

Public Document Pack



Wednesday, 22 January 2020

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

NOTICE OF MEETING

You are hereby summoned to a meeting of the Sheffield City Regional Mayoral Combined Authority to be held at **Sheffield City Region, 11 Broad Street West, Sheffield, S1 2BQ**, on: **Thursday, 30 January 2020 at 1.00 pm** for the purpose of transacting the business set out in the agenda.

A handwritten signature in black ink, appearing to read 'D. Smith'.

Dr Dave Smith
Chief Executive

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Member Distribution

Councillor Chris Furness (Chair)
Councillor Allan Jones (Vice-Chair)
Councillor Penny Baker
Councillor Dawn Dale
Councillor Jeff Ennis
Councillor Peter Innes
Councillor Ken Richardson
Councillor Peter Rippon
Councillor Colin Ross
Councillor John Shephard
Councillor Brian Steele
Councillor Austen White
Councillor Jen Wilson

Derbyshire Dales DC
Doncaster MBC
Sheffield City Council
Sheffield City Council
Barnsley MBC
Chesterfield BC
Barnsley MBC
Sheffield City Council
Sheffield City Council
Bassetlaw DC
Rotherham MBC
Doncaster MBC
Bolsover DC

SCR - Overview and Scrutiny Committee

Thursday, 30 January 2020 at 1.00 pm

Venue: Sheffield City Region, 11 Broad Street West, Sheffield,
S1 2BQ



Agenda

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11.	Mayoral Scrutiny Verbal update from Mayor Jarvis	Mayor Dan Jarvis	
12.	Bus Review <ul style="list-style-type: none">Feedback from Councillors Ennis and Dale following meeting with Clive Betts MPPaper presentation from Mark Lynam	Mark Lynam	13 - 16
13.	SCR Budget <ul style="list-style-type: none">Review of draft budget	Mike Thomas	17 - 22
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SCR - OVERVIEW AND SCRUTINY COMMITTEE

MINUTES OF THE MEETING HELD ON:

THURSDAY, 17 OCTOBER 2019 AT 1.00 PM

**SHEFFIELD CITY REGION, 11 BROAD STREET WEST,
SHEFFIELD, S1 2BQ**



Present:

Councillor Chris Furness (Chair)	Derbyshire Dales DC
Councillor Allan Jones (Vice-Chair)	Doncaster MBC
Councillor Penny Baker	Sheffield City Council
Councillor Dawn Dale	Sheffield City Council
Councillor Ken Richardson	Barnsley MBC
Councillor Peter Rippon	Sheffield City Council
Councillor John Shephard	Bassetlaw DC
Councillor Brian Steele	Rotherham MBC
Dr Dave Smith	SCR Executive Team
Steve Davenport	SCR Executive Team
Christine Marriott	SCR Executive Team

Officers in Attendance:

Dr Ruth Adams	Deputy Chief Executive	SCR Executive Team
Noel O'Neill	Chief Finance Officer/S73 Officer	Sheffield City Region
Mike Thomas	Senior Finance Manager	SCR Executive Team
Craig Tyler		South Yorkshire Joint Authorities Governance Unit
Stephen Edwards	Executive Director	SYPTTE
Mark Lynam	Director of Programme Commissioning	SCR Executive Team
Stephen Batey	Head of Mayor's Office	SCR Mayor's Office

Apologies:

Councillor Jeff Ennis	Barnsley MBC
Councillor Austen White	Doncaster MBC

1 Appointment of Chair and Vice Chair

The meeting was opened by the Monitoring Officer who advised Members the meeting was not quorate.

It was agreed to appoint a Chair for this meeting only and transact the business as presented noting there were no explicit decisions to be taken.

Nominations were sought for the position of Chair.

Cllr Furness was nominated and seconded by Cllrs Steele and Richardson and accepted the nomination. It was agreed to defer the appointment of the Vice Chair to the next meeting.

RESOLVED, that the Committee:

1. Appoint Cllr Chris Furness as Chair for the meeting today.
2. Defer appointment of Chair for the 2019/20 municipal year until the next quorate meeting.

3. Defer the decision to appoint a Vice Chair to the next meeting.

2 **Welcome and Apologies**

Members' apologies were noted as above.

The Chair welcomed Noel O'Neil (SCR Interim Group Finance Manager) to the meeting and the member of the public present.

3 **Voting Rights for Non-Constituent Members**

It was agreed there were no agenda items for which the non-Constituent Members should not have full voting rights.

4 **Urgent Items/Announcements**

None.

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

None.

6 **Declarations of Interest by any Members**

None.

7 **Reports from and Questions by Members**

None.

8 **Questions from Members of the Public**

None.

9 **Minutes of the Previous Meeting Held on 18 July 2019**

RESOLVED, that the minutes of the meeting held on 18th July are agreed to be an accurate record.

10 **Matters Arising**

None.

11 **SCR MCA/LEP Revenue Budget Review**

A report was received to provide a briefing for Members on the MCA/LEP revenue budget setting process and how decisions are made regarding the allocation of each budget.

It was reported the annual Revenue Budget sets out the budget proposals for the Mayoral Combined Authority (MCA) for a one-year period and noted that for the purposes of the presented report, the Revenue Budget refers to the budget covering the core operational budget for the MCA and LEP, and also any multi-year revenue programmes for which the MCA is the accountable body.

Members were reminded the MCA's Financial Regulations set out the roles and responsibilities of the Authority, the Head of Paid Service and the Finance Director in relation to the annual Revenue Budget and that it is the Finance Director who is responsible for preparing detailed proposals for the annual Revenue Budget for the coming year in conjunction with the Head of Paid Service.

It was noted the draft 2020/21 MCA/LEP Revenue Budget report will be presented through the next MCA/LEP meeting cycle. This will be informed by the Leaders' direction to identify where further savings in the budget can be made.

Cllr Richardson noted the report only focusses on the budget setting process itself and not the 'actuals' of what the 2020/21 budget will be spent on, and asked where the aforementioned reductions might be made.

In response, M Thomas noted that in preparing to meet the challenge of setting a balanced revenue budget for 2020/21, the MCA and LEP needed to prepare to accommodate a £2m income reduction in year whilst ensuring the 3 core business objectives were still delivered. It was noted this is due to two risks which may be realised in 2020/21; the Mayoral Capacity Fund which has a £2m allocation for 2018 to 2020 (notionally £1m per year) with no certainty for future allocations, and a reduction in Enterprise Zone Business Rates of £1m due to Chesterfield BC withdrawing its membership of the SCR LEP with effect from April 2020.

