

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Wednesday 27 July 2016 at 5.00 pm

To be held at the Town Hall, Sheffield, S1 2HH

The Press and Public are Welcome to Attend

Membership

Councillors Steve Wilson (Chair), Ian Auckland (Deputy Chair), Lisa Banes, Neale Gibson, Dianne Hurst, Talib Hussain, Abdul Khayum, Helen Mirfin-Boukouris, Ben Miskell, Robert Murphy, Andy Nash, Chris Peace, Martin Smith and Paul Wood

Substitute Members

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

PUBLIC ACCESS TO THE MEETING

The Economic and Environmental Wellbeing Committee exercises an overview and scrutiny function in respect of the planning, development and monitoring of service performance and other issues in respect of the area of Council activity relating to planning and economic development, wider environmental issues, culture, leisure, skills and training, and the quality of life in the City.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public have the right to ask questions or submit petitions to Scrutiny Committee meetings and recording is allowed under the direction of the Chair. Please see the website or contact Democratic Services for further information regarding public questions and petitions and details of the Council's protocol on audio/visual recording and photography at council meetings.

Scrutiny Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

If you require any further information about this Scrutiny Committee, please contact Alice Nicholson, Policy and Improvement Officer on 0114 27 35065 or [email alice.nicholson@sheffield.gov.uk](mailto:alice.nicholson@sheffield.gov.uk)

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**ECONOMIC AND ENVIRONMENTAL WELLBEING SCRUTINY AND POLICY
DEVELOPMENT COMMITTEE AGENDA
27 JULY 2016**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meetings** (Pages 5 - 16)
To approve the minutes of the scheduled meeting of the Committee held on 16th March, 2016 and the special meeting held on 18th May, 2016
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. Sheffield Bus Partnership Review** (Pages 17 - 36)
Report of the Policy and Improvement officer

(Representatives of the Sheffield Bus Partnership have been invited to attend)
- 8. Draft Work Programme 2016/17** (Pages 37 - 44)
Report of the Policy and Improvement Officer

For Information Only

- 9. Bus Services Bill - Briefing** (Pages 45 - 50)
To look at the headlines of the Bus Services Bill, introduced into the House of Lords on 20th May, 2016
- 10. Date of Next Meeting**
The next meeting of the Committee will be held on Wednesday, 27th July, 2016, at 5.00 pm, in the Town Hall

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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**Economic and Environmental Wellbeing Scrutiny and Policy Development
Committee**

Meeting held 16 March 2016

PRESENT: Councillors Bob Johnson (Chair), Ian Auckland (Deputy Chair), Lewis Dagnall, Neale Gibson, Julie Gledhill, Ibrar Hussain, Roy Munn, Robert Murphy, Joe Otten, Ray Satur, Martin Smith, Steve Wilson and Paul Wood

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1. APOLOGIES FOR ABSENCE

1.1 An apology for absence was received from Councillor Helen Mirfin-Boukouris.

2. EXCLUSION OF PUBLIC AND PRESS

2.1 No items were identified where resolutions may be moved to exclude the public and press.

3. DECLARATIONS OF INTEREST

3.1 In relation to Agenda Item 7 (Bus Services in Sheffield), Councillor Ray Satur declared a disclosable pecuniary interest as a bus driver in the City, and did not speak or vote during that item.

4. MINUTES OF THE PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee held on 17th February 2016, were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 The Chair agreed that all public questions and petitions relating to Agenda Item 7 (Bus Services in Sheffield) be considered as part of that item.

6. BUS SERVICES IN SHEFFIELD

6.1 Petitions

6.1.1 The Policy and Improvement Officer, Alice Nicholson, submitted a report containing details of the six petitions submitted to the Council meeting on 2nd December, 2015, relating to the changes to bus services in the City, which had been implemented by the Sheffield Bus Network, with effect from 1st November, 2015. The report indicated that the Council, following a public debate triggered by one of the petitions, resolved that the petitions be referred to this Committee for further consideration, and four of the six petition organisers attended the meeting to put forward their views and raise further questions, as follows:-

- (a) Joanne Lumley stated that, whilst she accepted that there had been some improvements to bus services, she still considered that the changes had had a detrimental effect on the public's ability to travel across the City, whenever they wished. Ms Lumley raised the following questions:-
- How has the punctuality been monitored?
 - How have these changes impacted on road congestion?
 - How were the usage figures devised?
 - What rationality was used to devise routes?
 - What is the Council, as a member of the Sheffield Bus Partnership, in a position to do if the bus companies do not deliver their 'promises'?
 - If services become 'under capacity', will funding/routes be cut?
 - Why were early morning/late evening services cut when they were used by people depending on them to get to work and back?
- (b) Yvonne Collins stated that since December 2015, passenger numbers on Service 10/10A had reduced by around 40%, which equated to a reduction in income of around £1,000 per week, and queried how this was possible as before 1st November 2015, it was very well used as it went where the passengers wanted it to go. She referred to a letter in The Star, concerning this service, which indicated that passengers had left the service in their droves. Mrs Collins stated that, in her opinion, now the service was running up Glossop Road and Fulwood Road, very few passengers were using the service, which represented a waste of drive time and fuel. She stated that there was a need to revert to the old route used prior to 1st November 2015, as it went where people wanted to get on, as opposed to travelling on roads where there were very few passengers and no bus stops. Mrs Collins also queried why, as part of the service changes, did the bus companies have to change bus numbers as it was very confusing for passengers, particularly the elderly. She made reference to the presentation by the Bus Partnership, indicating, that, in her opinion, the information reported was not particularly helpful, and that people wanted their questions answered.
- (c) Paul Barker, on behalf of John Yale, raised the following questions:-
- What progress has been made by First in getting the routes 85 and 66 to merge?
 - What is the reluctance to route the No. 1 via the Herries Road entrance of the Northern General Hospital as the old No. 87 used to? There is no Stagecoach bus passing the Hospital entrance on Herries Road. On Barnsley Road, there are Nos. 265, 88 and 1 for Stagecoach, and No. 75 for First. You can interchange at Morrisons from a No. 1 to either a No. 88 or 265 for Stagecoach if the No.1 was altered. We have checked the SYPTTE's idea of using the Hospital courtesy bus, however, this could mean a wait of half an hour to get a connection, hence missed or late appointments.
 - Why is there again, a reluctance by First and Stagecoach to alter the routing in High Green? Why does the No. 1A go down School Road to

Sheffield and up Worrall Road to High Green? This does not make sense as it cuts out people living on that part of the estate. It should return to its original route. Similarly is the reluctance to split Nos. 1 and 1A within High Green, with one route going up and down Wortley Road and the other up and down Foster Way. This would ease congestion on Wortley Road and provide a better service to the west side of High Green, which is already being done in Ecclesfield, where the two routes split.

- What progress has been made on the bus terminus (pull in) at Cottam Road, where there can be as many as five buses parked, creating a traffic hazard?

(d) Andy Nash raised the following questions:-

- Will an investigation take place to address the issues highlighted following the bus changes?
- Will members of the public be re-consulted?
- Has the Council scrutinized bus company data, which doesn't appear to match public experience, and does this include buses that show on boards, then disappear?
- Can we guarantee no further reductions?
- Have we learnt a lesson regarding renumbering?
- Why was there such a delay between the changes and this meeting?

6.2 Diana Stimely stated that following the Bus Partnership meeting on 29th February 2016, at which Kevin Bellfield, Managing Director, First Group, stated that First would look closely at the bus problems, she had received an e-mail from the South Yorkshire Passenger Transport Executive (SYLTE) indicating that there were proposals to change the Service 72/72A, and asking for people's opinions on the change by 18th March 2016. When contacting the SYLTE to see if there were any other planned service changes, she was advised that there were not. Ms Stimely questioned whether there were any other service changes.

6.3 The Committee received a presentation from Stephen Edwards, Executive Director, SYLTE, on the Sheffield Bus Network Review. Mr Edwards referred to the members of the Sheffield Bus Partnership, and provided a brief background to the Partnership. He reported on the reasons for undertaking the Network Review, which not only included input from members of the Bus Partnership, but also from external consultants, the Competition and Markets Authority, the Department for Transport and members of the public of Sheffield. Mr Edwards referred to the launch of the revised Network, indicating that the launch had highlighted a number of performance issues, and reported on the improvements made with regard to this. Mr Edwards reported that, following the Council meeting on 2nd December 2015, at which the six petitions had been submitted, the Partnership had been asked to address operational issues and feedback on performance of the Network in February 2016, specifically to review the punctuality and reliability of services, the number of customer comments received and the number of passengers travelling, and he referred to statistical information with regard to these four areas. Mr Edwards referred to the concerns raised at the Bus Partnership meeting held on

29th February 2016, together with the lessons learnt in terms of what had worked well and what had not worked so well, and concluded by reporting the next steps in terms of the action the Partnership would be taking.

6.4 In response to the questions raised by the petition organisers, Mr Edwards stated that, in terms of the collection of data, all buses had an on-board tracking system, which logged departure and arrival times, together with key timing points along the routes and, together with details of the numbers of passengers, this information was forwarded to the SYPTE on a regular basis. The bus companies had used the same data-collection methods for the last three years, which would make it easier to make comparisons. With regard to customer feedback, Mr Edwards stated that the statistics quoted referred to all the complaints/enquiries received in connection with the service changes, and dealt with by the SYPTE. Regarding the Bus Partnership meeting on 29th February 2016, whilst a request had been made for members of the public to submit any questions in advance, there had still been an opportunity for the public to raise questions at the meeting. He stated that the main aim of the change to the bus network was to see an improvement in services and increase in passengers, as well as to provide a more stable and sustainable network for years to come.

6.5 Representatives of the bus companies in Sheffield, a City Council officer and the relevant Cabinet Member made comments, and responded to the petitioners' questions, as follows:-

6.5.1 *Paul Lynch, Stagecoach Yorkshire*

Mr Lynch confirmed that the collection of punctuality data by Stagecoach related to all trips on all routes, and was undertaken using satellite trackings, therefore was transparent and also publicly available live, via the company website. He accepted that congestion levels in the City had increased, and that one reason for this could be as a result of the recent changes to bus services, but stressed that traffic levels had increased before the changes had been implemented, which could have been for a number of reasons, including, most likely, a reduction in fuel prices, and that such levels had increased in other towns and cities. The statistics regarding passengers were collated directly by the bus operators, who would study them, and share them with other partners. In terms of changes to services in the High Green area, Mr Lynch stated that the former No. 87 had changed to the No. 1, as a result of consultation with local residents. He stated that it was right that issues with regard to performance should be addressed if such performance was not up to an acceptable standard, although it was difficult to judge all the changes until such a time it is found that they had settled down. He stated that he would like to hear members of the public's views and ideas in terms of how the bus operators could improve their consultation and communications. With regard to the issue of renumbering buses, the Partners had given considerable thought to this issue and had determined that, if a major change to a route had been decided, it was considered better to change the number of that service to avoid the impression that nothing had changed which may cause confusion.

