

South Yorkshire Mayoral Combined Authority
 Officer Scheme of Delegation
 Record of Officer Decision Form

(Regulation 7 of The Openness of Local Government Bodies Regulations 2014)

Please send this completed form to: SYMCAMeetings@southyorkshire-ca.gov.uk

1	Subject of decision/report title:	SEPTEMBER 2024 BUS TENDER AWARDS
2	Decision Date:	06 AUGUST 2024
3	Background/reason for decision/purpose of report:	<p>2.1. The Executive Director of Transport approves the award of the contracts as set out below with a total contract award value of £178,281.35 covering 30 weeks from Sunday 01 September 2024 until Saturday 29 March 2025. This is broken down as:</p> <p>2.1.1. An additional payment of £295.95 per week on the current S35A/23001/0 contract to Cawthornes Travel Ltd for additional mileage added to the contract on service 35a (serving Chapeltown) from 01 September 2024. Total of £8,878.50 for 30 weeks.</p> <p>2.1.2. A direct award (deminimis) payment of £1,185.54 per week to South Pennine CIC for additional journeys (Mon-Fri) and all-day Saturday for service 33 (Barnsley-Kingstone) following the removal of Stagecoach commercial service 43/44 from October 2023. Total of £35,566.31 for 30 weeks. Contract reference – B033/24XDM/1</p> <p>2.1.3. A direct award (deminimis) payment of £193.27 per week to South Pennine CIC for additional journeys on a Saturday for service 26 (Penistone Town service) following the removal of Stagecoach commercial service 21 from October 2023. Total of £5,798.08 for 30 weeks. Contract reference – B026/24XDM/1</p> <p>2.1.4. A direct award (deminimis) payment of £3,533.33 per week to Stagecoach Yorkshire to maintain peak journeys (Monday to Saturday) on service 83 (Ecclesfield-City-Fulwood) and service 86 (Chapelton-City-Lowedges) following notification of commercial removal from September 2024. Total of £106,000.00 for 30 weeks. Also noting that services are wholly at risk from April 2025 and a review of commercial performance is required ahead of this time. Contract reference – S083/24XDM/0</p> <p>2.1.5. A direct award (deminimis) payment of £734.62 per</p>

week to Stagecoach Yorkshire to reinstate an hourly 57/57a (serving Worrall) in an evening (Monday to Saturday) following reduced service levels introduced by SYMCA from October 2023. Total of £22,038.46 for 30 weeks.
Contract reference – S57A/24XDM/0

2.2. The Executive Director of Transport approves the amendment of contract R608/23003/1 to provide service 655 (Woodhouse-Aston) in a morning only following commercial changes implemented by First South Yorkshire. The price per day from September 2024 will reduce from £309.54 per school day to £235.00 per school day. This represents a 2024/25 budget saving of £9,317.50. Annualised savings for the life of the contract will be £14,162.60.

2.3. The Executive Director of Transport notes the risk to the tendered services budget and reputational risk for SYMCA for the 2025/26 and 2026/27 financial years due to the information provided in 3.3 to 3.9.

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3.1 See the 18 September 2023 Public Transport Team paper, MCA paper (agenda item 15) and meeting minutes for further background information. This paper assumes the background and approvals in these papers are known and are not repeated.<https://governance.southyorkshire-ca.gov.uk/ieListDocuments.aspx?CId=137&MIId=1647&Ver=4>

3.2 Verbal update on service specific changes will be provided if required.

3.3 The MCA Board on the 31 July 2023 approved the committed funding for statutory and non-statutory school services until April and July 2025. However, the funding via the levy and covered by the service level agreement for school services has a cap of c.£1.7m per annum. Current school service costs are £4.68m per annum and are currently unbudgeted from August for the 2025/26 year and beyond.

3.4 Use of currently available DfT BSIP funding is supporting the bus network so that £21.5m per annum can be spent on local bus services, including school services, in 2024/25. With a base budget of £12m per annum any loss of DfT funding could require significant cuts to the tendered bus network if other funding sources cannot be found.

