

Enhanced Partnership Board

Friday, 03 November 2023

Review of Enhanced Partnership Documents

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

Director Approving Submission of the Report:

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Report Author(s):

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Executive Summary

This report provides an update on the process of revising the Enhanced Partnership Scheme (EPS) and Enhanced Partnership Board terms of reference.

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

The Enhanced Partnership has been created to achieve a step change in the performance of the bus network in the South Yorkshire region. In time, its success will significantly enhance the passenger experience for public transport users. This in turn will support growth in bus patronage and help it to achieve long-term financial sustainability.

Recommendations

It is recommended that the Board:

1. Receives an oral update on progress with the review of the EP Scheme and EP Board terms of reference and provides comment.

1. EP Scheme Review

- 1.1 At the last EP Board meeting on 29 August 2023, it was agreed not to review the Bus Services Improvement Plan, or the Enhance Partnership Plan at this point in time. However, it was agreed to proceed with a review of the EP Scheme and EP Board terms of reference. The aim is to present recommendations on both reviews to the EP Board at its December 2023 meeting.
- 1.2 The BSIP and EP Plan set out the overall strategy for improving bus services and growing bus patronage in South Yorkshire. The EP Scheme sets out a list of specific deliverables that EP partners have agreed to implement, including target dates, in support of the BSIP and EP Plan. The EP Scheme is a formal, legal document prepared under Section 138 of the Transport Act 2000. Progress with delivering against this programme is reported to each EP Board meeting.
- 1.3 The original EP Scheme was signed by SYMCA, SYPTE (before it was legally merged with SYMCA) and the four local authorities in South Yorkshire, following statutory consultation with bus operators and other relevant agencies. It came into effect on 1 April 2022. Since then, there have been two formal variations, which were endorsed by the EP Boards of 21 June 2022 and 4 October 2022 respectively.
- 1.4 On 29 November 2022, the EP Board considered and approved the “Refreshed EP”. This document contained a series of new and accelerated commitments in support of the EP Plan and BSIP. However, the commitments in the Refreshed EP have never been incorporated into the EP Scheme, and therefore have no formal legal status.
- 1.5 The decision to formally review the EP Scheme is an opportunity to consider:
- Progress to date in achieving the goals and targets set out in the BSIP and EP Plan.
 - The economic, social, environmental conditions that currently face the South Yorkshire bus market and wider transport system.
 - The government policy and funding environment.
 - Whether the commitments in the EP Scheme and Refreshed EP are:
 - Sufficient to deliver the goals and targets in the BSIP and EP.
 - Deliverable and affordable.
- 1.6 As a consequence, it is anticipated that a revised EP Scheme will be developed with a new set of commitments, to cover a period of 1-2 years.
- 1.7 To progress this work, an initial multi-agency workshop is being arranged. An oral update on progress will be provided to the EP Board meeting.

2. EP Board terms of reference

- 2.1 The EP Board terms of reference make clear that the terms of reference should be reviewed annually. They state that any changes will be approved by Transport and Environment Board (TEB) or any other relevant formal governance boards. It was agreed at the EP Board on 29 August 2023 to review these terms of reference, and bring recommendations to the December EP Board.

2.2

It is proposed that the review includes the following:

1. The membership of the EP Board, and governance relationship between the EP Board and the MCA. For example, the role of Vice-Chair of the EP Board is currently specified as the Local Authority Chair of the Transport and Environment Board, which has been discontinued in wider governance changes at the MCA
2. The frequency of meetings, and administrative requirements such as the lead time for papers
3. The structure and membership of subsidiary groups that formally support the work of the Board, which are currently the:
 - EP Development Group
 - EP Operations Group
 - EP Forum

2.3

This work will again be progressed initially through the multi-agency workshop mentioned in paragraph 1.7 above, with an oral update to the EP Board meeting, and final recommendations brought to the EP Board meeting in December 2023.

3. Recommendations

3.1

It is recommended that the Board:

- Receives an oral update on progress with the review of the EP Scheme and EP Board terms of reference and provides comment.

4. Consultation on Proposal

4.1

Not applicable as a discussion paper only.

5. Timetable and Accountability for Implementing this Decision

5.1

Not applicable as a discussion paper only.

6. Financial and Procurement Implications and Advice

6.1

No financial or procurement decisions are recommended in this paper. Any financial implications resulting from schemes and proposals referred to in this paper will be subject to their own financial and policy approval processes

7. Legal Implications and Advice

7.1

Not applicable as a discussion paper only.

8. Human Resources Implications and Advice

8.1

Not applicable as a discussion paper only.

9. Equality and Diversity Implications and Advice

9.1

Not applicable as a discussion paper only

10. Climate Change Implications and Advice

10.1 Not applicable as a discussion paper only.

11. Information and Communication Technology Implications and Advice

11.1 Not applicable as a discussion paper only.

12. Communications and Marketing Implications and Advice

12.1 Not applicable as a discussion paper only.