6.5.2 *Kevin Belfield, First Group*

Mr Belfield stated that punctuality in terms of First buses was monitored and managed throughout the day, and that the issue of punctuality was taken very seriously by the Company, being discussed weekly with the depots in South Yorkshire. Particular attention was given to monitoring the first journey of the day in respect of each route. In terms of the bus services regarding High Green, he stated that detailed comments made by a number of members of the public at the Bus Partnership meeting on 29th February 2016, were made, and there was now a need to make decisions, in liaison with the SYPTE and other bus companies, as to whether any further action was required. The current bus network had been designed in conjunction with independent consultants, and was then consulted on with the public, with further changes being made following the public's comments and responses.

6.5.3 Paul Hopkinson, TM Travel

Mr Hopkinson reported that TM Travel had only made a small number of commercial changes to its services, with the main changes focusing on Derbyshire. The Company had taken on some routes which had been left uncovered as part of the changes, including the Nos. 6 and 64/62 which, apart from a few issues regarding punctuality on the No. 6 route, had been operating successfully. He considered that the public had benefited from the Bus Partnership, in terms of the restoration of a number of missing links in the network and improvements to ticketing, including a reduction in some prices and the all-operator tickets. TM Travel had invested in additional software to help monitor reliability and punctuality and, as well as planning some changes to the No. 6 route in May 2016, there could be possible changes to the No. 72 route, in High Green, which was subject to consultation at the present time.

6.5.4 Dick Proctor, Transport Vision and Strategy Manager, Sheffield City Council

Mr Proctor stated that the issue of bus punctuality was strongly linked to how buses were able to operate on Sheffield's highways, and described how a number of problems had been experienced in Autumn 2015, due partly to pre-Christmas build-up of traffic and partly to roadworks. As part of a broader approach for managing the highway network as efficiently as possible, and to assist the bus companies with regard to their vehicles completing routes in a reliable and punctual manner, the Council's Urban Traffic Control Section had now moved its offices to the Town Hall, and the Section now included representatives from bus operators in the City, resulting in tangible benefits for the Bus Partnership.

6.5.5 Councillor Terry Fox, Cabinet Member for Environment and Transport

Councillor Fox made reference to the major budget cuts being faced by the Council, which were likely to result in a proposed cut in the levy to the Passenger Transport Executive. He referred to the changes and reductions in fares, as part of the service changes, indicating that this did not appear to be a problem and, in fact, the new flexibility in terms of tickets had proved to be a major success. Councillor Fox confirmed that, as well as the problems with the City's highways network,

caused by works being undertaken by the utility companies, the City was also undergoing its biggest ever highway improvement programme – Streets Ahead – which had also had a major effect on bus reliability and punctuality. He stated that, in his opinion, the service changes had not gone as well as they could have done, but considered that the public had had the opportunity to raise any concerns in terms of the changes at the meeting of the Bus Partnership on 29th February 2016. As well as members of the public being invited to raise questions/concerns at the meeting, a surgery had been held at the end of the meeting to discuss any individual issues.

6.6 Members of the Committee raised questions and the following responses were provided:-

- The network changes had been made following discussions by the Bus Partnership, as well as input from independent consultants, and the proposed changes had been consulted on with members of the public. As part of the proposed changes, consideration had also been given to future planning. It was envisaged that the full effects of the changes would be able to be seen after six to nine months. The main reasons for the change had been to introduce a more resilient and sustainable bus network as the Partnership had identified some over-capacity and operational difficulties in terms of a number of routes.
- The last major review of the Sheffield bus network had been undertaken in 2012, at which time a similar drop in patronage had been identified following the changes made. This continued for around six months, until improvements were seen.
- In terms of the accountability of the Bus Partnership, it was considered that all the partners had contributed equally, as well as taking responsibility for dealing with the problems and issues that had been created following the changes, as well as the concerns raised by members of the public. Such action had included some bus operators adding extra capacity on routes where capacity issues had been raised, which had included additional vehicles or replacing single-deckers with double-deckers.
- The introduction of the service changes had resulted in a saving of £320,000 for the SYPTTE against its tendered services budget. This was as a result of bus operators providing some services on a commercial basis that had previously been funded by the SYPTTE.
- Whilst it was accepted that the problems associated with the service changes would temporarily have an adverse effect on the reputation of the SYPTTE and the bus operators, the Bus Partnership was currently focusing on dealing with the issues arising from the changes.
- It was difficult to say whether introducing bus franchising would have addressed the problems and issues caused following the service changes, and it was believed that such problems and issues could have occurred with

or without franchises.

- A considerable level of analysis was undertaken in terms of the punctuality of bus services in the City, which revealed that performance was down by around 4% to 5% across the network. Whilst a large proportion of this drop was due to operational issues and the timetabling of some services, a lot of the problems were caused by the poor condition of the City's road network, together with road works undertaken by utility companies on key parts of the road network. It was also accepted that it may not have been the best time of the year to implement the changes. Whilst there were no plans for any further service changes at this time, any required changes would depend on a number of different factors, including changes to the economy and congestion levels. There were a number of things that needed to be taken into consideration, when planning service changes, including integration with other transport systems. In the light of the problems caused to some bus users following the recent changes, it was hoped that there would not be any further changes, on a similar level, in order to provide some stability for years to come.
- In terms of communication, all bus stops had information placed on them by the SYPTE, over 200,000 leaflets had been delivered to all households in Sheffield, and there had been a considerable level of advertising by the bus operators prior to the changes, to support the production of both joint and individual timetables. In addition, the SYPTE had deployed a Street Team to assist the travelling public during the week leading up to the change, and First and other operators had deployed staff on the streets, mainly in and around the City Centre, but also in other areas of the City. Some staff were still out carrying out these duties to date.
- There were still issues regarding punctuality in terms of some peak frequency services, and the operators were looking to address this, such as by adding extra time into those journeys identified as having problems in terms of punctuality.
- It was accepted that incidents regarding poor reliability and punctuality had been identified on some cross-city routes, that if such routes were split, with the buses simply running into town and returning, this would help to improve punctuality. However, this was not possible as there was not sufficient road space in the City Centre to enable this to happen. Cross-city routes, however, did provide benefits for a lot of travellers.
- One of the main aims of the Bus Partnership was to improve patronage by 2% a year, for the next five years, as well as reducing car usage.
- The Devolution Deal available to the Sheffield City Region (SCR) would provide new opportunities to review bus network provision, as well as "filling in" gaps in existing networks, particularly to improve access to jobs. The SCR Team was in the process of commissioning of some analysis of current gaps in bus services to areas of employment, although this covered a much greater

area than the current Sheffield network. Other bus operators were also under review, for example, across Derbyshire, but the results of this were not known as yet.

- In terms of those situations where buses breakdown on busy routes, all the operators had access to heavy duty bus removal vehicles/equipment, which could be called upon for use in such circumstances.
- There was a general willingness, on behalf of all the bus operators, to share data with regard to punctuality, reliability and patronage, with the majority of such data being available on the operators' websites.
- In the light of Ian Jenkinson, Sheffield Community Transport, not being able to attend this meeting, arrangements had been made for a meeting between the public and representatives from Sheffield Community Transport to discuss a particular route provided by them.

6.7 RESOLVED: That the Committee:-

(a) notes:-

- (i) the contents of the report now submitted, containing details of the petitions which had been submitted to the Council meeting on 2nd December 2015;
- (ii) the additional comments made, and questions raised, by those petition organisers in attendance;
- (iii) the presentation made by Stephen Edwards, Executive Director, SYPTE;
- (iv) the contributions made by the representatives of the bus operators, the City Council officer and the Cabinet Member for Environment and Transport; and
- (v) the responses to the questions raised by the petition organisers and members of the Committee;

(b) thanks the petition organisers, the representatives of the bus operators, the City Council officer and the Cabinet Member for Environment and Transport for attending the meeting, and making their respective contributions; and

(c) requests that (i) written responses be provided to all the petition organisers and to the public questions raised at the meeting and (ii) a further report be submitted to a future meeting of the Committee, containing an update in terms of performance, following the implementation of the service changes.

(NOTE: Prior to the passing of the above resolution, an alternative motion, in addition to paragraphs (a), (b) and (c) above, moved by Councillor Ian Auckland and seconded by Councillor Martin Smith, in the following form, was put to the vote and negated:-

- “(d) apologises to the petition organisers, and the public in general, for the failures in terms of the consultation on, and implementation of, the network changes;
- (e) recommends to the Cabinet that any further reductions in the total bus network are opposed using all remedies available; and
- (f) requests that this issue be added to its Work Programme 2016/17.”

The votes on the alternative motion were ordered to be recorded and were as follows:-

- For the Motion (3) - Councillors Ian Auckland, Rob Murphy and Martin Smith
- Against the Motion (8) - Councillors Lewis Dagnall, Neale Gibson, Julie Gledhill, Ibrar Hussain, Bob Johnson, Roy Munn, Steve Wilson and Paul Wood

(NOTE: Councillor Ray Satur declared a disclosable pecuniary interest in this item, and did not speak or vote during the item.)

7. DATE OF NEXT MEETING

- 7.1 It was noted that the next meeting of the Committee would be held on a date to be arranged.

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SHEFFIELD CITY COUNCIL

**Economic and Environmental Wellbeing Scrutiny and Policy Development
Committee**

Meeting held 18 May 2016

PRESENT: Councillors Steve Wilson, Ian Auckland, Lisa Banes, Neale Gibson, Dianne Hurst, Talib Hussain, Abdul Khayum, Helen Mirfin-Boukouris, Ben Miskell, Robert Murphy, Andy Nash, Chris Peace, Martin Smith and Paul Wood

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1. APOLOGIES FOR ABSENCE

1.1 No apologies for absence were received.

2. APPOINTMENT OF CHAIR AND DEPUTY CHAIR

2.1 RESOLVED: That Councillor Steve Wilson be appointed Chair of the Committee and Councillor Ian Auckland be appointed Deputy Chair.

3. DATES AND TIMES OF MEETINGS

3.1 RESOLVED: That meetings of the Committee be held on a bi-monthly basis, on dates and times to be determined by the Chair, and as and when required for called-in items.

