour Beatty's construction programme extend beyond March 2023. Continue interrogation of programme and dialogue with Balfour Beatty. / All
Risk of Adits impacting construction	75,000	Continue interrogation of programme and dialogue with Balfour Beatty. / All
Utilities – unknown utilities discovered	64,533	Obtain C4 estimates; challenge utility company betterment; get street works involved future maintenance; investigate BMBC discount; Request utilities co-ordination in Employer's Requirement; insist on contractor being pro -active; set up early meeting with Stats as part of lead-in; provide contractor with all necessary details; consider anti-claim agreement; build Traffic Management and builders work into main contractors package; plot all utilities on one drawing./ Arup
Other	504,598	
Total	1,250,763	
Grand Total Phases 1 and 2	2,776,814	

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No

Are there any significant risks associated with securing the full funding of the scheme?

No – ITB funding available for match, but only £13.289m is available from TCF which is £1.5m less than the latest estimates.

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No.

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes. MCA approval in March 2022 will immediately precede the signing of contracts by the chosen Contractor(s), followed by land acquisition and commencement of preparatory works. All of the above is subject to planning approvals (expected March 2022 for both phases of the scheme) and completion of TTROs and TROs required for both phases of work (provision for which is included within the programme). The start of works on phase 2 may need to be delayed pending additional funding should phase 1 result in a shortfall.

Is the procurement strategy clear with defined milestones?

Yes. Milestones are realistic and sufficiently well mapped-out, in line with ongoing procurement exercises for both phases of the scheme.

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

95%. Yes

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

No

Has the promoter demonstrated clear project governance and identified the SRO?

Yes, Pat Beijer

Has the SRO or other appropriate Officer signed of this business case?

Yes

Has public consultation taken place and if so, is there public support for the scheme?

Yes- completed Summer 2021. FBC indicates there is full support for the scheme from all stakeholders

Are monitoring and evaluation procedures in place?

Yes. This will be managed by the MCA team

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?

Yes. The scheme does not provide subsidy or distort competition.

8. RECOMMENDATION AND CONDITIONS

Recommendation	Funding approval to be capped at £13.28m
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
Prior to Board Approval: <ol style="list-style-type: none"> 1. Provide confirmation of how the funding shortfall will be addressed. TCF allocation is capped at £13.29m. 	
Prior to contract execution: <ol style="list-style-type: none"> 2. Provide the following: <ul style="list-style-type: none"> - Distributional Impact Assessment - MEP for scheme - MCA Appendices A and B - Completion of associated land purchase 	

Appendix A3 - Assurance Summary

VERSION 1 24.11.2021

1 – SCHEME DETAILS

Project Name	T0028 Unity AT	Type of funding	Grant
Grant Recipient	DMBC	Total Scheme Cost	£4,391,562
MCA Executive Board	TEB	MCA Funding	£4,391,562
Programme name	TCF	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	£50,000
		% of total MCA allocation	1%

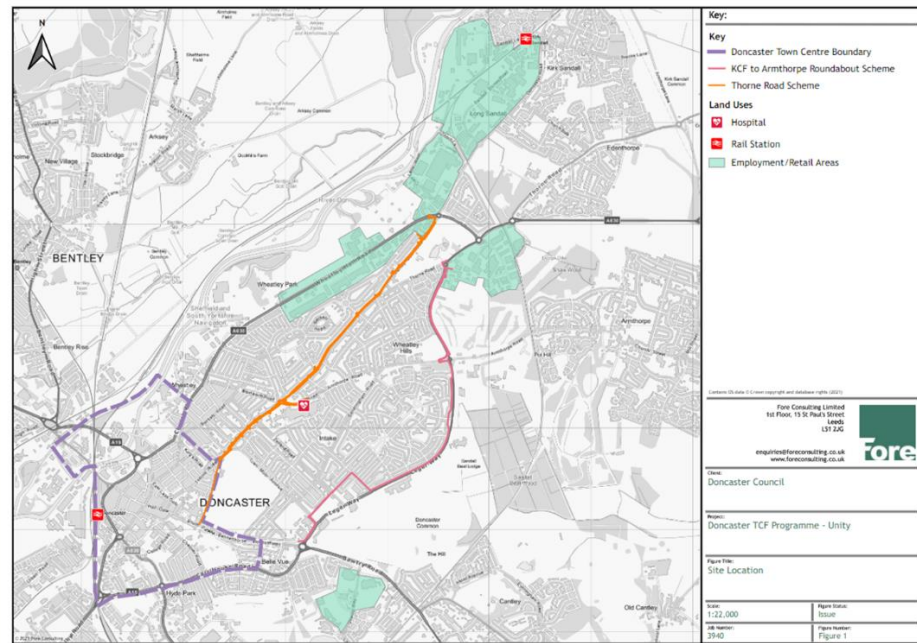
2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

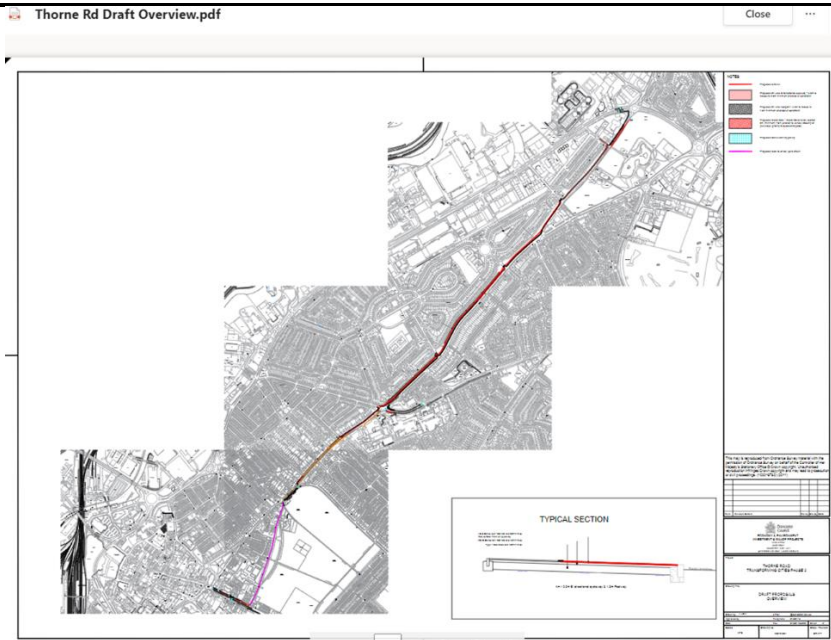
The package will deliver the following:

- 14.1km of new segregated walking and cycling infrastructure
- 2.7km of new cycle quiet streets

MCA funds will be used to take these schemes forward to delivery and the required monitoring and evaluation of the scheme in accord with the approved MCA programme monitoring and evaluation plan.



- Key**
- Doncaster Town Centre Boundary
 - KCF to Armthorpe Roundabout Scheme
 - Thorne Road Scheme
- Land Uses**
- Hospital
 - Rail Station
 - Employment/Retail Areas



- NOTES**
- Proposed kerblines
 - Proposed 3m wide bi-directional cycleway - width to reduce to 2.5m minimum at areas of constraint
 - Proposed 2m wide footpath - width to reduce to 1.5m minimum at areas of constraint
 - Proposed raised table - raised tables to be located 6m (minimum) from junction to vehicle stacking at give ways (priority to cycles and peds)
 - Proposed tactile/warning paving
 - Proposed route to utilise 'quite street'

3. STRATEGIC CASE	
<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes. The scheme has a clear strategic rationale which aligns well with MCA's objectives, as well as improving businesses and lives of residents, key to the SEP objectives, and aligning to TCF objectives.</p>
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>Very well. The scheme effectively aligns with the NPPF through encouraging sustainable development, MCA's Active Travel Implementation Plan (2020), the Mayor's Transport Strategy (2019), The Doncaster Inclusive Growth Strategy and Doncaster Growing Together.</p>
<i>Contribution to Carbon Net Zero</i>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p>
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p>The package will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • More walking and cycling journeys across the SCR (68% increase) • Increased percentage of population cycling to work (68%). <p>These outcomes will be expected to be realised between one and five years after completion of the works, are linked to the Mayor's Transport Strategy outcomes and are in accord with the approved SCR programme monitoring and evaluation plan. In order to measure these outcomes a survey will be carried out to collect data on the number of cyclists using the scheme. The survey will be carried out on a weekday in June, both one and five years following completion of the works. The data will feed into the two evaluation reports. Traffic counts will be undertaken at the following locations:</p> <ul style="list-style-type: none"> • Thorne Road (between Coventry Grove and Thornhill Avenue) • Leger Way (north of Bennetthorpe / Leger Way/ Bawtry Road roundabout) <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i></p> <p>Yes. The objectives are sufficiently SMART, focusing on an uplift in active travel based on evidence from Sustrans.</p>
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes. The promoter describes a process of optioneering all potential routes for cycleways in the corridor to identify which would best meet objectives, including latest cycling standards. The shortlist only included the "best" of these with a 13% lower cost option that excised the southern section of the A18 (Racecourse Rd) and this was deemed likely to reduce benefits although this was not modelled.</p>
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>No – Not clear if TROs approved.</p>

	<i>Are there any adverse consequences that are unresolved by the scheme promoter?</i>								
<i>FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).</i>	<i>Does the scheme still align with strategic objectives?</i>								
	Yes								
	<i>Have the conditions of approval granted at OBC been complied with?</i>								
	<table border="1"> <thead> <tr> <th>Condition</th> <th>Complies?</th> </tr> </thead> <tbody> <tr> <td>A stage 2 DIA</td> <td>Yes – see Appendix B EAR</td> </tr> <tr> <td>Procurement route finalised</td> <td>Yes - DLO</td> </tr> <tr> <td>95% cost certainty</td> <td>No – 75%</td> </tr> </tbody> </table>	Condition	Complies?	A stage 2 DIA	Yes – see Appendix B EAR	Procurement route finalised	Yes - DLO	95% cost certainty	No – 75%
Condition	Complies?								
A stage 2 DIA	Yes – see Appendix B EAR								
Procurement route finalised	Yes - DLO								
95% cost certainty	No – 75%								
4. VALUE FOR MONEY									
Monetised Benefits:									
VFM Indicator	Value	R/A/G							
<i>Net Present Social Value (£)</i>	£2.05m	A							
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	1.71	A							
<i>Cost per Job</i>									
Non-Monetised Benefits:									
<i>Non-Quantified Benefits</i>	Slight Positive: Noise, Local Air Quality, Greenhouse Gases								
Value for Money Statement									
<i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i>									
The scheme represents medium value for money (BCR 1.5 – 2)									
5. RISK									
<i>What are the most significant risks and is there evidence that these risks are being mitigated?</i>									
These are listed in descending order of likely cost as seen by the promoter:									

Risk Description	Impact / Consequence of Risk	Risk Control / Mitigation	Mean Risk
Delays in funding and SCR MCA approval and Funding Agreement (FA) sign-off	Delay to start of works as cannot order materials at risk	Early liaison with MCA team regarding content of funding bid	£141,667
Failure to consult, engage and inform stakeholders (internal and external) in a timely and effective manner	Lack of buy-in and support from stakeholders for the package requires re-design and/or removal of package elements	Engagement will be continuous with key stakeholders, and undertake early consultation with those most directly affected with revised scheme design	£113,333
Traffic Regulation Order process	Objections to TROs will delay the start of the package and completion dates	TROs will be prepared and submitted for each individual element of the package. Any objections will be for specific location and minimise the impact of delay of delivery of the package	£75,000
Ongoing COVID-19 restrictions	Impact on site management while delivering package adhering to social distance rules for workers	Workers maintain social distancing. Limited measures can be undertaken due to proposed site and works involved	£62,500
Increased competition for resources across SCR TCF programme	Lack of available resources means a reduced ability to deliver within TCF timescales and potentially additional cost	Early contractor engagement	£60,000

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No

Are there any significant risks associated with securing the full funding of the scheme?

No – no match sought.

Are there any key risks that need to be highlighted in relation to the procurement strategy?

Possibly. Although DLO route chosen, there is a risk, not considered in the register, that labour supply will be short. This is a query on the promoter that has not been responded to.

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes. Probably.

Is the procurement strategy clear with defined milestones?

Yes. DLO retained for this

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

75% This is low, but probably realistic.

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

Yes

Has the promoter demonstrated clear project governance and identified the SRO?

Yes

Has the SRO or other appropriate Officer signed of this business case?

<p>No <i>Has public consultation taken place and if so, is there public support for the scheme?</i> No, apart from with ward members as part of SOBC. Unknown <i>Are monitoring and evaluation procedures in place?</i> Yes. Although there is no scheme specific MEP, in 3.6 it is stated that objective achievement of the forecast uplifts in active travel journeys along each corridor (by year 5) will be measured by means of automatic counters to be installed around the town. Impact evaluation will be managed by MCA..</p>
<p>7. LEGAL</p>
<p><i>Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?</i> Yes. The promoter does not need legal advice to determine whether the scheme subsidises or inhibits competition.</p>

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to Contract
Payment Basis	Defrayal

Conditions of Award (including clawback clauses)

<p>Prior to Board approval:</p> <ol style="list-style-type: none"> 1. Signed-off copy of FBC from SRO 2. Confirmation that the DLO has the requisite resource. 3. Current design and TRO status 4. Completed Appendices A and B 5. Confirm that there are no land requirements 6. Confirm cost certainty <p>Prior to contract execution</p> <ol style="list-style-type: none"> 7. Provide a plan with details of proposed works on Ledger Way, as provided for Thorne Rd

Appendix B- Ratification of previous approvals

B.1 O48 SCC Nether Edge and Crookes Active Neighbourhood (ATF2 / Gainshare FBC)

Appendix B1 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.59m from Active Travel Fund / Gainshare (ATF2 / Gainshare) to Sheffield City Council (SCC).

The project will deliver two Active Travel Neighbourhoods in Nether Edge and Crookes

The Benefits and Outcomes –

The project will deliver the following outputs-

- Creation of 2 Active Travel Neighbourhoods
- Creation of 1 School Street
- Delivery of 9 secure on street cycle parking facilities

The project will also contribute to the following outcomes

- Decrease in car journeys within the Active Travel Neighbourhood boundaries
- Increase in active travel journeys

The project will contribute to 2 Strategic outcomes – Fairer by increasing opportunities for safer, active travel and Greener by reduced ICE traffic

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A1.

B.2 G11 The Whins/Cinder Bridge Rd/Greasborough Lane Junction Improvement (GBF FBC)

Appendix B2 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.77m from Getting Building Fun (GBF) to Rotherham Metropolitan Borough Council (RMBC).

The project will address traffic congestion at The Whins / Cinder Bridge Road / Greasborough Lane junction through improvements to the north bound arm of the junction.

The Benefits and Outcomes –

The project will deliver the following outputs-

- Junction improvements between the B6089 (The Whins) and Cinder Bridge Road, with a passing bay that creates additional queuing capacity for right-turning vehicles

The project will also contribute to the following outcomes –

- Reduced congestion and delays at the junction
- Faster, more reliable bus journeys

- Improved traffic management
- Lower emissions from queuing vehicles

The scheme has a strategic rationale that aligns with the SYMCA Stronger, Greener, Fairer objectives in a balanced way.