3.5 A number of contracts currently in place end on 29 March 2025. Should we get confirmation from DfT of funding for services in 2025/26 then we have a gap to fill in 2024/25 (2

		<p>days to the end of the financial year). This would be at a cost of £33,273.26. These costs are required and should be protected for when we award extensions into 2025/26 (subject to funding).</p> <p>3.6 In addition to the budgetary pressures covered above details were released on 30 March 2023 on the need for bus services, including the majority of the home to school services in South Yorkshire, to provide audio-visual announcements: https://www.gov.uk/government/news/new-onboard-announcements-to-make-britains-buses-accessible-for-everyone#</p> <p>3.7 PSV Regs are here: https://www.legislation.gov.uk/ukxi/2023/715/contents/made</p> <p>3.8 Local commercial bus services, including home to school services in South Yorkshire, will have to comply with these changes at various stages depending on the age of the vehicle in use. Due to a number of smaller operators unlikely to have the capital and cashflow available to achieve this, funding has been made available by central government https://rtig.org.uk/aig</p> <p>3.9 SYMCA officers will continue to engage with local operators to understand the risks of further commercial cuts due to this new legislation.</p>
4	Options considered:	<p>4.1. Do nothing (not recommended) – Do not award or amend contracts and allow service de-registrations to take place and/or issues to remain for communities that cannot access local bus services. This would result in:</p> <ul style="list-style-type: none"> • some areas of South Yorkshire being without home to school services and is not supported/approved by the MCA Board on the 31 July 2023. • capacity issues occurring on the remaining home to school services and local bus services. • gaps in service and poor connections for passengers travel to and from education, employment and amenities. • a poor customer offer and significant reputational damage to SYMCA <p>4.2. Do something (recommended) – Bus services are a key component of the South Yorkshire public transport network and the retention/reinstatement of services is essential to retain accessibility which would otherwise be lost at these times. Awards are within the limitations of the budget available and in line with the policy decision made by the MCA previously.</p>

		4.3. Do most (not recommended) – Award longer duration contracts to maintain the service levels across the network beyond March and July 2025. This would require additional budget commitments beyond the proposed expiry of the current DfT funding that supports local bus services, funding for which is not currently available. A wider discussion and decision on funding priorities for 2025/26 is required in advance of or once DfT funding decisions are known.
5	Decision:	Recommendations approved. Total cost of awards (2.1) is £178,281.35.
6	Background documents:	n/a
7	Type of decision Key/Non-Key:	Non-Key decision
8	Officer making decision: (Director or Statutory Officer)	Melanie Corcoran - Executive Director of Transport
9	Contact details (telephone number or email):	melanie.corcoran@southyorkshire.ca.gov.uk
10	Does the decision maker have a conflict of interest?	No
11	Consultations (where appropriate):	
	i. If a Key Decision have you consulted Portfolio Lead Member?	n/a
	ii. Other	<ul style="list-style-type: none"> • Consultation with relevant officers/heads of service at the local authorities
12	Any Legal, Financial, or Equality Implications considered:	<p>Legal - Relevant approvals in 2.1 are as per the SYMCA contract procedure rules for supplier direct award:</p> <ul style="list-style-type: none"> • Bus service subsidy contract awarded in accordance with either the de-minimis or urgency provisions of the Transport Act 1985 and/or EU Regulation 1370/2007, as incorporated into UK law by UK Regulation (EC) No 1370/2007 (Public Service Obligations in Transport) (Amendment) (EU Exit) Regulations 2020. • Financial – within available budget for 2024/25 • Equality - No EIA required as approval is for retention of services or provision of additional services.
13	Have Finance Team	Yes

	confirmed budget availability	Redacted
14	Signature (Stat Officer or Director) and Date:	Signature Redacted Melanie Corcoran Executive Director of Transport 8 August 2024

For Democratic Services Team use only:	
Date received by Governance Team:	08/08/24
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