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Report to Economic and Environmental Wellbeing Scrutiny and Policy Development Committee 27th July 2016

Report of: Policy & Improvement Officer

Subject: *Sheffield Bus Partnership – report of South Yorkshire Passenger Transport to Sheffield City Region Combined Authority Transport Committee including performance of the Sheffield Bus Partnership*

Author of Report: Alice Nicholson, Policy and Improvement Officer
alice.nicholson@sheffield.gov.uk
0114 273 5065

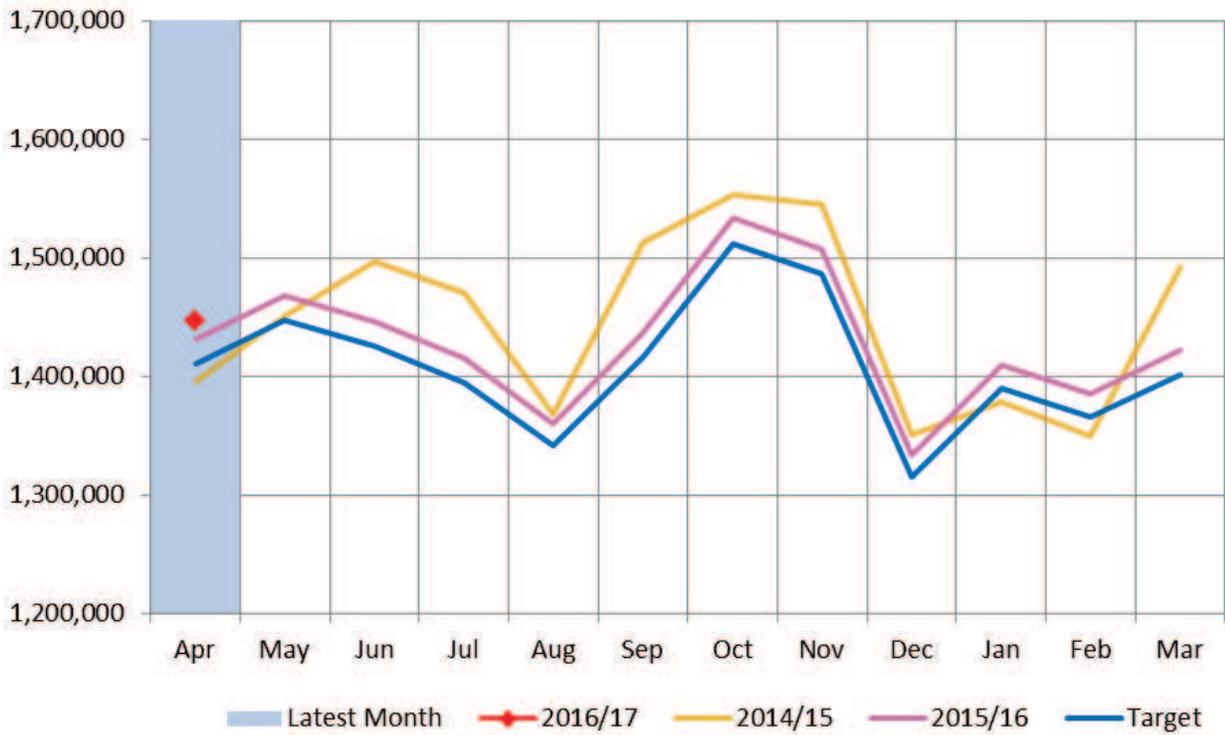
The Committee on 16th March 2016 considered Bus Services in Sheffield including a review of network changes in November under the Sheffield Bus Partnership and petitions referred from the Council meeting held on 2nd December 2016. It was agreed that a review of the South Yorkshire bus partnerships scheduled for July 2016 would be brought to this committee. Attached are the papers from the meeting of the Sheffield City Region Combined Authority Transport Committee on 4th July 2016. Please note the attached papers also include a review of Rotherham Bus Partnership as it was a combined report of performance presented by SYPTE to the Combined Authority Committee. Representatives of the Sheffield Bus Partnership have been invited to attend.

The Scrutiny Committee is being asked to:

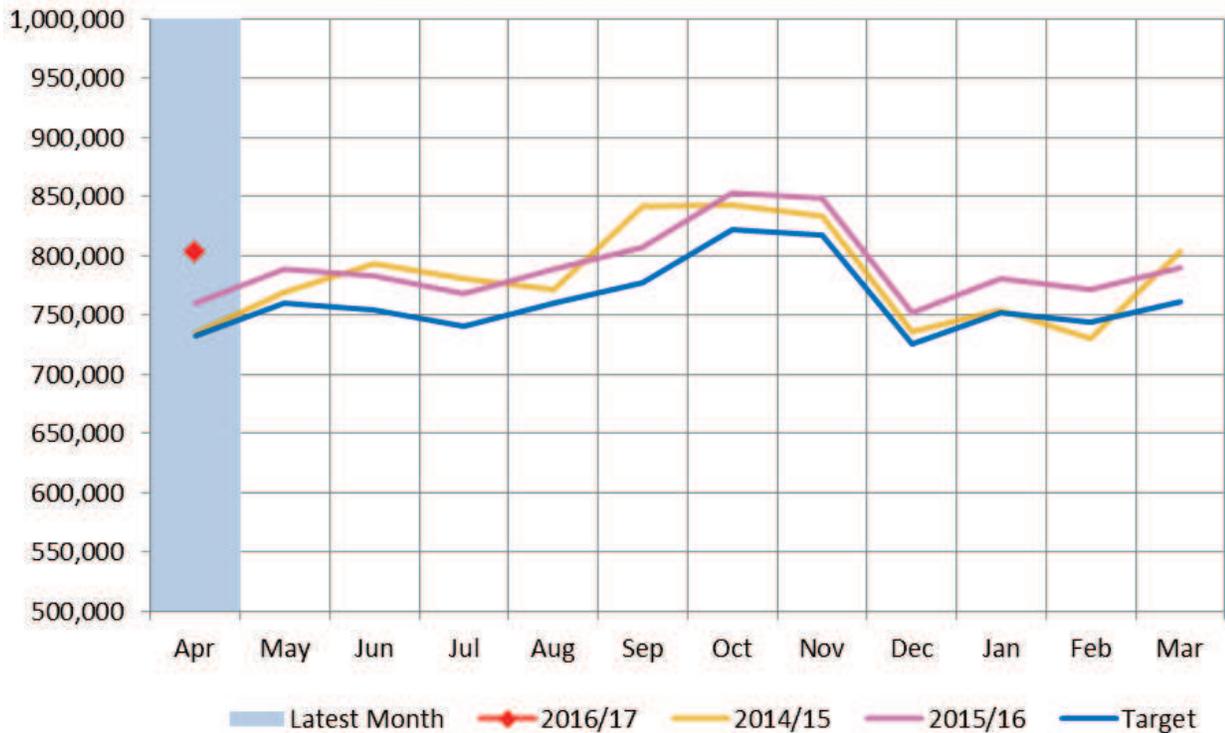
- Consider this scheduled review report in respect of the performance of Sheffield Bus Partnership
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Category of Report: OPEN