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A2.

B.3 O50 Sheaf Valley (ATF2/ Gainshare - Development Costs)

The project was approved on 15/11/2021 by MCA Board for release of £0.05m development costs from ATF2/Gainshare, towards total project costs of £2.30m, to SCC.

Following change control, an additional £0.21m development costs is requested from ATF2/Gainshare, with no change to total project costs. Development costs have exceeded those first shown in the OBC approved in November 2021. The development costs for detailed Design and for the Public Engagement rollout were omitted in the preparatory costs section of the OBC.

The project will deliver 4.2km of new active travel route between Sheaf Quay and Norton Hammer.

The Benefits and Outcomes

The project will deliver the following outputs -

- 4.2km of new active travel route
- 2 new crossings
- 5 improved crossings
- 1 new bus gate

The project provides a clear rationale for the investment, relating to the ability of active travel infrastructure to support behaviour change and drive non-transport benefits to society

Release of development costs of £0.05m previously agreed. Request for £0.26m total based on revised and more complete FBC development cost estimates.

Assurance Summary

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Appendix B1



1 – SCHEME DETAILS

Project Name	O0048 – SCC Nether Edge and Crookes (Experimental) Active Neighbourhood	Type of funding	Grant
Grant Recipient	Sheffield City Council	Total Scheme Cost	£589,701
MCA Executive Board	TEB	MCA Funding	£589,701
Programme name	ATF/Gainshare	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	N/A for this stage
		% of total MCA allocation	N/A for this stage

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2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

Following public consultation and detailed design, costs for two Active Travel Neighbourhoods are estimated as shown in the last two columns below. The costs as submitted at OBC are shown for comparison.

	OBC	FBC		Total
	2021/22	2021/22	2022/23	
Preparatory Cost	£50,900			
Professional Fees (Consultation)	£16,333	£99,900	£28,000	£127,900
Acquisition of Land/ Buildings				

Delivery Cost construction materials construction costs, including traffic management costs etc. (A detailed Bill of quantities will be appended to the FBC)*	£561,921	£434,710		£434,710
Vehicles, Plant, Equipment				
Risk Allowance/ Contingency	£166,000	£27,091		£27,091
Inflation				
Other				
Total	£795,154	£561,701	£28,000	£589,701

Public consultation has resulted in a clearer definition of the project and costings based on engineering estimates of requirements (and Bills of Quantities). Some elements of the scheme may not proceed if opposition to them is strong.

3. STRATEGIC CASE

<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes – unchanged from OBC.
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> Adequately – unchanged from OBC
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes – unchanged from OBC
<i>SMART scheme objectives</i>	<i>State the SMART scheme objective as presented in the business case.</i> Unchanged from OBC <i>Is there a ‘golden thread’ between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i> Yes – unchanged from OBC
<i>Options assessment</i>	<i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i> Progress has been made since OBC in defining the preferred “way forward” – versus doing nothing or doing minimum. The preferred do something option may not eventuate exactly as planned as it has been decided to involve the local residents in a feedback process post construction to ensure “buy-in” and maximise chances for success.
<i>Statutory requirements and adverse consequences</i>	<i>Does the scheme have any Statutory Requirements?</i> Yes – TROs for waiting and parking restrictions but planning approval not required.

	<p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> Yes – as flagged at OBC – traffic diversion should put traffic on more suitable roads but could lead to queues and delays at traffic lights. This will be monitored. Parking spaces will probably need to be relocated within the area. Possible diversion from bus for short trips switched to AT</p>				
<p><i>FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).</i></p>	<p><i>Does the scheme still align with strategic objectives?</i> Yes <i>Have the conditions of approval granted at OBC been complied with?</i> No conditions were specified</p>				
4. VALUE FOR MONEY					
Monetised Benefits:					
VFM Indicator	Value		R/A/G		
Net Present Social Value (£)	£2,377,850				
Benefit Cost Ratio / GVA per £1 of SYMCA Investment	5.41				
Cost per Job	n/a				
Non-Monetised Benefits:					
Non-Quantified Benefits	None				
Value for Money Statement					
<p><i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i> The scheme has the potential for achieving very high value for money.</p>					
5. RISK					
<p><i>What are the most significant risks and is there evidence that these risks are being mitigated?</i> These are the top 5 risks in the QRA in terms of expected value:</p>					
Ref No.	Risk	Likelihood (High, Med, Low)	Impact (High, Med, Low)	Mitigation	Mean risk cost

2	Unable to meet approvals timetable (SCR & SCC)	med	med	Monitor and assess impact on programme ensure resources are available to meet programme deadlines etc.	£10,000
1	Insufficient access to materials and resources.	low	low	Early discussions with contractor	£3,666
4	Covid restrictions introduced / Contractors workforce need to self-isolate	high	high	Ensure contractor understands programme delivery priorities	£3,333
6	Bad weather restricts delivery	low	high	Ensure contractor understands programme delivery priorities	£3,333
5	Cost exceed budget.	med	high	Ensure cost estimates are robust and reflect latest data re market rates.	£3,000

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No

Are there any significant risks associated with securing the full funding of the scheme?

No

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No – Amey, already procured.

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes, Yes – via involvement of current FW contractor in detailed design

Is the procurement strategy clear with defined milestones?

Yes, N/A

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

95% (for the ideal scope of work). Unknown.

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

Yes, although only if resources allow (Section 5.7)

Has the promoter demonstrated clear project governance and identified the SRO?

Yes.

Has the SRO or other appropriate Officer signed of this business case?

Yes.

Has public consultation taken place and if so, is there public support for the scheme?

Yes. Yes.

Are monitoring and evaluation procedures in place?

Yes

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to Contract
-----------------------	---------------------

Payment Basis	Defrayal
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Conditions of Award (including clawback clauses)

The following conditions must be satisfied before contract execution.

1. Submission of MCA Appendices B to agree detailed schedule of inclusive growth indicators and targets (e.g. % of [previously unemployed] locals offered permanent contracts and apprenticeships, mentoring and school engagement and engagement with the local supply chain) to ensure the project delivers wider socio-economic benefits and that these can be captured, monitored and reported.

The conditions above should be fully satisfied by 10/03/2022. Failure to do so could lead to the withdrawal of approval.

The following condition must be satisfied before drawdown of funding.

2. Formal confirmation of commitment to address any cost overruns without unduly compromising project outputs and outcomes.

The following condition must be included in the contract

3. Clawback will be applied on outputs

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Assurance Summary

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Appendix B2



1 – SCHEME DETAILS

Project Name	G0011P - The Whins/Cinder Bridge Rd/Greasborough Lane junction improvement	Type of funding	Grant
Grant Recipient	RMBC	Total Scheme Cost	£767,120
MCA Executive Board	TEB	MCA Funding	£767,120
Programme name	Getting Building Fund	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	Inc. in full grant

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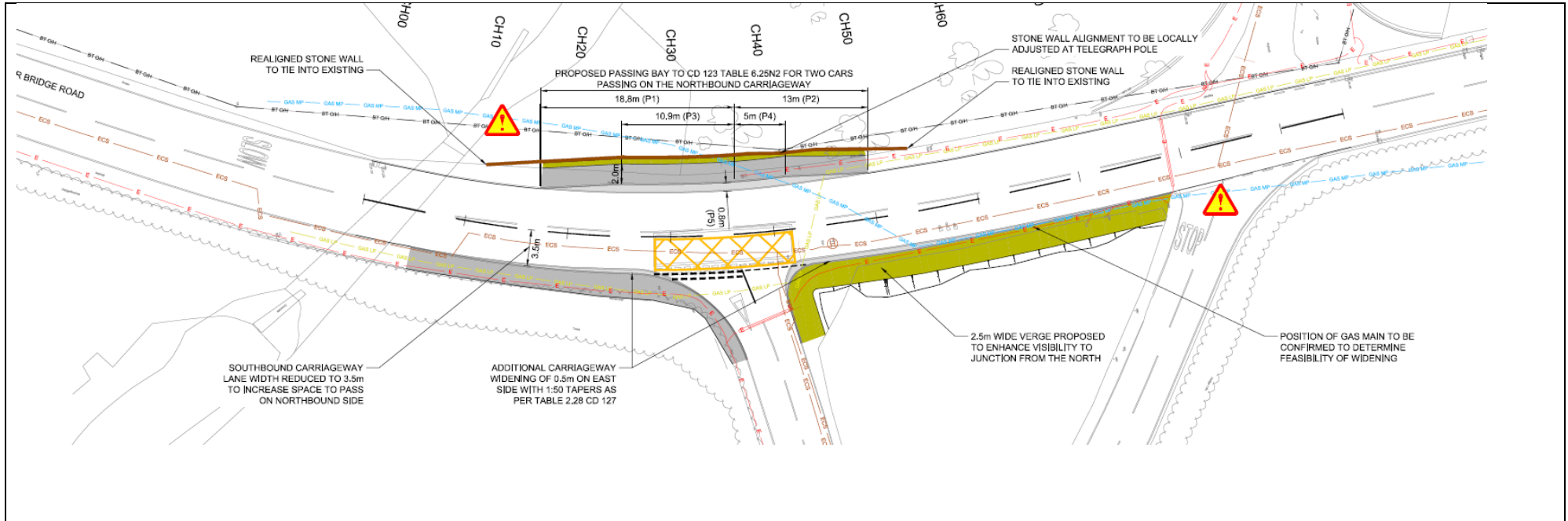
2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

Yes.

The proposed improvement addresses traffic congestion concerns at The Whins junction by:

- Improving the north-bound arm of the junction, between the B6089 (The Whins) and Cinder Bridge Road, with a passing bay that creates additional queuing capacity for right-turning vehicles.
- Helping to prevent the queues that build up here during AM and PM peak periods, and which disrupt straight-ahead northbound flows along the B6089 (Cinder Bridge Road onto The Whins).



3. STRATEGIC CASE

Options assessment	<p><i>Is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i> Yes – other options to the preferred one are infeasible or less effective.</p>
Statutory requirements and adverse consequences	<p><i>Does the scheme have any Statutory Requirements?</i> No <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> No</p>
FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).	<p>The scheme addresses all three objectives in a balanced way.</p>

4. VALUE FOR MONEY

Monetised Benefits:		
VFM Indicator	Value	R/A/G
Net Present Social Value (£)	£ 1,059,000	G

<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	3.70	G
<i>Cost per Job</i>	N/A	
Non-Monetised Benefits:		
<i>Non-Quantified Benefits</i>	The scheme will have “low beneficial” impacts on noise and emissions and low to neutral other impacts	
Value for Money Statement		
<i>Taking consideration of the monetised and non-monetised benefits and costs, and the uncertainties, does the scheme represent value for money?</i> Yes, high VfM		
5. RISK		
<i>What are the most significant risks and is there evidence that these risks are being mitigated?</i> Procurement is not complete. There could be unforeseen Utility costs and additional costs or delays associated with an above ground gas main and the condition of the existing culvert and surfacing quality. Early engagement with contractor and Statutory Utilities is underway, to mitigate.		
<i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i> No		
<i>Are there any significant risks associated with securing the full funding for the scheme?</i> No		
<i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i> No		
6. DELIVERY		
<i>Is the timetable for delivery reasonable?</i> Yes – the scheme is small scale – there is some uncertainty re. date of completion of work on parallel A633 to permit start of work on site.		
<i>Is the procurement strategy clear with defined milestones?</i> Yes – A preferred contractor is working with the promoter to identify likely costs and risks. To be formally appointed via existing FW - May 2022		
<i>What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promotor confirmed they will cover any cost overruns?</i> 85% Yes		
<i>Has the promoter demonstrated clear project governance and identified the SRO? Has the SRO or other appropriate Officer signed of this business case?</i> Yes. Yes		
<i>Has public consultation taken place and if so, is there public support for the scheme?</i> No. April 2022. Not likely to be controversial.		
<i>Are monitoring and evaluation procedures in place?</i> Yes.		

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?
Yes.

8. RECOMMENDATION AND CONDITIONS

Recommendation	Full approval
Payment Basis	Payment on defrayal
Conditions of Award (including clawback clauses)	

The following conditions must be satisfied before drawdown of funding.

1. Formal confirmation of commitment to address any cost overruns without unduly compromising project outputs and outcomes.
2. Agree detailed schedule of inclusive growth indicators and targets (e.g. % of [previously unemployed] locals offered permanent contracts and apprenticeships, mentoring and school engagement and engagement with the local supply chain) to ensure the project delivers wider socio-economic benefits and that these can be captured, monitored and reported.
3. Confirmation that, in case GBF is not fully defrayed and has to be returned, there will be no recourse to further MCA funds



Transport and the Environment Board

17 March 2022

SYMCA Response to the Government's Integrated Rail Plan

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Not a Key Decision

Director Approving Submission of the Report:

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Alex Forrest
 Alex.forrest@southyorkshire-ca.gov.uk

Executive Summary

This report provides an update on the South Yorkshire Mayoral Combined Authority (SYMCA) Response to the Government's Integrated Rail Plan for the Midlands and the North (IRP) and recommended next steps.

What does this mean for businesses, people and places in South Yorkshire?

The IRP determines the level and location of Government investment in the rail network in the Midlands and the North over the next 20-30 years. This in turn impacts on the level of connectivity, capacity and quality of rail services serving South Yorkshire and the scale of economic, social and environmental benefits these services would generate.

Recommendations

The Board is recommended to discuss and provide comment on issues raised in this report and agree to the development and implementation of a post-IRP action plan for South Yorkshire.

1. Background

- 1.1 The Government published its long-awaited Integrated Rail Plan on 18th November 2021, setting out its long term plans for investment in the rail network in the Midlands and North. This focused on their plans for High Speed Two (HS2) and Northern Powerhouse Rail (NPR) but also covered other key rail investment over the next 20-30 years, such as electrification and major line and station upgrades.
- 1.2 The previous proposals for HS2 and NPR were intended to create a 'step-change' in the connectivity of South Yorkshire, and particularly Sheffield, to adjacent cities across the North as well as to the Midlands and London. As both of these networks have only been partially taken forward, the IRP therefore presents limited plans to enhance capacity and connectivity in South Yorkshire.
- 1.3 The IRP plans for HS2 are broadly in line with the previous proposals for connecting South Yorkshire to the Midlands and London, albeit with a pared-back HS2 eastern leg and more conventional line running. The electrification of the Midland Mainline to Sheffield and the plans to run two HS2 services per hour from London to Sheffield with a journey time of 87 minutes, are both welcome.
- 1.4 The refocusing of the core NPR network solely on the line between Liverpool, Manchester and Leeds means that South Yorkshire will have one of the largest disparities between the published IRP and the preferred NPR network that was supported by Transport for the North and Northern Leaders.
- 1.5 The curtailment of the HS2 eastern leg to Leeds, which will now only be built from Birmingham to East Midlands Parkway, means that NPR services from Sheffield to Leeds will not be able to use the HS2 line from Clayton Junction as was planned. A further study is being undertaken by the Government to consider how best to serve Leeds by HS2 and until that is concluded, the original HS2 eastern leg remains safeguarded. This continues the blight for South Yorkshire residents, landowners and businesses along the HS2 eastern leg.