It was proposed this is achievable and would be realised through a review of reserves, a detailed review of staffing costs, a vacancy management programme and additional commercial income from the SCR's holdings

It was noted the recent 2020/21 budget setting workshop was unfortunately poorly attended by Scrutiny Committee Members. Consideration was given to whether this should be reconvened and what measures might be put in place to increase Member attendance at any future undertaking. It was agreed efforts should be put in place to try and reconvene the workshop, potentially utilising one of the informal pre-determined Scrutiny Committee dates.

Action: Christine to check Members availability for a reconvened Members' budget setting workshop.

RESOLVED, that Members note the process by which the 2020/21 MCA/LEP revenue budget will be set.

12 **SCR Bus Review/Transport**

A report was received to provide an update on a number of bus review and transport related matters. This included progress made with the consultation process, an update on activity being undertaken to improve bus services and connectivity in Barnsley (as referred to by BMBC's own Scrutiny Committee Members), an overview of SCR Transport Investment and performance measures and an overview of activities to support alternatives to the car around schools.

Regarding the bus review, Members were reminded this undertaking seeks to garner opinion in relation to the challenges presented by the current system of public transport provision and what might be done to stem the decline in public transport patronage.

It was reported a common theme of the responses received to date have referenced a lack of service reliability as a significant issue for public transport.

Officers were reminded that at the last meeting, the Mayor agreed the Scrutiny Committee would be appropriately involved with the development of the Bus Review (and also the Local Industrial Strategy) and that it was noted arrangements would be put in place to provide OSC Members with an enhanced role in support of the Bus Review with Councillors Dale, Ennis and Furness registered their interest in being involved with this enhanced role.

Action: Mark to clarify the position with the Bus Review team and confirm how the OSC members will be engaged with the review process.

Regarding timescales, it was noted Clive Betts is due to meet the SCR Mayor during November to present his draft findings ahead of the provision of the final report in the New Year. This will then be subject to consideration by Leaders and the outcomes will ultimately inform actions contained within the Transport Strategy Implementation Plan.

It was suggested Clive Betts might be invited to attend a future meeting of the SCR Overview and Scrutiny Committee.

Members raised additional challenges that the public transport offer needs to address including congestion, the quality and complexity of ticketing and the cancellations of what may already be infrequent services.

It was noted the survey has been predominantly conducted online but has also been extensively promoted on buses and additional attempts made to engage other harder to reach groups.

Cllr Steele asked what powers the Mayor has to actually change public transport. It was noted these are contained within the 2017 Bus Services Act which gives elected Mayors the powers to implement bus franchising in their area (akin to the system operated by Transport for London). Members discussed the likely complexities of any public transport re-regulation exercise.

Members also considered the wider climate change policy context and the role future iterations of public transport will need to play to help meet transport emission caps and targets.

The membership of the Bus Review Panel was confirmed as Clive Betts MP (Chair), Kristine Beuret OBE (Director of Social Research Associates (SRA)), Stephen Joseph OBE (former CEO of Campaign for Better Transport), Peter Kennan (Chair of Sheffield Chamber of Commerce and Industry Transport Forum and Local Enterprise Partnership Board member), Martin Mayer (Secretary, Sheffield TUC, UNITE the UNION and retired bus driver), Lily Currie (BSC Environmental Science Student) and Dawn Badminton-Capps (Director, England for Bus Users).

Members discussed the common potential outcomes of the actions arising from the Bus Review, and those of other environmental and active travel (walking and cycling) objectives (a healthier population, better air quality etc.).

Cllr Jones highlighted the realities of what might happen if the commercial operators are forced to accept any changes to current governance and service determination practices, noting the local authorities can't continue to subsidise non-profitable services to the level the public want.

Cllr Jones commented on the inclusion in the report of information specific to Barnsley.

It was noted this wasn't intended to exclude references to the other 3 South Yorkshire boroughs but was rather in response to a specific request from the Barnsley MBC Scrutiny Committee to address the quality of services in Barnsley. It was clarified this matter is separate to the Bus Review which is South Yorkshire wide.

It was noted it is still to be seen whether the Bus Review's findings will be to recommend the instigation of any of the powers contained within the 2017 Bus Services Act.

Cllr Jones asked if the SCR could run bus services under its General Power of Competence. It was noted the General Power of Competence (as prescribed by the 2011 Localism Act) affords the local authorities the power (in England) to do "anything that individuals generally may do" but does not apply where there is specific legislation which prohibits it, such as the running of commercial bus services. The Monitoring Officer provided a further explanation of the rules under which Community Transport operators operate and why paying a tender to an organisation to run a tendered service (by that a commercial operator (or to a Community Transport operator where no commercial service exists)) differs from directly running a bus service.

Cllr Baker emphasised the importance of the word 'service' and questioned the commercial operators understanding of this term.

Cllr Steele asked that the Overview and Scrutiny Committee be afforded the opportunity to review the findings of the Bus Review before they are reported to the Mayor.

Action: S Davenport to address the sequencing of this request with the Bus Review Panel.

RESOLVED, that the Overview and Scrutiny Committee:

1. Notes the contents of the report

Agrees to consider the final findings and recommendations of the Bus Review ahead of these being reported to the Mayor in early 2020

13 **Scrutiny Work Programme 2019/20**

The 2019/20 Scrutiny Committee work programme was tabled for information.

Members were asked to note the referral from the SCR MCA requesting the Scrutiny Committee leads on making meetings more accessible to the receipt of public feedback. Members were advised feedback forms were now being made available for members of the public attending SCR meetings to facilitate the capture of the public's thoughts on how meetings are being conducted.

It was noted online feedback forms are also to be made available on the SCR website via a web form.

It was agreed that public feedback would be reported back to the OSC after 6 months.

Cllr Jones invited officers to also consider contributing ideas for the work programme, particularly areas where it is considered the Scrutiny Committee Members might be well placed to provide assistance with.

It was noted Members would shortly be provided with a copy of the updated SCR Forward Plan of Key Decisions.

14 **Post Meeting - Informal Meeting Review**

Members gave further informal consideration to the work of the Committee.

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

Signed

Name

Position

Date

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Overview and Scrutiny Committee

30 January 2020

Bus Review

Purpose

This report provides an update to the Transport Board on the progress in undertaking the Mayoral Bus Review, led by Clive Betts MP. It was presented to the Transport Board on 10 January 2020.