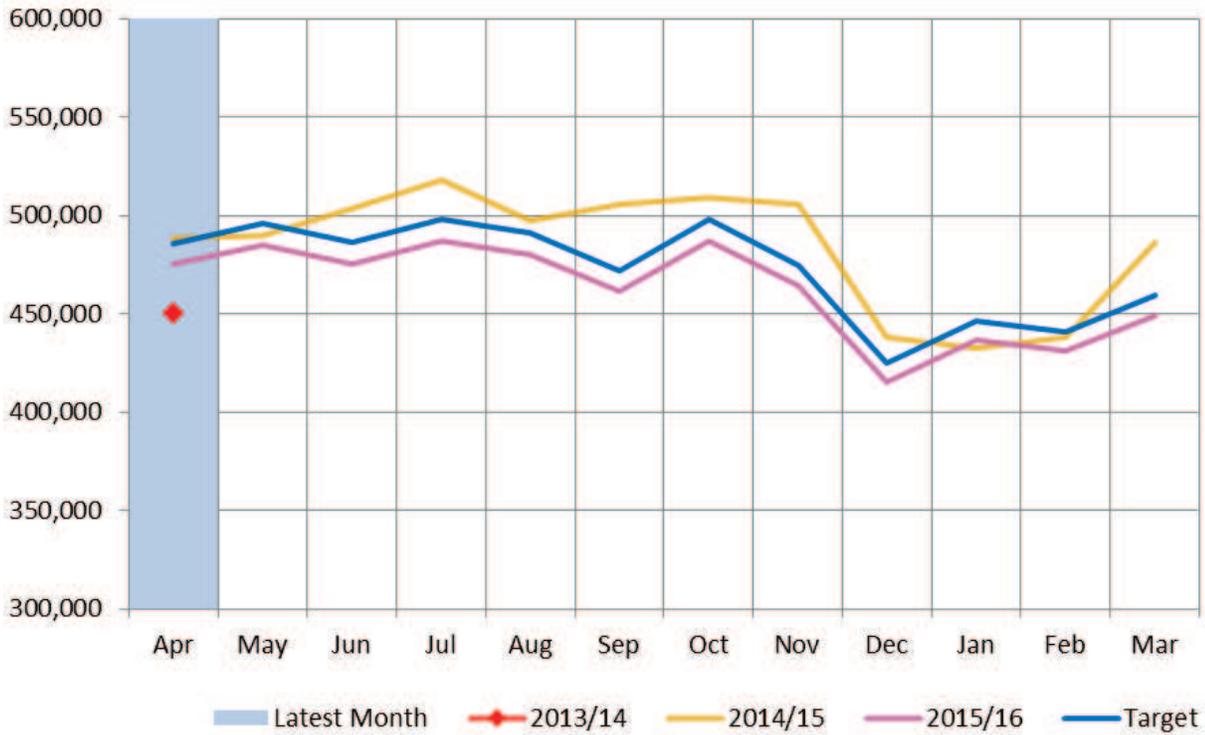
RBP Overall Monthly Patronage



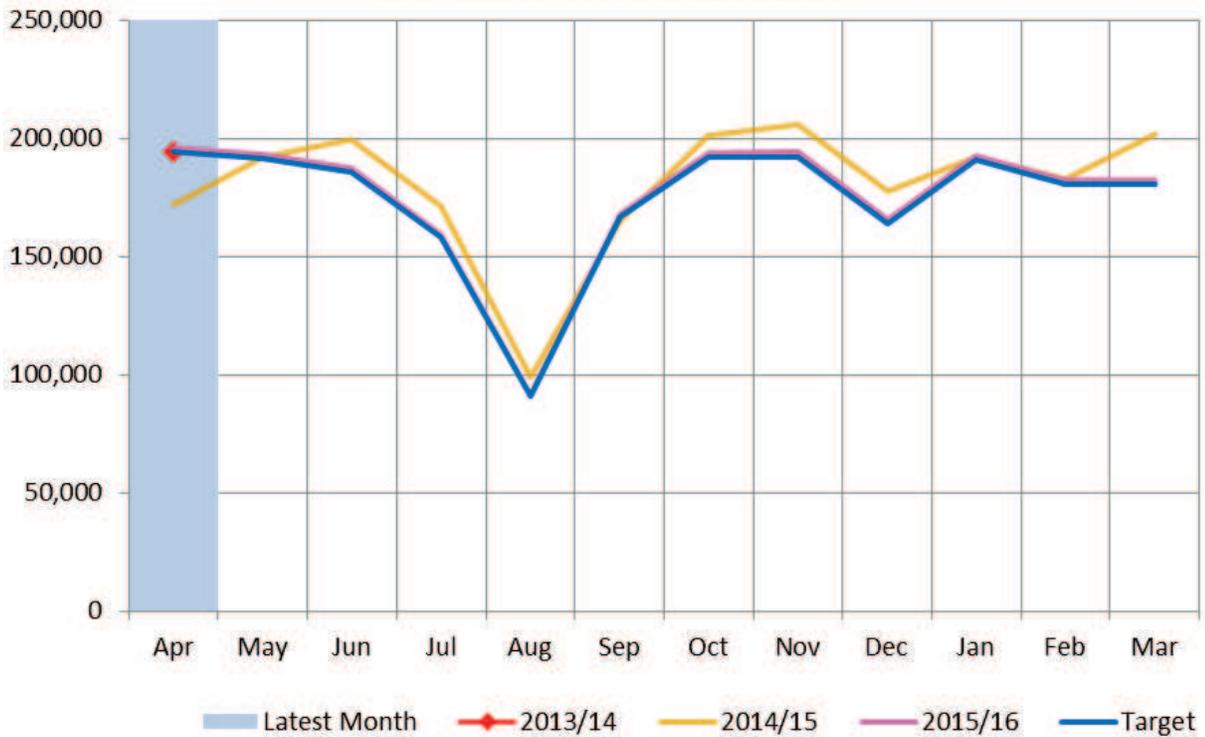
RBP Fare Payer Monthly Patronage



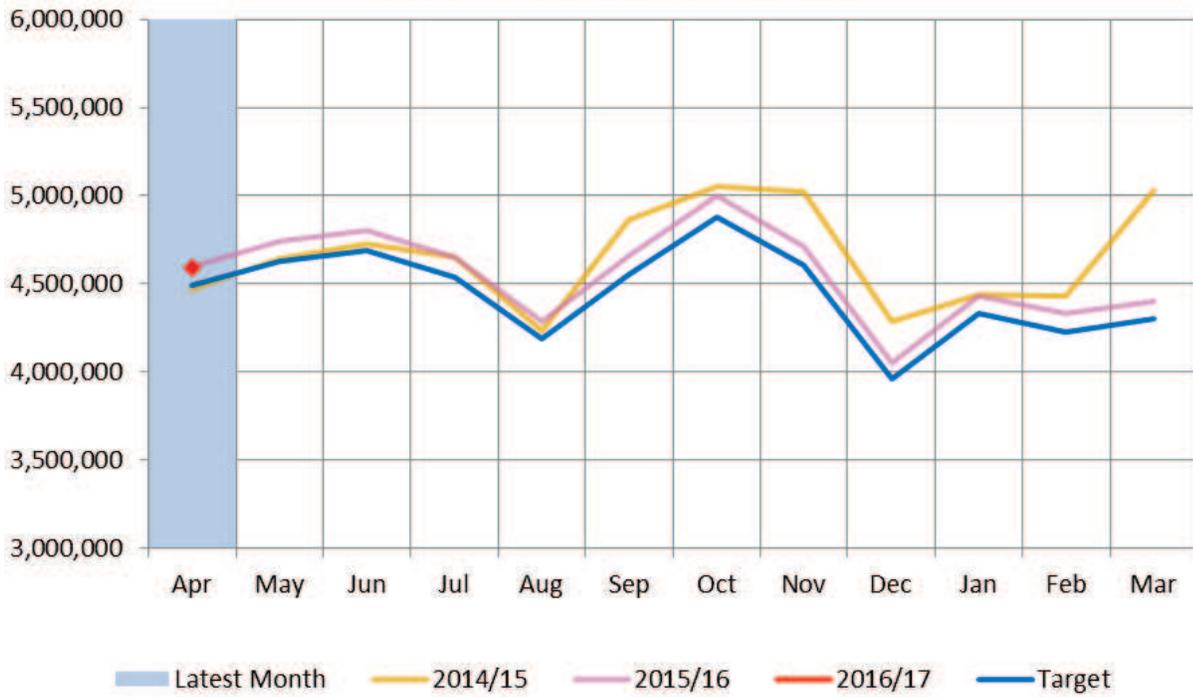
RBP ENCTS Monthly Patronage



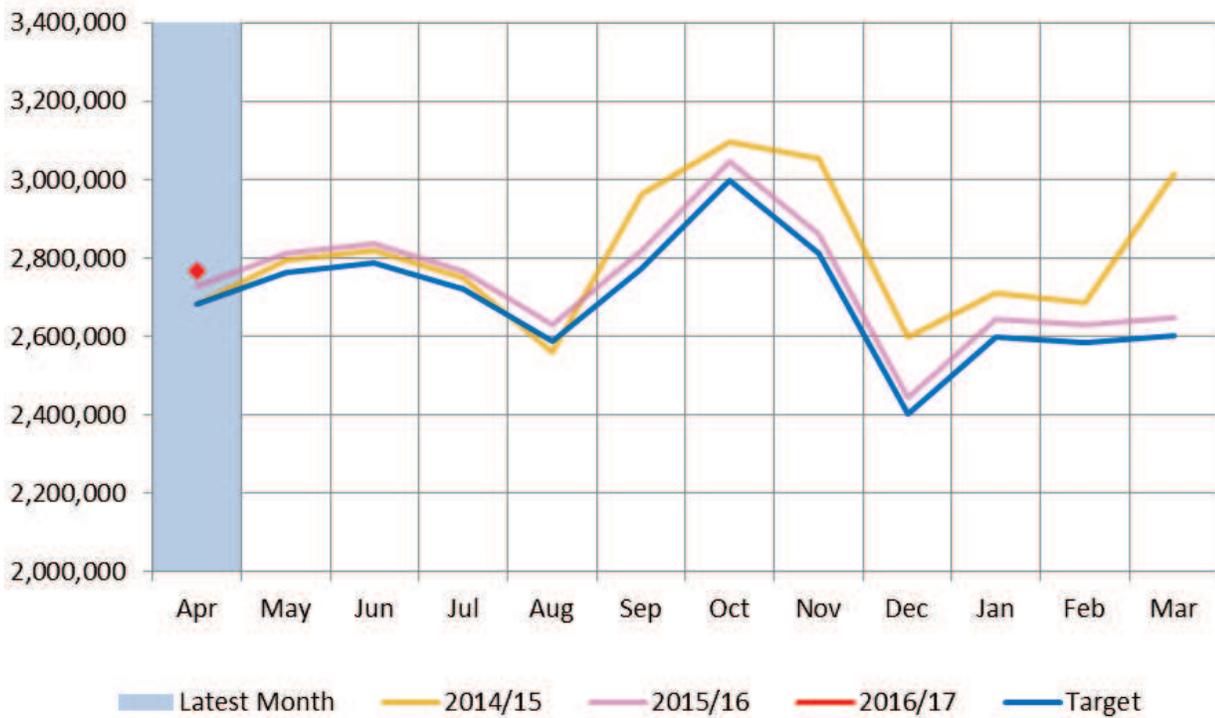
RBP Child Monthly Patronage



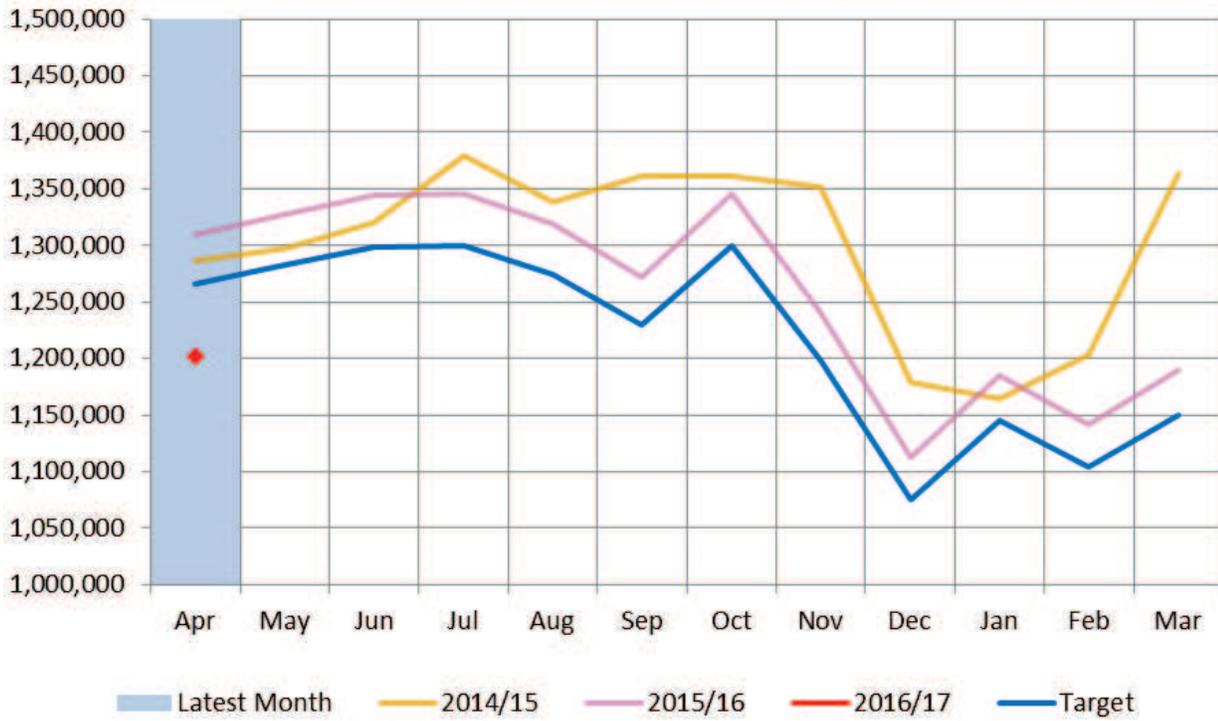
SBP Overall Monthly Patronage



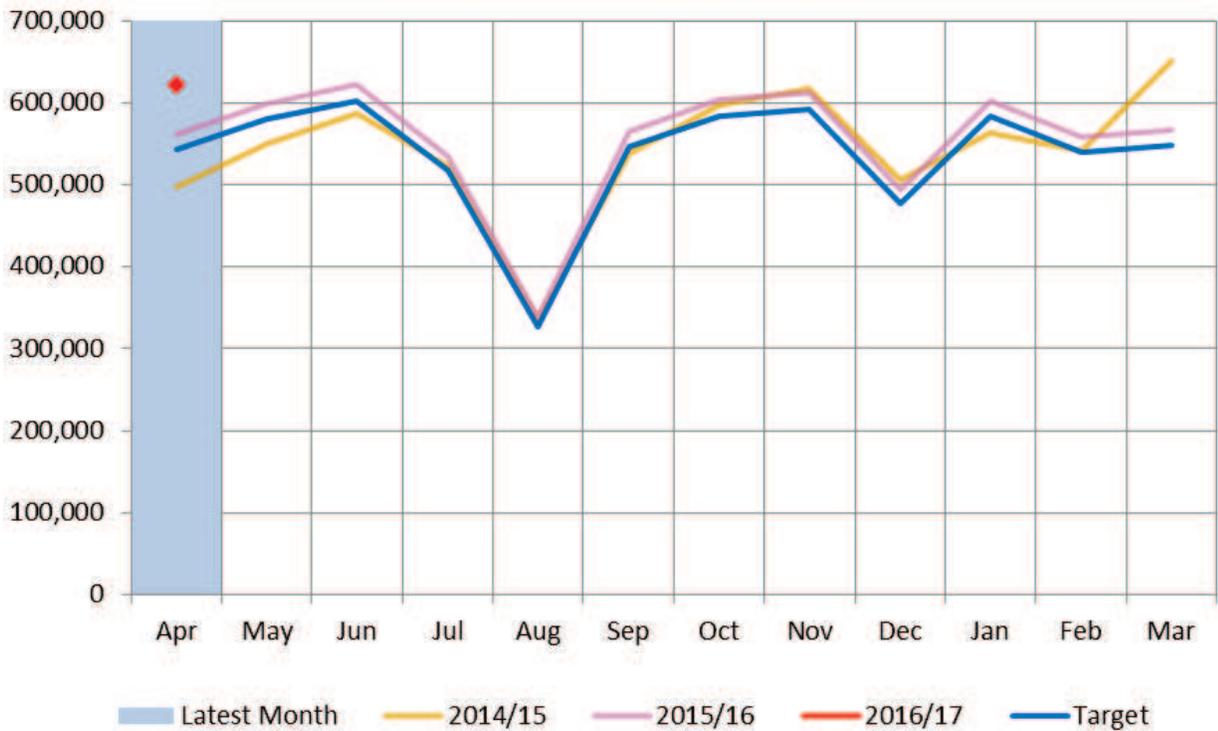
SBP Fare Payer Monthly Patronage



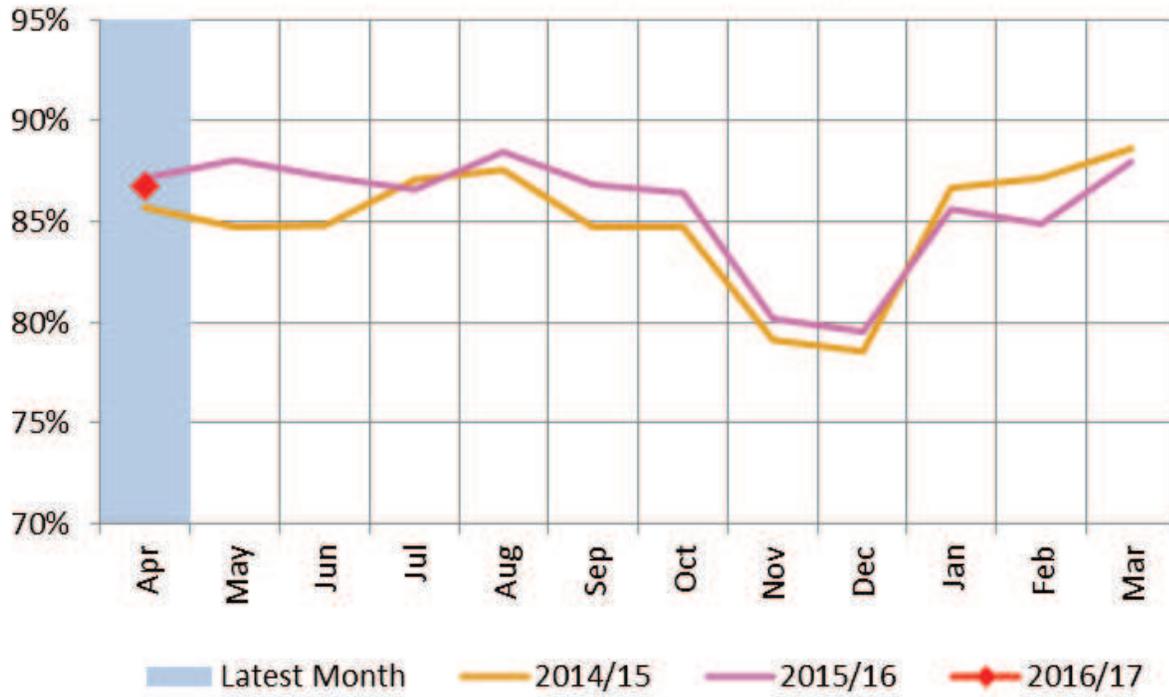
SBP ENCTS Monthly Patronage



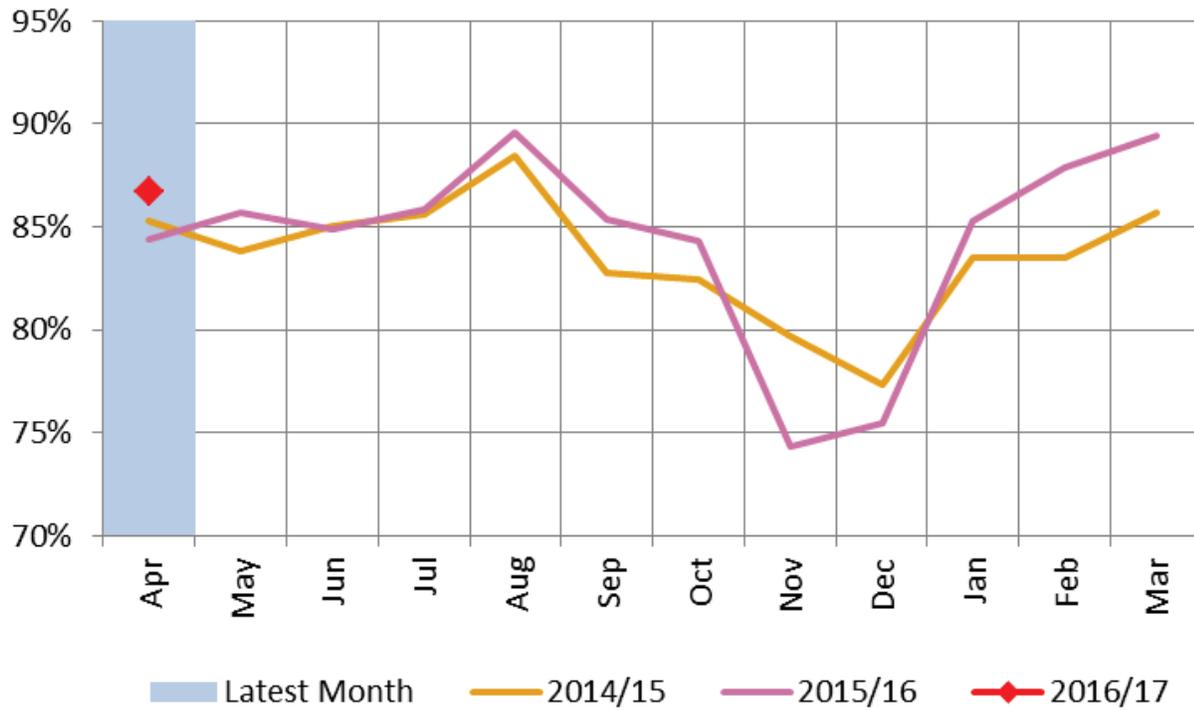
SBP Child Monthly Patronage



RBP Monthly Punctuality

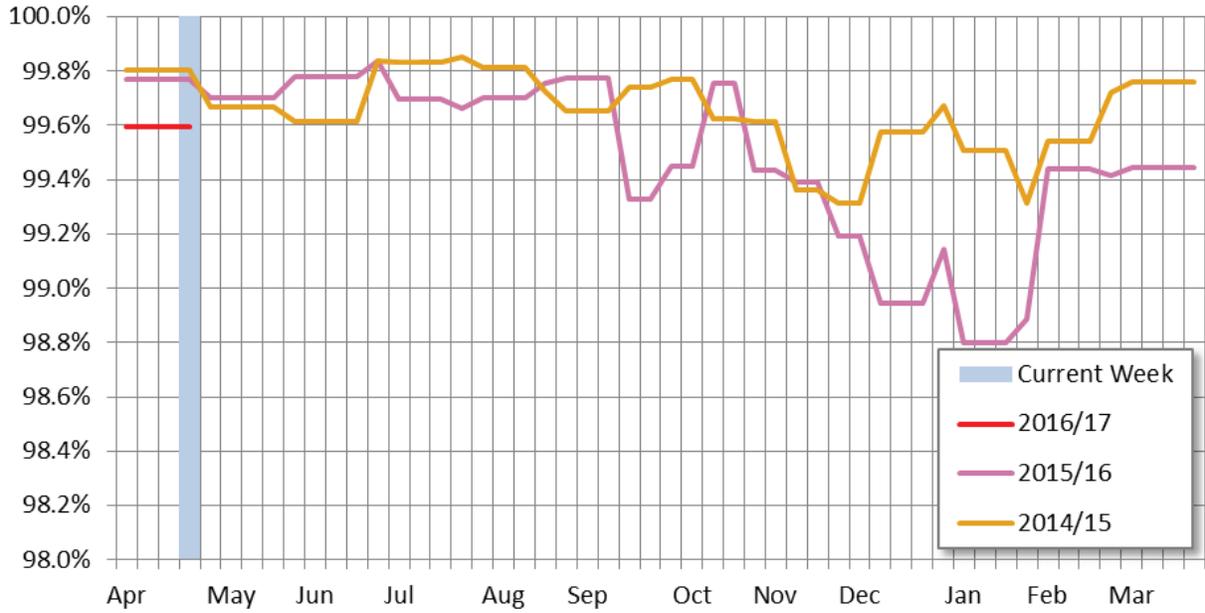


SBP Monthly Punctuality

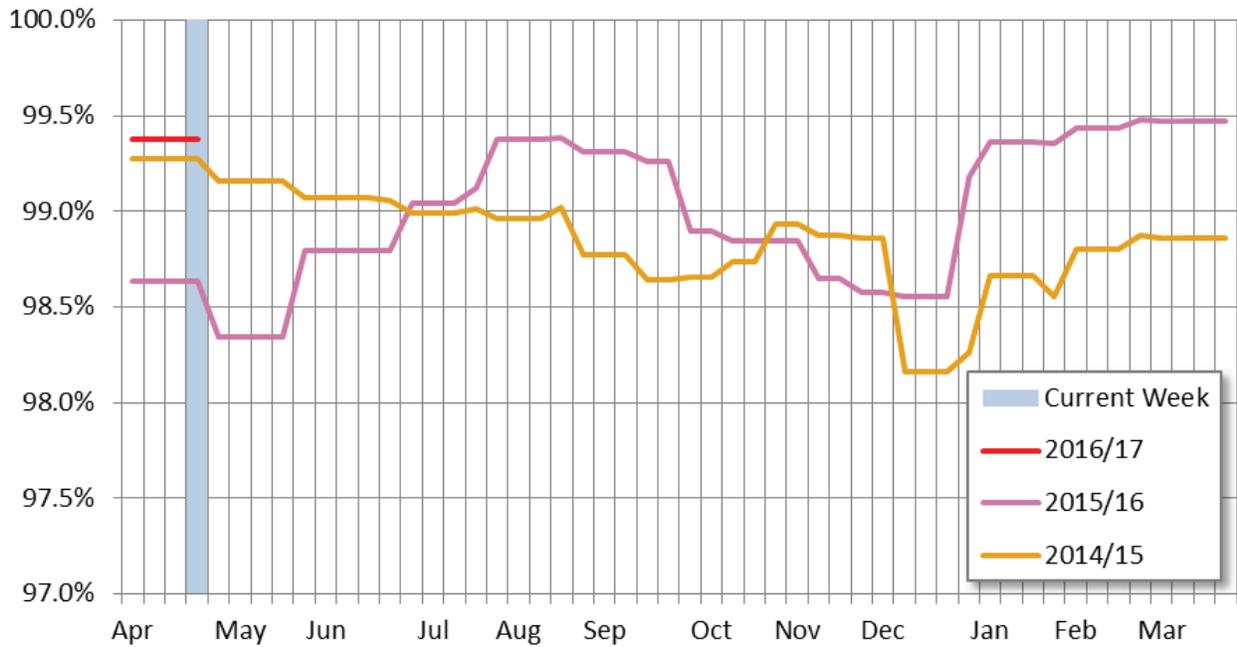


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RBP Reliability (First & Stagecoach Only)

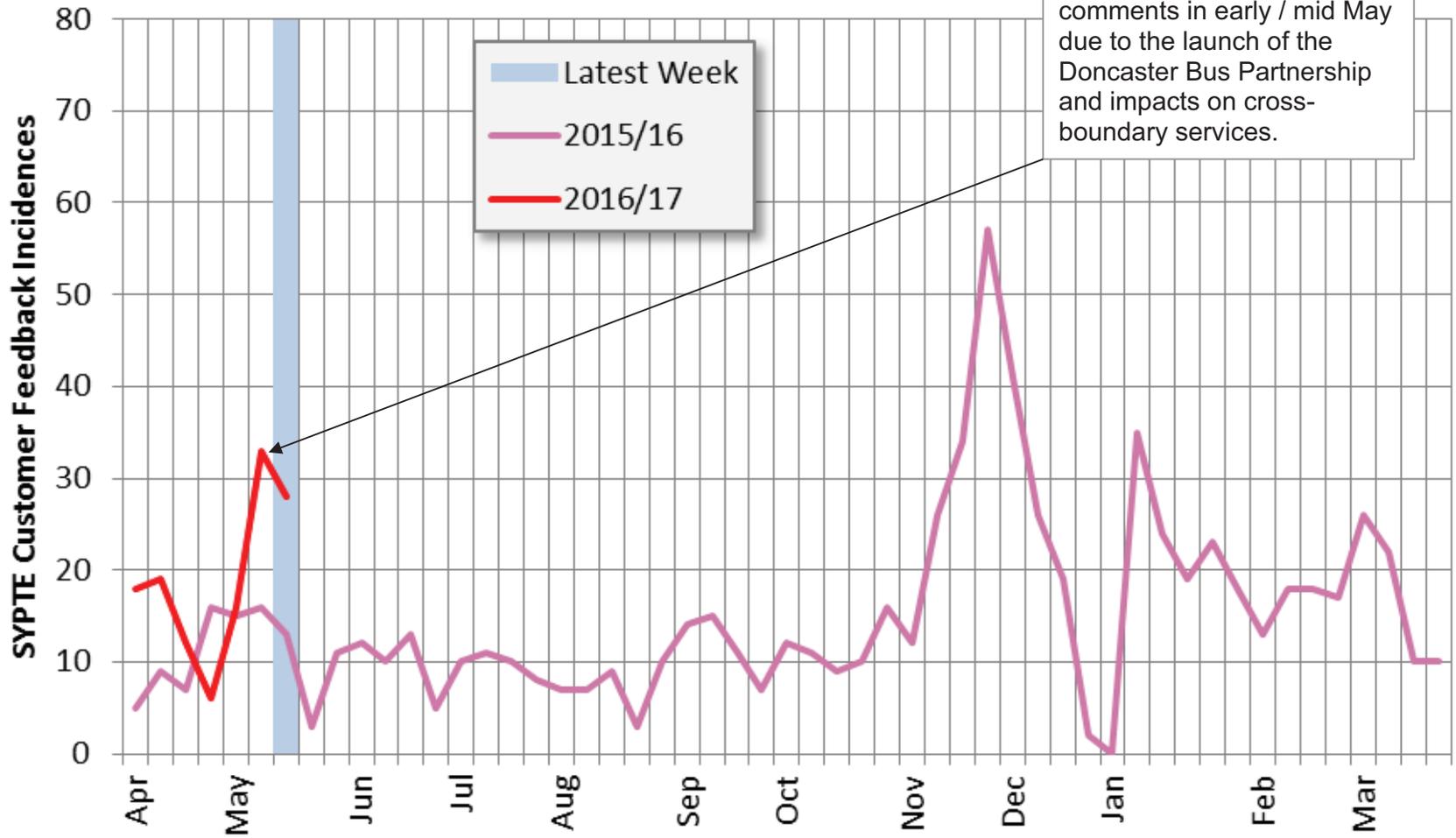


SBP Reliability (First & Stagecoach Only)



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RBP Customer Feedback



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RBP

STAKEHOLDERS



CUSTOMER

		Latest Month (April)			Year to Date			Full Year		
		2016/17	Target	Variance	2016/17	Target	Variance	2016/17	Target	Variance