2. Key Issues

- 2.1 Since the IRP was published, SYMCA is now considering our response to the disparities between the IRP and what was the preferred NPR network. The MCA will examine the actions that need to be taken to ensure these disparities are addressed. The development of a post-IRP action plan will need to be undertaken with the support of our constituent local authorities and other partners such as the LEP and business community.
- 2.2 SYMCA submitted a response to the call for evidence by the Commons Transport Select Committee which is conducting an inquiry into the IRP. A copy of the response is appended as Appendix A. This was based largely on SYMCA's previous submission to the National Infrastructure Commission Rail Needs Assessment call for evidence on the IRP and our HS2 & NPR Growth Strategy.
- 2.3 The focus of SYMCA activity in the next few months should be on securing a commitment to identified priority schemes and ensuring we have input into the IRP

schemes that affect South Yorkshire. Views of TEB members are invited on the following:

- A second fast train per hour from Sheffield to Leeds
- A third fast train per hour from Sheffield to Manchester
- Capacity enhancements at Sheffield Midland and Doncaster stations
- Securing Midland Mainline electrification and upgrade to Sheffield
- Input to the study on how to serve Leeds by HS2 with a focus on Sheffield to Leeds
- Ensuring the East Coast Mainline upgrade benefits Doncaster

2.4 One of the significant limitations of the IRP for South Yorkshire was the exclusion from the funded NPR network. This means Sheffield and South Yorkshire will not benefit from the previous plans for four fast trains per hour to Manchester and Leeds and two to Hull, nor the onward connectivity benefits to Manchester Airport, Liverpool and Newcastle. This also means no commitment to the two new NPR stations at Rotherham and Dearne Valley (Goldthorpe) and the improved connectivity for intermediate stations such as Doncaster.

3. Options Considered and Recommended Proposal

3.1 Option 1

Determine that no action is needed in response to the IRP.

3.2 Option 1 Risks and Mitigations

That South Yorkshire could lose out on further rail investment and the benefits this would bring, resulting in increasing disparity with other city regions and economic decline.

3.3 Option 2

Develop and implement a post-IRP action plan for South Yorkshire. This plan would enable the promotion of SYMCA's priority rail schemes and be used as a lobbying document to secure further investment and improvement in rail connectivity.

3.4 Option 2 Risks and Mitigations

There is a risk that despite the development of an action plan, this fails to influence government and we fail to secure additional funds. We shall engage closely with DfT and wider stakeholders in the development of this plan.

3.5 Recommended Option

Option 2

4. Consultation on Proposal

4.1 Consultation will take place with Local Authority partners, private sector partners and wider rail stakeholders on the action plan and scheme priorities.

5. Timetable and Accountability for Implementing this Decision

5.1 It is imperative that SYMCA acts on this urgently as key decisions are being taken and workstreams commenced and the region's voice needs to be heard.

6. Financial and Procurement Implications and Advice

6.1 There are no direct financial implications arising from this report. Requirements for any further professional services support will be considered against available budget.

7. Legal Implications and Advice

7.1 There are no legal implications of this report.

8. Human Resources Implications and Advice

8.1 N/A

9. Equality and Diversity Implications and Advice

9.1 N/A

10. Climate Change Implications and Advice

10.1 Improving rail services and infrastructure will encourage more people to use rail instead of the private car, and for more freight to transfer from road to rail, reducing CO2 emissions and transport's contribution to climate change.

11. Information and Communication Technology Implications and Advice

11.1 N/A

12. Communications and Marketing Implications and Advice

12.1 SYMCA will undertake communications and engagement on its proposed response to the Integrated Rail Plan to ensure maximum impact and support for the actions.

List of Appendices Included

A SYMCA submission to the Transport Select Committee Inquiry into the IRP

Background Papers

Government's Integrated Rail Plan <https://www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-the-midlands>

South Yorkshire MCA IRP Submission to Transport Select Committee

Introduction to South Yorkshire Mayoral Combined Authority

The South Yorkshire Mayoral Combined Authority (SYMCA) is a formal partnership of councils that shapes strategy and policy. Formed in 2014, the constituent members of the SYMCA are Sheffield, Rotherham, Barnsley and Doncaster Councils.

In May 2018, Dan Jarvis MP was elected as Mayor of the South Yorkshire and became Chair of the SYMCA, which works at a regional level to invest in delivering business growth, skills and economic development related projects, in addition to transport, housing, climate change, and the Mayor's wider policy agenda, alongside the South Yorkshire Local Enterprise Partnership which forms an integral part of the MCA.

Reason(s) for Submitting Evidence

Like many of the UK's city regions, South Yorkshire has the potential to significantly increase its economic productivity towards the levels seen in European counterparts. However, despite faster than expected economic growth in the last decade, South Yorkshire still falls below national and regional averages in terms of economic performance.

Without a step change in strategic transport investment, our objectives for inclusive and sustainable economic growth are at risk. We will also fail to achieve the higher value and more productive jobs and agglomeration benefits we are seeking to deliver in our region. Transport should be at the heart of improving access to opportunity for all our residents, driving transformation and creating a more vibrant and resilient city region.

Transport across the region is responsible for approximately 2,770 tCO₂e, equating to 39% of the total carbon footprint, which needs to be tackled to meet our net zero target. The decarbonisation of our transport network will also have the added benefit of significantly improving air quality and reducing nitrogen oxide gases.

In 2019, SYMCA published an Integrated Rail Plan (our Plan) for South Yorkshire (Appendix A), setting out a 25 year vision for how rail improvements can support the delivery of our Transport Strategy and the Mayor's Vision for Transport (Appendix B). It sets out how the region needs access to a properly planned high-speed rail network that is well connected to the conventional network and serving a wider spread of towns and cities to deliver agglomeration and growth.

Our Plan was a fundamental part of our submission to the National Infrastructure Commission when they were developing their Rail Needs Assessment (RNA) for the Midlands and the North on behalf of Government in 2020. This included a clear summary of what is needed for rail in South Yorkshire, showing how an integrated, sequenced approach to programming rail services and infrastructure improvements can deliver greater benefits, more quickly and support wider plans for sustainable economic development, jobs and skills. We have appended our RNA Prospectus to this submission for information (Appendix C).

Through our Plan, and our ongoing involvement in the Northern Powerhouse Rail (NPR) project with Transport for the North (TfN), we hoped that the Government's Integrated Rail Plan (IRP) for the Midlands and the North would provide a clear and ambitious pipeline of improvements in rail connectivity that would support local, regional and national growth ambitions.

Not only was the IRP published with a significant delay from the original timetable, only a limited number of the interventions that SYMCA identified as key priorities in its RNA Prospectus are included in the IRP. This means that the IRP as published:

- Falls significantly short of what is needed for South Yorkshire to achieve the economic potential of the region, particularly on NPR
- Introduces continuing uncertainty for our businesses and communities, such as the proposal for further studies on HS2
- Undervalues the level of joint working that has been undertaken over 10 years between the SYMCA, its constituent councils, DfT, HS2 Ltd and TfN on the technical proposals and the growth strategies around the main stations for NPR and HS2.
- Misses one of the key points of our Plan – to show how major rail investment may benefit communities in areas of high transport poverty – by ignoring our plans for new stations in Barnsley Dearne Valley and Rotherham, which have had devolved funding allocated to them in anticipation
- Fails to acknowledge some of the wider network capacity issues, such as at Doncaster and Sheffield stations
- Overlooks some obvious ‘gaps’ in the network to form a coherent programme.

For these reasons, SYMCA is submitting this evidence to the Committee.

We have based our submission around the questions posed in the call for evidence, expanding on these issues with examples. Further detail on our IRP aspirations is also contained in our RNA Prospectus and HS2 and NPR Growth Strategy summary attached as appendices. However, we would wish to state at the outset that the lack of detailed analysis and evidence provided by Government to support the decisions made in the IRP hampers our ability to develop a comprehensive response.

The contribution that the IRP will make to rail capacity and connectivity for (a) passengers and (b) freight in (i) the Midlands and the North and (ii) the UK

The previous proposals for HS2 and NPR were intended to create a ‘step-change’ in the connectivity of South Yorkshire, and particularly Sheffield, to adjacent centres across the North as well as to the Midlands and London. The fact that both networks have been broken up within the IRP and only individual elements taken forward means that the IRP now has only limited plans to enhance capacity and connectivity in South Yorkshire.

The electrification of the Midland Mainline to Sheffield that was cancelled in 2017, and the plans to run HS2 services through to Sheffield with a journey time of 87 minutes, are both welcome. The plans for HS2 are broadly in line with the previous HS2 proposals for connecting South Yorkshire to the Midlands and London, albeit with a pared-back HS2 line and more conventional line running.

The re-stated commitment to improvements to the Hope Valley Line that have been awaiting implementation since 2017 is also welcome.

Potential future electrification of this line is mentioned in the IRP, as is the possibility of a third fast train from South Yorkshire to Manchester that the upgrade scheme will enable. However, these remain only proposals and there is no commitment to undertake them.

The refocusing of the core NPR network solely on the east-west axis between Liverpool, Manchester and Leeds means that South Yorkshire will have one of the largest disparities between the preferred NPR network supported by TfN and Northern Leaders, and that included within the IRP. Indeed, Sheffield and South Yorkshire have been effectively cut off from the NPR network,

after many years of engaging constructively in the development work by TfN, in conjunction with the DfT.

There is little mention of further improvements between Sheffield and Manchester, other than to identify potential barriers on the approach to Manchester but without any solutions proposed. This means that journey times will still be nearer to an hour than the aspirational 30 minutes. Furthermore, the planned NPR journey time improvements to Manchester Airport and Liverpool will also not be realised.

The NPR corridor between Sheffield and Hull, where journey times could be reduced to around 60 minutes, is not mentioned at all, despite this being a key route serving Doncaster.

Perhaps the most serious omission that affects South Yorkshire is the lack of commitment to improving high-speed connectivity between Sheffield and Leeds, despite the significant amount of scheme development work that has been undertaken in the last few years to develop a credible and deliverable preferred NPR option for this corridor. Instead, the IRP simply proposes a further study into how to enable HS2 trains to serve Leeds – this is a major step backwards and undermines our plans to improve connectivity between South and West Yorkshire, and onwards to York and Newcastle.

Just 30 miles apart, the cities of Sheffield and Leeds, along with their surrounding conurbations, have a combined population of around 1.4 million people and support 2 million jobs, making them together one of the three biggest regional economies in the UK outside London. Yet despite their proximity, the current rail journey between the two city centres takes around 40 minutes for the fastest trains – only one per hour – with most much slower. Bringing the collective assets, resources, institutions and skills of both Sheffield and Leeds closer together is essential to their continued growth as an economic engine.

The preferred NPR network included a series of interventions north of Sheffield including a connection to the HS2 line at Clayton Junction that would have enabled a 4 train per hour (tph) service between the two cities with a journey time of 24 minutes. Two new NPR stations on this line were identified to enhance regional connectivity for Rotherham and Barnsley Dearne Valley, and the proposals would also enhance connectivity to the North East and Scotland.

Given the IRP decision to curtail the Eastern Leg of HS2 at East Midlands Parkway, there is still a strong argument for implementing the improvements between Sheffield and South Kirkby Junction, including electrification, in the near term as these are not dependent on the approach to Leeds, and would speed up journeys for existing trains between Sheffield and Leeds. Furthermore, there is a case for extending the Midland Mainline electrification scheme through to the East Coast Main Line at Doncaster. This would provide a second electrified route between London and Yorkshire / North East, adding resilience into the network and accelerating the decarbonisation of the railway network.

This systematic, integrated and sequential approach to delivering much needed and long-awaited transformational enhancements to the rail network in South Yorkshire does not seem to have been a feature of the IRP and this undermines the aims and objectives that underpin it and the importance of an integrated plan for rail investment.

Whether and how the IRP will “level up” communities in the Midlands and the North

Our Plan set out what investment is needed on our rail network and how plans at a local, regional and national level need to be aligned in order to realise the Mayor’s Vision for Transport and to help deliver a transport system that works for everyone. The interventions that we identified were

critical to 'level up' South Yorkshire and achieve the wider objectives of our Strategic Economic Plan (Appendix D) and HS2/NPR Growth Strategy (Appendix E).

As noted above, the fragmentation of HS2 and NPR means that achieving these outcomes is not possible as the IRP stands, putting South Yorkshire at a relative disadvantage when it comes to connectivity with neighbouring cities in the Midlands and North and onward connections further afield, such as the South and South West, Wales and Scotland.

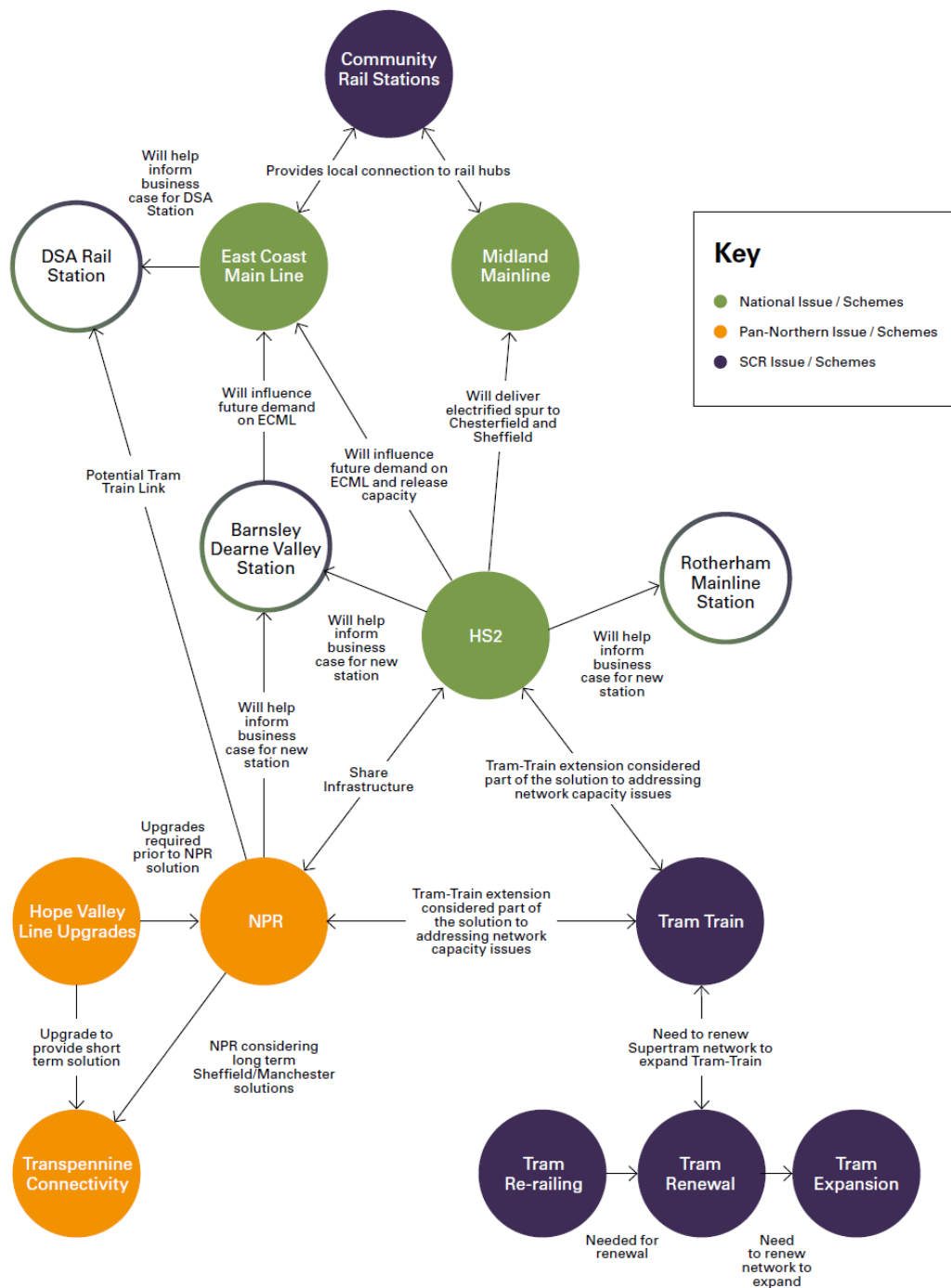
More importantly, the IRP could increase the disparity between some of the areas within South Yorkshire by omitting our proposals for two new stations in South Yorkshire – in the Dearne Valley to the east of Barnsley and at Rotherham on the mainline.

