

Wednesday, 11 January 2023

To: Members of the MCA - Overview and Scrutiny Committee and Appropriate Officers

## NOTICE OF MEETING

You are hereby summoned to a meeting of the South Yorkshire Mayoral Combined Authority to be held at **South Yorkshire MCA, 11 Broad Street West, Sheffield, S1 2BQ**, on: **Thursday, 19 January 2023 at 2.00 pm** for the purpose of transacting the business set out in the agenda.



Martin Swales  
**Chief Executive and Head of Paid Service**

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## Member Distribution

Councillor Colin Ross (Chair)  
Councillor John Clarke  
Councillor Thomas Collingham  
Councillor Jeff Ennis OBE  
Councillor Bryan Lodge  
Councillor Dianne Hurst  
Councillor Allan Jones  
Councillor Jane Kidd  
Councillor Joe Otten  
Councillor Ken Wyatt

Sheffield City Council  
Barnsley MBC  
Rotherham MBC  
Barnsley MBC  
Sheffield City Council  
Sheffield City Council  
Doncaster MBC  
Doncaster MBC  
Sheffield City Council  
Rotherham MBC

## MCA - Overview and Scrutiny Committee

Thursday, 19 January 2023 at 2.00 pm

Venue: South Yorkshire MCA, 11 Broad Street West, Sheffield, S1 2BQ



### Agenda

Agenda Ref No	Subject	Lead	Page
1.	Welcome and Apologies	Chair	
2.	Urgent Items/Announcements	Chair	
3.	Items to be Considered in the Absence of Public and Press	Chair	
4.	Declarations of Interest by any Members	Chair	
5.	Reports from and Questions by Members	Chair	
6.	Questions from Members of the Public  Including questions asked and petitions presented by the public at other MCA boards and committees.	Chair	
7.	Minutes of the Previous Meeting Held on 20 October 2022	Chair	5 - 8
8.	Matters Arising	Chair	9 - 12
9.	Skills Strategy	Roger Wilde	13 - 18
10.	South Yorkshire Renewal Fund	Felix Kumi-Ampofo, Gareth Sutton	19 - 36
11.	Home to School Transport Update	Tim Taylor	37 - 44
12.	Transport Update	Tim Taylor	Verbal
13.	Review of latest Forward Plan of Key Decisions	Chair	45 - 48

**Date of next meeting:** Thursday, 23 March 2023 at 2.00 pm

**At:** South Yorkshire MCA, 11 Broad Street West, Sheffield, S1 2BQ

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**MCA - OVERVIEW AND SCRUTINY COMMITTEE**

**MINUTES OF THE MEETING HELD ON:**

**THURSDAY, 20 OCTOBER 2022 AT 2.00 PM**

**SOUTH YORKSHIRE MCA, 11 BROAD STREET WEST,  
SHEFFIELD, S1 2BQ**



**Present:**

Councillor Colin Ross (Chair)  
Councillor John Clarke  
Councillor Jeff Ennis OBE  
Councillor Bryan Lodge  
Councillor Dianne Hurst  
Councillor Allan Jones  
Councillor Joe Otten

Sheffield City Council  
Barnsley MBC  
Barnsley MBC  
Sheffield City Council  
Sheffield City Council  
Doncaster MBC  
Sheffield City Council

**In Attendance:**

Mayor Oliver Coppard	Mayor of South Yorkshire	South Yorkshire Mayoral Combined Authority
Dr Ruth Adams	Deputy Chief Executive	SYMCA Executive Team
Nikki Belfield	Head of Mayor's Office	SYMCA Executive Team
John Dowie	Interim Executive Director of Infrastructure and Place	SYMCA Executive Team
Stephen Edwards	Corporate Director of Public Transport	SYMCA Executive Team
Adam Bottomley	Senior Lawyer	SYMCA Executive Team
Christine Marriott	Democratic Services and Scrutiny Manager	SYMCA Executive Team
Ellen Hinsley	Minute Taker	SYMCA Executive Team

**Apologies:**

Councillor Jane Kidd Doncaster MBC

**37 Welcome and Apologies**

The Chair welcomed all to the meeting.

Apologies were noted as above.

**38 Urgent Items/Announcements**

The Chair observed that this would be the Deputy Chief Executive's last meeting and thanked her for her 10 years of service with the MCA.

39 **Items to be Considered in the Absence of Public and Press**

None.

40 **Declarations of Interest by any Members**

None.

41 **Reports from and Questions by Members**

None.

42 **Questions from Members of the Public**

None.

43 **Minutes of the Previous Meeting Held on 28 July 2022**

**RESOLVED** that the minutes of the previous meeting be approved.

44 **Matters Arising/ Review of Action Log**

It was noted that all actions on the Action Log had been completed.

The Chair recognised that two petitions had been delivered to the MCA Board earlier in the week and advised that these could be covered in the work programme. The first concerned the withdrawal of the number 5 bus route which connected the Wensley Estate with Firth Park and Sheffield city centre. The second petition was on retrofitting South Yorkshire homes in fuel poverty which was due to be considered at the March meeting.

**RESOLVED** that the Action Log be noted.

45 **Review of latest Forward Plan of Key Decisions**

**RESOLVED** that the Forward Plan of Key Decisions be noted.

46 **Mayoral Scrutiny**

The Chair welcomed the Mayor to the meeting and invited him to address the Committee.

The Mayor firstly acknowledged the loss of Cllr Jim Andrews BEM, the former Deputy Leader of Barnsley MBC, and added that his thoughts were with Cllr Andrews' family and friends. He also apologised for missing the previous meeting and advised that he was keen to engage in the overview and scrutiny process.

In July Peel Group had announced that they were reviewing future operations at Doncaster Sheffield Airport (DSA) and had subsequently decided to close the airport. The MCA and Doncaster MBC had been working together to bring in alternative investment and were currently facilitating discussions between

potential investors and Peel Group. The MCA had previously offered up to £7m to keep DSA open for up to 13 months while negotiations took place. Although the offer had been refused, it was still available. Doncaster MBC had stated that they would initiate the process for a Compulsory Purchase Order if necessary.

A Healthy Life Expectancy Lead had been appointed to advance the work addressing health inequalities across the region. The MCA was working with Harvard, Bloomberg and the World Health Organisation on a project around healthy life expectancy. This also linked to the work the Mayor would do as the new Chair of the Integrated Care Partnership.

**Action:** Democratic Services to add a report on health inequalities to the work plan.

In response to the cost of living crisis the MCA Board had approved proposals to provide support to South Yorkshire residents. This included linking charities, businesses, and food producers to provide cheap goods to those who needed them and the implementation of the £2 cap on bus fares earlier than nationally scheduled. It was hoped that this would also encourage more people to travel by public transport.

Another decision agreed by the MCA Board was to take the tram back into public ownership once the current contract with Stagecoach came to an end. In response to questions the Mayor advised that the geography and topography of South Yorkshire were challenges to extending the tram but that this would be explored further. He added that South Yorkshire needed an ambitious, long-term vision for a public transport network that connected the whole of the region.

The possibility of franchising the bus network was currently being explored but in the meantime the MCA was providing significant funding to protect as many services as possible following operator cuts. The MCA had committed £5.1m to provide alternative, tendered services to support school journeys for the next 2 academic years. Where possible services had been replicated but not all those lost had been able to be replaced. The MCA was working with schools and operators to find solutions.

