

**South Yorkshire Mayoral Combined Authority**  
**[South Yorkshire Passenger Transport Executive]**  
**Barnsley Metropolitan Borough Council**  
**Doncaster Borough Council**  
**Rotherham Metropolitan Borough Council**  
**Sheffield City Council**

**South Yorkshire Enhanced Partnership Scheme for Buses**

**1<sup>st</sup> April 2022**

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## **Organisations Making the Enhanced Partnership Scheme**

**THE SOUTH YORKSHIRE ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G (1) OF THE TRANSPORT ACT 2000 BY:**

- (1) SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY (SYMCA) of 11, BROAD STREET WEST, SHEFFIELD S1 2BQ;**
- (2) [SOUTH YORKSHIRE PASSENGER TRANSPORT EXECUTIVE (SYPTTE) of 11, BROAD STREET WEST, SHEFFIELD S1 2BQ];**
- (3) BARNSELY METROPOLITAN BOROUGH COUNCIL OF TOWN HALL, CHURCH STREET, BARNSELY S70 2TA;**
- (4) DONCASTER BOROUGH COUNCIL OF CIVIC OFFICE, WATERDALE, DONCASTER DN1 3BU;**
- (5) ROTHERHAM METROPOLITAN BOROUGH COUNCIL OF RIVERSIDE HOUSE, MAIN STREET, DONCASTER ROAD, ROTHERHAM S60 1AE;**
- (6) SHEFFIELD CITY COUNCIL of TOWN HALL, PINSTONE STREET, SHEFFIELD S1 2HH.**

## Definitions Used in the Document

**Authorities** – the parties to this Scheme.

**Bus Franchising Area** – an area in which a statutory franchising scheme operates, as prescribed in the Transport Act 2000, as amended by the Bus Services Act 2017 (Section 123A).

**EP Scheme Area** – means the area to which this EP Scheme document applies, namely the geographical area of South Yorkshire, that includes the four local authority areas of Barnsley, Doncaster, Rotherham and Sheffield.

**Facilities** – means the physical assets (or changes to them) that are provided at specific locations along particular routes (or parts of routes) within the EP Scheme Area including new and improved bus priority measures in accordance with Section 138D(1) of the Transport Act 2000.

**Local Authorities** – as prescribed under Section 23 of the Local Government Act 2003.

**Local Highway Authorities** – this means either Sheffield City Council (Sheffield CC), Doncaster Borough Council (Doncaster BC), Barnsley Metropolitan Borough Council (Barnsley MBC) or Rotherham Metropolitan Borough Council (Rotherham MBC).

**Local Service(s)** – means a ‘local service’ as defined in Section 2 of the Transport Act 1985.

**Local Qualifying Bus Services** – means those Registered Local Bus Services operating within the EP Scheme Area with one or more stopping place in the EP Scheme Area that must meet the requirements and obligations set out in this EP Scheme document.

**Measures** – means the measures taken with the purpose of:

- increasing the use of local bus services serving the routes to which the measures relate or ending or reducing a decline in their use; or
- improving the quality of local bus services serving the routes to which those measures relate in accordance with Section 138D(2) of the Transport Act 2000.

**Registered Local Bus Service** – means a ‘local service’ as defined in Section 2 of the Transport Act 1985 which is registered in accordance with Section 6 of that Act.

**South Yorkshire Bus Partnership Board** – established in 2021, this is an alliance of bus operators, Authorities, and other partners that have agreed to work together to deliver high levels of passenger satisfaction and drive forward investment in bus services.

**South Yorkshire Enhanced Partnership Plan** – means the document made pursuant to Section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

**SYMCA** – means the South Yorkshire Mayoral Combined Authority with responsibility for transport for South Yorkshire.

**[SYPTTE** – means the South Yorkshire Passenger Transport Executive with responsibility for delivery and implementation of some or all of the Facilities and/or Measures until such time as SYMCA takes over or assumes the statutory powers, functions and responsibilities of SYPTTE relevant to delivery of those Facilities and/or Measures].

**TRO** – means a Traffic Regulation Order, made under the Road Traffic Regulation Act 1984 or any other enactment regulating the use of roads or other places.