Both of these stations would provide access to regional and long-distance rail services to a far greater proportion of the South Yorkshire population, spreading the benefits of the investment and helping to support SYMCA's economic and housing growth plans. Initial analysis by TfN shows how Barnsley Dearne Valley and Rotherham stations can grow the rail market in South Yorkshire and both provided positive contributions to the NPR business case.

Indeed, a new station at Rotherham shows a positive revenue case and a high value for money even without the planned NPR and HS2 services. For the IRP not to recognise this clear benefit and seemingly move consideration of this enhancement into a longer-term study of HS2 services to Leeds runs contrary to the desire to 'level up' communities.

The omission also undervalues the complementary investment that devolved funding within South Yorkshire was seeking to align with the proposals. SYMCA included further work on the new mainline station at Rotherham in its recent City Region Sustainable Transport Settlement programme and Rotherham Council is seeking to purchase the required land as part of its agreed Towns Fund programme. Lack of recognition in the IRP of the new station puts this complementary investment, and the overall outcomes envisaged, at some risk.

The diagram below, reproduced from our Plan, shows how we envisaged HS2 and NPR and other rail investment working with locally led proposals to deliver the required outcomes. *(N.B. This diagram was developed in 2019 for our Integrated Rail Plan and some items are now superseded by the Government's IRP or other developments).*



There are a number of areas across South Yorkshire where the planned investment could have the greatest impact on social cohesion – these are the areas that currently experience “transport poverty”. This is defined as an area of high deprivation where both public transport uptake and car ownership are low. Some 108,000 people currently experience transport poverty across South Yorkshire and spatial analysis indicates clusters of high deprivation and transport poverty are evident in the Dearne Valley – the proposed Barnsley Dearne Valley station provides an opportunity to transform connectivity here - as well as in Rotherham and parts of Doncaster.

How the IRP will affect rail infrastructure and services outside the Midlands & North

The proposed HS2 and NPR networks provided significant benefits for South Yorkshire in terms of onward connections to the North East and Scotland, bringing Newcastle within 95 minutes of Sheffield and Edinburgh just over two hours away, linking a series of advanced manufacturing hubs along the eastern spine of the UK. These benefits will now no longer be realised, reducing collaboration potential for our businesses in these fields.

The impact of the IRP on the East Coast Main Line (ECML) is also uncertain – one of the benefits for South Yorkshire of HS2 was the released capacity on the ECML and the potential to run additional services via Doncaster, enhancing connectivity to the east of our region. Without such released capacity, it is difficult to see how such benefits can be realised.

Indeed, this highlights another failing of the IRP – that it sometimes fails to recognise the knock-on effects of the recommendations. The recent Continuous Strategic Modular Planning (CMSP) work undertaken by Network Rail at Doncaster highlights a number of capacity constraints with future demand. The timing and nature of the required interventions was, to some extent, dependent on the opening of HS2 Phase 2b. The IRP fails to recognise that without HS2, enhancements at Doncaster will be needed sooner than previously anticipated.

Enhancements at Doncaster (and electrification from Sheffield to Doncaster) may actually offset the lack of HS2/NPR services to the North East and Scotland, but without a recognition that improvements are needed at Doncaster, the IRP seems to miss both this impact and the opportunity.

The challenges to central Government, Great British Railways, regional and local authorities, transport bodies and other stakeholders in delivering the IRP

The IRP was intended to herald a long-term pipeline that would allow businesses to invest in the skills needed to deliver the enhancements. The rail sector is an important element of the South Yorkshire economy. For example, between 3,400 and 5,910 people are employed in the rail industry in Doncaster, the higher figure representing 4.2% of total employment in the town, generating around £898 million of economic output. The town has already seen considerable investment in its rail cluster and the presence of assets including the National College for Advanced Transport and Infrastructure. The further uncertainty created by the IRP does not necessarily support the plans to grow the skills base with any degree of certainty.

The reversal of the previous devolution of responsibility with the transfer of NPR client role from TfN as co-client to DfT as sole client, means that there is a consequent reduction in political accountability and input from Partners in the North. This seems at odds with the devolution of transport funding and responsibility through the SYMCA and results in an even more fragmented governance arrangement that does not bode well for efficient delivery and can cause a misalignment of funding and planning priorities, as well as accountability.

For example, it is not clear what the impact of the IRP will be on the collaborative growth strategies that have been developed around the main station locations, such as the one for South Yorkshire attached for information. The Sheffield Midland Station and Sheaf Valley Development Framework, part of our HS2 Growth Strategy, sets out an integrated plan for the long-term regeneration of the station and the surrounding area.

Modelling suggests increases in development areas in the vicinity of the station over and above the baseline of 186,060 sq. m of commercial space, 1,220 residential units and 4,440 sq. m of retail units. The delivery of the Framework is intrinsically linked to the future growth of Sheffield, yet the IRP induces more uncertainty for the public and private sector.

The disruption involved in upgrading existing railway lines will be very significant, compared to the creation of new segregated infrastructure. The period of disruption has been noted in reports to be up to 15 years in duration. Nowhere have we seen the cost in productivity and GVA loss factored into decisions on IRP projects and the impact of decarbonisation ambitions of forcing many millions of passengers into road vehicles has been completely disregarded.

How the rail schemes in the IRP will integrate and interact with HS2

The reduction in the HS2 network in South Yorkshire means that there is very little interaction between the 'new' HS2 network and the IRP schemes that affect the region.

We do not believe that the IRP integrates very well at all with our local and regional aspirations and seems to create a greater divide between the remains of the HS2 and NPR networks than previously when all parties were working together to provide a truly integrated solution.

We note that the IRP states that the line of route of HS2 Phase 2b should be safeguarded until further work is done on how to serve Leeds using HS2 services, which continues to create blight and uncertainty for some of our communities. This serves to emphasise the need to conclude this study as soon as possible, building on much of the work done to date rather than a lengthy re-evaluation that would simply extend this uncertainty. It is important that this study is commenced as soon as possible, yet two months after the IRP was published, we have yet to see the scope or hear anything from DfT about it. Given how long the IRP was delayed, we would have expected the scope for this study to already be drafted and ready to commence.

How the rail improvement schemes in the IRP were selected, and whether those selections represent equity between and within regions

The lack of suitable and robust supporting evidence for the IRP makes it difficult to answer this question.

We are aware of the political importance of equity between and within regions as fundamental to the aims of the Levelling Up agenda. However, our understanding was that the IRP would examine and determine the right schemes to marry local, regional and national needs and set out a clear pipeline that would help the industry deliver in an efficient manner and also allow local and combined authorities to develop their economic and spatial plans in a complementary way and prioritise local investment accordingly. As we have tried to demonstrate in this submission, the IRP as it stands fails to achieve this.

Whether the IRP represents value for money for UK taxpayers

Again, without more detailed evidence and assessment, it is not possible to answer this question. However, drawing on the previous response regarding a lack of efficiency and co-ordination in complementary investment, including the private sector, the ability of the IRP to represent value for money and maximise economic outcomes must be in question.

The abandoning of the full NPR and HS2 network does not recognise the £millions that have been spent so far on the development of that network by DfT, HS2 Ltd and TfN, including substantial value for money and cost saving exercises. That investment now seems to have been wasted and the full benefits to the North and Midlands will not be realised.

Appendices

Appendix A – Link to South Yorkshire Integrated Rail Plan - https://southyorkshire-ca.gov.uk/Explore_Transport

Appendix B – Link to Mayor’s Vision for Transport - https://southyorkshire-ca.gov.uk/Explore_Transport

Appendix C – SYMCA Rail Needs Assessment Prospectus

Appendix D – Link to Strategic Economic Plan - <https://southyorkshire-ca.gov.uk/explore/policy>

Appendix E – SYMCA HS2 and NPR Strategy for Growth Summary

Transport and the Environment Board

17 March 2022

Delivering the South Yorkshire Enhanced Partnership

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	No

Director Approving Submission of the Report:

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Executive Summary

This report sets out the result of the public and statutory consultation on the Enhanced Partnership Plan and Scheme for South Yorkshire and the recommended next steps, ahead of seeking approval from the Mayoral Combined Authority to ‘make’ the Enhanced Partnership Plan and Scheme. This paper also outlines the principles of the supporting governance arrangements for the Enhanced Partnership Board, who will have responsibility for delivering the Enhanced Partnership Scheme.

What does this mean for businesses, people and places in South Yorkshire?

The proposals set out in the report strengthen the MCA’s ability to develop and secure investment in a more effective public transport system in South Yorkshire. Entering an Enhanced Partnership gives access to potential additional funding sources that are expected to be made available by Government and enables collaboration between operators and the MCA through a legal framework. The Enhanced Partnership between the MCA, highway authorities and bus operators is a means of delivering the short-term actions set out in the MCA’s recently published Bus Service Improvement Plan.

Recommendations

That the Board:

- Consider the results of the public and statutory consultation relating to the proposed Enhanced Partnership Plan and Enhanced Partnership Scheme for South Yorkshire
- Consider the findings of the Equality Impact Assessment and Competition Test
- Note the recommendation to the MCA to ‘make’ the Enhanced Partnership Plan and Enhanced Partnership Scheme on 1 April 2022.

Consideration by any other Board, Committee, Assurance or Advisory Panel

Mayoral Combined Authority Board

14 June 2021

Mayoral Combined Authority Board

15 November 2021

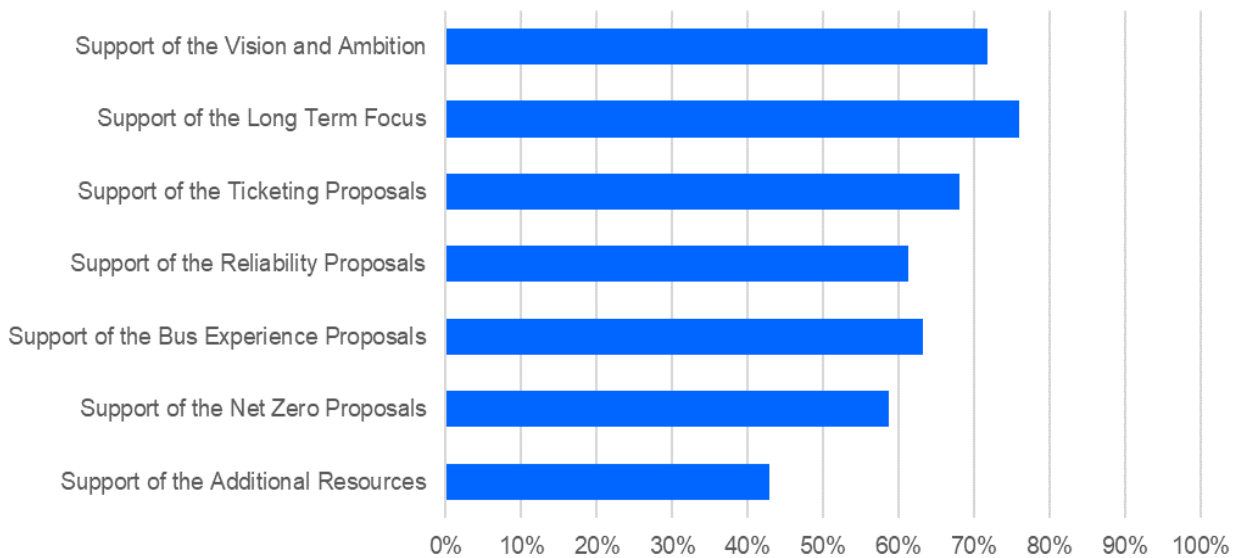
1. Background

- 1.1 The National Bus Strategy, “*Bus Back Better*”, required all Local Transport Authorities (LTAs) to prepare a Bus Service Improvement Plan (BSIP) and enter statutory arrangements to be eligible for funding to support and transform bus services. This required LTAs to produce a BSIP by the end of October 2021 and an Enhanced Partnership was agreed by the MCA as the most appropriate means of delivering the initial set of improvements activities, as well as enabling access to future funding from April 2022. As yet, the level of additional funding to be made available by Government is unclear.
- 1.2 At its meeting on 15 November 2021, the MCA approved a draft Enhanced Partnership Plan (EPP) and Enhanced Partnership Scheme (EPS), which was then subject to a 28-day statutory period of bus operator objection. There was one formal objection received from bus operators during the 28-day period – from Arriva Yorkshire – principally relating to the treatment of cross-boundary services in the EPS.
- 1.3 As a result, the draft EPP and EPS approved by the MCA was then subject to a six-week period of public consultation that commenced on 7 January 2022. Views on the draft EPP and EPS have also been sought from a number of statutory consultees, including Transport Focus, and neighbouring authorities. The results of the consultation exercise have been analysed and there is broad public support for the proposed EPP and EPS.
- 1.4 The next stage in the process is the formal ‘making’ of the EPP and EPS. Guidance on Enhanced Partnerships and the draft EPP identify a need to set up suitable governance arrangements initially in the form of a Partnership Board. This paper includes some of the key principles agreed with partners for establishing the Partnership Board, to be considered by the MCA.

2. Key Issues

- 2.1 The process for implementing an Enhanced Partnership is set out in the Transport Act 2000, as amended by the Bus Services Act 2017. This requires statutory consultation with specific consultees and consultation with wider stakeholders following the statutory 28-day period for operator objection. In accordance with this requirement, a public consultation on the draft South Yorkshire EPP and EPS was conducted over a six-week period, commencing 7 January and concluding on 20 February 2022.