		Journeys	Overall	1,447,054	1,410,962	2.6%	1,447,054	1,410,962	2.6%	16,954,341
	Fare Payers	802,584	732,044	9.6%	802,584	732,044	9.6%	9,549,159	9,147,350	4.4%
	ENCTS	450,365	485,893	-7.3%	450,365	485,893	-7.3%	5,394,062	5,673,544	-4.9%
	Child	194,105	194,373	-0.1%	194,105	194,373	-0.1%	2,011,120	2,087,743	-3.7%
	Customer Feedback	55	35	56.4%	55	35	56.4%	1279	746	71.5%
	KEY	More than 1% FALL			Within 1%			More than 1% RISE		

OPERATIONS

	Latest Month (April)			Year to Date			Full Year		
	2016/17	Target	Variance	2016/17	Target	Variance	2016/17	Target	Variance
	Punctuality	86.7%	89.3%	-2.6%	86.7%	89.3%	-2.6%	85.8%	88.1%
Reliability	99.6%	99.8%	-0.2%	99.6%	99.8%	-0.2%	99.2%	99.5%	-0.3%
KEY	More than 1 percentage point FALL			Within 1 percentage point			More than 1 percentage point RISE		

Punctuality for Rotherham is below target but as this represents very early data for the year, it is anticipated that planned actions such as, timetable adjustments and work to look at Autumn performance issues by the Bus Partnership will bring this back in line.

PEOPLE, PROCESS & SYSTEMS

FINANCE

Fleet Investment – average fleet age reduced from 8.9 to 8.4 years, on track to meet target (8.0 years) by July 2019.