Freedom of Information & Section 12A of the Local Government Act 1972

Under the Freedom of Information Act this paper and any appendices will be made available under the Mayoral Combined Authority Publication Scheme. This scheme commits the Authority to make information about how decisions are made available to the public as part of its normal business activities.

Recommendations

That the Overview and Scrutiny Committee notes the contents of the report.

TRANSPORT BOARD

10th JANUARY 2020

UPDATE ON THE BUS REVIEW

Purpose of Report

This report provides an update to the Transport Board on the progress in undertaking the Mayoral Bus Review, led by Clive Betts MP.

Freedom of Information

The paper will be available under the Combined Authority Publication Scheme

Recommendations

Note the report and consider whether the board will respond to the panel's formal invitation for written evidence

1. Introduction

- 1.1** The bus review has progressed swiftly since it was commissioned in March this year (despite some delay caused by political events) and has examined the challenges in the current bus transport system and opportunities for improvement.

This paper summarises:

- The process for gathering evidence
- Emerging findings
- Next steps

2. Proposal and justification

2.1 Process for gathering evidence

The review has taken a multi-faceted approach gathering evidence to ensure a rich and diverse evidence base. Key lines of enquiry were determined before fieldwork began to ensure the review would provide the Sheffield City Region Mayor with an independent assessment of:

- The current condition of the commercial bus and community transport sector in South Yorkshire, including the reasons for the decline in both registered bus services and bus passenger numbers;
- The social, environmental and economic impacts of this decline in bus services and passenger numbers; and
- The steps which should be taken to ensure commercial bus and community transport services meet the needs of South Yorkshire residents.

- 2.2** The panel commissioned baseline research from Sheffield Hallam University's Centre for Regional and Economic Social Research and the Open Data Institute Leeds comprising of both qualitative research (a literature review) and quantitative data analysis. The data

analysis will provide a regionally focused assessment of bus service frequency and reliability (based on bus operator real time data) set against social and economic context.

- 2.3 The research will produce a set of recommendations for short, medium- and long-term bus network improvement that range from those that apply directly to the bus sector (such as, contactless ticketing technology) to allied policy areas and their indirect impact on bus transportation. For example, climate change, spatial and economic development.
- 2.4 At the heart of this has been public consultation to ensure a wide range of views inform the review's findings and recommendations.

Survey

A public survey was launched in May and has received over 6,600 responses. This has provided the review with useful intelligence on the attitudes of bus users but also crucially non-bus users about the regional bus network.

Stakeholder engagement

We have conducted a significant amount of stakeholder engagement as a means of gathering evidence for the review. This has included visits to other bus companies in England, meetings with representative organisations and holding community focus group sessions. The latter has been a good way of extending the reach of our consultation beyond 'the usual suspects'.

Call for evidence

In July the panel invited written submissions from people and organisations who would be able to provide more formal evidence and written responses to the review's key lines of enquiry. Responders (including SYPT, the bus operators, Transport for London and unions) were then invited to discuss their submission in more detail at an oral evidence session held on Friday 11th October.

- 2.5 The panel have undertaken several visits to towns and cities to examine different models of bus operation and to consider what lessons could be learned from places where bus systems are in the same state of decline as in South Yorkshire. In particular, the panel have heard about innovative ways to increase bus patronage, encourage modal shift, and enhance bus partnerships so that they are better integrated with local systems.

2.6 *Emerging findings*

The review was commissioned by the Mayor to examine all aspects of South Yorkshire's bus system with a view to identifying recommendations for improvement that will both increase patronage and support sustainability and stability of the bus transport sector. While this included consideration of new opportunities and powers provided by the Bus Services Act 2017, the panel deliberately wanted to comprehensively consider the reasons behind falling patronage before arriving at a recommendation on governance models.

- 2.7 Four key challenges for the bus system in South Yorkshire have emerged through the evidence gathered:

1. **The network faces significant bus reliability and frequency challenges** which damage the quality service received by passengers and disincentivises new customers
2. In some parts of South Yorkshire, particularly more rural and isolated communities, there is **inadequate connectivity between bus routes and with other modes of transport**

3. From a customer perspective, **the system is overly complicated and difficult to navigate**. This includes inconsistent provision of information, complex ticketing and fare structures, route information and the management of service changes.
4. **There is an inconsistent quality of network** between the different areas including quality of vehicles, provision of information and standard of infrastructure.

2.10 Next steps

- Early January 2020 - panel are due to meet with the Mayor to discuss emerging findings
- January 2020 – testing findings with stakeholders including local authorities
- March 2020 – report submitted to the Mayor and shared with the Combined Authority

3. Implications

3.1 Financial

There are no financial implications from this paper/presentation

3.2 Legal

There are no financial implications from this paper/presentation

3.3 Risk Management

There are no risk management issues from this paper/presentation

3.4 Equality, Diversity and Social Inclusion

An equality impact assessment will be completed as part of the options analysis that will inform the recommendations made by the commission. The evidence base will also consider the needs of minority passenger groups such as the elderly or the economic disadvantaged.

4. Appendices/Annexes

4.1 None

Report Author	Jo Kaczmarek
Post	Bus Review Secretariat
Officer responsible	Mark Lynam
Organisation	Sheffield City Region MCA
Email	Mark.Lynam@sheffieldcityregion.org.uk
Telephone	

Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

Report to Sheffield City Region Overview and Scrutiny Committee

Date of Meeting:	30 January 2020
Subject:	MCA/LEP Revenue Budget Review
Purpose of the Report:	To brief Members on the MCA/LEP revenue budget setting process and how decisions are made regarding the allocation of each budget, thus allowing them to discharge their responsibilities to scrutinise the budget before it is presented for approval by the MCA in March 2020.
The Scrutiny Committee is being asked to:	Consider and note the process by which the 2020/21 MCA/LEP revenue budget will be set.
Category of Report: Open Under the Freedom of Information Act and Schedule 12A of the Local Government Act 1972, this paper and any appendices will be made available under the Combined Authority Publication Scheme.	

Summary:

The purpose of this report is to brief Members on the MCA/LEP revenue budget setting process and how decisions are made regarding the allocation of each budget.