- 2.2 Following the conclusion of the public consultation, a report of the responses that were received has been prepared and included at Appendix A. The consultation was conducted primarily as an online consultation via the MCA and Travel South Yorkshire websites, with paper-based documents (the survey, consultation documents and publicity materials) made available at interchanges across South Yorkshire and on request. The consultation drew responses from 1,194 individuals and 22 ticked as groups, the latter representing more than 73,500 members. 97.6% were online responses with 2.4% paper responses received.
- 2.3 The consultation questions were designed to elicit people’s views on the bus service-related ambitions and the proposed approach to deliver these ambitions, as set out in the draft EPP and the EPS, and to identify the level of public confidence in an Enhanced Partnership arrangement to deliver these ambitions. The level of support for each of the ambitions, which is a combination of ‘Strongly Support’ or ‘Tend to Support’, ranged from a high of 76.0% for Long Term Focus to 42.9% for Additional Resources, as shown in the graph below.



- 2.4 Whilst the level of support varied between the different BSIP ambitions, the consultation indicated broad support for the vision and the activities to achieve it described in the draft EPP and EPS. It is therefore recommended that the TEB comment upon the recommendation to the MCA to ‘make’ the Enhanced Partnership Plan and Enhanced Partnership Scheme on 1 April 2022.
- 2.5 Of the statutory consultees, the response from Transport Focus included an assessment of the draft EPP and EPS against the contents of their document “*What passengers want from BSIPs*”, which reflects their national research into bus passenger priorities for improvement with its robust methodology and samples. Many of the core measures feature in the draft EPP and EPS, although Transport Focus do recognise that further detail on commitments around fares and ticketing is subject to Government announcements on potential future BSIP funding.
- 2.6 Guidance states that responses to the consultation should be analysed thoroughly and any essential changes made to the proposals if they would improve BSIP outcomes. At this point, the responses received do not suggest any changes should be made to the draft EPP and EPS and so it is recommended that the Enhanced Partnership be ‘made’ by

the MCA without any changes. For completeness, the EPS is included at Appendix B and the table at Appendix C summarises the components of the EPS.

- 2.7 The Transport Act 2000 requires that a Competition Test as set out in Part 1 of Schedule 10 to the Act must also be applied to determine whether there is likely to be a significantly adverse effect on competition. The statement of application is included for information at Appendix D, which concludes that, at this point, there will be no significantly adverse effect on competition arising from the EPP and the EPS as recommended for approval.
- 2.8 In determining whether to proceed with the Enhanced Partnership, the MCA is also required to have due regard to the requirements of the Equality Act 2010. An Equality Impact Assessment (EIA) has been undertaken, as included for information at Appendix E, and this assessment shows that the EPP and EPS have positive equality implications under the Act.
- 2.9 The date of the ‘making’ of the Enhanced Partnership was indicated in the draft EPP and EPS as 1 April 2022 in order to qualify for potential future BSIP funding from Government. The date that the EPS comes into operation is 70 days after this date, that is, 10 June 2022. The EPS was drafted on this basis in accordance with guidance to enable effective transition and any bus operator registrations to be accommodated.
- 2.10 If events occur between the date of making of the EPS (1 April 2022) and the date for it coming into operation (10 June 2022), the legislation provides some flexibility for an LTA to reconsider this, and the MCA can decide to postpone the date that the EPS comes into operation if they think it is appropriate to do so. A new date for implementation would need to be approved. Such a postponement is subject to prior consultation with all operators of local bus services that would be affected by the postponement of the scheme in question and notice of the revocation would have to be given, along with a statement of reasons for the decision.
- 2.11 Within the EPP, an Enhanced Partnership Board is identified as the body that will oversee the delivery of the EPS. In developing any suitable governance arrangements to be put in place for such a Board, two important considerations have been identified:
- Accountability - Given the importance placed on improving bus services in the Transport Strategy and by the MCA, any arrangements should have a clear and accountable link to current MCA governance structures. This is also critical given that much of the capital funding to deliver the Enhanced Partnership will come through devolved funding allocations.
 - Representation - The National Bus Strategy has a stated intention to improve passenger representation on how bus services can and will be improved and BSIP Activity 20 includes a commitment to seek “wider passenger representation in the development of future bus policy” as well as the delivery of the BSIP.

In developing arrangements for the Enhanced Partnership Board, it is important that both accountability and representation are addressed.

- 2.12 In overseeing the delivery of the EPS, examples of the Board’s remit include agreeing the annual work programme of the Partnership each year, considering any proposed changes to the work programme suggested by the Partners and being responsible for publishing the six-monthly update on progress towards the agreed targets. Whilst the Board will be expected to discuss fare rises and service changes, it is important to note that these issues will remain commercial considerations for the bus operators. The Board will also

act as a reference point for the annual update of the BSIP and provide feedback to the MCA as well as escalating risks that could impact on agreed budgets and delivery timescales.

- 2.13 Senior level representation from all parties is required for the Board to discharge these tasks, and numerical parity between the MCA (LTA) and bus operator members of the Partnership is also considered important in the spirit of partnership. Government guidance and the consultation response from Transport Focus indicates that it is crucial that the views of passengers are represented on the Board to ensure their needs are placed at the heart of bus policy.
- 2.14 The initial proposals for the Enhanced Partnership Board will therefore provide representation from the MCA (the Mayor or their nominated representative, the MCA Board Member with responsibility for transport as co-chair of the Transport and Environment Board and a Director of the MCA) and an equal number of bus operator representatives (covering both large and small operators). An independent representative, drawn from the South Yorkshire Bus Partnership Forum, will ensure that wider stakeholder community views are considered. These arrangements for the Enhanced Partnership Board will have a clear link to the MCA's Transport and Environment Board within the existing MCA structure (accountability), but also include the voice of bus users (representation).

3. Options Considered and Recommended Proposal

3.1 Option 1

That TEB consider the results of the public consultation, the findings of the Competition Test assessment and the EIA and provide comment for the MCA to consider in the 'making' of the Enhanced Partnership Plan and Enhanced Partnership Scheme on 1 April 2022.

3.2 Option 1 Risks and Mitigations

This option is recommended due to the original requirement in the National Bus Strategy for an Enhanced Partnership to be in place by April 2022 in order to access future BSIP funding and the desire to establish new partnership arrangements to drive improvements in bus services.

3.3 Option 2

That TEB do not support the 'making' of the Enhanced Partnership Plan and Enhanced Partnership Scheme as proposed.

3.4 Option 2 Risks and Mitigations

This option is not recommended since a failure to enter into an Enhanced Partnership could jeopardise access to potential additional BSIP funding. It could also create reputational damage following the public consultation which was broadly supportive of the vision of the EPP and the activities contained within it, the first selection of which are included in the EPS.

3.5 Recommended Option

Option 1

4. Consultation on Proposal

- 4.1 Operator, statutory and public consultation have been carried out on the draft EPP and EPS proposals for the region, in line with the Transport Act 2000 and Government guidance regarding the creation of an Enhanced Partnership. Appendix A sets out the results of the statutory and public consultation.

5. Timetable and Accountability for Implementing this Decision

- 5.1 Subject to MCA approval to 'make' the Enhanced Partnership, this would come into effect on 1 April 2022 and the implementation of the Partnership would be on 10 June 2022. The Enhanced Partnership Board would meet for the first time in May following the Mayoral Election, ready to agree the work programme for the first year of the Partnership once established.

6. Financial and Procurement Implications and Advice

- 6.1 By entering Enhanced Partnership arrangements, the MCA is complying with the guidance and timeline set out by Government in order to access potential future BSIP funding, announced in the National Bus Strategy. The amount of funding available is currently unknown.
- 6.2 In accord with Government guidance, only measures and facilities for which there is confirmed funding available has been included in the EPS.

7. Legal Implications and Advice

- 7.1 Following compliance with consultation and notice requirements set out in the Transport Act 2000 (which have been fulfilled), Section 138G of the 2000 Act enables the MCA to make the EPP and EPS as proposed, or with modifications, if they consider it appropriate. The MCA must have proper regard to the consultation responses when determining whether to make the EPP and EPS. Any modifications to the proposals would require a further minimum 28-day operator objection period.
- 7.2 The EPP may not be made without also making an EPS.
- 7.3 The EPS may not be made unless the MCA is satisfied that the Scheme will contribute to the implementation of the policies set out in the related EPP and their local transport policies, as well as bringing benefits to persons using local services in the whole or any part of the area to which the EPS relates by improving the quality or effectiveness of those services or reducing or limiting traffic congestion, noise or air pollution. The EPP confirms that this is the case and outlines how the components of the EPS will achieve the objectives of improving bus services.
- 7.4 Making the EPS is subject to the competition test in Part 1 of Schedule 10 to the Transport Act 2000. This test has three elements:
- a) is there likely to be a significantly adverse effect on competition? If yes:
 - b) is the exercise of the function being done with a view to securing one or more of the three purposes specified (known as 'bus improvement objectives'), either:
 - to secure improvements in the quality of vehicles or facilities used to provide local services,

- to secure other improvements in local services of benefit to users of local services, or
 - to reduce or limit traffic congestion, noise or air pollution; and
- c) is the effect on competition proportionate or likely to be proportionate to the achievement of that purpose?

Following application of this test, as shown at Appendix D, it has been concluded that there will be no significantly adverse effect on competition arising from the making of the EPS as proposed.

- 7.5 Section 138I of the 2000 Act enables an LTA to postpone the date that a scheme comes into operation if they think it is appropriate to do so. This is, however, subject to consultation with all operators of local bus services that would be affected by the postponement of the scheme in question and notice of the revocation would have to be given giving a statement of reasons for the decision.

8. Human Resources Implications and Advice

- 8.1 None as a result of this report.

9. Equality and Diversity Implications and Advice

- 9.1 The EPP sets out the region's plans for improving accessibility across the bus network and on board our services and the EPS is the means by which these improvements will start to be delivered.
- 9.2 In making the decisions subject of this and the MCA report, Members will be reminded of their legal **duty** under Section 149 of the Equality Act 2010 to have *due regard* to the need to:
- I. Eliminate discrimination, harassment and victimisation;
 - II. Advance equality of opportunity between those who share a protected characteristic and persons who do not share it; and
 - III. foster good relations between those who share a protected characteristic and persons who do not share it.

In having due regard to the need advance the equality of opportunity between persons who share a protected characteristic and persons who do not, Members should have *due regard* to the need to:

- a. remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- b. take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- c. encourage persons who share a relevant protected characteristic to participate in public life or in any activity in which participation by such persons is disproportionately low.

It is for Members to determine the weight to be given to the various factors that inform the decision, including the equality impacts and the legal duty under Section 149. However, based on the EIA prepared and included at Appendix E, it is considered that the EPP and EPS have positive equality implications under the Equality Act 2010.

10. Climate Change Implications and Advice

- 10.1 The EPP sets out the scale of change required to meet the region's net zero targets by 2035. At present the region does not have any zero emission buses and the EPP identifies the trajectory, costs and initial projects that could begin the transition from diesel to alternative fuels – some of these initial projects are included in the EPS.

11. Information and Communication Technology Implications and Advice

- 11.1 None as a result of this report.

12. Communications and Marketing Implications and Advice

- 12.1 None as a result of this report.

List of Appendices Included

- A Report of Public Consultation Responses
- B South Yorkshire Enhanced Partnership Scheme
- C South Yorkshire Enhanced Partnership Scheme Components
- D Transport Act 2000 Schedule 10 Part 1 Competition Test
- E Equality Impact Assessment

Background Papers

South Yorkshire Bus Service Improvement Plan (Initial Version) – October 2021

<https://southyorkshire-ca.gov.uk/explore/transport>

Public Consultation Survey – South Yorkshire Enhanced Partnership ***Friday 7 January to Sunday 20 February***

Topline Report

1. Executive Summary

- **1,216** responses were received¹
 - **1,194** individual responses, **22** ticked as group
 - **97.6%** responses online, **2.4%** on paper
 - **39.0%** of respondents identified as female, **36.9%** as male and **19.6%** not stated
 - The highest number of responses, excluding not stated, was in the 65-74 age group (**17.8%**)
 - The lowest number of responses was in the 17 or under age group (**2.5%**)
 - **24.0%** of respondents consider themselves to be disabled or to have a disability
 - **71.1%** identify as English, Welsh, Scottish, Northern Irish or British and **20.2%** not stated
 - Over **95%** are South Yorkshire residents
 - **47.9%** of respondents travel on the bus at least 3 days per week
- The level of support for each proposal, which is a combination of Strongly Support or Tend to Support, ranges from a high of **76.0%** for long term focus to **42.9%** for additional resources
 - **71.8%** of respondents support the vision and ambition set out in the Plan for how we want to transform the bus network in South Yorkshire (a combination of Strongly Support or Tend to Support)
 - **76.0%** of respondents support our long term focus being on improvements to improve bus reliability, to make sure that the buses, bus stops and our interchanges offer a better experience to bus users and that we should move to towards a cleaner and greener fleet
 - **68.0%** of respondents support our proposed approach to making bus fares and ticketing more simple and more affordable
 - **61.3%** of respondents support our proposed approach to creating more frequent and reliable bus services
 - **63.2%** of respondents support our proposed approach to delivering a better bus experience
 - **58.7%** of respondents support our focus on delivering a net zero emission bus fleet by 2040
 - **42.9%** of respondents agree the Enhanced Partnership will secure additional resources and to deliver improvements to bus services in South Yorkshire

¹ Paper responses received to 6pm Monday 21/02/2022 have been included in this report.

2. Introduction

A South Yorkshire Enhanced Partnership public consultation was undertaken by South Yorkshire Mayoral Combined Authority (SYMCA) on bus improvement plans.

The consultation took place between Friday 7 January to Sunday 20 February.

SYMCA recently approved plans to improve local bus services through a formal Enhanced Bus Partnership Scheme with bus operators, in response to the government's National Bus Strategy (Bus Back Better).

An Enhanced Partnership for South Yorkshire will allow local leaders to work together with operators to improve ticketing, routes, and frequency of services across the region. It will also allow SYMCA to bid for a fair share of £3 billion of national funding pledged by government to encourage local bus use.

Feedback was asked for on the proposed improvements that the Enhanced Partnership is aiming to make – the Enhanced Partnership Plan, and the actions to achieve them – the Enhanced Partnership Scheme.