SBP

STAKEHOLDERS



CUSTOMER

		Latest Month (April)			Year to Date			Full Year		
		2016/17	Target	Variance	2016/17	Target	Variance	2016/17	Target	Variance
Journeys	Overall	4,591,576	4,491,452	2.2%	4,591,576	4,491,452	2.2%	54,990,085	53,381,087	3.0%
	Fare Payers	2,767,271	2,681,741	3.2%	2,767,271	2,681,741	3.2%	32,976,666	32,316,621	2.0%
	ENCTS	1,202,102	1,265,966	-5.0%	1,202,102	1,265,966	-5.0%	15,515,876	14,624,765	6.1%
	Child	622,203	543,132	14.6%	622,203	543,132	14.6%	6,497,544	6,439,951	0.9%
Customer Feedback	137	109	25.4%	137	109	25.4%	3020	2881	4.8%	
KEY	More than 1% FALL			Within 1%			More than 1% RISE			

OPERATIONS

	Latest Month (April)			Year to Date			Full Year		
	2016/17	Target	Variance	2016/17	Target	Variance	2016/17	Target	Variance
Punctuality	86.7%	86.1%	0.6%	86.7%	86.1%	0.6%	86.3%	86.5%	-0.2%
Reliability	99.4%	99.1%	0.3%	99.4%	99.1%	0.3%	99.5%	99.5%	0.0%
KEY	More than 1 percentage point FALL			Within 1 percentage point			More than 1 percentage point RISE		

PEOPLE, PROCESS & SYSTEMS

FINANCE

Fleet Investment – average fleet age reduced from 9.6 to 8.2 years, on track to meet target (8.0 years) by October 2017.

