

## **Annex B**

### **Frequently Asked Questions**

#### **Q: Why is a review of bus services needed?**

**A:** Outside of London, annual bus journeys in cities have fallen per person by 40% over the last 25 years. The trend of declining patronage is replicated in South Yorkshire. There is a need to identify and understand the underlying bus patronage in the region while at the same time identify the appropriate models of bus operation that can help achieve wider transport aspirations.

#### **Q: How does this relate to the Mayor's Vision for Transport?**

**A:** In December 2018 Mayor Dan Jarvis launched a new transport vision that aims to build a transport system that works for everyone. At the heart of the vision are active travel, improved public transport and reduced journey times. 82% of all public transport journeys in South Yorkshire are undertaken by bus and therefore improvements to bus services identified through this review are a key focus for improved public transport and ensure the whole system is fit for the 21<sup>st</sup> century.

#### **Q: Who is the independent chair of the bus review?**

**A:** The Mayor (Dan Jarvis) has asked Clive Betts to independently chair the review in order to fully examine all aspects of bus services in South Yorkshire. Clive is a Member of Parliament for Sheffield South East and is also chair of the Housing, Community and Local Government Select Committee.

#### **Q: Why has an independent chair been appointed to oversee the bus review?**

**A:** The Mayor (Dan Jarvis) has asked Clive Betts to independently chair the review so that he can impartially examine all aspects of bus services in South Yorkshire. While the manifesto stated that the Mayor "can and will consider using regulatory powers to improve bus services" there is a need to consider all options before deciding on whether to exercise these powers. An independent chair is well-placed to put forward evidence and recommendations to the Mayor for him to decide what improvements are needed.

#### **Q: When will the review be finished?**

**A:** It is anticipated that a report will be submitted to the Mayor in January 2020

#### **Q: What issues will be considered as part of the review?**

**A:** The review will examine a wide number of issues concerning bus services across South Yorkshire. They include but are not limited to:

- Current passenger and usage trends
- How to increase passenger numbers – particularly in relation to different demographic groups such as the elderly, minority ethnic groups, those with mobility issues and those on low incomes
- What the access, quality, frequency and connectivity challenges people face
- How to improve connectivity within the region
- How improved services can be delivered and what resources are required to implement them
- What we can learn from other areas of the country and about wider ways of incentivising bus travel

**Q: How can I submit evidence to the review? How can I tell you what I think?**

**A:** The review will include a call for evidence whereby members of the public, bus operators, community and transport interest groups and any other organisations will be able to submit evidence on the issues that are being examined. A survey was published on the Sheffield City Region [website](#). In the meantime, people can use the SY Bus Review email address: [SYBusReview@sheffieldcityregion.org.uk](mailto:SYBusReview@sheffieldcityregion.org.uk)

**Q: Is this a foregone conclusion? Will the Mayor be using powers under the Bus Services Act 2017 to take over regulation of the buses in South Yorkshire?**

**A:** The Mayor recognises the importance of looking at regulation of bus services and the role which it can play. However, before going down the regulatory route we must comprehensively understand the nature of the problems faced by bus users, prospective users and operators alike and explore all options for improvement.

**Q: What is bus service franchising?**

**A:** The Bus Services Act 2017 gives Mayoral Combined Authorities (MCA) the power to enact bus franchising. Franchising allows MCAs to determine the details of the bus services that needed to be provided – including where they run, when they run and the standards of the vehicles. The Bus Services Act 2017 also gave MCAs the power to introduce ticketing schemes whereby an MCA can specify the establishment of multi-operator and multi-modal ticketing and the technologies to be accepted on services.

**Q: Why is the review just of bus services across South Yorkshire?**

**A:** The Sheffield City Region Combined Authority (SCR CA) is made up of four local authority constituent members: Barnsley, Doncaster, Rotherham and Sheffield. These four local authorities make up the South Yorkshire region. The SCR CA can exercise powers to make decisions about transport, economic development and regeneration. There are five local authorities represented on the combined authority as non-constituent members: Chesterfield, North East Derbyshire, Derbyshire Dales, Bassetlaw and Bolsover. The SCR CA can not exercise powers in relation to the non-constituent members.

**Q: Will the review hold bus operators to account for improvement or changes to specific services?**

**A:** The review will examine a broad range of issues including passenger trends, challenges people face and ways to increase patronage numbers. Evidence will be gathered in several ways including a call for evidence. Public and interest groups may wish to submit specific information as part of the call for evidence about bus routes or services in South Yorkshire that could be improved. The chair of the review will consider all the evidence received in totality and use it to make recommendations about how to improve bus services across South Yorkshire. These may relate to specific services and routes or systemic improvements.