3. Demographics

- **1,216** responses were received
 - **1,194** individual responses, **22** ticked as group
 - The 22 group names and respondent position are listed below;

Group Name	Group Position
Barnsley Older Peoples Community Forum	Treasurer
Sheffield Teaching Hospital Foundation Trust	Travel Plan Co-ordinator
Friends of Dore and Totley Station	Deputy Chairman
Unite Retired Members Branch	Branch Secretary
Unite Retired Members Branch	Branch Secretary
Youth Council	A Youth councillor
Sheffield Children's Hospital	Employee
Sheffield Transport 4 All	Acting Chair
South Yorkshire Retired Members Branch	Treasurer of the Branch
Barnsley Send Forum	Young person
Billingley Village CA Ltd	Chair
Rotherham Borough Council	Senior employment initiatives officer
Better Buses SY	Convenor / Chair
LifeSkills	Manager
XVB	
Rotherham Skills Academy	Academy Manager
Barnsley Trades Union Council	Secretary
South Yorkshire Better Buses Campaign	A Member
Better Buses South Yorkshire	Member
Craft & Berry Ltd	MD
Sheffield Environmental	Lead Campaigner
Sheffield Trade Union Council	Secretary

- **97.6%** responses online, **2.4%** on paper
- **39.0%** of respondents identified as female, **36.9%** as male, **19.6%** not stated, **2.5%** prefer not to say, **1.4%** non-binary / agender / gender fluid and **0.6%** prefer to self describe
- **17.8%** of respondents were aged 65-74 years of age, **14.1%** were 25-34, **11.7%** aged 55-64, **10.2%** were 35-44, **10.0%** aged 45-54, **9.3%** were 18-24, **5.3%** 75 or older, **2.5%** were aged 17 or under and **19.2%** not stated

Gender	17 or under	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 to 74	75 or older	Not stated	Total
Male	13	42	74	66	54	65	101	34		449
Female	14	58	83	52	64	70	105	27	1	474
Non binary / Agender / Gender fluid	2	9	3	1		1	1			17
Prefer to self describe	1		1	1		1	2	1		7
Prefer not to say		4	9	4	2	4	7		1	31
Not stated			1		1	1	1	2	232	238
Total	30	113	171	124	121	142	217	64	234	1,216

- **24.0%** of respondents identify as having day-to-day activities limited a lot or limited a little because of a long-term health problem, impairment or disability, **53.1%** are not disabled, **2.8%** prefer not to say and **20.1%** not stated

Disabled?	Respondents	
Yes - Limited a lot	79	6.5%
Yes - Limited a little	213	17.5%
No	646	53.1%
Prefer not to say	34	2.8%
Not stated	244	20.1%
Total	1,216	100%

- **71.1%** of respondents identify as English, Welsh, Scottish, Northern Irish or British, having day-to-day **0.8%** Irish, **0.2%** Gypsy or Irish Traveller, **2.6%** Any other White background, **0.8%** Indian, **0.5%** Pakistani, **0.2%** Chinese, **0.4%** Any other Asian background, **0.1%** White and Black Caribbean, **0.1%** White and Black African, **0.3%** White and Asian, **0.5%** Any Mixed or Multiple Ethnic background, **0.5%** African, **0.1%** Caribbean, **0.2%** Any other Black, African or Caribbean background, **0.2%** Arab, **1.2%** Other, **20.2%** Not stated

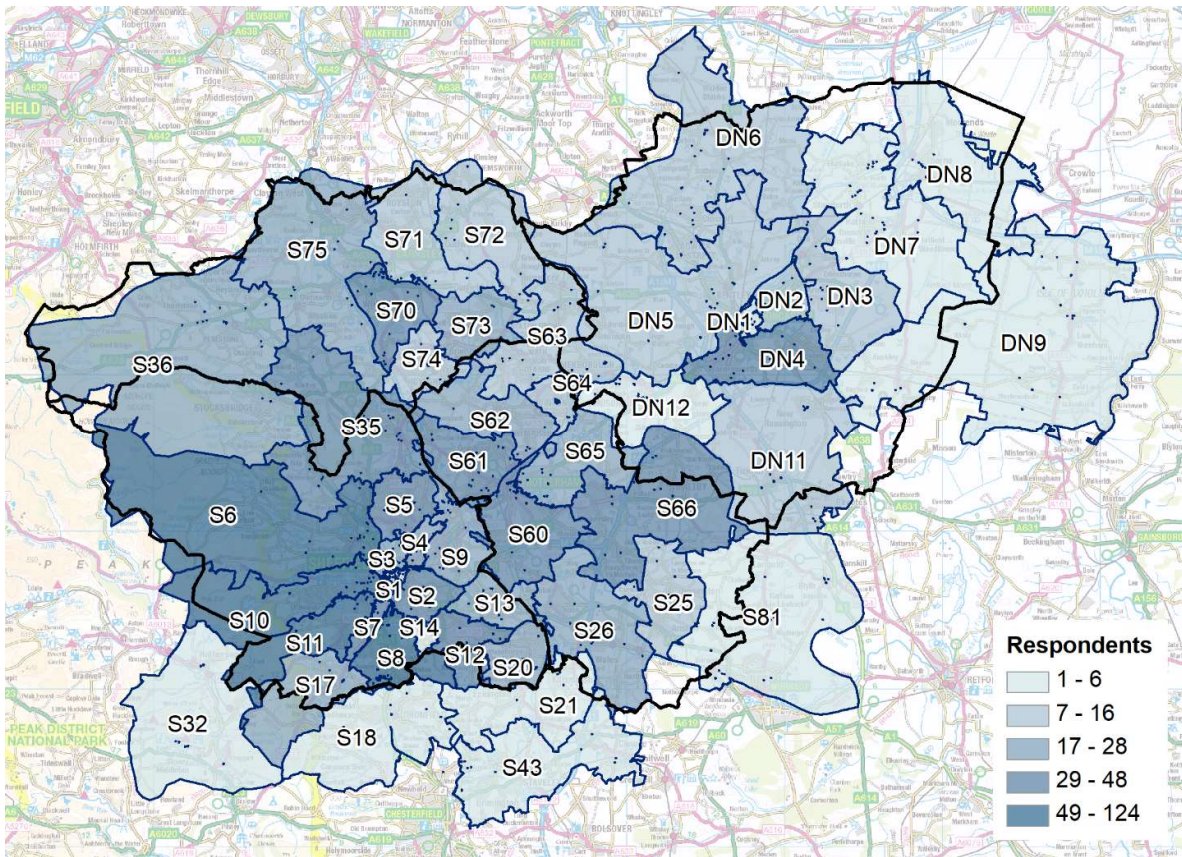
Ethnicity	Respondents	
English, Welsh, Scottish, Northern Irish or British	864	71.1%
Irish	10	0.8%
Gypsy or Irish Traveller	3	0.2%
Any other White background	32	2.6%
Indian	10	0.8%
Pakistani	6	0.5%
Chinese	2	0.2%
Any other Asian background	5	0.4%
White and Black Caribbean	1	0.1%
White and Black African	1	0.1%
White and Asian	4	0.3%
Any other Mixed or Multiple Ethnic background	6	0.5%
African	6	0.5%
Caribbean	1	0.1%
Any other Black, African or Caribbean background	2	0.2%
Arab	3	0.2%
Other	14	1.2%
Not stated	246	20.2%
Total	1,216	100%

- Over **95%** are South Yorkshire residents

Area	Respondents	Area	Respondents	Area	Respondents	Area	Respondents
S10	124	DN4	31	S65	17	S1	5
S6	114	S36	28	S63	16	DN9	5
S8	83	S17	24	DN3	15	S21	5
S11	79	S20	23	S64	14	S14	5
S5	48	S3	23	S71	12	DN12	5
S60	42	S26	23	S74	12	DN8	4
S7	41	S75	21	DN11	11	DN1	3
S66	38	S4	21	DN2	11	S18	3
S35	38	N/A *	20	DN6	11	DN7	2
S2	36	S13	19	S25	10	S32	1
S12	32	S9	19	DN5	9	S43	1
S61	31	S73	18	S72	8		
S70	31	S62	18	S81	6	Total	1,216

* 19 non South Yorkshire, 1 just entered as 'S'

- Map of respondent postcodes²

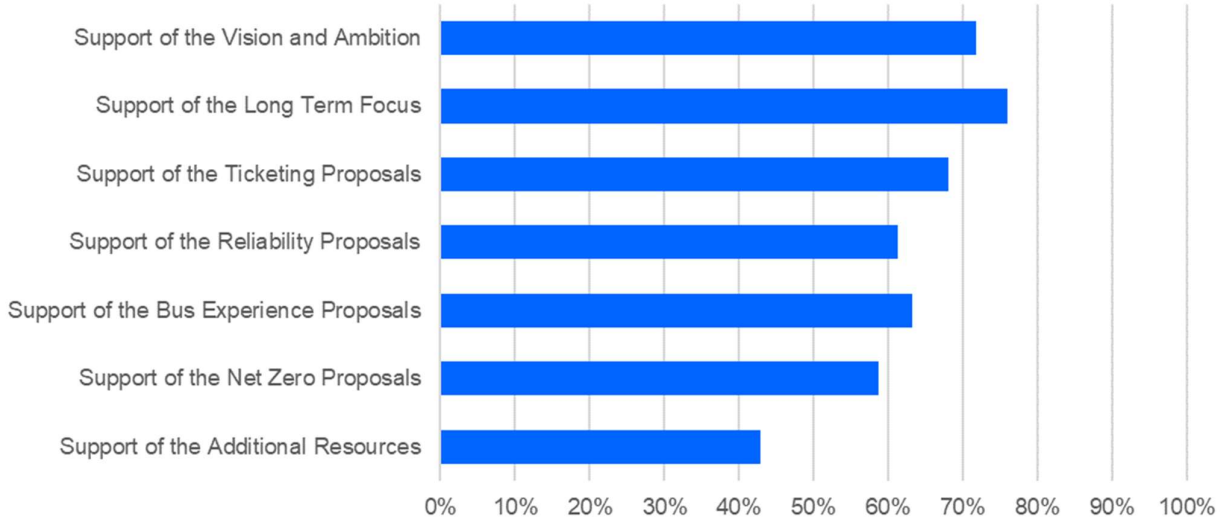


- **47.9%** of respondents travel on the bus at least 3 days per week (mix of 3-4 days per week and 5+ days per week), **67.4%** travel at least once a week and **2.7%** never use the bus
 - **26.3%** of respondents travel 5+ days a week
 - **21.5%** 3-4 days a week
 - **19.6%** 1-2 days a week
 - **7.5%** once a fortnight
 - **7.3%** about once a month
 - **9.5%** less often than once a month but within the last year
 - **5.0%** more than a year ago
 - **2.7%** never
 - **0.5%** don't know

² Map excludes entirely non-South Yorkshire postcodes. In some cases the partial postcodes aren't detailed enough to identify the county.

4. Analysis of proposals support (from Strongly Support to Strongly Oppose)

- The level of support for each proposal, which is a combination of Strongly Support or Tend to Support, ranges from a high of **76.0%** for long term focus to **42.9%** for additional resources



4.1. To what extent, if at all, do you support the vision and ambition set out in the Plan for how we want to transform the bus network in South Yorkshire?

- 873 respondents (**71.8%**) strongly support or tend to support the proposal to transform the bus network in South Yorkshire
- 129 respondents (**10.6%**) strongly oppose or tend to oppose the proposal to transform the bus network in South Yorkshire
- 184 respondents (**15.1%**) neither support nor oppose and 30 (**2.5%**) don't know or not stated

Support of the Vision and Ambition	Respondents
Strongly support or tend to support	873 71.8%
Neither support nor oppose	184 15.1%
Strongly oppose or tend to oppose	129 10.6%
Don't know or not stated	30 2.5%
Total	1,216 100% ³

Respondent comments high level summary:

Respondent comments have been categorised⁴ with the top 10 for vision and ambition being reliability (**8.7%**), bus improvements (**8.0%**), broad support (**7.1%**), affordability (**6.9%**), ambition (**4.9%**), public ownership (**4.6%**), low confidence (**3.4%**), frequency (**3.0%**), environment (**2.5%**) and accessibility (**2.3%**).

Example comments: 'Anything must be better than the current bus situation'; 'Things need to change sky high fares and unreliable services can't continue buses need to be for the public by the public'; 'Really impressive and ambitious plan, particularly the joined

³ Percentages and ratings tables may not visually add to 100% due to rounding.

⁴ There are 241 initial categories for all comments

up approach'; 'The plan has sound ambitions but the geography of our towns and cities is changing rapidly, with moves towards decentralisation and (for some) hybrid working. This will challenge the economic efficiency of public transport'; 'Transformative action is needed'; 'I need to know that your promises will be kept'; 'Insufficient ambition'

4.2. To what extent, if at all, do you agree or disagree with our long term focus being on improvements to improve bus reliability, to make sure that the buses, bus stops and our interchanges offer a better experience to users and that we should move towards a cleaner and greener fleet?

- 924 respondents (76.0%) strongly support or tend to support the long term focus being on improvements to improve bus reliability, to make sure that the buses, bus stops and our interchanges offer a better experience to users and that we should move towards a cleaner and greener fleet
- 136 respondents (11.2%) strongly oppose or tend to oppose the long term focus being on improvements to improve bus reliability, to make sure that the buses, bus stops and our interchanges offer a better experience to users and that we should move towards a cleaner and greener fleet
- 58 respondents (4.8%) neither support nor oppose and 98 (8.1%) don't know or not stated

Support of the Long Term Focus	Respondents	
Strongly support or tend to support	924	76.0%
Neither support nor oppose	58	4.8%
Strongly oppose or tend to oppose	136	11.2%
Don't know or not stated	98	8.1%
Total	1,216	100%

Respondent comments high-level summary:

Respondent comments have been categorised with the top 10 for long term focus being reliability (13.7%), broad support (8.5%), affordability (5.2%), bus improvement (4.9%), frequency (4.2%), environment (3.4%), public ownership (3.2%), ambition (3.0%), low confidence (2.8%) and net zero (2.7%).

Example comments: 'All seem like fundamental stepping stones on a journey to making public transport more attractive'; 'In order to be a viable option it has to be better than using a car. that means it needs to be frequent, accessible, clean, comfortable, safe, and reliable'; 'A better bus network will mean communities can keep connected'; 'These improvements should be immediate, not long term, to encourage passengers to return to the bus network'; 'It's not enough. Routes need expanding and reinstating'; 'Reliability is important for people using buses to commute and attend appointments'; 'Reliability is a huge problem'

4.3. To what extent, if at all, do you agree or disagree with our proposed approach to making bus fares and ticketing more simple and more affordable?

- 827 respondents (68.0%) strongly support or tend to support the proposed approach to making bus fares and ticketing more simple and more affordable
- 182 respondents (15.0%) strongly oppose or tend to oppose the proposed approach to making bus fares and ticketing more simple and more affordable

- 73 respondents (**6.0%**) neither support nor oppose and 134 (**11.0%**) don't know or not stated

Support of the Ticketing Proposals	Respondents	
Strongly support or tend to support	827	68.0%
Neither support nor oppose	73	6.0%
Strongly oppose or tend to oppose	182	15.0%
Don't know or not stated	134	11.0%
Total	1,216	100%

Respondent comments high level summary:

Respondent comments have been categorised with the top 10 for ticketing being affordability (**17.4%**), broad support (**8.7%**), under 18s (**8.6%**), ticketing (**8.5%**), fare cap (**4.0%**), public ownership (**3.3%**), objection (**3.1%**), ambition (**2.9%**), integration (**2.7%**) and patronage (**2.6%**).

Example comments: 'Any change which makes catching a bus as easy as possible is always a good thing'; 'There are too many passes and fares it is very confusing and many people do not know their best option'; 'Current fare policies are too complicated and are not understood by most passengers'; 'It should not cost money to go to school or college. We need to invest in our young people to enable them to thrive'; 'The people paying full fare i.e. not your suggested selected customer segments, are going to be left with paying increased fares subsidising these segments'; 'A daily cap would make the service easier to use'; Tap and cap is a great idea'

4.4. To what extent, if at all, do you agree or disagree with our proposed approach to creating more frequent and reliable bus services?