# 1. Introduction

- 1.1 This document fulfils the statutory requirements set out in the Transport Act 2000 as amended by the Bus Services Act 2017 for an Enhanced Partnership (EP) Scheme. In accordance with statutory requirements in Section 138A to S of the Transport Act 2000, this EP Scheme document sets out:
- Area covered (Section 2)
  - Commencement date and period of operation (Section 2)
  - Requirements of the Authorities (Section 3)
  - Requirements imposed on Local Qualifying Bus Services (Section 4)
  - EP Scheme Management including details for varying, reviewing and revoking the operation of the EP Scheme (Section 5)
  - Competition considerations (Section 6).
- 1.2 The EP Scheme can only be put in place if an associated Enhanced Partnership Plan has been made. Therefore, this document should be considered alongside the South Yorkshire Enhanced Partnership (EP) Plan. SYMCA is satisfied that this EP Scheme will contribute to the implementation of policies set out in the EP Plan and its local transport policies.
- 1.3 The EP Scheme has been jointly developed by SYMCA, [SYPTTE], local highway authorities and operators that provide Local Qualifying Bus Services in the EP Scheme Area. The EP Scheme aims to support improvements to bus services across South Yorkshire. It sets out obligations and requirements on SYMCA, local highway authorities and operators of Local Qualifying Bus Services in order to achieve the intended improvements, with the aim of passengers benefitting from attractive and convenient bus services. SYMCA is satisfied that the EP Scheme will (a) bring benefits to persons using local services in the whole or any part of the EP Scheme Area by improving the quality or effectiveness of those services, or (b) reduce or limit traffic congestion, noise or air pollution.
- 1.4 The EP Scheme aims to contribute towards meeting the vision and objectives set out in the EP Plan.

## **2. Scope of the EP Scheme**

- 2.1 The EP Scheme will support improvement of local services operating in South Yorkshire.
- 2.2 [A map of the EP Plan and EP Scheme Area will be added in Figure 1.]
- 2.3 The EP Scheme start date will be 70 days after it has been made, with subsequent milestone dates by which certain Facilities and Measures (Section 3) and requirements of bus operators in respect of Local Qualifying Bus Services will be introduced (Section 4) (see Table in the Appendix for these dates). The EP Scheme will be in place for a minimum of 3 years and a maximum of 5 years and will be subject to a review by SYMCA at least annually in accord with the review of the EP Plan (Section 5).
- 2.4 Registered Local Bus Services with one or more stopping places within the EP Scheme Area are classed as 'Local Qualifying Bus Services', except those with locally-agreed exemptions, as set out below:
- Services operating across the EP Scheme Area boundary with minority mileage within, or express services specifically for commuters from outside the boundary into the EP Scheme Area;
  - Third party funded services where such funding is a substantial or sole source of funding, excluding fare box/BSOG/concessions revenue.

*Figure 1 Map of the EP Plan and EP Scheme Area*

### **3. Requirements of the Authorities**

#### **Facilities and Measures**

The Authority named in columns 1 and 2 of the table in the Appendix will provide the Facilities and Measures detailed by the dates indicated.

#### **4. Requirements in Respect of Local Qualifying Bus Services**

Operators of Local Qualifying Bus Services will meet the requirements set out in column 3 of the table in the Appendix by the date indicated.

## 5. EP Scheme Management

### Governance

- 5.1 The EP Scheme has been developed through partnership meetings held between operators of Local Qualifying Bus Services and the Authorities and a number of interested stakeholders, comprising:
- Bus user groups
  - Representatives of disabled people
  - Local business groups
  - South Yorkshire Local Enterprise Partnership
  - Confederation of Passenger Transport
  - South Yorkshire Bus Review Commissioners
  - Neighbouring Local Authorities.
- 5.2 In advance of the making of the EP Scheme, a SYMCA Bus Partnership Board will be set up, drawing on the representatives involved to date, to oversee work on the delivery of the EP Plan and EP Scheme
- 5.3 The SYMCA Bus Partnership Board will be responsible for considering future variations, in accordance with the processes detailed in Sections 5.4 to 5.8.

