

Appendix A: Service Prioritisation and Existing Tendered Service Criteria

1. Priorities for bus service protection through tendered services

The MCA consulted the public in August 2022 to help identify which bus services are most critical and the results are shown below in order of importance.

1. Statutory school services
2. Non-statutory school services
3. Daytime services Monday to Saturday (up to 7/8pm in the evening) – service frequencies of 90 and 120 minutes are being discussed with operators to maximise network coverage
4. Sunday services –service frequencies of 90 and 120 minutes are being discussed with operators to maximise network coverage

Table 1 below provides a further detailed breakdown.

Table 1: Details of prioritisation of tendered service protection

Priority 1 statutory schools
Priority 2 non-statutory schools
Priority 3, 4, 5 daytime services (Monday to Saturday)
Priority 6 is evenings (Monday to Saturday) – after approximately 7-8pm though service dependent.
Priority 6.1 – this provides access to hospitals that otherwise would not be served
Priority 6.2 – this provides access to major employment corridors such as the Dearne Valley, lport/Airport
Priority 6.3 – this provides access to major individual employers (such as ASOS)
Priority 6.4 and 6.5 – these provide increased frequency and additional network links to major hospitals
Priority 6.6 – this provides access to residential areas
Priority 7 is Sundays – full day service delivery
Priority 7.1 – this provides access to hospitals that otherwise would not be served
Priority 7.2 – this provides access to major employment corridors such as the Dearne Valley, lport/Airport
Priority 7.3 – this provides access to major individual employers (such as ASOS)
Priority 7.4 and 7.5 – these provide increased frequency and additional network links to major hospitals
Priority 7.6 - this provides access to residential areas

2. Existing tendered services criteria

The prevailing tendered services criteria are no longer affordable within the existing budgets, owing to the significant reduction in commercially operated services across South Yorkshire.

As a result, bus tendered service changes cannot achieve the current policy criteria within the approved budget provision (irrespective of the options and recommendation chosen by the MCA); 1. minimum hourly frequencies (third bullet) will need to be extended to 90 or 120 minute frequencies, 2. cost per passenger (bullets 4 and 5 below) achieved are highly unlikely to meet the criteria. Analysis of the current network shows that 33% of the ca.250 tendered service contracts carry a cost per passenger greater than £5.00.

- Target of 87% of all households are within 400m of at least one Monday to Saturday daytime bus service;
- 400m to 800m from nearest bus stop;
- 60 minute frequency or 30 minutes where no alternative service exists within 800m;
- £2.50 cost per passenger on urban routes;
- £5.00 cost per passenger on rural routes.

In approving the paper, tendered services criteria will have to be adjusted to reflect revised policy.