1. Introduction/Context

The annual Revenue Budget sets out the budget proposals for the Mayoral Combined Authority (MCA) for a one-year period. For the purposes of this report, the Revenue Budget refers to the budget covering the core operational budget for the MCA and LEP, and also any multi-year revenue programmes for which the MCA is the accountable body.

The MCA's Financial Regulations set out the roles and responsibilities of the Authority, the Head of Paid Service and the Finance Director in relation to the annual Revenue Budget.

The Finance Director is responsible for preparing detailed proposals for the annual Revenue Budget for the coming year in conjunction with the Head of Paid Service. The Authority is responsible for approving the annual revenue budget.

The 2019/20 MCA/LEP Revenue Budget report was submitted to and approved by the MCA on 25th March 2019. The Committee received a report on the budget-setting process at its meeting on 11th April 2019.

2. Matters for Consideration

2.1 2019/20 Budget-setting process

The Committee received a report on the 2019/20 budget-setting process on 11th April 2019. A recap of the 11th April report was included in the report presented to the Committee at its previous meeting on 17th October 2019. Section 2.2 illustrates how the 2020/21 budget-setting process differs.

2.2 2020/21 Budget-setting process

When the 2019/20 MCA LEP revenue budget was approved at the March 2019 meeting of the MCA, it was agreed that Leaders would be involved in a review of the 2019/20 budget to identify where further savings could be made and to commence early work on the determination of the 2020/21 budget.

Since March 2019 the following budget briefings have taken place:

- **Leaders Workshop** (10th June 2019) – a review of the information provided in the March 2019 MCA/LEP Revenue budget paper with a focus on the core operational revenue budget of £6.5m.
- **LEP Board** (8th July 2019) – members were advised that the MCA and LEP needed to prepare to accommodate a £2m income reduction in 2020/21, equivalent to a core revenue budget cut of 30%.
- **LEP Board** (9th September 2019) – members were notified that a plan has been developed that would achieve the first £1m of the £2m target in 2020/21.
- **Overview & Scrutiny Committee** (17th October 2019) – update on 2020/21 budget-setting process up to and including LEP Board on 9th September 2019.
- **LEP Board** (4th November 2019) – members were advised that the savings target had been reduced by £1m due to confirmation of Mayoral Capacity Fund being extended by a further year.
- **MCA** (18th November 2019) – members approved a 5-year strategy which would be used as the basis of developing the detailed 2020/21 budget.
- **Scrutiny Budget Workshop** (18th December 2019) – informal discussion with Scrutiny committee members on the 5-year strategy and the challenges of setting the 2020/21 budget, including (i) loss of income, (ii) cost savings and (iii) use of reserves.
- **LEP Board** (17th January 2020) – members were updated on the 5-year strategy approved by the MCA on 18th November 2019.
- **Directors of Finance** (28th January 2020) – officers were briefed on the development of the detailed 2020/21 budget.

5-year strategy: the context

Major changes to funding for the MCA will take place over the period of the 5-year strategy. For instance, up to £230m of Transforming Cities Fund (TCF) is likely to be made available for 2020 to 2024. The Local Growth Fund programme (LGF) finishes in March 2021 but will be replaced by Shared Prosperity Fund (SPF) that will support the delivery of the priorities within local SEPs. Whilst the level of that funding is not yet known, some assumptions around the structure to deliver on the SEP priorities have been made in developing the overall financial envelope. In the short-term following the impending Budget from the Chancellor, additional funding is likely to be made available to support Growth in the City Region.

5-year strategy: overview

The financial strategy, as set out in the table below, identifies a financial envelope for the next 5 years and a high-level breakdown of the areas of expenditure that will be incurred. The current year budget has been included for completeness. Slightly more detail about centralised budgets has been included for 2020/21 as these reflect the main thrust to develop actual programmes the coming year to deliver the SEP outcomes.

	Budget	Budget	Budget	Budget	Budget	Budget
	19/20	20/21	21/22	22/23	23/24	24/25
Income Stream	£'000	£'000	£'000	£'000	£'000	£'000
EZ Business Rates	£3,024	£2,009	£2,009	£2,209	£2,309	£2,409
Traded Income – AMP	£1,428	£1,620	£1,620	£1,620	£1,620	£1,620
Subscriptions	£1,204	£1,184	£1,184	£1,184	£1,184	£1,184
LEP Grants	£500	£500	£500	£500	£500	£500
Investment & Treasury Management	£195	£400	£450	£450	£450	£450
Investment Income - Property Portfolio	£155	£155	£155	£155	£155	£155
	£6,506	£5,868	£5,918	£6,118	£6,218	£6,318
Expenditure						
Staffing – Core	£2,519	£2,200	£2,142	£2,185	£2,229	£2,273
Central Revenue Budgets	£1,761		£1,600	£1,600	£1,600	£1,600
Policy, Research & Evaluation		£150				

LEP Support		£100				
Business Investment Programme		£200				
Trade & Investment		£250				
Skills Programme Development		£200				
Transport Programme Development		£250				
Housing and Infrastructure		£100				
Regional Placement		£200				
Communications		£150				
AMP	£1,022	£1,022	£1,022	£1,022	£1,022	£1,022
Business Support, Supplies & Services	£975	£938	£1,004	£1,012	£1,140	£1,140
Other Property Costs	£229	£394	£394	£264	£264	£264
	£6,506	£6,154	£6,162	£6,083	£6,255	£6,299
Use of (Contribution to) Reserves	-£0	£286	£244	-£35	£37	-£19

5-year strategy: main assumptions

Income:

- Enterprise Zone Business Rate receipts fall in 2020/21 by £1m due to Chesterfield's withdrawal from SCR LEP. Business rate receipts have been increased in later years to reflect some current investment decisions being realised and have been adjusted downwards since last reported due to reprofiling of investment in some growth programmes next year.
- Additional income has been realised in the current year for the Advanced Manufacturing Park Technology Centre. This will continue across future years and has been built into the strategy.
- Treasury management receipts have been thoroughly reviewed. Additional income reflects additional funding from TCF and the level of balances that will be held by MCA over the next few years. Interest rates are assumed to remain constant.
- All LEPs receive capacity grant from BEIS of £500k. It is assumed that this will continue for the foreseeable future.