### Variations to the EP Scheme

- 5.4 Consideration will be given to potential EP Scheme variations highlighted either by one of the organisations represented on the South Yorkshire Bus Partnership Board or an operator of Local Qualifying Bus Services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies. Such requests should be set out in writing and submitted to [EPSchemeVariations@southyorkshire-ca.gov.uk](mailto:EPSchemeVariations@southyorkshire-ca.gov.uk).
- 5.5 On receipt of a valid request for a variation, SYMCA will reconvene the South Yorkshire Bus Partnership Board, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by all bus operator and local highway authority and SYMCA representatives present, SYMCA will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and SYMCA. Partners not represented at the meeting will be deemed to be abstaining from the decision.
- 5.6 If there is not full agreement of all partners present, then the proposed variation will be put to the operator objection mechanism, but with a reduced objection period of 14 days replacing Part 2 of the Transport Act 2000 Section 138L(2)(c). The proposed variation will be advertised on the SYMCA website and emailed to operators of Local Qualifying Bus Services in the EP Scheme Area. If the proposed variation passes the operator objection mechanism, SYMCA will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and SYMCA.

- 5.7 In accordance with section 138E of the Transport Act 2000 the procedure set out in this section 4 shall apply in place of the provisions of Section 138L to N of the Transport Act 2000.
- 5.8 Changes to or new flexibility provisions under Section 138E of the Transport Act 2000 shall only be included in the EP Scheme if they satisfy the statutory objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2017.

### **Review of the EP Scheme**

- 5.9 Once the EP Scheme is made, it will be reviewed by the South Yorkshire Bus Partnership Board at least annually, in accord with the review of the EP Plan, commencing no later than on the anniversary of the scheme commencement date. SYMCA will initiate each review and it will take no longer than 6 months to complete.
- 5.10 Should Traffic Regulation Orders (TRO) required for the Facilities listed in the Appendix not be made, the Authorities and operators of Local Qualifying Bus Services will recognise the need to vary the EP Scheme through the variation process set out in Sections 5.4 to 5.8. Any such necessary changes will be considered as part of the first annual review.

### **Revocation of the EP Scheme**

- 5.11 An EP Scheme can only exist if an EP Plan is in place. If, for any reason, the EP Plan is revoked, it would automatically mean that the EP Scheme would cease. Equally, if all EP Schemes ceased, the EP Plan would be revoked.
- 5.12 If, for some reason, it becomes necessary for the EP Scheme to be revoked, the South Yorkshire Bus Partnership Board will be reconvened and follow the same process as outlined in Sections 5.4 to 5.8 (noting that the agreement will be for revocation and not variation).
- 5.13 If at any point in the future the EP Scheme Area is included in a Bus Franchising Area, the relevant requirements set out in this EP Scheme will cease to apply from the commencement date of the franchising scheme.

## **6. Competition**

- 6.1 The EP Plan and the EP Scheme have been developed in conjunction with all bus operators, is intended to apply across the whole of the South Yorkshire bus network and does not propose any activity that would ordinarily impose any necessary restrictions on the deregulated bus market. The Competition Test set out in Part 1 of Schedule 10 to the Transport Act 2000 has been applied and it is concluded that, at this point, there will be no significantly adverse effect on competition arising from the EP Plan or the EP Scheme.

## Signatory Page

Signed for and on behalf of:

- (1) THE SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY  
(SYMCA/[SYPT]) of 11, BROAD STREET WEST, SHEFFIELD S1 2BQ**

PRINT NAME \_\_\_\_\_

SIGNATURE \_\_\_\_\_

- (2) BARNSELY METROPOLITAN BOROUGH COUNCIL OF TOWN HALL,  
CHURCH STREET, BARNSELY S70 2TA;**

PRINT NAME \_\_\_\_\_

SIGNATURE \_\_\_\_\_

- (3) DONCASTER BOROUGH COUNCIL OF CIVIC OFFICE, WATERDALE,  
DONCASTER DN1 3BU**

PRINT NAME \_\_\_\_\_

SIGNATURE \_\_\_\_\_

- (4) ROTHERHAM METROPOLITAN BOROUGH COUNCIL OF RIVERSIDE  
HOUSE, MAIN STREET, DONCASTER ROAD, ROTHERHAM S60 1AE.**

PRINT NAME \_\_\_\_\_

SIGNATURE \_\_\_\_\_

- (5) SHEFFIELD CITY COUNCIL OF TOWN HALL, PINSTONE STREET,  
SHEFFIELD S1 2HH**

PRINT NAME \_\_\_\_\_

SIGNATURE \_\_\_\_\_