

# Enhanced Partnership Board £2 Fare Cap Update

31 January 2023

Presented by

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SYMCA



## £2 Fare Cap

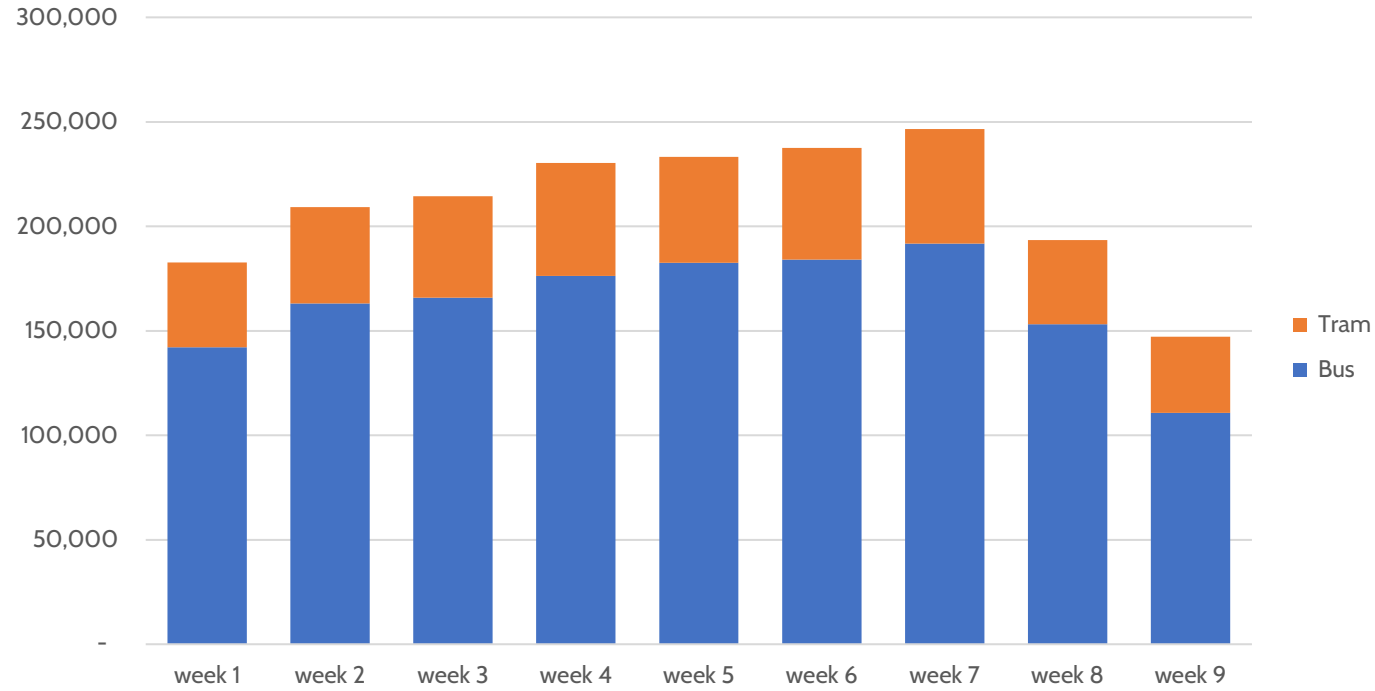
- **The SYMCA “Mayor’s Fare” £2 fare cap ran from 1 November to 31 December 2022.**
- **Our original estimate was that the scheme would cost around £600,000 for the two months in question, though of course it was entirely dependent on tickets sold and rate of reimbursement or revenue foregone payments made.**
- **At scheme end, total costs were £810,000 with nearly 1.9m trips made across bus and tram.**
- **Bus trips accounted for 78% of total capped trips made (almost 1.5m trips).**
- **All bus operators have now transitioned to the DfT-funded scheme which will run to 31 March 2023.**
- **We are continuing to fund a cap on tram fares for the period commensurate to the DfT scheme (i.e. to end of March 2023).**
- **Some initial findings are described on the next slide though we will do a more formal evaluation in line with the evaluation criteria defined by the DfT national scheme to allow us to consistently measure its impact for the full duration of the fare cap in place.**
- **It is essential that we work with bus operators at pace to develop and agree an exit strategy from the fare cap to prevent passengers simply paying the legacy fare (which has gone up in any event in January 2023).**
- **As part of work on fare simplification a plan is required to ensure an appropriate range of tickets and fares are in place for passengers from April 2023.**

## £2 Fare Cap

- **Early findings are:**
  - It generated higher than anticipated levels of uptake by passengers
  - A greater proportion of those using (and hence benefiting from) the scheme lived in the lower quartile of deprived wards (using the IMD scale) in South Yorkshire, indicating that those that are most susceptible to cost of living pressures are benefiting from the scheme the most
  - An increase in single fare sales has been offset by a reduction in the number of day and weekly tickets sold, indicating that customers are price sensitive and picking the products (or collection of tickets) which is cheapest for them.
  - The passengers using the fare cap the most live in the greatest proportion of wards in South Yorkshire which fall in to the bottom quartile of deprivation (using the ONS IMD score)
  - There is no measurable uplift in overall patronage, though separating out the impact of the scheme from seasonal variations, especially in the first December without Covid restrictions for two years, is challenging.
  - We have however had anecdotal feedback from smaller operators who have seen growth on certain routes, and in particular operators who run longer routes (with potential leisure destinations) are seeing an increase in patronage.
  - Nonetheless, the scheme has made (and continues to make) bus and tram travel cheaper for passengers and could be argued as being an effective targeting of subsidy for those that need it. Even though people clearly are benefiting from the scheme, they are likely travelling because they have to (for work) and that a more pronounced reduction in fares of itself would not generate significant patronage growth as this is supported by the lack of growth post-Covid by ENCTS passengers who continue to enjoy free travel on bus and tram.

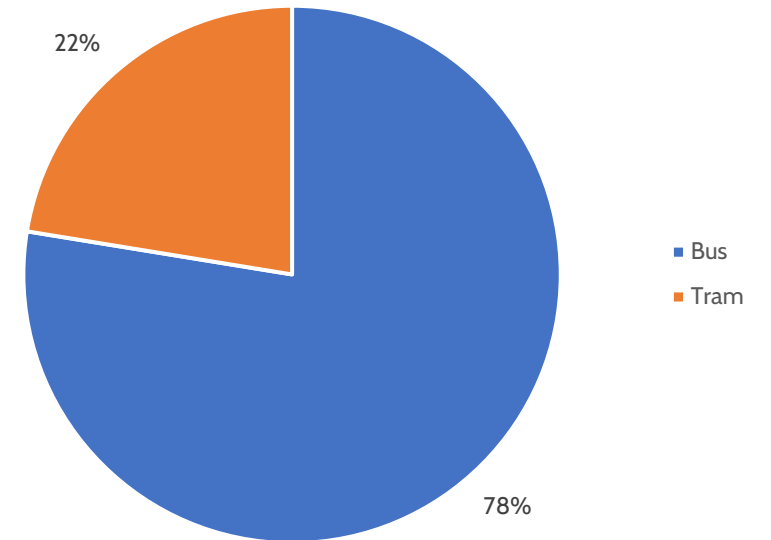
# £2 Fare Cap

## £2 Fare Cap Sales



Note that week 8 included Christmas Day and Boxing Day and week 9 was a partial week

## £2 Fare Cap by Mode



Thank you

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