The Committee also discussed:

- The link between training and skills and the improvement of health and wellbeing and the growth of the green economy;
- Working Win, a programme to support people with health conditions to find or remain in employment;
- The submission of an expression of interest in Investment Zones and how it would be important to balance the benefits for South Yorkshire's economy with the environmental impacts;
- The development of a strategy to support art and culture in the region.

**Resolved** that the update be noted.

## Review of Real-Time Bus Data

The Corporate Director of Public Transport presented an item on real time bus data.

Issues around the real time data included instances where services were showing as imminent but then vanished from the system. This often occurred when there had been a short notice cancellation and the system was not updated. There had been a higher number of short notice cancellations over the past couple of years, mainly due to a shortage of resources. Initial indications showed that the recent cuts to the network had improved reliability.

(The Mayor and Head of the Mayor's Office left the meeting.)

In response to questions the Corporate Director of Public Transport advised that work was ongoing with local authorities to review the hours of operation of bus lanes and the possibility of introducing more. Where it is not possible to use bus tracking data, the system uses timetabled information. However, members of the public may not always be able to distinguish between real time data and timetabled information.

The Interim Executive Director of Infrastructure & Place added that a single point of contact for bus information in South Yorkshire was currently being explored.

**Action:** The Corporate Director of Public Transport to circulate information to the Committee on the regional distribution of bus stops with real time display units.

**Action:** The Committee to write to the Leader of Rotherham MBC to request a representative's attendance at meetings in order to operate successfully as a combined authority.

**Resolved** that the report be noted.

I, the undersigned, confirm that this is a true and accurate record of the meeting.

Signed .....

Name .....

Position .....

Date .....



## Overview and Scrutiny Committee

### Action Log from 23 March 2022



### Open and Recently Completed Actions

Meeting Date	Minute No	Action	Action Owner	Update	Status
20/10/22	44	<p><b>Matters Arising/Review of Action Log</b></p> <p>The Chair recognised that two petitions had been delivered to the MCA board earlier in the week. The second petition was on retrofitting South Yorkshire homes in fuel poverty which was due to be considered at the March 2023 OSC meeting.</p> <p>OSC to receive information relating to response given to petitioner at the March 2022 MCA Meeting.</p>	Christine Marriott		Ongoing
20/10/22	46	<p><b>Mayoral Scrutiny</b></p> <p>A Healthy Life Expectancy Lead had been appointed to advance the work addressing Health inequalities across the region. This also linked with the work the Mayor would do as the new Chair of the Integrated Care Partnership.</p> <p>To add report on Health Inequalities to the work plan.</p>	Christine Marriott		Ongoing

Meeting Date	Minute No	Action	Action Owner	Update	Status
20/10/22	47	The Corporate Director of Public Transport to circulate information to the committee on the regional distribution of bus stops with real time display units.	Stephen Edwards	An update to be provided to the Committee via email.	Ongoing
20/10/22	AOB	The Committee to write to the Leader of RMBC to request a representative's attendance at meetings in order to operate successfully as a combined authority.	Christine Marriott	Letter sent to Cllr Chris Read on 7 November 2022. A copy of the letter was also circulated to OSC members on the same date.  A response received from Cllr Chris Read on 17 November 2022.	Complete.

### Completed Actions

Meeting Date	Minute No	Action	Action Owner	Update	Status
28/07/2022	32	<b>Minutes of the Previous Meeting Held on 23 March 2022</b> The Scrutiny Officer to research how to improve public participation and provide a report to Members at a future date.	Christine Marriott	22/09/22 – Agenda setting meeting on 16/09/22 'hot topics' from Social Media posts and questions and petitions presented to MCA Boards were provided to OSC Members to inform Work Programme for 2022/23.	Complete – but public engagement will continue to inform OSC agenda
28/07/2022	34	<b>Review of latest Forward Plan of Key Decisions</b>	Ruth Adams	12/10/22 - Information circulated to OSC Members.	Complete

Meeting Date	Minute No	Action	Action Owner	Update	Status
		The Deputy Chief Executive to circulate information on the Government's criteria for Skills Bootcamps to the Committee.			
28/07/2022	35	<b>Bus Cancellations</b> The Director of Public Transport Operations to provide information on the indicative levels of inaccuracy of data displayed on digital bus stops to the Committee.	Tim Taylor	Further information circulated to Members on 2 September.  16/09/22 OSC have invited Tim Taylor back to the October OSC meeting to discuss the data provided.	Complete
28/07/2022	35	<b>South Yorkshire Retrofit</b> Democratic Services to add Retrofit Taskforce to the Work Programme.	Christine Marriott	09/08/22 – Item placed on agenda for the Work Programme workshop scheduled for 16/09/22	Completed
28/07/2022	36	<b>Launch of Data and Intelligence Hub</b>  Democratic Services to arrange an additional, single item meeting on Mayoral Scrutiny.	Christine Marriott	09/08/22 – Contacted Cllr Ross for preferred dates for meeting with Mayor Coppard. Await news.  26/09/22 - Decision made by OSC Chair to include Mayoral Scrutiny on the October agenda.	Complete
23/03/22	22	<b>Mayoral Scrutiny</b>  Cllr Ennis suggested that the Committee should send a letter of thanks to Mayor Jarvis. This was agreed.	Christine Marriott	Letter of thanks sent to Mayor Jarvis on 08/04/22.	Complete.

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## Overview and Scrutiny Committee

Thursday, 19 January 2023

### Skills Strategy

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<b>Is the paper exempt from the press and public?</b>	No
<b>Reason why exempt:</b>	Not applicable
<b>Purpose of this report:</b>	Discussion
<b>Is this a Key Decision?</b>	No
<b>Has it been included on the Forward Plan of Key Decisions?</b>	Not a Key Decision

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**Director Approving Submission of the Report:**  
 Clare Monaghan, Director of Strategy & Development

**Report Author(s):**  
 Adam Greenwood, Assistant Director of Education & Skills  
 adam.greenwood@southyorkshire-ca.gov.uk

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#### Executive Summary

In January 2022 the Education, Skills and Employability Board commissioned the development of a strategy for Education, Skills and Employability in South Yorkshire. The Board also acknowledged that development of the strategy must take account of developments in the wider education, skills and employability landscape that impact on delivery or that create new opportunities for residents and employers across South Yorkshire, in particular, the Local Skills Improvement Plan being led by the Chambers of Commerce. This paper seeks to update the OSC on the development of the strategy.

#### What does this mean for businesses, people and places in South Yorkshire?

South Yorkshire lags behind the national averages across all levels of formal education, which impairs attainment and progression. The workforce in the region is typified by a lower qualification profile which matches the available jobs. The Skills and Employability Strategy will provide a long-term vision supported by our key partners that supports our shared ambitions for economic growth, inclusion and net zero in line with employment opportunities.

## Recommendations

OSC members are invited to note the progress of the development and timeframe of the strategy in this paper.

### Consideration by any other Board, Committee, Assurance or Advisory Panel

Not applicable

## 1. Background

1.1 The Education, Skills and Employment Board commissioned the development of a South Yorkshire strategy for education, skills and employability based on the following themes:

- Targeting School Readiness so that young children start school with the skills experiences and behaviours they need for success;
- Providing educational enrichment to raise young people's aspiration and achievement
- Growing apprenticeships across South Yorkshire through a leadership role
- Helping adults improve their basic English, maths and digital skills.

