

## **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.

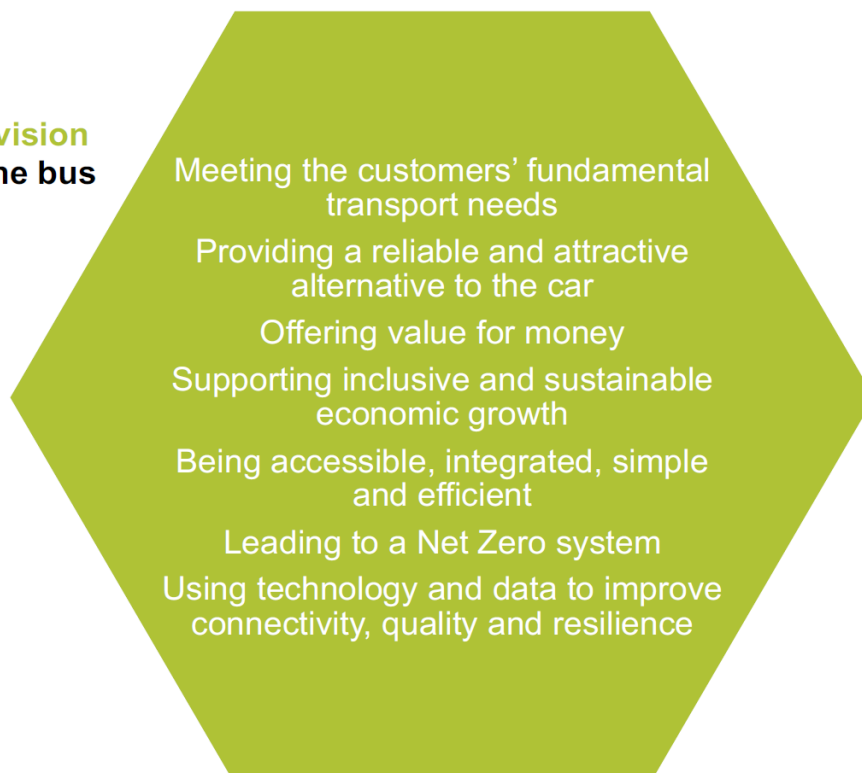
The test to be applied is the Schedule 10 Part 1 Competition Test of the Transport Act 2000, namely, "is there a significantly adverse effect on competition?" Even if "yes", then there is a follow-up consideration as to whether the exercise of the function is being done with a view to securing one or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



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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

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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

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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.