Staffing:

- Following management review of the current establishment, the proposal is to reduce core staffing costs by £320k in net terms. The actual reduction is £600k (12% of the establishment) but some of this is met directly from specific funding sources. Management Team has undertaken reviews of all vacancies that have occurred in the year and deleted some posts in the emerging budget proposals.
- Further synergies will be achieved from integration of the Group. These are built into future staffing costs.
- New funding streams such as TCF and SPF will be coming to MCA over the period of the plan. It is assumed that these will meet any programme management costs and not fall to core funding.
- The numbers in this line represent the broad cost that is affordable to fund the structure of SCR. This undoubtedly will change over the period, but the strategy identifies how much is available and proposed for approval.

Other Core Revenue Budgets:

The emerging SEP requires revenue funding to develop the schemes and programmes to both achieve funding and deliver the desired outcomes. In the 2020/21 budget proposals for funding specific streams of work have been identified by Management Team to meet the immediate challenges. In future years will need revenue input to achieve delivery, but the focus may change. The LEP will consider these as part of the budget setting process in each year. Many of the other MCA/LEPs have identified the need to secure revenue funding to bring forward feasibility work and early scheme programmes as a budget requirement in their current financial planning period.

A budget review of the centralised budget line has been undertaken and identified a reduction of 9% in light of the budget challenge. Focussing this resource will place the MCA/LEP in the best place to draw down funding from new sources such as SPF when they become available.

5-year strategy: conclusions

- The table overleaf illustrates that the plan will deliver a balanced position after 3 years. In the short term the MCA/LEP's forecast expenditure for 2020/21 (c.£6.2m in net terms) will exceed forecast income (c.£5.9m) by around £0.3m, and a contribution of £0.3m from reserves will be required in order to set a balanced budget. This will also be the case for 2021/22 when a further £0.24m will be required from balances before cost reductions and additional receipts are delivered to balance the budget.
- Historically, the budget has only shown the net call on core funding. Expenditure that is incurred managing revenue or capital programmes is attributed to those funds and not shown here. The 2020/21 emerging budget is being developed as the gross operating cost of running the MCA/LEP and showing all sources of funding. The indicative gross cost of operating the MCA/LEP for 2020/21 is £9.9m with £3.8m funding from specific grant or charges to programmes.

Next Steps

Liaison will continue with LEP, MCA Members, Local Authority Officers and other key stakeholders in the run up to presenting the proposed budget on 5th March to the LEP Board before seeking approval from the MCA on 23rd March.

2.4 Implications

a. Financial

The financial implications are clearly set out in Section 2 of this report.

b. Legal

There are no legal implications arising directly from this report.

c. Risk Management

In formulating the assumptions which underpin the proposed financial strategy, officers have taken a prudent approach in order to mitigate all known risks.

The MCA/LEP continues to depend heavily on retained business rates from enterprise zones to resource the core budget. This source of income is susceptible to a variety of risks. This issue has been discussed previously with Members as part of the 2019/20 budget-setting process. However, the most significant element of this risk has now crystallised, namely the loss of £1m due to changes to SCR boundaries. In light of these significant financial risks, sensitivity analysis has been undertaken to assess the MCA's exposure and to ensure that the MCA has a robust reserves strategy. The level of reserves remains sufficient to mitigate these risks, and the reserves strategy will be included as part of the 2020/21 budget report in March 2020.

d. Environmental

There are no environmental implications arising directly from this report.

e. Equality Impact Assessment

The principles of equality, diversity and social inclusion are built into the annual budget setting process and are taken into consideration when assessing budget pressures and savings proposals. Any Equality implications that members must have due regard to under s.149 Equality Act 2010 will be set out in detail in the report that accompanies any recommendation about specific proposals.

f. Performance Management/Measuring Outcomes

This section is not applicable to the revenue budget report.

3. Consideration of alternative approaches

This section is not applicable to the revenue budget report, due to the statutory requirement to set a revenue budget in advance of the forthcoming year, and in accordance with the MCA's own financial regulations.

4. Issues the Overview and Scrutiny Committee may wish to consider

Members are invited to share their views on how the 2020/21 budget-setting process can be improved, so lessons learned can be built into the 2021/22 business planning process.

5. Recommendations

Members are asked to consider and note the process by which the 2020/21 MCA/LEP revenue budget will be set.

6. Appendices/Annexes

None

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Background papers used in the preparation of this report are available for inspection at:

11 Broad Street West, Sheffield, S1 2BQ

Other sources and references:

None

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Report to Sheffield City Region Overview and Scrutiny Committee

Date of Meeting:	30 January 2020
Subject:	Strategic Economic Plan (SEP)
Purpose of the Report:	An update on the development of the SEP
The Scrutiny Committee is being asked to:	Consider if the development of the SEP has been based on evidence, whether the policies will not be detrimental to the environment and whether this will lead to opportunities for all groups across the region.
Category of Report:	Open
<p>Under the Freedom of Information Act and Schedule 12A of the Local Government Act 1972, this paper and any appendices will be made available under the Combined Authority Publication Scheme. This scheme commits the Authority to make information about how decisions are made available to the public as part of its normal business activities.</p>	

Summary:

The purpose of this report is to inform the Overview and Scrutiny Committee on the development of the SEP, how inclusive this has been and how it will impact on the environment.

1. Introduction/Context

1.1 The Strategic Economic Plan (SEP) will be an overarching strategy which will set out how to grow the economy in a way that better includes and benefits all communities across SCR and improves our natural capital.

1.2 This paper outlines engagement with individuals and organisations, the contents of the SEP, the process, and lessons learned from the development of the strategy.

2. Matters for Consideration

a. Financial

The SEP will help to secure additional funding from Government; for example, the UK Shared Prosperity Fund. The costs associated with the completion of the SEP including specific commissioned pieces of research have been accounted for within the existing approved budget.

b. Legal

There are no legal implications to this paper.

c. Risk Management

If the work is delayed, the SCR's ability to secure additional funding from the new Government would likely be weakened. The SCR Executive Team are aware of the importance of delivering a new Economic Plan for the SCR in order to have a compelling pitch to Government. To manage this, consultants were appointed to help mitigate the risk of delay.

d. Environmental

Sustainability is one of the three pillars of the SEP. The strategy will drive forward environmental sustainability to achieve SCR's net zero-carbon target by 2040. SCR will support and encourage businesses to reduce emissions, and investment will be made to increase sustainable connectivity.

e. Equality Impact Assessment

Inclusive growth is one of the three pillars of the document. The strategy considers offering opportunities where this is not available or where particular barriers are preventing residents from accessing opportunities.

f. Performance Management/Measuring Outcomes

How SCR measures performance will change. The focus of the current SEP is numbers driven. The outcomes of the SEP are still being developed; however, the focus will be more on quality than simply numbers.