Other priorities agreed in addition included:

- Improving responsiveness to employer skills demands building on the Skills Accelerator Trailblazer findings;
- Adult skills activity funded through the Adult Education Budget;
- Development of a clear skills offer focused on our Net Zero ambitions
- Strengthening our Community Learning offer to residents
- Developing a package of support for young people not in education, employment, or training.

1.2 We have to address the long-term systemic skills problems that hold South Yorkshire residents back from fulfilling their potential. That means a change in our approach to a longer term approach working in close partnership with our local authorities, colleges, training providers and other partners.

## 2. Skills Strategy Development

2.1 KADA consultants were appointed to assist in the development, drafting and facilitation of the development of the strategy. A series of planned workshops targeting different aspects of the skills landscape in South Yorkshire have been undertaken with different stakeholders. These sessions have been themed around the journey through education, training and work to support in identifying key priorities and themes for the skills strategy. In addition, work around participatory democracy has been included to broaden the engagement.

2.2 Direction from the Mayoral manifesto, Local Skills Improvement Plan, the Regional Skills Advisory Board and Local Authority strategies along with direct engagement with students, learners and job seekers has helped to develop a broad range of perspectives to inform the development. This additional engagement, also

supported by KADA, has been taking place in various forms such as 1-1's, small focus groups and using existing meetings or fora.

2.3

Early headlines that highlight some of the key issues from the sessions include:

- **An inclusive system in which no one is left out.**
- **Flexible outcome and destination focused funding** which supports inclusive economic growth.
- **Strong authentic South Yorkshire identity** with a clear understanding of our offer.
- A system **responsive** to employers and learners and with the **capacity and capability to deliver**.
- **Clarity, collaboration, coordination, and a shared consensus at its core.**
- **Data led, driven locally by partners, and community based.**
- Co-designed and standardised **social value** protocols, which harnesses planning, procurement, and investment levers.
- **Delivered locally in and with communities** with strategic alignment to strategies and levers.
- **Clear and simple pathways** for all levels which showcases progression opportunities.
- Encourages and **supports workforce development.**
- **All age CEAIG delivered by professionals.**
- **Adaptable** provision which can **offer blended options**
- **Multi-year funding** which can meaningfully respond to local priorities.

2.4

#### **Timescale**

The consultation phase concluded at the end of December 2022, although some further activity is still scheduled. The focus is now on developing the overall narrative alongside a set of measures of success to form a draft implementation plan, this needs to be set against any proposed resource costs and timeline for delivery in 2023. The emerging updated Local Skills Improvement Plan will form an integral component part of the strategy; highlighting some of the present and future employer skills needs in the region. The timing of the final report will be dependant of the progress of the LSIP and integration of the research and recommendations. The LSIP timelines are for a draft report to be published by the end of March 2023 and final version of the final version by the end of May 2023. It is therefore likely to be June/July 2023 for the publication of the SY Skills Strategy.

**South Yorkshire's Skills Strategy and Implementation Plan Schedule**



OSC Members are asked to note the progress of the development of the Skills Strategy.

**3. Timetable and Accountability for Implementing this Decision**

3.1 SYMCA Executive will continue development of the strategy.

**4. Financial and Procurement Implications and Advice**

4.1 Funding is in place for the development of the Strategy from internal budgets. There is no additional ask at this stage though additional detail on recommendations and the costs behind these will be worked on further. This will follow the normal governance and approvals processes.

**5. Legal Implications and Advice**

5.1 SYMCA has devolved adult education, skills and training functions. The development of a strategy will complement those functions. Many of the MCA's functions are exercised concurrently with the Constituent Councils. In developing the strategy any expenditure will comply with the Financial Regulations and Contract Procedure Rules. The decision to adopt the final strategy will be a Key Decision.

**6. Human Resources Implications and Advice**

6.1 N/A

**7. Equality and Diversity Implications and Advice**

7.1 An equality Impact assessment has already been undertaken and presented to Members at the time of considering the Strategy.

7.2 As part of developing any strategy the MCA will need to have due regard to the need to :-

- I. Eliminate discrimination, harassment and victimisation;



- II. Advance equality of opportunity between those who share a protected characteristic and persons who do not share it; and
- III. Foster good relations between those who share a protected characteristic and persons who do not share it.

**8. Climate Change Implications and Advice**

8.1 None at this stage. To be revisited when proposals are developed.

**9. Information and Communication Technology Implications and Advice**

9.1 None at this stage.

**10. Communications and Marketing Implications and Advice**

10.1 It is proposed that a full marketing and communications plan be developed by the Marketing and Communications Officer on receipt of the first draft of the strategy. Commencement of all marketing and communications activity to be aligned with expected delivery of final plan.

**List of Appendices Included:**

N/A

**Background Papers**

N/A

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## Overview and Scrutiny Committee

Thursday, 19 January 2023

### Renewal Fund Update

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<b>Is the paper exempt from the press and public?</b>	No
<b>Reason why exempt:</b>	Not applicable
<b>Purpose of this report:</b>	Discussion
<b>Is this a Key Decision?</b>	No
<b>Has it been included on the Forward Plan of Key Decisions?</b>	Not a Key Decision

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**Director Approving Submission of the Report:**  
Gareth Sutton, Chief Finance Officer/s73 Officer

**Report Author(s):**  
Felix Kumi-Ampofo, Director of Corporate Policy  
Felix.kumi-ampofo@southyorkshire-ca.gov.uk

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#### Executive Summary

This report provides an update on the Renewal Fund. The Renewal Fund refers to the fund of funds that will form the basis of the region's investment strategy into the future.

The report is accompanied by a slide-pack that sets out the basis of the Fund, the core underlying principles adopted, decisions made to-date, and the work that is underway to develop longer-term planning.

#### What does this mean for businesses, people and places in South Yorkshire?

Investing into people, infrastructure, and business is central to the region's aspirations for clean, inclusive, economic growth for South Yorkshire.

#### Recommendations

Note the report and the accompanying slide-pack.

## Consideration by any other Board, Committee, Assurance or Advisory Panel

Not applicable

### 1. Background

- 1.1 In July 2020 the South Yorkshire Devolution Deal was signed into law. This deal saw the transfer of powers and funding from Government to the region.
- 1.2 Part of the devolution package was a commitment from Government to provide South Yorkshire with £30m of funding for thirty years. This £900m commitment is referred to as the 'Gainshare' settlement.
- 1.3 Whilst the quantum of funding provided was significant, one of the key benefits was the flexibility under which the money was made available. Unlike other grant funding streams that are provided for short periods of time with tight delivery windows and onerous conditions on how money can be used, Gainshare is relatively free from condition and provided over a much longer period.
- 1.4 This funding was accompanied with the powers to borrow for all the MCA's functions. The ability to borrow allows the MCA and partners to consider how best to time investment. Whilst broad borrowing powers are not a novel tool for local authorities they are for the MCA, whom prior to 2020 could only borrow for transport activity.
- 1.5 Access to this new funding and the associated borrowing powers engendered a different approach to investment planning. It encourages the region to think longer-term and beyond the constraints of Government funding cycles. Rather than be reactive, it encourages the region to set out what it wants to do and proactively plan for it.
- 1.6 Recognising this, the region has committed to developing a Renewal Fund concept, at the heart of which sits the Gainshare funding.
- 1.7 Since 2020, the MCA Board has made decisions on how funding should be deployed and committed to the development of long-term investment plans.
- 1.8 The slide-pack accompanying this report sets out this concept and details the decisions that have been made and the work that is ongoing.
- 1.9 The Renewal Fund is an evolving concept that will be shaped over time by Government decisions, local aspirations, and macro-economic conditions. What and how the region chooses to affect investment will change over time, but the core anchor for the Fund and the use of the Gainshare settlement is the overriding need to deliver economic growth in an inclusive, sustainable, and clean way.
- 1.10 Whilst devolution principles afford the region a great deal of flexibility the MCA is accountable to Government for how it exercises powers and uses the devolved funding. This accountability is exercised through 'gateway reviews' undertaken every five years. The slide-pack touches on this issue.

