

Enhanced Partnership Board 9 August 2022 Item 3 – EP Scheme Progress Report

Executive Summary

The South Yorkshire Enhanced Partnership Plan and Scheme was approved by the Mayoral Combined Authority in March 2022 and commenced on 1 April 2022. The Board agreed to allow a variation of the Enhanced Partnership Scheme in June 2022, driven by further information about funding and delivery of some of the components of the Enhanced Partnership Scheme.

This paper summarises the progress made in delivering the components of the Scheme, upcoming milestones, risks and issues and any actions to be considered by the Board.

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

The Strategic Economic Plan and the Mayor's Transport Strategy both underline the importance of the bus network to businesses, residents and visitors in South Yorkshire, whilst the independent Bus Review commissioned by the Mayor indicated a number of issues with the current network. The recently completed Bus Service Improvement Plan includes a range of short-, medium- and long-term actions aimed at supporting the recovery from the COVID-19 pandemic and providing the bus network that South Yorkshire needs to achieve its aims for a stronger, fairer and greener region. The Enhanced Partnership Plan and Scheme is a means of delivering the short-term actions within the Bus Service Improvement Plan

Recommendations

It is recommended that the Board notes the contents of this paper in relation to progress with the Enhanced Partnership Scheme and provides support where this is required.

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

None

1. Background

- 1.1 The South Yorkshire Enhanced Partnership Plan (EPP) and Scheme (EPS) was approved by the Mayoral Combined Authority in March 2022 and commenced on 1 April 2022. Effective and timely delivery of the components of the EPS, and any

interventions included in other EPSs that may be agreed, is critical to the achievement of the objectives of the EPP.

- 1.2 Within the EPS there is a mechanism for a variation to it, and in June 2022 the Board agreed to approve a small number of variations, driven by further information about funding and delivery of some of the components of the EPS.
- 1.3 As part of the regular reporting cycle to the Enhanced Partnership Board, the EP Development Group receives and discusses a regular EPS Programme Monitoring Report. This paper summarises the key issues arising and any actions to be considered by the Board.
- 1.4 It should be noted that the activity discussed in this paper does not represent the totality of the activity underway across South Yorkshire by all partners to improve bus services. The EP Development Group is keen that the Board is sighted on these other activities in addition to the progress with the EPS that the Board is obliged to monitor under the Enhanced Partnership. The EP Development Group will bring forward proposals for how this can be communicated to the Board at a future meeting.

2. Summary of Key Changes in EPS Delivery

- 2.1 *A61 bus priority road widening scheme* – FBC approved for one of the phases to be delivered. Expected delivery date now pushed back by 6 months to 31/03/2024 in accordance with the agreed Scheme Variation approved in June 2022. There is a funding shortfall to deliver both phases, with the Project Manager exploring alternative options.

A630 bus scheme with traffic signal technology – FBC approved at Assurance Panel but expected delivery date now 30/04/2023 in accordance with the agreed Scheme Variation approved in June 2022.

New iPort bridge – Scheme has been back through the assurance process with a revised FBC presented to the MCA meeting on 25 July. Expected delivery date now 31/03/2024 in accordance with the agreed Scheme Variation approved in June 2022.

Introduction of pilot DRT service in at least one area – A LUF2 bid has been prepared to fund this scheme component. Submission was originally planned for 6 July but this has been pushed back due to issues with the online DLUHC portal. New submission deadline still to be confirmed.

Procurement of up to 27 electric buses and provision of charging infrastructure at interchanges, on-street and at depots – A FBC was presented to the MCA meeting on 25 July to allow release of match funding. ZEBRA funding was allocated by DfT to South Yorkshire in March 2022 to enable delivery of scheme. The delivery date of 31/03/2024 was agreed as part of the Scheme Variation approved in June 2022.

Upgrade part of SY community transport fleet to electric vehicles, with charging facilities at selected depots – A FBC was presented to the MCA meeting on 25 July. The delivery date of 30/12/23 was agreed as part of the Scheme Variation approved in June 2022.

Electric bus trial in Doncaster – The delivery date is now 31/03/24 as agreed as part of the Scheme Variation approved in June 2022.

3. Key Milestones Achieved during Last 2 Months

- 3.1 Initial proposals for an EP Forum were discussed by the Board in June 2022 and further work has been undertaken to identify suitable individuals and organisations to be invited onto the Forum.

4. Key Milestones Planned for Next 2 Months

- 4.1 *Implement an agreed new Customer Charter to apply across the whole network* – the EP Forum will be tasked with taking the work done to date on a Customer Charter and providing a draft for the Board to consider.

Review existing Voluntary Partnership Agreements and retain or enhance operational requirements – Operators are to review existing VPAs, undertake 'gap' analysis of any standards/requirements not covered in the current EPS and to review proposals arising from 'gap' analysis of existing standards.

Review the removal of single operator products in most localised areas – Operators to undertake this review individually and report back to the EP Development Group taking account of any proposed government fare initiatives.

Review premium levels on multi operator ticket products – Operators to undertake review individually and report back to the EP Development Group.

Prices rises limited to once a year – EP Development Group to agree an appropriate date.

Service changes to be limited to twice per year – EP Development Group to agree appropriate dates.

5. Key Risks/Issues

- 5.1 Key risks at this point are considered to be:
- Project assurance requirements/timescales and funding shortfalls delay the delivery of projects and therefore the delivery of the EP objectives
 - Engagement of all parties/groups is insufficient to make the necessary progress to meet the proposed delivery dates
 - 'Tap and cap' ticketing system requires a technological solution to be that would encompass all operators – more detail required on timescales and preferred solution is required.

6. Action(s) Required from Enhanced Partnership Board

- 6.1 No matters to flag at present.

7. Financial and Procurement Implications and Advice

7.1 None as a result of this paper.

8. Legal Implications and Advice

8.1 None as a result of this paper.

9. Human Resources Implications and Advice

9.1 None as a result of this paper.

10. Equality and Diversity Implications and Advice

10.1 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.

10.2 Under section 149 of the Equality Act 2010, in agreeing any actions relating to the EPP and the EPS, the Board should 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.

11. Climate Change Implications and Advice

11.1 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.

12. Information and Communication Technology Implications and Advice

12.1 None as a result of this paper.

13. Communications and Marketing Implications and Advice

13.1 None as a result of this paper.

List of Appendices Included - None
Background Papers - None