3. Consideration of alternative approaches

SCR could have chosen not to produce a SEP or followed a different economic growth model. The document is aligning different views on growth and a refreshed vision and approach to secure the funding needed to accelerate the growth of our economy and transform the lives of our people.

4. Issues the Overview and Scrutiny Committee may wish to consider ...

4.1 Process – has the development process been inclusive, thorough and based on the evidence gathered at the start of the refresh?

The four South Yorkshire local authorities and universities have been regularly engaged throughout the process. We have also met with private sector membership organisations such as the CBI and the chambers, and voluntary sector bodies. There will be a public consultation shortly where everyone will have the opportunity to contribute.

4.2 What are the objectives of the SEP? Are they correct and based on sound evidence?

The main aspirations of the SEP are growth, inclusion and sustainability. Each of the Sections of the SEP will have specific objectives. The primary lens of the SEP will be growth, but this will not be at any cost – it must be inclusive and environmentally sustainable. Growth will not be beneficial unless all people have an opportunity to contribute and benefit from it, and it cannot be detrimental to the environment.

We produced an evidence-based report the conclusions of which informed the vision and policy objectives. We also commissioned analytical advice by consultants. We have analysed a wide range of available evidence and made informed judgements.

The SEP is split up into the following sections:

- Section 1 offers an overview of the evidence, the conclusions of which have defined the challenge and led to the agreed vision.
- Section 2 sets out the three policy objectives of growth, inclusion and sustainability and explains how growth must be inclusive and supportive of the environment.
- Section 3 outlines how SCR's innovation-led growth will be delivered.
- Sections 4-8 present the key enablers necessary to ensure we have the right conditions to facilitate this growth.
- Section 9 will anchor the strategy in our "places" and show the uniqueness and the contribution of each local authority in the SCR.
- Section 10 explains the people-focused outcomes, benefits and financial implication of the SEP.

4.3 What funding opportunities are available from central Government to implement and achieve the objectives of the SEP?

Funding opportunities are unknown at this stage until there is more clarity from the new Government. The SEP will help to secure additional funding from Government; for example, the UK Shared Prosperity Fund. There is potentially an extra Local Growth Fund allocation ahead of the UK Shared Prosperity Fund, but nothing has been confirmed.

4.4 Will the SEP work equally and inclusively across the region, providing equal opportunities in terms of access to jobs and people being able to travel sustainably to a place of work from their home?

This is the ambition although the SEP is only one of a suite of strategic documents. We have made efforts to embed a socially inclusive agenda into the strategy, and we commissioned experts to produce evidence and offer advice. Growth, inclusion and sustainability can align but we know trade-offs exist, which we'll have to navigate.

4.5 How will the SEP ensure that business development is not detrimental to the environment?

Economic growth has decoupled from carbon emissions in recent years so there is not necessarily a negative relationship between the two. However, there is a bold aspiration in the document to achieve carbon neutrality by 2040, support inclusive economic growth, enhance natural capital and biodiversity. Working differently with businesses, creates opportunities to promote environmental sustainability. SCR is committed to contributing to a more sustainable economy and to continually improving the positive impacts we make. We recognise the contribution we can make to increasing social responsibility and positive environmental outcomes from our investments, decisions and leadership. The SEP will enable SCR to make specific requirements of businesses receiving funding, support or investment. One example is creating an Employment Charter which will govern how we work with partners and the outcomes we seek together.

4.6 What lessons have been learned during the development of the SEP? What could have been done better?

- Authorship should be retained by officers, not commissioned out. The experience of working with consultants when developing the draft is that it has worked well when they have been commissioned to do work on specific themes or sections, such as inclusive growth.
- There remain evidence gaps that only significant resource can overcome.
- There are often political terminologies (e.g. inclusive growth) which are not well/widely understood.

5. Recommendations

- Offer feedback on the draft SEP when it is out to consultation
- That the OSC is updated when a final draft is ready for publication.

6. Appendices/Annexes

Appendix A – 04 January LEP Board Paper – SEP Draft v4.1

The following section is a legal requirement

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Background papers used in the preparation of this report are available for inspection at:

Sheffield City Region, 11 Broad Street West, Sheffield, S1 2BQ

Other sources and references:

n/a

16th January 2020

Update: Strategic Economic Plan

Purpose of Report

This report provides LEP Board members with an update on the progress of the SEP following discussions at previous LEP Board meetings. Members will be provided with an overview of the document's contents and receive a presentation of a draft of the document.

Thematic Priority

Cross Cutting - Policy

Freedom of Information

This paper will be available under the SCR Publication Scheme.

Recommendations

The Board is asked to:

- Offer feedback on the draft SEP when it is circulated.
- Delegate the sign-off of the draft SEP for consultation to the Mayor, LEP Chair and SCR Chief Executive following circulation of a draft SEP after the meeting and time for comments. This will ensure the consultation can commence in advance of the March 2020 meeting.

1. Introduction

- 1.1** The Strategic Economic Plan (SEP) will be an overarching strategy which will set out how to grow the economy in a way that better includes and benefits all communities across SCR and improves our natural capital.
- 1.2** This paper outlines progress since the previous LEP Board meeting and subsequent engagement with individuals and organisations, the contents of the SEP, the process, next steps, and timescales.

2. Proposal and justification

- 2.1** Our ambition and purpose are to transform the lives and wellbeing of our people. The agreed vision provides three policy objectives for the City Region: founded on economic growth, social inclusion, and environmental sustainability. The primary lens of the SEP will be growth, but this will not be at any cost – it must be inclusive and environmentally sustainable. Growth will not be beneficial unless all people have an opportunity to contribute and benefit from it, and it cannot be detrimental to the environment. Rather, it must enhance it wherever possible.
- 2.2** Following the LEP Board meeting in November, further work has been undertaken to respond to feedback and continue to develop the draft document. A presentation will be given to the meeting to set out draft contents and you will

have an opportunity during and after the meeting to offer your views. The contents of the document are:

1. Evidence summary
2. Vision
3. Growth, Innovation and Enterprise
4. Skills and Employment
5. Sustainable Transport and Mobility
6. Digital Connectivity
7. Environment & sustainability
8. Land Assets
9. Place
10. Outcomes, Benefits and Financial Implications

The presentation will provide more detail but the below summarises the content:

- Section 1 offers an overview of the evidence, the conclusions of which have defined the challenge and led to the agreed vision.
- Section 2 sets out the three policy objectives of growth, inclusion and sustainability and explains how growth must be inclusive and supportive of the environment.
- Section 3 outlines how SCR's innovation-led growth will be delivered.
- Sections 4-8 present the key enablers necessary to ensure we have the right conditions to facilitate this growth.
- Section 9 will anchor the strategy in our "places" and show the uniqueness and the contribution of each local authority in the SCR. Section 10 explains the people-focused outcomes, benefits and financial implication of the SEP.