**2. Options Considered and Recommended Proposal**

**2.1 Option 1**

This report is for noting only.

**2.2 Option 1 Risks and Mitigations**

None.

**2.3 Recommended Option**

Option 1

**3. Consultation on Proposal**

3.1 No proposals

**4. Timetable and Accountability for Implementing this Decision**

4.1 No decisions presented

**5. Financial and Procurement Implications and Advice**

5.1 The Renewal Fund represents a central plank of the MCA's broader financial strategy. The use of Gainshare funding is reported quarterly to the Board with performance information presented to the Thematic Boards.

**6. Legal Implications and Advice**

6.1 None arising directly from this report.

**7. Human Resources Implications and Advice**

7.1 None

**8. Equality and Diversity Implications and Advice**

8.1 None

**9. Climate Change Implications and Advice**

9.1 None

**10. Information and Communication Technology Implications and Advice**

10.1 None

**11. Communications and Marketing Implications and Advice**

11.1 None.

**List of Appendices Included:**

A Renewal Fund Update Slide-Pack

**Background Papers**

N/A

# Overview & Scrutiny Committee Renewal Fund Update

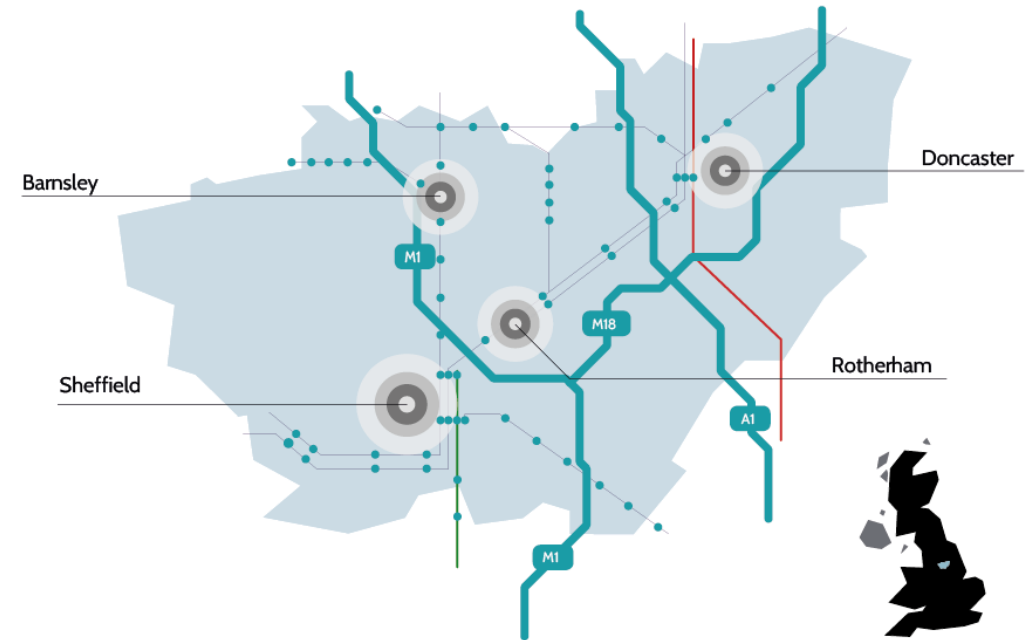
Presented by

Gareth Sutton, SYMCA



## Agenda

- Basis of the Renewal Fund
- What we've agreed so far
- Key principles
- Phasing investment
- Where we're up to with the Project Feasibility Funding and the Capital Funding
- Where we're up to with the development of the Place Plans and the Regional Plan
- Government Oversight