- 745 respondents (**61.3%**) strongly support or tend to support the proposed approach to creating more frequent and reliable bus services
- 199 respondents (**16.4%**) strongly oppose or tend to oppose the proposed approach to creating more frequent and reliable bus services
- 103 respondents (**8.5%**) neither support nor oppose and 169 (**13.9%**) don't know or not stated

Support of the Reliability Proposals	Respondents	
Strongly support or tend to support	745	61.3%
Neither support nor oppose	103	8.5%
Strongly oppose or tend to oppose	199	16.4%
Don't know or not stated	169	13.9%
Total	1,216	100%

Respondent comments high level summary:

Respondent comments have been categorised with the top 10 for reliability being reliability (**14.1%**), broad support (**6.1%**), frequency (**5.2%**), congestion (**4.3%**), low confidence (**3.5%**), infrastructure (**3.4%**), bus improvement (**3.1%**), demand responsive travel (**2.8%**), public ownership (**2.6%**) and bus priority (**2.4%**).

Example comments: 'More frequent and reliable is vital'; 'With the technology available, there should already be a reliable bus service'; 'Not knowing if I can get a bus in time is a big factor in my not feeling confident in using'; 'We don't need more roads if the buses are cheaper than car travel and convenient then people will get the bus'; 'The proposal is good but do we need more building and infrastructure? There's loads already and the

roadworks will slow everything down'; 'DRT is a great option for low demand areas'; 'Journey booking sounds great. Make sure it works for users of concessionary passes too'

4.5 To what extent, if at all, do you agree or disagree with our proposed approach to delivering a better bus experience?

- 768 respondents (**63.2%**) strongly support or tend to support our proposed approach to developing a better bus experience
- 139 respondents (**11.4%**) strongly oppose or tend to oppose the proposals our proposed approach to developing a better bus experience
- 108 respondents (**8.9%**) neither support nor oppose and 201 (**16.5%**) don't know or not stated

Support of the Bus Experience Proposals	Respondents	
Strongly support or tend to support	768	63.2%
Neither support nor oppose	108	8.9%
Strongly oppose or tend to oppose	139	11.4%
Don't know or not stated	201	16.5%
Total	1,216	100%

Respondent comments high level summary;

Respondent comments have been categorised with the top 10 for bus experience being real time information (**12.0%**), shelters (**9.9%**), information (**7.1%**), broad support (**7.1%**), reliability (**4.6%**), safety (**3.7%**), low confidence (**3.0%**), public ownership (**2.9%**), ambition (**2.9%**) and customer experience (**2.8%**).

Example comments: 'Real-time information at bus stops needs to be extended to more bus stops and especially those that have a limited service or a service that runs an hour or less'; 'Real time system at present is too often wrong'; 'I like it but again it is nowhere near ambitious enough'; 'Bus shelters need to be inspected more and repaired'; 'Buses and waiting for them has to be safe and accessible to all'; 'Buses feel very unsafe to use, waiting at bus stops (remote and interchanges) also'; 'More buses more frequently to more places first, the rest can come later'

4.6 To what extent, if at all, do you agree or disagree with our focus on delivering a net zero emission bus fleet by 2040?

- 714 respondents (**58.7%**) strongly support or tend to support the focus on delivering a net zero emission bus fleet by 2040
- 160 respondents (**13.2%**) strongly oppose or tend to oppose the focus on delivering a net zero emission bus fleet by 2040
- 133 respondents (**10.9%**) neither support nor oppose and 209 (**17.2%**) don't know or not stated

Support of the Net Zero Proposals	Respondents	
Strongly support or tend to support	714	58.7%
Neither support nor oppose	133	10.9%
Strongly oppose or tend to oppose	160	13.2%
Don't know or not stated	209	17.2%
Total	1,216	100%

Respondent comments high level summary:

Respondent comments have been categorised with the top 10 for net zero being broad support (13.2%), ambition (12.2%), environment (8.1%), electric buses (7.5%), net zero (7.4%), air quality (3.7%), reliability (2.9%), affordability (2.8%), air pollution (2.5%) and low confidence (2.4%).

Example comments: 'It is essential that we tackle the issues of climate change'; 'Lack of ambition on modal shift. We need to expand the bus network'; 'We don't need to trial electric buses. They already operate in other parts of the country'; 'Provided that it doesn't lead to a significant increase in fares, upgrading to electric buses would be great as they're better for the environment and would improve air quality'; 'Up to 27 electric buses' completely fails to meet the need'; 'Good but it won't improve bus reliability and there's no mention of what operators are doing towards net zero'

4.7 The main objective of the Enhanced Partnership and Scheme is to secure additional resources and to deliver improvements to bus services across South Yorkshire. Do you agree that the Enhanced Partnership will achieve this?

- 522 respondents (42.9%) strongly support or tend to support agreeing that the Enhanced Partnership will secure additional resources and to deliver improvements to Bus Services in South Yorkshire
- 246 respondents (20.2%) strongly oppose or tend to oppose agreeing that the Enhanced Partnership will secure additional resources and to deliver improvements to Bus Services in South Yorkshire
- 196 respondents (16.1%) neither support nor oppose and 252 (20.7%) don't know or not stated

Support of the Additional Resources	Respondents	
Strongly support or tend to support	522	42.9%
Neither support nor oppose	196	16.1%
Strongly oppose or tend to oppose	246	20.2%
Don't know or not stated	252	20.7%
Total	1,216	100%

Respondent comments high level summary:

Respondent comments have been categorised with the top 10 for additional resources being low confidence (16.8%), public ownership (9.0%), broad support (9.0%), vested interest (4.1%), bus improvement (4.1%), feasibility (3.8%), budget (3.5%), accountability (3.4%), ambition (3.3%) and integration (3.3%).

Example comments: 'I hope that it will, but couldn't say I'm necessarily confident that it will'; 'The extra funding will more than likely not deliver the required improvements'; 'Improvements are vital at this time, especially since faith in the bus and ridership is currently declining'; 'Hopefully wrong but seem to have heard similar aspirations across many initiatives with little positive as outcomes'; 'I think many people want the plans to happen and I believe they will be achieved'; 'The priority should be delivering a bus service that meets the needs of communities and combats the climate crisis by reducing the emissions from cars'

4.8 Finally, are there any comments you would like to make about the proposals set out in the Enhanced Partnership Plan and Scheme, or any other matter raised in this consultation?

Respondent comments have been categorised with the top 10 for further comments being public ownership (7.1%), low confidence (5.9%), reliability (5.9%), broad support (3.5%), bus improvement (3.5%), ambition (3.2%), affordability (3.1%), route suggestion (3.1%), frequency (2.7%) and integration (2.4%).

Example comments: 'Public transport should be run as a public service primarily'; 'Decisions about bus services should be with local people, not shareholders'; 'This is a long time coming, if it happens. We will have to wait and see. I am not holding my breath though'; 'Make sure these proposals are put into action as quickly as possible'; 'The service is very unreliable, plenty of people don't use them anymore because of reliability, you can't use them for work or education reliably'; 'Bus travel has to be as effective, affordable and reliable as possible, to reduce the amount of car use'; 'I strongly support these proposals overall and would like to see further suggestions for promoting bus travel in SY. I didn't see anything specified for disabled users in these proposals, for example'; 'Better designed bus shelters, correct reliable live tracking of buses'; 'Subject to funding priority in investment in fares, punctuality seems great way forward'; 'I just hope the funding arrives for this. Otherwise it will just be an idea not a reality'; 'Try and think about where people want to go - a bus service no matter how improved cannot get people to every destination'

5. Respondent Comments

Respondents were invited to provide comments on the consultation. These comments will be further analysed and will be included within the final report which will be published on the SYMCA transport page.

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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

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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 (SYPTTE) of 11,
BROAD STREET WEST, SHEFFIELD S1 2BQ];**
- (3) BARNESLEY METROPOLITAN BOROUGH COUNCIL OF TOWN HALL, CHURCH
STREET, BARNESLEY S70 2TA;**
- (4) DONCASTER BOROUGH COUNCIL OF CIVIC OFFICE, WATERDALE,
DONCASTER DN1 3BU;**
- (5) ROTHERHAM METROPOLITAN BOROUGH COUNCIL OF RIVERSIDE HOUSE,
MAIN STREET, ROTHERHAM S60 1AE;**
- (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, ROTHERHAM S60 1AE.**

PRINT NAME _____

SIGNATURE _____

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

PRINT NAME _____

SIGNATURE _____

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>the iPort via a bus gate along a camera enforced bus lane (SYPTE/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 (SYPTE/SYMCA scheme promoter, Barnsley MBC delivering the project and providing TRO as required) 	31/03/23				
		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) (SYPTE/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 (SYPTE/SYMCA) 	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		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>
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 (SYPT/SYMCA) 	30/09/22	<ul style="list-style-type: none"> Convert remaining on-bus electronic payment machines to contactless 	31/03/23
			<ul style="list-style-type: none"> Introduce a cap on daily and weekly fares utilising the existing Multi-Operator Ticketing Scheme (TravelMaster), subject to funding from BSIP being confirmed (SYPT/SYMCA) 	31/03/23	<ul style="list-style-type: none"> Review the removal of single operator products in most localised areas Review premium levels on multi-operator ticket products 	30/09/22
			<ul style="list-style-type: none"> Introduce a 'tap and cap' system across the network, subject to the necessary technological solution being provided by the Department for Transport (DfT) (SYPT/SYMCA) 	31/03/23	<ul style="list-style-type: none"> 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 necessary technological 	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>
					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 (SYPTTE/SYMCA) Upgrade part of the South Yorkshire community transport fleet to electric vehicles, with charging facilities at selected depots (SYPTTE/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 across the whole network (SYPTTE/SYMCA) 	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>
			<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) 	31/03/23 31/03/23	<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 	31/03/23 31/03/23

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Enhanced Partnership Plan Headline Output	Components of the Enhanced Partnership Scheme					
	Facilities provided by SYMCA/Local Highway Authorities (new physical assets or changes to them provided at specific locations)	Delivered no later than	Measures provided by SYMCA/Local Highway Authorities (anything within MCA powers to increase local service use, stop decline or improve quality)	Delivered no later than	Operation and/or Route Requirements placed on operators of Local Qualifying Bus Services	Delivered no later than
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) 	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
			<ul style="list-style-type: none"> Develop one integrated source of information to plan journeys and promote the agreed source (SYPTTE/SYMCA) 	31/03/23		31/03/23
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) 	30/09/22	<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 	31/03/23
				31/03/23		30/09/22

Enhanced Partnership Plan Headline Output	Components of the Enhanced Partnership Scheme					
	Facilities provided by SYMCA/Local Highway Authorities (new physical assets or changes to them provided at specific locations)	Delivered no later than	Measures provided by SYMCA/Local Highway Authorities (anything within MCA powers to increase local service use, stop decline or improve quality)	Delivered no later than	Operation and/or Route Requirements placed on operators of Local Qualifying Bus Services	Delivered no later than
			<ul style="list-style-type: none"> 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) 	31/03/23	<ul style="list-style-type: none"> 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 necessary technological solution being provided by the Department for Transport 	<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					
	Facilities provided by SYMCA/Local Highway Authorities (new physical assets or changes to them provided at specific locations)	Delivered no later than	Measures provided by SYMCA/Local Highway Authorities (anything within MCA powers to increase local service use, stop decline or improve quality)	Delivered no later than	Operation and/or Route Requirements placed on operators of Local Qualifying Bus Services	Delivered no later than
					<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 (SYPT/SYMCA) Upgrade part of the South Yorkshire community transport fleet to electric vehicles, with charging facilities at selected depots (SYPT/SYMCA) Electric bus trial in Doncaster (Doncaster BC) 	<p>TBC following funding award</p> <p>31/03/23</p> <p>31/03/23</p>	<ul style="list-style-type: none"> Retain standards within existing Voluntary Partnership Agreements and include within new standard to be agreed 	30/09/22

Enhanced Partnership Plan Headline Output	Components of the Enhanced Partnership Scheme					
	Facilities provided by SYMCA/Local Highway Authorities (new physical assets or changes to them provided at specific locations)	Delivered no later than	Measures provided by SYMCA/Local Highway Authorities (anything within MCA powers to increase local service use, stop decline or improve quality)	Delivered no later than	Operation and/or Route Requirements placed on operators of Local Qualifying Bus Services	Delivered no later than
5. Improvements to passenger engagement			<ul style="list-style-type: none"> Implement an agreed new Customer Charter to apply across the whole network (SYPTE/SYMCA) 	30/06/22	<ul style="list-style-type: none"> Implement an agreed new Customer Charter to apply across the whole network 	30/06/22
			<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 (SYPTE/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) (SYPTE/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 (SYPTE/SYMCA) Implementation of a common branding across South Yorkshire transport network (SYPTE/SYMCA) 	31/03/23 31/03/23	<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 	31/03/23 31/03/23

SOUTH YORKSHIRE ENHANCED PARTNERSHIP SCHEME FOR BUSES – TRANSPORT ACT 2000 SCHEDULE 10 PART 1 COMPETITION TEST

DATE OF MAKING OF SCHEME – 1 April 2022

South Yorkshire Mayoral Combined Authority (SYMCA) and the Local Authorities of Barnsley, Doncaster, Rotherham and Sheffield, wish to make an Enhanced Partnership (EP) Scheme for Buses (in accordance with Section 138G (1) of the Transport Act 2000).

This paper sets out SYMCA's assessment on whether the EP Scheme may affect competition in relation to the deregulated bus market.

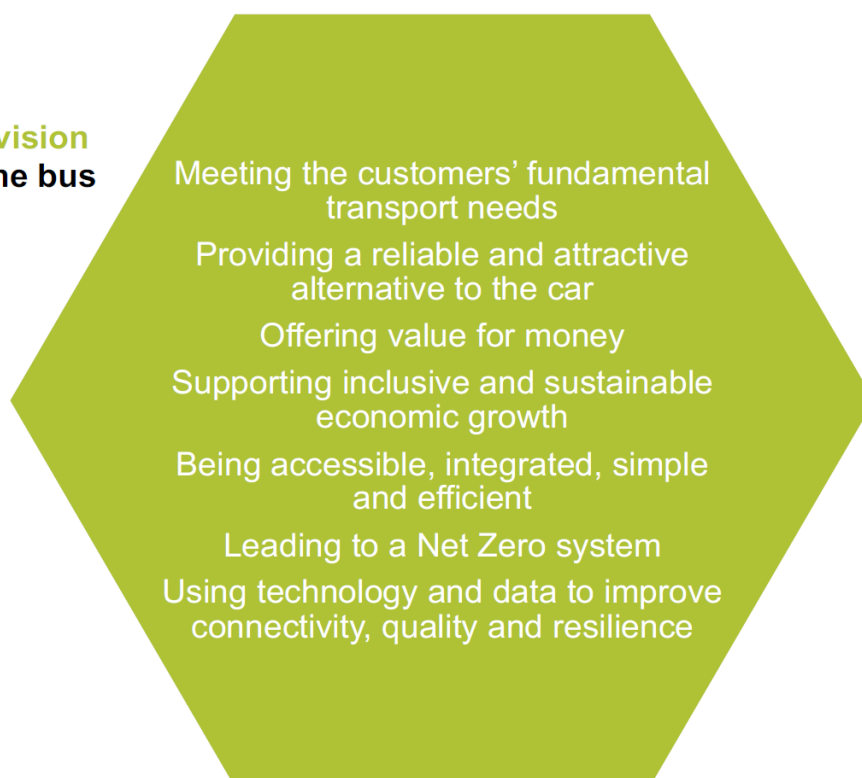
The test to be applied is the Schedule 10 Part 1 Competition Test of the Transport Act 2000, namely, "is there a significantly adverse effect on competition?" Even if "yes", then there is a follow-up consideration as to whether the exercise of the function is being done with a view to securing one or more of the three purposes specified:

- To secure improvements in the quality of vehicles or facilities used to provide local services,
- To secure other improvements in local services of benefit to users of local services, or
- To reduce or limit traffic congestion, noise or air pollution.