TRANSPORT COMMITTEE

04 JULY 2016

REPORT OF SOUTH YORKSHIRE PASSENGER TRANSPORT EXECUTIVE BUS PARTNERSHIP PERFORMANCE UPDATE

Summary

EXECUTIVE SUMMARY

Key performance highlights

Data to end of April 2016, see paragraph 3.6 for targets

Rotherham

- **Journeys** – April journeys are 2.6% above target
- **Punctuality** – April punctuality is 2.6% below target
- **Reliability** – April reliability is 0.2% below target

Sheffield

- **Journeys** – April journeys are 2.2% above target
- **Punctuality** – April punctuality is 0.6% above target
- **Reliability** – April reliability is 0.3% above target

Key actions for 2016/17

- Enhanced engagement between the Partnerships and local authority Highways Management Teams to provide greater potential during planning to reduce impacts on bus services.
- Develop an autumn performance plan, to help improve performance particularly in November and December when the network is most affected by highways congestion.
- Review of bus lane effectiveness, particularly at peak times.
- Review of bus timetable information, to ensure that it is clear and promotes services
- Marketing campaigns to target lapsed and none bus users

1. **Issue**

To share with the Transport Committee the performance of the Rotherham and Sheffield Bus Partnerships, and plans in place to ensure success.

2. **Recommendations**

It is recommended that the Transport Committee note the performance and planned actions.

3. **Background Information**

3.1 There are currently three Voluntary Partnership Agreements (VPA) in South Yorkshire, known as:

- The Doncaster Bus Partnership (DBP), established in May 2016 for 5 years
- The Rotherham Bus Partnership (RBP), established in July 2014 for 5 years
- The Sheffield Bus Partnership (SBP), established in October 2012 for 5 years

A VPA for the Barnsley district area is currently being developed for delivery in January 2017, realising SYPTE's aspiration to extend Partnership working to all areas of South Yorkshire.

3.2 Partnerships bring together Local Authorities, Operators and SYPTE, working together to deliver the following objectives:

- Providing higher quality, reliable, punctual services
- Providing a more stable, clear to understand network that is promoted as a whole
- Providing a more affordable, cost competitive value for money fares and ticket products
- Providing a higher quality customer experience, both on and off bus
- Promoting and marketing the services
- Optimising combined total resources to achieve efficiency
- Minimising the impact of travel on the environment

3.3 Obligations are set out in a VPA which is supported by additional agreements covering areas such as investment, bus timetable co-ordination, data sharing and ticketing.

3.4 As with RBP & SBP, the recently established DBP sets standards for quality which, over the 5 year life of the Partnership, include:

- Reducing the average age of vehicles to 8 years or less
- Increasing to a minimum of 50% of number of fleet vehicles with Euro 5 (or better) emission standards.
- 100% certificated low floor easy access vehicles

- 100% smart enabled ticket machines
- 100% Real Time enabled
- CCTV

At the time of writing this report insufficient data is available to include a DBP performance update, however, this will be included in future reports.

3.5 Key milestones for the Partnership's in the last 12 months include:

- £11m investment in newer buses, introducing the latest Euro 6 emission standards for improved air quality, and providing better reliability, comfort and standards for passengers. Further investment is planned for later in the year.
- Delivery of revised Networks in Sheffield and Doncaster, supporting the aims of the Sheffield City Region Agreement on Devolution (July 2014) in delivering a 'Franchise' style bus network that:
 - is better co-ordinated, for better use of limited resource
 - minimises congestion and pollution by avoiding excess duplication
 - is efficient, being more sustainable to both Operators and the taxpayer
 - continually strives to improve performance of the bus services in terms of reliability and punctuality
 - is integrated, providing access to other services
 - provides a stable platform that will help support economic growth
 - provides a stable platform to encourage modal shift to support patronage growth
 - allows reinvestment to improve access or reduce fares

3.6 The Partnerships work continuously to improve performance and quality standards. The following are some of the key activities being undertaken during 2016/17 to deliver further improvements:

- Enhanced engagement between the Partnerships and local authority Highways Management Teams to provide greater potential during planning to reduce impacts on bus services.
- Develop an autumn performance plan, to help improve performance particularly in November and December when the network is most affected by highways congestion.
- Review of bus lane effectiveness, particularly at peak times.
- Review of bus timetable information, to ensure that it is clear and promotes services.
- Marketing campaigns to target lapsed and none bus users.

3.7 Key Performance Indicators (KPI's) have been established to monitor performance, targets which are set by each Partnership annually for the coming year. KPI Targets for RBP and SBP for 2016/17 are:

Measure	RBP	SBP
Journeys (Patronage)	Slow the rate of decline in bus use to -1.4 % of 2015/16 total *	Slow the rate of decline in bus use to -2.04 % of 2015/16 total *
Punctuality	Improve punctuality by 2% to 88.1%	Improve punctuality by 2% to 86.5%
Reliability	Maintain 99.5%	Improve by 0.6% to 99.5%
Customer feedback	Reduce by 5%	Reduce by 5%

**Nationally (outside London) bus use is in decline; in 2015/16 bus use fell by 3.2% in South Yorkshire.*

3.8 Headline KPI summary results for 2016/17 to date are as follows:

Rotherham

- **Journeys (Patronage)** – April headline performance was better than target (+2.6%), and the full year projection suggests targets will be met (+0.3%). The underlying markets suggest better-than-target performance in fare payers but worse-than-target performance for ENCTS and Child. See **Appendix A** for more detailed graphs and **Appendix E** for details of projections.
- **Punctuality** – April punctuality is below target (-2.6%) and without intervention is projected to be -2.3% below target at year end. See **Appendix B** for more detailed graphs and **Appendix E** for details of projections.
- **Reliability** – April reliability was slightly below target (-0.2%) and without intervention is projected to be -0.3% below target at year end. See **Appendix C** for more detailed graphs and **Appendix E** for details of projections.

Sheffield

- **Journeys (Patronage)** – April headline performance was better than target (+2.2%), and the full year projection suggests this will continue (+3.0%). The underlying markets suggest better-than-target performance in all markets. This translates as +2.0% for fare payers, +6.1% for ENCTS and +0.9% for child. See **Appendix A** for more detailed graphs and **Appendix E** for details of projections.
- **Punctuality** – April punctuality is above target (+0.6). See **Appendix B** for more detailed graphs and **Appendix E** for details of projections.
- **Reliability** – April reliability was slightly above target (+0.3%) and on-target performance is projected for the end of the year (0.0% variance). See **Appendix C** for more detailed graphs and **Appendix E** for details of projections.

4. Implications

4.1 Financial

None.

4.2 Legal

None

4.3 Diversity

None

- Appendix A - Patronage**
- Appendix B - Punctuality**
- Appendix C - Reliability**
- Appendix D - Feedback**
- Appendix E - Scorecards**

**REPORT AUTHOR
POST**

**Chris Roberts,
Principal Public Transport Manager, SYPTE**

Background papers used in the preparation of this report are available for inspection at SYPTE offices, Broad Street West, Sheffield.

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Report to Economic and Environmental Wellbeing Scrutiny and Policy Development Committee 27th Julv 2016

Report of: Policy & Improvement Officer

Subject: Draft Work Programme 2016/17

Author of Report: Alice Nicholson, Policy and Improvement Officer
alice.nicholson@sheffield.gov.uk
0114 273 5065

A draft work programme for 2016/17 is attached at appendix 1 for the Committee's consideration and discussion.

The aim is to focus the work programme on a small number of issues, in depth. This means that the Committee should prioritise which issues will be included on formal meeting agendas, whether a single agenda item in depth approach, multi items of less depth or for information only. In doing this, the Committee may wish to reflect on the prioritisation principles attached at Appendix 3 to ensure that scrutiny activity is focussed where it can add most value. The draft work programme 2016/17 includes possible task group and policy development topics. Appendix 2 provides a log of the issues looked at in 2014/16 & 2015/16

Where an issue is not appropriate for inclusion on a meeting agenda, but there is significant interest from members, the Committee can choose to request a written briefing.

The work programme remains a live document and will be shared / discussed at each committee meeting.

The Scrutiny Committee is being asked to:

- Consider and discuss the committees work programme for 2016/17
- Provide comment / feedback on the draft work programme
- Identify priority topics for inclusion in the work programme

Category of Report: OPEN

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Draft Work Programme 2016/17

Last updated: 18th July 2016

Please note: the draft work programme is a live document and so is subject to change.

Possible Topic	Reasons for selecting topic	Contact	Date	Proposed scrutiny style	Priority
Agenda item	27th July 2016				
Sheffield Bus Partnership (SBP) review	This is the SBP scheduled review report to the SCR Combined Authority Transport Committee that this Committee asked to see following the buses agenda item March 2016	Representatives of Sheffield Bus Partnership	Jul-16	<i>One-off agenda item</i>	
Draft Work Programme	Committee to agree work programme 2016/17 – within framework of selecting scrutiny topics	Policy & Improvement Officer	Jul-16	<i>Future ongoing agenda item</i>	
Bus Services Bill – briefing	An early look at the headlines of the Bus Services Bill introduced into the House of Lords on 20 th May 2016 – legislation and regulations that are integral to devolution deals and powers for Combined Authority Mayors expected to be elected May 2017	For information – no attendees	Jul-16	<i>Initial Briefing - to be followed up in depth once on the statute books and how Combined Authority can make best use of the powers</i>	

Possible Topic	Reasons for selecting topic	Contact	Date	Proposed scrutiny style	Priority
Task Group	2016/17				
Economic Landscape	A possible major task group topic item 2016/17 - Multi approach of: Is Sheffield serving the needs of business/developers - are we joined up as a city; what gains for the city (an Ikea Case study), inclusive growth, lessons for the future; and Sheffield's role as driver of economic development in SCR, how does it play its economic role in the economy of SCR?	SCR Creative Sheffield Executive Director Place		<i>Part year Task Group & call for evidence</i>	
Grass Verges	A possible task group topic item to consider grass verges in the round: environmental value/maintenance/ use of.			<i>Part year Task Group</i>	
Policy Development – possibly in depth agenda or task group					
Citywide Inclusive Growth policy and approach	Policy Development item - ensure nobody in Sheffield excluded from benefit of economic growth.			<i>Single agenda item</i>	
Mass transit for Sheffield - integral part of SCR transport plan	HS2 – local economic impact of HS2 Sheffield and South Yorkshire Report 2016 setting out a different approach; expanding the tram; City (Region) to City (Region) transportation link e.g. Cross Pennine tunnel a reality & benefits check; compare with other cities in UK, Europe, USA.			<i>Multiple single agenda items as briefings and/or consideration</i>	

Possible Topic	Reasons for selecting topic	Contact	Date	Proposed scrutiny style	Priority
Wider fiscal change	A wider policy development item to explore options for 'wider fiscal change' beyond business rates localisation and Sheffield specific			<i>Single in-depth agenda item / briefing / consideration</i>	
Agenda items/topics to be scheduled					
Inclusive Growth 1	RSA Inclusive Growth Commission submission - written evidence to be submitted by Sheffield CC / Core Cities			<i>One off agenda item as briefing or fuller consideration</i>	
Business Rates localisation	Sheffield involved through Core Cities. The Queen's Speech makes reference to Local Growth & Jobs Bill to include combined authority mayors ability to levy a supplement on business rates bills			<i>One off agenda item as briefing or fuller consideration</i>	
Air Quality	First considered 2014/15 - determine nature of report back required			<i>For information</i>	
Library services in the City in general	Cabinet report in the autumn informed by consultation underway now		Nov - 16	<i>Single agenda item</i>	
Protecting Sheffield from flooding	Consultation mid July 2016 for 3 months - consider once consultation complete and decision to be made			<i>Single agenda item</i>	

Possible Topic	Reasons for selecting topic	Contact	Date	Proposed scrutiny style	Priority
Bus Services Bill – part 2	An in depth follow up once on the statute books and how Combined Authority can make best use of the powers			<i>In depth agenda item</i>	
Forward Plan items of relevance and possible interest					
Sheffield Retail Quarter – delivery of first phase	Cabinet decision – 20 th July 2016 (Cabinet Member - Leigh Bramall)	Report of Executive Director, Place: lead officer - Nalin Seneviratne, Director of Capital and Major Project		<i>Information</i>	

Sheffield Council Scrutiny Selecting Scrutiny topics

This tool is designed to assist the Scrutiny Committees focus on the topics most appropriate for their scrutiny.