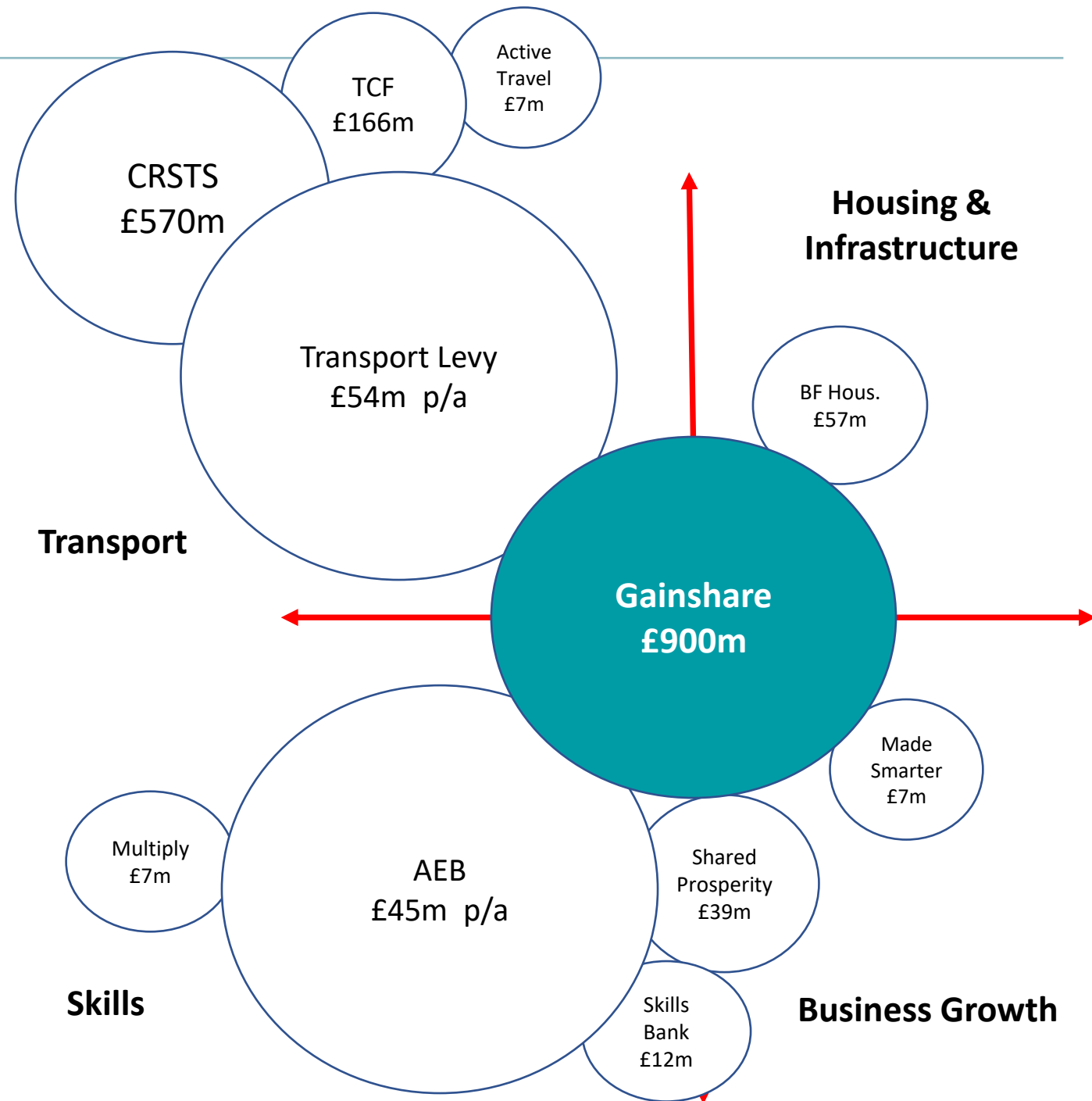
## Basis of the Renewal Fund

- The Renewal Fund was intended to be the fund-of-funds
- It is enabled by the long-term 'gainshare' settlement (30 years of £30m), sitting at the heart of other conditional, time-limited funding and major year-on-year sources such as the levy and AEB

Page 25

Gainshare grant comes without conditions, but we do have to satisfy Government that we have local processes in place to use the money well and deliver on our devolution commitments

- Gainshare offers an opportunity to change our approach to investment from being reactive, short-term, and constrained by grant conditions to thinking long-term, planning ahead, and being ambitious
- Receipt of borrowing powers complements the funding, allowing us to reshape the timing of investment



## Key Principles

A set of guiding principles were agreed by the Board in March 2021 that would shape our approach:

1. **Policy led** - delivering the ambitions and policies in the SEP is the starting point.
2. **Equity** – each authority will get an equitable share of programme funds, but not necessarily at the same time and not in the same way, reflecting their respective priorities.
3. **Economic impact** – we need to invest to create a better, stronger and more resilient economy. It cannot be growth simply for growth's sake.
4. **Social impact** – investment to create jobs and grow the economy must also deliver greater inclusion and tangible opportunities for people and communities across South Yorkshire, particularly amongst our most deprived groups.
5. **Place** – creating vibrant places people want to live and work and contributing to our net zero ambitions to deliver sustainable growth in South Yorkshire.
6. **Sustained Investment** – where possible and appropriate, the MCA will seek a financial return on investments to enable evergreening of funds and to help deliver a sustained programme of activity.

## Investment Decisions to-date

- The Devolution Deal was signed into law in July 2020, amidst the first national lockdown
  - At this point there was no plan for how the funding and powers would be used
- Initial work focussed on two strands:
  - Agreeing principles on how the fund would work
  - Understanding practically how the fund could work
- Board made a number of investment decisions following this, that largely reflected the need to react to the impact of the pandemic and then the need for a more considered approach to long-term investment
- Key decision points include:
  - The commitment of two full years of Gainshare funding in March 2021
    - This included RAP, Place, and other unfunded priorities
  - Subsequent decisions in 2021 and 2022 to fund emerging unfunded priorities from Gainshare
    - This included the 18-21 travel concession and a number of business schemes
  - The decision in January 2022 to phase longer-term Gainshare investment. This focussed on an interim two-year step during which Place Plans would be developed and deliverable capital schemes would be resourced; and,
  - The decision in March 2022 to commit to a longer-term (26 year) distribution of the Gainshare money to fund 4 Place Plans and one MCA regional plan

# Phasing Investments

- In March 2021, funding was released from the first two years of Gainshare allocation to support the immediate response to the pandemic – this is the **reactive phase**
- In March 2022, funding was further released to support the development of longer-term plans – this is the **planning phase**
- As part of this interim step the Board agreed to release available capital to support schemes that could progress ahead of longer-term plans
- In March 2022, the Board also made decisions on the longer-term allocations of funding that would be made available for the **delivery phase** post 2024

Page 28

Gainshare Commitments	Reactive Phase					
	Planning Phase			Delivery Phase		
	2021/22	2022/23	2023/24	2024/25	>>>>>>>	2050
Emergency Recovery Funding	£6.50					
Welcome to Yorkshire	£0.30					
Flooding	£5.50					
Active Travel	£2.24					
Bus Infrastructure	£3.17					
18-21 Concession	£3.01					
Skills Renewal Action Plan	£7.21					
Business Renewal Action Plan	£6.91					
Business Investment	£7.60					
Initial Place Schemes	£21.35					
Protection of Priority Services		£2.73				
Destination Management		£0.25	£0.25			
Programme Management		£0.25	£0.25			
Mayoral Election Provision		£0.60	£0.60			
Debt Financing Provision		£0.60	£0.60			
Project Feasibility Fund		£10.20	£10.20			
Capital Projects (£26m)		£8.00	£18.00			
Place Allocations				£624.00		
Transformation Plan Allocation				£156.00		
Uncommitted Reserve			£3.69			

Population	Allocation	Adjusted		26 Years		Annual	
		%	%	Capital £m	Revenue £m	Capital £m	Revenue £m
MCA		20.00%		£94	£62	£3.60	£2.40
BMBC	16.11%	12.89%		£60	£40	£2.32	£1.55
DMBC	23.42%	18.74%		£88	£58	£3.37	£2.25
RMBC	19.02%	15.22%		£71	£47	£2.74	£1.83
SCC	41.45%	33.16%		£155	£103	£5.97	£3.98
	<b>100.00%</b>	<b>100.00%</b>		<b>£468</b>	<b>£312</b>	<b>£18.00</b>	<b>£12.00</b>

## Planning Phase: Development of Plans and funding of Deliverable Schemes

- In January 2022, the Board agreed to the phased approach of the Renewal Fund, ratified at the March Board with the agreement of funding allocations
- The key point was to adopt an interim step before the disbursement of longer-term funding
- This reflected two important points:
  1. There was acknowledgement that in most authorities investment plans would need to be developed, and that there would need to be funding and space to do this; and,
  2. There was an acknowledgement that development and delivery teams were under incredible pressure to execute existing activity
    - This pressure was manifesting itself in considerable capital programme slippage
- In consideration of this Board agreed to:
  - A two-year period over financial years 2022/23 and 2023/24 to develop the Place and Regional Plans
  - A commitment to £24m of revenue to the Project Feasibility Fund to support delivery of those plans and wider capacity for the delivery of existing schemes
  - The release of £26m of available Gainshare capital over the two years to ensure that where there were schemes that could be progressed we had the flexibility to do so

## The Project Feasibility Fund - £24m Revenue

- The need for revenue funding to support early-stage design and feasibility funding has been acknowledged for some time
  - Peer authorities in receipt of Business Rate Retention Pilots and revenue heavy devolution settlements have been at a competitive advantage
- The lack of revenue has constrained our ability to get ahead of funding cycles, impacted the quality of bid submissions, and left us having to design, develop, and deliver schemes in programme windows solely designed for delivery
- Board agreed to release £20.4m of gainshare revenue to the Feasibility Fund, topped up with £3.6m of resource previously identified
  - Creates the £24m fund in aggregate
- This funding was distributed on a per-capita basis after top slices for regional activity, and released on a light-touch basis

