

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

**UPDATE ON SHEFFIELD BUS
PARTNERSHIP**

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BACKGROUND

- Optio 'Orange' and 'Red' launched 2010
- SBP launched 2012
- Significant levels of growth in fare paying passengers experienced in 2012-14
- TM Travel joined in 2015
- Major network change November 2015 which brought about improved network co-ordination on 8 core corridors

BACKGROUND

- Enhanced multi-operator ticketing offer introduced November 2015 with reduced prices and greater availability – fares are the second cheapest in the UK
- Contactless payments introduced 2017
- 44 new Euro VI buses introduced to Services 1/1a and 56 in June 2018, bringing the total fleet investment to £40M and 200 new vehicles
- ‘Buses for Sheffield’ brand launched June 2018
- New website 2019



ORIGINAL OBJECTIVES

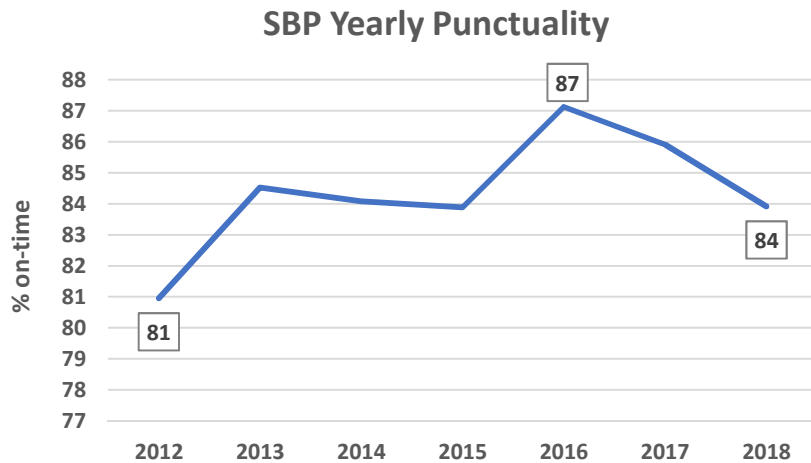
- The original objectives of the Partnership and the extent to which they were achieved are as follows:
 - A stable and co-ordinated approach
 - Partner agreement on dates for service changes, with consultation to take place first
 - Reduced fares
 - Agreed highway interventions
 - Agreed bus fleet investment
 - Improved network promotion
 - Accountability for service delivery

BETTER BUS AREA

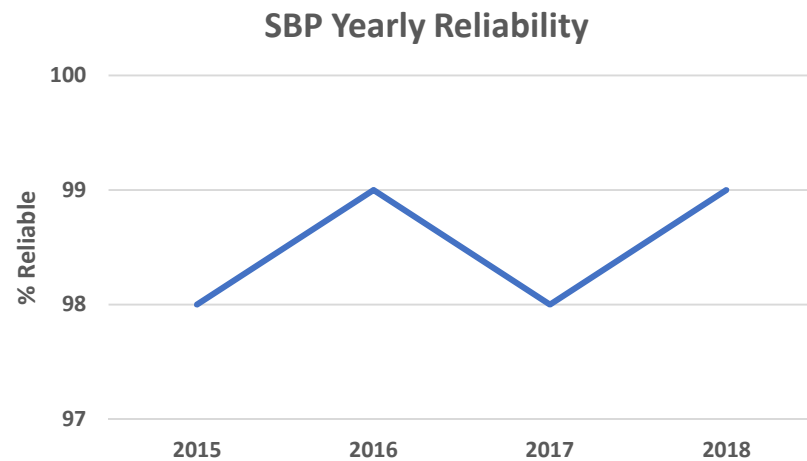
- Key element of the original Partnership
- £18M programme over five years
- £12M of funding from Government supported by BSOG reductions to Operators
- Range of capital and revenue schemes including:
 - Penistone Road
 - Heeley Bottom
 - Improved UTC
 - A/V on bus
- Largest and most ambitious scheme in the County (Nottingham £11.3M, Merseyside £2.7M, York £1.3M and West of England £1.3M)

PERFORMANCE

- Punctuality by year



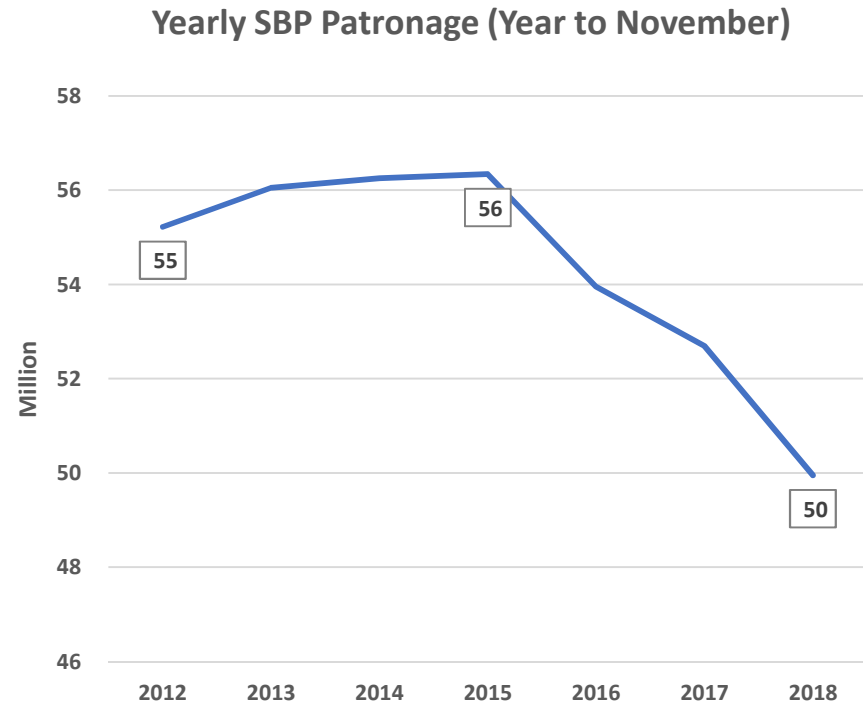
- Reliability by year



- Delays caused by congestion continue to be cited as a significant factor – variability across the week is a major concern

PASSENGER VOLUMES

- Following initial period of growth, general trend has been of decline, driven by ENCTS market
- Key factors driving this relate to changes in employment patterns, reduced need to travel, relative costs of taxis and increasing prevalence of online shopping



HOWEVER - 1.3M more fare paying passenger journeys per year

EMISSIONS

- Investment in the fleet has seen a shift from the position in 2012 with significant improvement in air quality
- A particular challenge has been the initial focus on Euro V compliance by 2017, which has subsequently proven to be less clean in the real world. This has implications for operator investment

	2012	2015	2018	2019
Pre-Euro V	90%	70%	44%	39%
Euro V	10%	30%	38%	18%
Euro VI	0%	0%	16%	43%

KEY CHALLENGES

- Sustainable operations
- Air Quality
- Congestion
- Capital Investment
- Political and Legislative issues
- Changing travel patterns

FUTURE STEPS

- Vehicle retrofit programme (117 Euro IV and V buses being upgraded to Euro VI at a cost of £1.9M funded by DEFRA)
- Further roll out of BfS brand
- Increased joint social media communications
- Joint regulation of services
- Faster journeys with more limited stop services and review of bus stops
- Simplified fares and tickets
- Greater reliance on off-bus ticket sales
- Network simplification
- Enhanced bus priorities

ALSO the need to maintain continued delivery against the original objectives