If one or more of the above purposes can be shown and its effect on competition is or is likely to be proportionate to the achievement of that purpose or any of those purposes then the Part 1 Test is met.

The EP Scheme has been developed in line with the vision for the bus network in South Yorkshire that has been agreed between SYMCA, the Local Authorities and bus operators:

**Our vision
 for the bus**



Appendix D

The components of the EP Scheme do not seek to restrict competition nor do they have an adverse effect on it, rather, it is envisaged that they will help maintain and support competition, in the ways shown in the following table.

EP Scheme Component	Adverse Effect?	Reasoning
A61 bus priority road widening scheme	N	All bus services can use new facilities
A630 bus scheme	N	All bus services can use new facilities
New bridge and highway link between West End Lane in New Rossington and iPort Avenue	N	All bus services can use new facilities
Improving bus service punctuality in Barnsley through traffic management in seven priority areas	N	All bus services can use new facilities
Minimum of 240 new real time information displays	N	All bus services with real time enabled capability can use new facilities
Installation of at least 140 new shelters	N	All bus services can use new facilities
Introduce pilot DRT service in at least one area	N	Pilot service will be let using an open tender process
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	N	All operators to be provided with equal access to the UTMC system and improved information (quality and range) of the network seeks to increase passenger demand for services
Develop one integrated source of information to plan journeys and promote the agreed source	N	All bus services to be given equitable level of priority within the new source of information and improved information (quality and range) of the network seeks to increase passenger demand for services
Introduce short term discounts for selected customer segments (current possibilities include U18s), subject to funding from BSIP being confirmed	N	All operators to be re-imbursed accordingly
Introduce a cap on daily and weekly fares utilising the existing Multi-Operator Ticketing Scheme (TravelMaster), subject to	N	SCR Ticketing Company Limited administers the existing Multi-Operator Ticketing Scheme and independent of any

Appendix D

EP Scheme Component	Adverse Effect?	Reasoning
funding from BSIP being confirmed		single operator and are not part of any public sector body
Introduce a 'tap and cap' system across the network, subject to the necessary technological solution being provided by the Department for Transport (DfT)	N	DfT has confirmed that the technological solution being developed should be applicable to all operators with enabled ticket machines at this time
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	N	Deployment of any new vehicles will not go beyond what is reasonably necessary to achieve the agreed vision and The Competition Test as the roll-out of any new vehicles is confirmed
Upgrade part of the South Yorkshire community transport fleet to electric vehicles, with charging facilities at selected depots	N	This will be the replacement of existing vehicles owned by SYMCA/[SYPTTE] and will have no competitive benefit for any other operator
Electric bus trial in Doncaster	N	Trial will be let using an open tender process
Implement an agreed new Customer Charter to apply across the whole network	N	All operators will be involved in the development and agreement of the new Customer Charter
Develop new forum for passenger representation	N	All operators will be involved in the development and agreement of the new forum
Extend the "Safe Places" scheme	N	All operators will be invited to participate
Implementation of a common branding across South Yorkshire transport network	N	All operators will be involved in the development of the proposals, but initially it is expected that the common branding will be applied to on-street facilities, which all operators will be entitled to use
Review existing Voluntary Partnership Agreements and retain or enhance existing operational requirements	N	These are existing requirements that have been shown to be compliant with the Competition Test previously, however the Competition Test may need to be re-applied once this review is complete
Ensure that real-time location data is provided to Sheffield City Council for use in the	N	All operators will be invited to participate and improved information (quality and

Appendix D

EP Scheme Component	Adverse Effect?	Reasoning
UTMC system to improve reliability and customer information		range) of the network seeks to increase passenger demand for services
Convert remaining on-bus electronic payment machines to contactless	N	This will ensure that all bus services will be capable of accepting contactless payment
Review the removal of single operator products in most localised areas	N	This will be a review undertaken by each operator individually, but would still enable operators to compete on even more cost attractively priced ticketing should they wish to
Review premium levels on multi-operator ticket products	N	This will be a review undertaken by each operator individually, but would still enable operators to compete on even more cost attractively priced ticketing should they wish to
Price rises limited to once a year	N	This will apply to all operators and the stability promoted by the proposal ensures that where competition currently occurs it will be maintained on a sustained basis
Service changes to be limited to twice per year	N	This will apply to all operators and the stability promoted by the proposal ensures that where competition currently occurs it will be maintained on a sustained basis

Furthermore:

- Through an Invitation to Participate issued in June 2021, involvement in this Enhanced Partnership has been offered to all operators, and regular meetings have been held throughout the development of the EP
- Specific briefings have been held with small and medium-sized operators at relevant points in the development of the EP
- Multilateral meetings (where more than one operator is present) have discussed broad principles in terms of the components of the EP Scheme
- All operators involved have acted independently in terms of the discussions.

Conclusion

Based on the foregoing, 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 Scheme.

Equality Impact Assessment Form (EIA)

An Equality Impact Assessment (EIA) is an evidence-based approach designed to help organisations ensure that their policies, practices, events and decision-making processes are fair and do not present barriers to participation or disadvantage any protected groups from participation. This covers both strategic and operational activities.

The term 'policy', as used throughout this document, covers the range of functions, activities and decisions for which Sheffield City Region is responsible, including for example, strategic decision-making, arranging strategy & funding panels and meetings.

The EIA will help to ensure that:

- We understand the potential effects of the policy by assessing the impacts on different groups, both external and internal.
- Any adverse impacts are identified, and actions are planned to remove or mitigate them as far as is practicable.
- Decisions are transparent and based on evidence with clear reasoning.

When might I need to complete an EIA?

Ideally, an EIA should form part of any new policy, event or funding activity and be factored in as early as one would for other considerations such as risk, budget or health and safety.

How to complete the EIA Form

Section 1: Initial Screening

The EIA should be carried out when the need for a new policy or practice is identified, or when an existing one is reviewed.

After completion of the initial screening in section 1, if no barriers or impact is identified, you will not be required to complete a full EIA.

Submit the EIA Form (with section 1 completed) to **whom?** and obtain signatory approvals in section 5.

Section 2: Full EIA

This section must be completed when initial screening carried out in Section 1 identifies that there may be a negative impact to one or more groups. Please FULLY complete sections 2, 3, 4 and 5 as appropriate.

Section 3: EIA Action Plan

This section must be completed in order to provide a summary Action Plan giving information in how negative impacts can be eliminated or mitigated.

Section 4: Supporting Evidence

Please use this section to reference supporting evidence, such as consultation documents.

Section 5: Signatory Approvals

This section must be completed by the approved Senior Officers - Statutory Officers? before proceeding with the policy/programme?????

Section 1 – Initial Screening

a	Name proposal. <i>If a policy, list any associated policies</i>	SYMCA Enhanced Partnership Plan and Enhanced Partnership Scheme
b	Type of proposal:	New
c	Name of department:	Transport
d	Lead Officer:	Chloe Shepherd
e	Date of EIA:	01/03/22
f	Names of those involved in the EIA (Should include at least two other people):	Stephen Edwards and Martin Swales

g. Summary of the aims and objectives of the proposal – if this is an existing policy please state the current aims and objectives.

Our own independent South Yorkshire Bus Review concluded that frequency on many parts of the network “is poor or has fallen dramatically”, that passengers are faced with an “overwhelming” range of tickets from competing companies and that over 60% of respondents were “dissatisfied” or “very dissatisfied” with bus reliability.

Without action, particularly in light of the impact of the pandemic, we will be faced with a bus system that is unsustainable over the longer term, doesn’t serve the communities or businesses of South Yorkshire, and that actually increases our reliance on the car. Turning this around requires a set of wide-ranging interventions.

We have worked to build these interventions into a bold package of measures within our Enhanced Partnership Plan (EPP) and Enhanced Partnership Scheme (EPS) that will drive patronage growth across South Yorkshire, support access to jobs and increases in productivity, act as a catalyst for greater inclusion as the cost of living increases, and tackle climate change.

With transformative investment from Government and in partnership with operators we will be able to deliver an ambitious programme of improvement.

h. What are the proposed changes (if an existing policy/funding activity/event)?

With transformative investment from Government and in partnership with operators, we will be able to deliver;

1. A cap on daily and weekly fares and free travel for under 18s, plus access to cashless ticketing to create an easy to use system
2. A faster, more reliable, and more punctual system, helped by a system of bus priority measures and a review of routes and frequencies
3. A better bus experience from shelters to information, backed by a new customer charter
4. A new zero emission fleet and new on-demand bus services.

Through our initial Enhanced Partnership Scheme (EPS) we propose to deliver a series of activities arranged around 6 headline outputs – See appendix 2 (SYMCA EPS).

i. Why is this being proposed (eg, policy, deliverables, changes to systems/processes)?

The National Bus Strategy – ‘Bus Back Better’ published in 2021 set out a requirement for Local Transport Authorities to develop an EPP and enter Statutory arrangements in order to access a share of transformation funding, aimed at the longer term improvement of bus services.

In response the SYMCA developed an EPP and EPS in partnership with stakeholders and local operators that sets out the ambition for the region’s bus services and the interventions we propose to deliver.

j. What equality information is available? Include any engagement undertaken and identify any information gaps you are aware of.

The context came from the Bus Review, published in 2020, which included public consultation. This formed a large proportion of the input to the EPP and EPS and therefore built on this engagement already undertaken.

In refining the EPP, engagement was sought from individuals who represent the views of disability groups, public transport users, business forums, National Parks as well as neighbouring authorities. Further consultation was held in January 2022 with the public to ensure the EPP and EPS are reflective of the wants and needs of the public. The public consultation showed broad support for the vision and ambition of the EPP and EPS.

k. What are the arrangements for monitoring and reviewing the actual impact of the proposal?

The EPP is a ‘living document’ that contains targets. Progress against these targets must be reported annually in public facing documents. The data required for monitoring the targets is from a combination of sources including online surveys that are openly available and bus operator data that is currently collected by SYPTE. Due to the reporting requirements and the availability of the monitoring data, reviewing the impact of the EPP will be a transparent process that ensures those involved are held accountable for delivery.

l. Will this proposal affect people with protected characteristics and, if so, in which group?

Characteristic	Impact Level	State any evidence you have, and explain what you feel the impact may be
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Age	Positive	<p>Activity 27 outlines plans to develop a consistent offer for under 21s, provide free travel to under 18's and develop additional concessions/discounts for target segments (such as apprentices) as well as discounts for particular ticket types to stimulate recovery.</p> <p>Our EPS states that we will implement short term discounts for selected customer segments (current possibilities include U18s), subject to funding from BSIP being confirmed.</p> <p>We will also implement a cap on daily and weekly fares to ensure best value across all ticket types for all passengers.</p>
Disability	Positive	<p>Activity 34 will see the roll out of additional AV equipment on vehicles and Activity 22 envisages the implementation of a booked assistance system and availability/resource at bus interchanges and interchange hubs</p> <p>Our EPS states we will develop new forum for passenger representation, to include bus user groups, representatives of disabled people and local business groups (SYPT/SYMCA).</p>
Gender reassignment	Positive	<p>Activity 15 includes a commitment to renew safety and security efforts across the network to promote a feeling of personal safety for all, including the extension of the existing "Safe Places" scheme</p>
Marriage/Civil Partnership	None	Click or tap here to enter text.
Pregnancy/Maternity	None	Click or tap here to enter text.

Race	None	Click or tap here to enter text.
Religion/Belief	None	Click or tap here to enter text.
Sex	Positive	Given a disproportionate number of public transport users are female, improvements to bus services will have positive impacts for women.
Sexual Orientation	None	

m. Is a full EIA required?	No - there are no foreseen negative impacts - GO TO SECTION 4
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EIA Summary – please provide a summary of the outcome here:

Activity 14 details the plans for a new Customer Charter to reflect new quality standards and a consistently high level of service. A draft Customer Charter is being developed, which will then be discussed and agreed with operators, stakeholders and passenger groups with implementation planned from April 2022. This Charter will bring benefits for all sections of society and there are no foreseen negative impacts as a result of delivering our EPP and EPS.

Level of negative impact (please tick one):	<input type="checkbox"/> High	<input type="checkbox"/> Medium	<input checked="" type="checkbox"/> Low
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Lead Officer Name: Chloe Shepherd

Lead Office Signature: _____

Date: 01/03/22

Section 2 – Full Impact Analysis

Only complete this section if you have identified one or more potential NEGATIVE impacts in Section 1 above.

a. Give further details of the proposed new/revised policy/event/funding arrangement. *Information from this section should be used to complete the EIA Action Plan in Section 3*

Click or tap here to enter text.

b. Research – please indicate the research which has been carried out

Peer research	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Summary	Click or tap here to enter text.
Data study	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Summary	Click or tap here to enter text.
Statistics	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Summary	Click or tap here to enter text.
Other	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Summary	Click or tap here to enter text.

c. Consultation – Which protected groups have been consulted with?

Characteristic	No of people asked	No of people affected	Summary/ How are they affected?
Age			Click or tap here to enter text.
Disability			Click or tap here to enter text.
Gender Reassignment			Click or tap here to enter text.

Characteristic	No of people asked	No of people affected	Summary/ How are they affected?
Marriage/ Civil Partnership			Click or tap here to enter text.
Pregnancy/Maternity			Click or tap here to enter text.
Race			Click or tap here to enter text.
Religion/Belief			Click or tap here to enter text.
Sex (Gender)			Click or tap here to enter text.
Sexual Orientation			Click or tap here to enter text.

d. Please give details of any consultation undertaken

Click or tap here to enter text.

Section 3 – EIA Action Plan

Identified Impact in section 2	Mitigating Action(s) identified	Anticipated outcome	Lead Officer	Resource(s) Required	Target Date

Section 4 – Supporting Evidence

Please list the supporting evidence and annexes in this section.
Supporting evidence, eg, consultation forms, should be attached to this document.

Annex No	Annex Name
1	SYMCA EPP
2	SYMCA EPS

Section 5 – Signatory Approvals

Name of board sponsor for EIA: _____

Name of board where approval given: _____

Signature: _____

Date of approval: _____

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