## The Interim Capital Funding Allocation (£26m) - Background

- Board have previously noted the stresses on the system in delivering the existing capital programme
  - These stresses were likely to be exacerbated by the start of the CRSTS programme in 2022/23 and the receipt of c. £100m p/a in new funding
- However, Board were keen to ensure funding remained available to support schemes and pressures as they may arise:
  - *The interim step should not mean ready investment projects are stalled or deferred. Instead, the report proposes that funding should be made available to exploit delivery ready opportunities and manage delivery risk across other programmes as inflationary pressures bite. To provide additional flexibility for capital investment, the report further proposes that revenue resource be made available to support borrowing headroom.*
- Board allocated the £26m of available capital to this concept, supported by revenue that would enable further borrowing if required
  - Borrowing would act as a bridge to the funding allocated to each of the five plans
- The March Board report notes that schemes would be considered on their merit within the parameters of the principles previously adopted
  - How this money might be used beyond those parameters was left deliberately flexible
  - No budget was allocated to individual Thematic Boards, with all decisions requiring approval by the MCA Board

## The Interim Capital Funding Allocation (£26m) – Work to-date

- Schemes and proposals have been brought forward from the existing pipeline of business investment opportunities and from existing partner Place investment programmes
  - All schemes are now being progressed through governance at pace, with the Canon Medical business investment scheme approved and the National Centre for Child Health Technology progressing to MCA Board for full approval in January

Page 32  
Resource has been held in notional allocations, allowing each authority an equitable share

- Where commitments are under or over those notional allocations the MCA will work with partners on how to manage issues in the round and against future funding allocations

Notional Allocations Based on Per Capita Splits	MCA 20% £5.20	BMBC 14% £3.65	DMBC 18% £4.60	RMBC 15% £3.89	SCC 33% £8.66	Total 100% £26.00
<b>Schemes:</b>						
<u>Committed</u>						
Canon Medical	£1.40					£1.40
<u>Proposals</u>						
Hybrid Air Vehicle Business Investment			£7.00			£7.00
National Centre for Child Health Technology					£6.00	£6.00
Priority Place Schemes		£3.65		£3.89		£7.54
	<b>£3.80</b>	<b>£0.00</b>	<b>-£2.40</b>	<b>£0.00</b>	<b>£2.66</b>	<b>£4.06</b>

- Work is continuing with all partners to identify how the balance of funding may be used, including offsetting inflationary pressures that have arisen across all areas' capital programmes
- The development of this pipeline has enabled the MCA to submit a bid on behalf of the region for further capital resource



## Development of Place Plans

- Place Plan development remains at different stages in different places
  - Officers from the MCA are engaging with each place to support development and gain an understanding on progress
- Transaction processing around the distribution of funding has been discussed and agreed in principle with the SY Director of Finance Group
  - Simple process is proposed whereby after agreement of each Plan, an annual allocation from the £30m Gainshare received each year is disbursed to each authority (subject to agreed governance and assurance)
  - Each authority then uses this long-term funding commitment to manage its own treasury activity
    - That is, each authority can choose the timing of its investment and manage cash flows within its broader authority wide portfolio
- A review of the Assurance Framework has just begun, with consideration being given to how assurance of Place Plans and the Regional Plan could be undertaken most efficiently
  - This includes the concept of programme level review and the principle of subsidiarity

## Development of the Regional Plan

- Work is underway to develop the Regional Plan.
- This involves aligning Mayoral manifesto commitments to other existing plans to produce a single medium term delivery plan
- This will focus on the actions needed to transform the SY economy at pace and at scale. The Plan will reflect the scale of the challenge based on the evidence, and will identify the regional investment and interventions needed to achieve agreed objectives.
- The intention is to secure agreement on a set of interventions, agree the outcomes, and invest in the feasibility work, outline design, stakeholder engagement and costings necessary to be ready for delivery.
- The Regional Plan will complement the Place Plans and will not be constrained by what funding is immediately available. Instead it will focus on what is needed. Agreed interventions will be matched to funding opportunities as they come along.

## Government Oversight

- Government oversee Gainshare funded activity through five-yearly gateway reviews
  - Our first will be in 2025
- These reviews are intended to check-in on the use of gainshare against the devo commitment to growing the economy
- Knowledge of this activity from peers suggests the process is invasive

Page 35

Government have recently appointed SQW to undertake the review of our activity, and an initial interim meeting has been held

- SQW are a professional services firm with a focus on economic development
- The appointment of such a firm is an indicator that the review will not be a traditional financial audit, but a more subjective review of how we have deployed funding
- We will share more intelligence on this process with partners as it is received

Thank you

South Yorkshire Mayoral Combined Authority  
11 Broad Street West  
Sheffield  
United Kingdom  
S1 2BQ



## Overview and Scrutiny Committee

Thursday, 19 January 2023

### Home to School Bus Transport Update

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<b>Is the paper exempt from the press and public?</b>	No
<b>Reason why exempt:</b>	Not applicable
<b>Purpose of this report:</b>	Monitoring/Assurance
<b>Is this a Key Decision?</b>	No
<b>Has it been included on the Forward Plan of Key Decisions?</b>	Not a Key Decision

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**Director Approving Submission of the Report:**  
John Dowie, Executive Director for Infrastructure and Place

**Report Author(s):**  
Tim Taylor, Director of Public Transport Operations  
[tim.taylor@southyorkshire-ca.gov.uk](mailto:tim.taylor@southyorkshire-ca.gov.uk)

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#### Executive Summary

SYMCA have committed up to £5.1m of reserves to supplement existing budget and to protect school bus services from September 2022 to the end of the academic year in July 2024. This follows a commercial decision by bus operators to remove a significant proportion of the commercial school bus network, requiring SYMCA to intervene and ensure the network, as far as was reasonably practicable, remained in place.

This paper provides Overview and Scrutiny members with background as to the current arrangements, what our statutory obligations are and what options are available once available reserves are exhausted.

#### What does this mean for businesses, people and places in South Yorkshire?

Buses currently carry 11.5m child journeys per year for the purposes of education, training and leisure. The provision of non-statutory school buses allows a significant number of pupils to continue to access education where they may not have any viable or reasonable alternative to make the journeys during term time.

Without these services, it is likely that many children would be forced to either walk, rely on parents driving them (thereby increasing congestion at times of day which already struggle with road space) and potentially see an increase in absenteeism or habitual late arrival.

Longer term the availability (or lack of) home to school bus services could impact on the demand for local schools and adversely affect the Local Authorities and Multi-Academy Trusts in trying to accommodate demand within the finite resources available at each educational establishment.

## Recommendations

That Overview and Scrutiny members consider the points raised in the paper and provide officers with any comments thereafter.

## Consideration by any other Board, Committee, Assurance or Advisory Panel

None

### 1. Background

1.1 During 2021/22 in South Yorkshire, around 11.5m journeys are made by young people aged under 18 on the bus network to access education, training and leisure activities.

Whilst a proportion of these make use of the general commercial network for education purposes in the morning and afternoon, a significant number make use of dedicated school buses which are scheduled and routed purely for the purposes of getting children to and from school and college each day of the academic year.