- **P**ublic Interest
The concerns of local people should influence the issues chosen for scrutiny;
- **A**bility to Change / Impact
Priority should be given to issues that the Committee can realistically have an impact on, and that will influence decision makers;
- **P**erformance
Priority should be given to the areas in which the Council, and other organisations (public or private) are not performing well;
- **E**xtent
Priority should be given to issues that are relevant to all or large parts of the city (geographical or communities of interest);
- **R**eplication / other approaches
Work programmes must take account of what else is happening (or has happened) in the areas being considered to avoid duplication or wasted effort. Alternatively, could another body, agency, or approach (e.g. briefing paper) more appropriately deal with the topic

Other influencing factors

- **Cross-party** - There is the potential to reach cross-party agreement on a report and recommendations.
- **Resources**. Members with the Policy & Improvement Officer can complete the work needed in a reasonable time to achieve the required outcome



Report to Economic and Environmental Wellbeing Scrutiny and Policy Development Committee 27th July 2016

Report of: Policy & Improvement Officer

Subject: Bus Services Bill – briefing for information

Author of Report: Alice Nicholson, Policy and Improvement Officer
alice.nicholson@sheffield.gov.uk
0114 273 5065

Attached for information is a briefing on the Bus Services Bill – originally presented at Sheffield City Region Combined Authority Transport Committee 4th July 2016 – it is supplied for information as an early look at the headlines of this bill introduced into the House of Lords on 20th May 2016. It is proposed the bill be followed up in depth once on the statute books in regard to making the best use of the powers for Sheffield.

The Scrutiny Committee is being asked to:

- The document is provided for information only

Category of Report: OPEN

BRIEFING NOTE ON BUS SERVICES BILL- JUNE 2016

The Bill was introduced into the House of Lords on 20th May 2016. The promise is that the legislation and regulations required will be on the statute books in time for any newly elected Mayor in May 2017 to be able to use the powers.

The Bill is split into 5 sections as follows:-

1. Advanced Quality Partnership Schemes- the existing legislation is amended to increase the opportunities to utilise the power;
2. Franchising- a new franchising regime is introduced for Mayoral Combined Authorities (and other authorities authorised by the Secretary of State); allowing a route to franchising;
3. Advanced Ticketing Schemes- amendments to the existing ticketing scheme powers of LTA's updated to capture new technology (smart ticketing);
4. Enhanced Partnership Schemes- the introduction of new partnership arrangements powers to add to Quality Partnership schemes and Voluntary Partnership arrangements;
5. Open data provisions- provisions requiring operators to make data available on fares, punctuality etc.

Each element is considered below.

1. ADVANCED QUALITY PARTNERSHIP SCHEMES (AQPS)

These provisions effectively replace, for England only, the existing provisions in the Transport Act 2000. A Quality Partnership Scheme is a scheme where the LTA specify minimum standards of bus operation in terms of vehicle quality, frequency, emissions, fares and in return for operating to such a standard, the LTA is required to provide certain minimum facilities. Any provision as to operator standards that related to fares or frequency can be blocked by operators objecting.

The new AQPS allows the LTA to provide measures rather than facilities, and as such means investment in softer measures e.g. real time, marketing etc would justify an AQPS being proposed and introduced.

The changes are minimal but not unwelcome.

2. FRANCHISING

The proposed new powers seem to match what the LTAs that are moving to a Mayoral CA model were promised, with what looks like a useable and coherent set of provisions. Franchising can be of the whole LTA area or any part, and franchising can be phased in.

Importantly no Government or independent body would be required to approve the proposals to franchise. There is a clear process to follow and the Mayor/CA decision to proceed will be susceptible to judicial review at various decision points, but the process is far improved from having to take a case through the Quality Contract Scheme Board (the body that effectively quashed the Nexus/Tyne and Wear application).

The process includes preparing an assessment of the options, impacts, business case, VfM etc; consultation; and making the scheme. The transitional period (the period between a decision to make a Scheme and the scheme itself coming into operation) remains an issue in that incumbent operators who do not want franchising or are unsuccessful when contracts are tendered may look to disrupt the market by, for example, de-registering services. The DfT will be looking to introduce regulations to help mitigate this risk, but there will always be some residual risk of market disruption. Strategies to manage these risks would be worked up if a scheme proceeded.

For areas where there is a preference to work in partnership with operators, having a plausible franchising power will assist in developing a partnership and extracting maximum passenger benefit therefrom.

Work with DfT officials to develop the secondary legislation and guidance will take place through the summer. In addition work with UTG to develop any legislative amendments that will improve the legislation is on-going. UTG will seek to lay these amendments in the House of Lords via a sponsor Lord.

Based on the legislation and the experience from NEXUS, as an initial estimate the process of franchising and the services starting to operate under service contracts would be expected to take a minimum period of 3-3.5 years from a decision to prepare an assessment.

3. ADVANCED TICKETING SCHEME

These provisions effectively replace the existing provisions in the Transport Act 2000 relating to ticketing schemes. They apply to England only due to devolution.

The provisions allow an LTA to make a scheme relating to multi-operator multi-modal ticketing if such a scheme is in the interests of the public and would contribute to the implementation of their transport policies.

The provisions are updated to make it clear that a scheme covers the method of payment including smart technology. It also allows requirements as to information, sales outlets/channels and promotion to be set.

It is important to note that the provisions do not allow the LTA to set the fares of these tickets, this will still be right of the operators covered by the scheme. The only way for fares to be controlled by an LTA is through franchising, though Advanced Quality Partnership Schemes and Enhanced Partnership Schemes may give the LTA a say in such fares.

At present the use of ticketing schemes has been limited nationally due to the weakness of lack of fares control and the fact that the operator will often promote a range of multi-operator tickets through a ticketing company jointly owned by the operators and often with LTA involvement i.e. TravelMaster in South Yorkshire. These schemes rely on complying on competition law and specifically the Ticketing Scheme block exemption to agree the range and in many cases the fares of multi operator/modal ticketing. Where these arrangements operate well and the LTA is involved in fare setting there may be less scope for the LTA to use the new powers. However they should remain to be considered if needed to ensure multi-operator ticketing is effective.

4. ENHANCED PARTNERSHIP SCHEMES

These new provisions relating to developing statutory partnerships have been heavily influenced by the work in South Yorkshire and elsewhere in developing Voluntary Partnerships.

The premise being that an LTA, in partnership with local operators (or a sufficient proportion of such operators who want to be involved), will prepare:-

1. an enhanced partnership **plan** (analysis of bus market, determination of how buses contribute to LTA objectives, and required improvements); and
2. an enhanced partnership **scheme** detailing with any of the following by agreement:-
 - a. route requirements (the network, frequencies, timings);
 - b. operational requirements (vehicle standards, emissions, branding, fare zones, period of tickets, method of payment, price of multi-operator tickets, information provision etc.); and
 - c. What facilities and/or other measures the LTA will provide.

To develop and make an enhanced partnership plan and scheme a specified proportion of the bus operators must not have formally objected to it. The proportion is to be set out in Regulations yet to be published, but is expected to be 50% at most.

To make a scheme there is a detailed process to follow with wide consultation requirements and points in the process where the operators could object and de-rail any proposal. The scheme, if made, will bind all operators and the LTA for whatever period the scheme specifies.

The making of a scheme should mean that there is not over busing on high frequency corridors by a process of voluntary slot allocation, in the absence of operator agreement over which services to operate then the LTA may

contract services where more than one operator wishes to run the service in question e.g. if there is a route requirement in the Scheme that says 8 buses an hour maximum on route x, and 2 operators both wish to register for all those services then the Traffic Commissioner cannot register 16 services as that would contravene the route requirement, as such the LTA would have to run a procurement to determine which operator can operate the services. This is in order to avoid breaching EU procurement rules about granting exclusive rights.

The Traffic Commissioner will be required to register bus services in accordance with the route and operational requirements and cancel any registrations of operators that do not comply with such requirements. There is also provision for the LTA to become the registration authority (in substitution for the Traffic Commissioner) where an enhanced partnership scheme is in place.

5. OPEN DATA PROVISIONS

These new provisions provide that the Secretary of State may make regulations that will require Operators and franchising authorities to make prescribed information available e.g. about routes operated, timetables, fares, and available tickets. The information to be made available may include real time information and performance data. The regulations would specify to whom the information is provided, the format, and when it is to be provided/frequency.

The purpose appears to be make performance data more transparent, fares data more easily available off bus, encourage app development and tech companies to develop passenger tools e.g. journey planning tools etc.

The intention appears to be to implement these types of provisions over a period through to 2020. The provisions are generally welcomed, and we will be pushing for the earliest implementation possible given the passenger benefits of more and more accurate data which will increase confidence in travelling by bus.

NEXT STEPS

SYLTE and the SCR Executive Team will be working closely with the Urban Transport Group (previously called PTEG) and the other Metropolitan areas to push for amendments to the Bill during its passage through Parliament that we feel will improve the legislation and make the bus improvement tools in the Bill more useable and easy to implement.

Overall the Bill represents a positive step forward, particularly the franchising and open data provisions and largely meet the asks that have been made to Government.

S. Davenport, SYLTE. 3rd June 2016.

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