The presentation at the LEP Board meeting will explain each of these sections in more detail.

2.3 Board Members are invited provide feedback on the presentation. There will be an opportunity for more detailed feedback on the SEP document after the meeting.

2.4 Next steps and timescales

- A draft will be sent to Board members after the meeting (Friday 17th January). Stakeholders will have one week to feed back and the revised draft will be produced following comments and used for the public consultation.
- Our intention is to undertake a four-week consultation (w/c 27th January)
- The next LEP board (3rd March) will be presented with a paper which will summarise issues from the consultation.
- The final paper will be produced after the 3rd March LEP Board. There will be a comment window for two weeks and then the final SEP will be included for the May LEP Board papers.

In order to meet these timescales, we request delegated authority for the sign-off of the draft document (after it has been revised to reflect your comments) for consultation to the LEP Chair, the Mayor and the Chief Executive.

3. Consideration of alternative approaches

3.1 We could have chosen not to produce a SEP or followed a different economic growth model. The document is aligning different views on growth and a refreshed vision and approach with which to engage with each other, with central government and to secure the funding needed to accelerate the growth of our economy and transform the lives of our people.

4. Implications

4.1 Financial

The SEP will help to secure additional funding from Government; for example, the UK Shared Prosperity Fund. The costs associated with the completion of the SEP including specific commissioned pieces of research have been accounted for within the existing approved budget.

4.2 Legal

There are no legal implications to this paper.

4.3 Risk Management

If the work is delayed, the SCR's ability to secure additional funding from the new Government would likely be weakened. The SCR Executive Team are aware of the importance of delivering a new Economic Plan for the SCR in order to have a compelling pitch to Government. To manage this, consultants were appointed to help mitigate the risk of delay.

4.4 Equality, Diversity and Social Inclusion

Inclusive growth is one of the three pillars of the document. The strategy considers offering opportunities where this is not available or where particular barriers are preventing residents from accessing opportunities.

5. Communications

5.1 The document has benefited from the wide engagement we have undertaken. To date universities, businesses, charities, local authority officers and senior executives have been engaged on evidence gathering and messaging. We have also received specialist input into the document from expert professors and from innovation experts from the private sector, as well as substantive input from the local authorities. BEIS and HMCLG have been engaged as well. We intend to continue this engagement and we will work closely with partners in Chesterfield, North East Derbyshire, Bolsover, Bassetlaw and Derbyshire Dales, who though leaving the LEP area, will continue to be a key part of our functional economic area.

5.2 A strategic communications plan for the SEP is in draft and will inform the messaging, tactics and communications channels we use to engage with businesses, stakeholders and members of the public. This plan will also set out the communications strategy for the public consultation, which we intend to begin in the spring.

6. Appendices/Annexes

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references: Strategic Economic Plan Evidence Base – 2019 (Summary Evidence Pack) and other relevant documents available on the website:

<https://sheffieldcityregion.org.uk/explore/resources/>

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Report to Sheffield City Region Overview and Scrutiny Committee

Date of Meeting:	30 January 2020
Subject:	SYPTE processes and responses to petitions submitted to the Mayoral Combined Authority on transport.
Purpose of the Report:	To advise Committee members of the processes in place for SYPTE to respond to members of the public who submit collated petitions regarding issues and concerns on public transport in South Yorkshire.
The Scrutiny Committee is being asked to:	Note the contents of the report and give their views on any improvements or changes required to the current process in place for the management of petitions by the Mayoral Combined Authority.
Category of Report: Open	
<p>Under the Freedom of Information Act and Schedule 12A of the Local Government Act 1972, this paper and any appendices will be made available under the Combined Authority Publication Scheme. This scheme commits the Authority to make information about how decisions are made available to the public as part of its normal business activities.</p>	

Summary:

The report provides a summary of the current processes to manage the receipt and response of public petitions to the Mayoral Combined Authority on transport matters. It provides statistics on the volume of petitions received and the time taken to present at a CA meeting and the time to provide a final written response.

1. Introduction/Context

Members of the public are invited to submit petitions to the Mayoral Combined Authority (MCA) on subjects for which the City Region is responsible. The petitions are submitted and heard, either in person by the petitioner, or presented on their behalf at the Mayoral Combined Authority Meetings which take place at Broad Street West in Sheffield on an eight-weekly cycle. To date, 11 petitions have been submitted and presented to the MCA in 2019 all of which related to public transport matters.

It is normal practice for the City Region Mayor to hear the petition in full but request that a response be prepared on their behalf by SYPTE and issued to the petitioner in due course after the meeting has taken place.

2. Matters for Consideration

Process for Responding to Petitions

There is a process in place which manages the receipt, preparation and response to petitioners as part of the MCA Meeting cycle, an outline of which is provided below;

1. The petitioner submits the subject of the petition, associated supporting documentation and details of signatories to either SYPTE direct or to the Mayor. This can be received either electronically (typically on email or via an online petition form) or in written correspondence.

2. If received by SYPTE, SCR Governance Team are informed who in turn inform the petitioner of the next available MCA Meeting at which it can be heard.
3. SCR Statutory Officers review the petition and decide if the petition can be accepted.
4. If accepted, the petitioner is contacted again with confirmation of the meeting date and arrangements for attendance if desired.
5. SYPTE prepare background details on the nature of the petition. It is not uncommon for the subject of the petition to be one which has been previously written to as normal correspondence between SYPTE and the petitioner; where SYPTE has been unable to meet the demands or expectations of the individual concerned they then feel obliged to seek wider signatories to their cause.
6. Where required, SYPTE will engage with public transport operators (normally commercial bus operators) as to the nature of the request and if there are options available to meet the expectation of the petition. SYPTE officers from the relevant mode of transport are also involved to ensure that information provided by both operators and petitioners is accurate and up to date.
7. The petition is presented on the day of the MCA Meeting.
8. SYPTE prepares a draft response as requested on behalf of the Mayor. This draft is quality assured by the Head of Marketing and Communications and then the Director of Customer Services. Once approved it is shared with the SCR Director of the Mayor's Office for approval.
9. The final approved response is issued to the petitioner as a letter and signed on behalf of the Mayor by the Executive Director of SYPTE.