1.2 There are three primary groups of school bus services provided in South Yorkshire

1. Statutory home to school transport for those pupils who live more than a prescribed distance (but also cater for some non-statutory pupils)
2. Dedicated school services which carry, in the most part, non-statutory pupils
3. General network services which are not allocated to a specific school but nonetheless carry pupils to and from school.

Local Education Authorities have a statutory duty (contracted to SYPTE/SYMCA) to provide home to school transport for a relatively small number of pupils for whom a journey to their allocated school is, as a general rule, more than two miles' walk (via a safe and available walking route) below the age of eight, and more than three miles (again via a safe and available walking route) if aged between eight and sixteen. SYCMA issue bus tenders for these services each year to provide sufficient bus capacity to carry these statutory pupils.

In the absence of SYPTE/SYMCA as the Transport Authority, the Local Authorities would be otherwise responsible for the transport of these pupils and in 2021/22 around 377,000 of these "Zero Fare" trips were made on the network.

1.3 Before 2017, the majority of these dedicated school buses were provided by a commercial operator called BrightBus, at their own commercial risk. SYPTE at the

time reimbursed this operator through child concession payments and this provided sufficient income to make their operations commercially viable.

1.4 However, BrightBus took the decision to cease trading at the end of July 2017 thereby putting the provision of school services at risk. SYMCA was however able to agree that the majority of the school bus network was taken over by First South Yorkshire starting in September 2017 on a commercial basis, in addition to the commercial school services already operated by them.

1.5 Prior to September 2017, SYPTE incurred an annual net cost of no more than £0.78m to provide the statutory school bus network with the remaining being run commercially. As part of the transfer of services to First South Yorkshire, SYPTE agreed at the time to additional payments to provide transitional support on some of the new routes being provided. Furthermore, all bus operators continue to charge, irrespective of service type, the child notified fare of 80p per trip and claim reimbursement from SYMCA for revenue foregone. This notified fare (currently applicable to all residents aged under 22) was last increased from 70p to 80p in September 2016 and has not changed since.

1.6 These arrangements were sustained for a number of academic years. However, following the Covid-19 pandemic and its impact on bus patronage, First South Yorkshire formally took the decision and notified SYMCA in March 2022 to de-register the remainder of their commercial school bus operations. Given the relatively short notice of their decision, SYMCA were faced with either allowing a significant proportion of the school bus network to disappear or make available emergency funding to protect the network in the short term. Through engagement with SYMCA stakeholders it took the latter decision. This resulted in the allocation of £5.1m of reserves to protect the majority of the school bus network until September 2024.

1.7 In September 2022, some school services were not replaced on a like for like basis and there were some service reductions. Where pupils could make straightforward use of the general bus network (commercial and tendered) to fulfil their trips this approach was used.

A very small proportion of secondary aged children have lost single journey options and now have to interchange, although additional capacity for these trips has been provided where necessary. Those with a “Zero Fare” pass are not impacted financially and those non-statutory pupils can access day, week and 28-day tickets for the same or similar cost to direct travel costs they had before.

1.8 A summary of the annual costs incurred for provision of school bus transport is provided below.

	2016/17	2017/18	2018/19	2019/20	2023/24
Concessions	£2.22m	£1.48m	£2.71m	£3.52m	£4.30m
Zero Fare Income <sup>1</sup>	-£2.04m	-£2.49m	-£1.63m	-£1.55m	-£1.55m
Tenders	£0.68m	£0.74m	£0.79m	£0.96m	£3.77m
Tenders Income <sup>2</sup>	-£0.07m	-£0.08m	-£0.09m	-£0.08m	-£1.00m
<b>Total</b>	<b>£0.78m</b>	<b>-£0.35m</b>	<b>£1.78m</b>	<b>£2.85m</b>	<b>£5.52m</b>

1. Income received from Local Authorities for children for whom they have a statutory duty to provide transport (as set out in 1.2 above).
2. Income generated from fare receipts from certain tendered school services.

*Note that costs and income for 2020/21, 2021/22 and 2022/23 are not included as they contain Covid-affected years, during which academic services were disrupted and when additional funding from the DfE was provided to provide additional capacity using school buses due to social distancing restrictions.*

## 2. Key Issues

- 2.1 Given the amount of public subsidy being used to protect the current network and the resulting run down of limited reserves, the continuation of existing services within the current funding constraints and existing parameters is not affordable in the medium term.
- 2.2 As outlined above, the use of existing reserves will be exhausted no later than September 2024 for the start of the 2024/25 academic year. A decision is therefore required on what options are available to SYMCA to transition from current funding arrangements to a future sustainable model.
- 2.3 Discussions have already commenced with SY Local Authorities as to the future budget implications resulting from the existing arrangements, and there remains an option to increase the Transport Levy to contribute in part to additional costs from September 2024.  
  
Consideration could also be given to policy choices that could generate savings. These choices would inevitably be difficult, based on changes to provision or the cost to farepayers, but remain an option.
- 2.4 There remains an option to further incrementally reduce parts of the dedicated school bus network and encourage pupils to make use of commercial general network services, as well as considering other means including active travel. In practice however this will only afford a modest reduction in costs and will clearly still impact on those students who rely on a given service. In addition, this assumes that there is sufficient capacity on the general network to still allow them to fulfil their journey where in practice this might not be the case, taking into account reductions in capacity and frequency. Pupils may also lose direct connections from home to school and therefore need to take more than one bus to attend school, thereby potentially increasing their costs. We should note that some direct school journeys are not practical or even possible on the local bus network if the school service was not provided.
- 2.5 Board members should note that the issue has been further compounded by an increasing number of pupils not attending their nearest school through parental choice or through intervention from the Local Authority to ensure capacity and demand is spread around their area. This means there are significantly more pupils who are not eligible for free home to school transport but are still at a sufficient distance from their school to have otherwise qualified.  
  
Post-16 travel to sixth forms and colleges also places demand on the school services with those continuing at the same or nearby establishment.



### **3. Options Considered and Recommended Proposal**

#### **3.1 Option 1**

Continue to engage with Local Authority colleagues on the policy options available to SYMCA to ensure that an appropriate transition away from a dependency on use of reserves for home to school transport is achieved.

#### **3.2**

In doing so, this is likely to place an increased overall cost on SYMCA, and this can be fulfilled through policy decisions on use of funding, levels of Transport Levy contributions and wider decisions on allocations of funding at individual budget levels within transport.

#### **3.3 Option 1 Risks and Mitigations**

The substantive risk is the inability to continue to provide current (and future, including inflationary pressures) levels of school bus service through insufficient available funding. This can only be mitigated through dialogue between SYMCA and Local Authority officers and elected members to ensure a suitable outcome is achieved.

Board members should be assured that we have already raised these concerns as part of the budget setting process for 2023/24 with Chief Executives and Leaders, and as we have time available to continue to develop an agreed way forward (given the risk does not materialise until September 2024), it is recommended to continue to engage with stakeholders on this matter.

#### **3.4 Option 2**

SYMCA could accept that when the existing reserves funding is exhausted, it only retains school bus services for which it (passported from the Local Education Authority) has a statutory duty to provide.

