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Planning

## **South Yorkshire Mayoral Combined Authority – Supertram Replacement Bus Services Framework**

South Yorkshire Mayoral Combined Authority Group

F01: Prior information notice

Prior information only

Notice identifier: 2025/S 000-001362

Procurement identifier (OCID): ocds-h6vhtk-04d03a

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### **Section I: Contracting authority**

#### **I.1) Name and addresses**

South Yorkshire Mayoral Combined Authority Group

Sheffield City Region Mayoral Combined Authority Group, 11 Broad Street West

Sheffield

S1 2BQ

#### **Contact**

Mrs Jill Smith

#### **Email**

[jill.smith@southyorkshire-ca.gov.uk](mailto:jill.smith@southyorkshire-ca.gov.uk)

#### **Telephone**

+44 7742499589

**Country**

United Kingdom

**Region code**

UKE3 - South Yorkshire

**Internet address(es)**

Main address

<https://southyorkshire-ca.gov.uk/>

Buyer's address

<https://southyorkshire-ca.gov.uk/>

**I.3) Communication**

Additional information can be obtained from the above-mentioned address

**I.4) Type of the contracting authority**

Regional or local authority

**I.5) Main activity**

General public services

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**Section II: Object****II.1) Scope of the procurement****II.1.1) Title**

South Yorkshire Mayoral Combined Authority – Supertram Replacement Bus Services Framework

**II.1.2) Main CPV code**

- 60100000 - Road transport services

**II.1.3) Type of contract**

## Services

### II.1.4) Short description

The South Yorkshire Mayoral Combined Authority (SYMCA) is the owner of the South Yorkshire Supertram System, a 35.5km light rail network operating primarily in the city of Sheffield, England. The operation of the network is undertaken by South Yorkshire Future Trams Limited, which is a subsidiary of SYMCA. There are four routes currently in operation, the Blue route between Halfway and Malin Bridge; Yellow route between Meadowhall and Middlewood; Purple route between Herdings Park and Cathedral; and Tram Train between Rotherham Parkgate and Cathedral.

#### Current situation

On occasions, tram services are unable to run, which may relate to planned or unplanned engineering works or events on the network.

Planned events typically include engineering works. These are normally scheduled for around 6 to 9 weeks per year, affecting certain sections of the network. The trams run to temporary timetables with replacement buses running to fill in parts of the network not operating. Works are planned by the end of the calendar year for the following year, subject to change. Work is normally planned across weekends, Bank Holidays, and school holidays when the network is quieter.

To date, SYMCA has procured short term contracts for each service.

There are occasions where unplanned events mean that trams cannot run. These are infrastructure failures or incidents on/adjacent to the tramway (e.g. emergency service incidents or weather conditions). In these situations, operators of local bus services will usually agree to accept tram passengers with valid tickets. Whilst this may be acceptable for short periods of disruption (e.g. hours), for longer periods (e.g. multiple days), this is not always satisfactory in the eyes of passengers and stakeholders.

#### Objective

SYMCA is reviewing its approach to tram replacement bus services and would like to engage with the market to help develop its strategy.

We believe that establishing a framework for services will provide a more efficient service than current. This will provide efficiencies and make it easier to manage.

SYMCA are considering different options for structuring the framework. For example, two lots – one for planned works and another for unplanned events, recognising that it may be

more challenging for some operators to resource at short notice. We would also like to improve the customer experience for tram passengers during times of disruption and provide a consistent service. Customer insight demonstrates that passengers value the reliability of tram services and in times of disruption, it is essential that they have confidence in alternative transport. Current issues include through ticketing, live tracking and other online travel tools, announcements, information across drivers, incident management and complimentary timetables between bus and tram services. SYMCA would like to explore some of the themes with the market to understand how these could be addressed through the specification and working with successful supplier(s) (dependent on the framework structure) to provide a service which meets the needs of tram passengers.

SYMCA invites suppliers who may be interested in providing services to register their interest via ProContract. SYMCA may choose to contact suppliers to undertake market engagement activity prior to any formal tender being advertised. For clarity, the Supertram system currently provides accessible transport for those with impaired mobility and SYMCA intends the subsequent contracting opportunity to specify that vehicles must meet the Public Service Vehicles Accessibility Regulations 2000.

#### **II.1.6) Information about lots**

This contract is divided into lots: No

### **II.2) Description**

#### **II.2.3) Place of performance**

NUTS codes

- UKE3 - South Yorkshire

#### **II.2.4) Description of the procurement**

Framework for Supertram rail replacement bus passenger service.

### **II.3) Estimated date of publication of contract notice**

3 March 2025

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## **Section IV. Procedure**

### **IV.1) Description**

#### **IV.1.8) Information about the Government Procurement Agreement (GPA)**

The procurement is covered by the Government Procurement Agreement: Yes

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## **Section VI. Complementary information**

### **VI.3) Additional information**

This opportunity is available on ProContract via:

Project reference: DN758485.

South Yorkshire Mayoral Combined Authority – Supertram Replacement Bus Services Framework Contract.

Bidders are asked to register their interest via ProContract in order to receive further information regarding any market engagement activity.