#### **3.5**

In practice, this would see a significant reduction in the availability of capacity on the school (and general) bus network and would undoubtedly mean many pupils would struggle to attend education consistently. It would also place greater pressure on their parents to possibly drive them to school, thereby adding to road congestion and possibly impacting on their own employment.

#### **3.6 Option 2 Risks and Mitigations**

The risk with this option is the significant reduction in services available. There are few mitigations in place for this risk other than an assumption that pupils are able to continue to fulfil their journey to school or college by other means.

#### **3.7 Recommended Option**

Option 1.

### **4. Consultation on Proposal**

#### **4.1**

At this time, formal public consultation is not required. However as outlined in Option 1 above, continued and wider engagement with stakeholders is recommended to ensure that we have an agreed approach to the funding of school services from September 2024 and this is inherently included in the budget setting process for the financial year concerned.

## **5. Timetable and Accountability for Implementing this Decision**

- 5.1 Existing reserves are planned to protect services through to the end of the academic year in 2023/4 (i.e. July 2024). In order to agree a mechanism to continue to fund these services from September 2024, decisions on funding allocation need to be made as part of the budget setting cycle for the financial year 2024/25.
- 5.2 The process for agreeing the 2024/25 transport budget (linked to the Transport Levy) typically begins in the August of the prior year, so in this instance August of 2023. A series of budget engagement activities take place from then through to December 2023, with budget being approved at the MCA Board in January 2024.

## **6. Financial and Procurement Implications and Advice**

- 6.1 The Protection of Priority Services reserve, which has been earmarked for the purpose of dealing with interventions such as this, will have been exhausted by summer 2024. This therefore limits the MCA's capacity to further protect bus services unless alternative funding options can be agreed.
- 6.2 The report refers to the option of increasing the transport levy to continue to support these services. At current levels, this would require an annual increase of around 5%. This does not take account of the impact of inflation, or other priorities toward which the MCA Board would wish to target additional resources. The MCA is also cognisant of its constituent member authorities' own budgetary pressures, and this has been acknowledged as part of the 2023/24 business planning process. The 2024/25 business planning process will consider this pressure alongside other policy choices.

## **7. Legal Implications and Advice**

- 7.1 The Education Act 1996 establishes the Local Education Authority's duty to provide home to school transport in specified circumstances. There is no legal obligation to provide home to school transport beyond the requirements of the Education Act and these are provided on a discretionary basis by SYPTE/SYMCA.

## **8. Human Resources Implications and Advice**

- 8.1 There are no immediate or direct HR implications as a result of this paper.

## **9. Equality and Diversity Implications and Advice**

- 9.1 Whilst there are no direct equality and diversity implications as a result of this paper, the decisions regarding future funding of school services inevitably have an equality dimension to them given it primarily affects people of school age. Given age is a protected characteristic, in due course an equality impact assessment of any decision should be expected.

## **10. Climate Change Implications and Advice**

- 10.1 Whilst there are no direct climate change implications as a result of this paper, as outlined in 3.5 above, any significant reduction in school bus service capacity and

provision will almost inevitably result in an increase in private car use on the regions roads, thereby increasing congestion and vehicle emissions.

**11. Information and Communication Technology Implications and Advice**

11.1 There are no immediate or direct ICT implications as a result of this paper.

**12. Communications and Marketing Implications and Advice.**

12.1 Fixing public transport is a priority for the MCA. The options set out in the paper will require careful handling to demonstrate that the MCA has a plan to improve public transport, if necessary through additional cost to the taxpayer or travelling public, though this may incur some short term reductions in service or changes to priorities.

**List of Appendices Included:**

None

**Background Papers**

None

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**Forward plan of Key Decisions to be made: Forward Plan of all Key Decisions from January 2023**

**Date Published: 1 January 2023**

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Page 45 Budget Revision 3	To adopt revised SYMCA revenue and capital budget estimates for 2022/23.	16/01/23	MCA - Mayoral Combined Authority Board	Mike Thomas Assistant Director of Finance & Deputy s73 Officer  mike.thomas@southyorkshire-ca.gov.uk	Board paper.	Not exempt
2023-24 Budget and Business Planning Development	To approve South Yorkshire transport levy for 2023/24.	16/01/23	MCA - Mayoral Combined Authority Board	Gareth Sutton Chief Finance Officer/S73 Officer  Gareth.Sutton@southyorkshire-ca.gov.uk	Board Paper.	Not exempt

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Programme Approvals	Programme Approvals in relation to education, skills and employment activities.	6/02/23	MCA - Education, Skills and Employability Board	Sue Sykes Assistant Director - Procurement, Contracts and Programme Controls  sue.sykes@southyorkshire-ca.gov.uk	Board Paper	Not exempt
Bus Driver Training Programme	Approval to commission contracts to providers following procurement of services to deliver Bus Driver training programme approved by Education, Skills and Employability Board on 12/12/22. Using £385k from existing Adult Education Budget funds.	9/02/23	Executive Director Strategy and Development	Adam Greenwood Assistant Director Employment & Skills  Adam.Greenwood@southyorkshire-ca.gov.uk	Options paper	Not exempt
Bus Tendered Services	Delegation of contract awards for bus tenders commencing in July 2023 to Head of Paid Service.	9/02/23	MCA - Transport and the Environment Board	Tim Taylor Director of Public Transport Operations  tim.taylor@southyorkshire-ca.gov.uk	Board paper.	Part exempt

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Skills Bootcamps - Contracts Awarding	Approval to commission contracts to providers following procurement of services to deliver Skills Bootcamps to South Yorkshire residents from April 2023 – March 31 <sup>st</sup> 2024. Using £724k awarded by Department for Education.	9/02/23	Executive Director Strategy and Development	Khalil Kirkwood Senior Development Manager (Skills for Growth)  Khalil.Kirkwood@so uthyorkshire- ca.gov.uk	Options paper	Not exempt

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Project Mandate Sign-Off	Update on mandates signed off for investment pipeline projects which will include getting board approval for the mandate advancement.	9/02/23	MCA - Business Recovery and Growth Board	Rachel Clark Assistant Director Trade & Investment  rachel.clark@southyorkshire-ca.gov.uk	Board Paper.	Fully exempt Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under the authority.



Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Programme Approvals	Programme approvals in relation to Business Recovery and Growth activities.	9/02/23	MCA - Business Recovery and Growth Board	Gareth Sutton Chief Finance Officer/S73 Officer  Gareth.Sutton@southyorkshire-ca.gov.uk	Board paper.	Fully exempt Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under the authority.

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Bus Franchising - Procurement of an assessor to conduct a Franchising Assessment	<p>At 4 March 2022 Board, the MCA Board agreed to proceed with a franchising assessment.</p> <p>Report to approve the appointment of consultants to undertake a bus franchising assessment following a procurement process.</p>	10/02/23	Director of Transport, Infrastructure and Housing	<p>Pat Beijer Director of Public Transport Development</p> <p>pat.beijer@southyorkshire-ca.gov.uk</p>	Board paper	Not exempt
2023-24 Budget	To approve the SYMCA revenue and capital budgets and treasury management strategy for 2023-24.	6/03/23	MCA - Mayoral Combined Authority Board	<p>Mike Thomas Assistant Director of Finance &amp; Deputy s73 Officer</p> <p>mike.thomas@southyorkshire-ca.gov.uk</p>	Board paper	Not exempt