A full copy of the process is included in the appendices.

SYPTE Customer Charter

SYPTE re-published its Customer Charter in 2019. The aim of this was to simplify the process for customers providing feedback and to make clearer obligations around how complaints are escalated and the timeliness of responses.

SYPTE's Customer Charter states that when SYPTE receive a complaint;

"We'll fully investigate your concern or complaint in a fair, honest way and provide you with a response within ten working days from the day we receive your comments. If your complaint is about a partner organisation, we will still record the complaint and handle it on your behalf, but you may receive a reply from them directly. If we can't fully answer your concern or complaint within ten working days, we'll make sure we keep you informed as to our progress and when you can expect to hear from us."

If the customer remains unhappy with the initial response, they can request that it is reviewed by a senior manager within ten working days. Finally, if they remain unhappy, they can write to SYPTE's Customer Service Director for a final review. They will receive a response within 20 working days.

Beyond this final response the only available recourse is to refer the complaint to the ombudsman, details of which are provided in the final reply.

Whilst the management of petition responses are not directly bound by the SYPTE Customer Charter escalation process or timelines for responses, we endeavour to provide a written response within the shortest timescale possible. As described earlier, you should also recall that customers are likely to have already gone through the initial complaints process prior to generating the petition.

We have provided three anonymised examples of the final responses to petitions received in the appendix.

a. Financial

There are no direct financial implications as a result of this paper. There are no costs associated with the receipt, management and response to customer petitions other than officer time to prepare the necessary information and write the response to the petitioner. This is assumed as part of

ordinary business and therefore covered by revenue budget.

b. Legal

There are no direct legal implications as a result of this paper.

c. Risk Management

There are no direct risk management implications as a result of this paper.

It should be noted however that should the petitioner not be satisfied with the final response they receive, they may choose to engage with local or national media organisations in an attempt to further raise the profile of their cause.

If this were the case, there may be reputational risks for the Mayor, SYPTe and the City Region to manage so careful consideration as to the nature of the response should be given prior to issuing.

d. Environmental

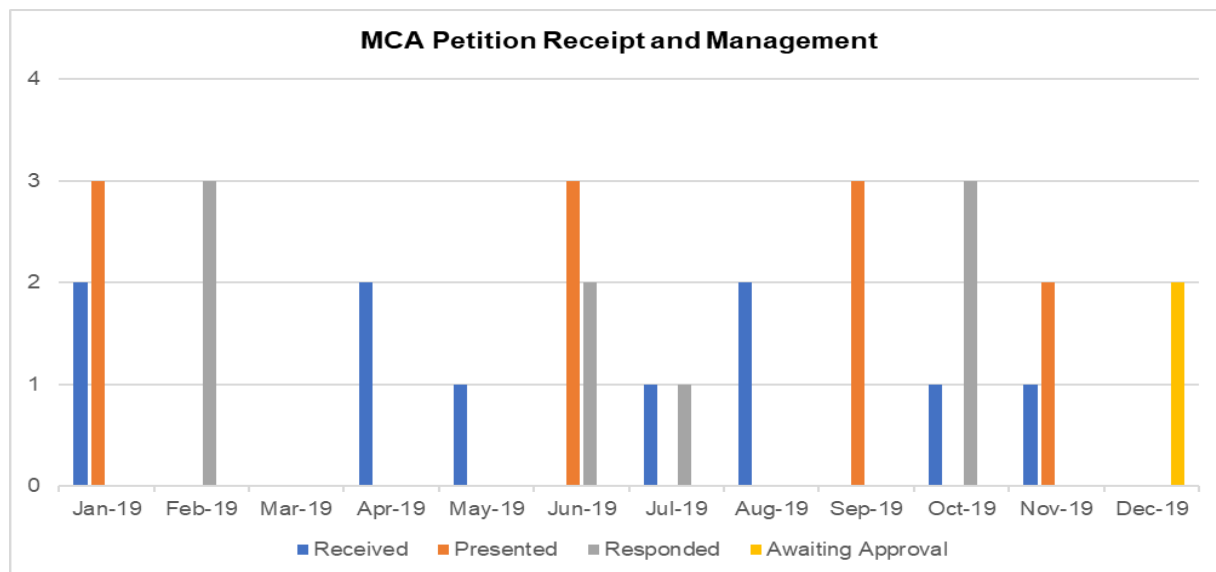
There are no direct environmental implications as a result of this paper.

e. Equality Impact Assessment

An equality impact assessment is not required in relation to the content of this paper.

f. Performance Management/Measuring Outcomes

Performance of the process is monitored on receipt and management of specific petitions and the adherence to the process. Below is the latest status of petitions received, heard by the MCA and responded to by month. The two petitions heard in the November MCA are awaiting final approval by SCR officers at time of writing (December 2019).



On average it takes 33 days between receipt of the petition and it being presented at the MCA Meeting, and a further average of 26 days between the MCA Meeting and the final response being issued.

A summary of the petitions received, and time taken between receipt of petition and issuing of final response can be found in the appendix.

3. Consideration of alternative approaches

At present no alternative approaches have been considered as to how to manage the receipt and response of petitions. Committee Members are encouraged to provide suggested improvements to the existing process, or if they feel an entirely new process is required, are asked to provide details on review of this paper.

4. Issues the Overview and Scrutiny Committee may wish to consider ...

Committee Members are asked to consider if the current process in place for receipt and management of petitions (at least in relation to public transport) is fit for purpose.

Given the existence of the SYPTTE Customer Charter and published timescales for responding based on stage of escalation, should give their views on applying an equivalent customer-facing service level agreement for response between the petition being heard by the MCA and a final response being issued. If this is deemed appropriate, Members are asked to give their views as to what timescale is reasonable (noting that SYPTTE currently apply 20 working days to its final stage escalation).

Further consideration could be given to the engagement with the petition pre- and post-presentation at the MCA Meeting. At present, no formal face to face meeting takes place between either SCR or SYPTTE officers, public transport operators and the petitioner. Should this be expected, it should be recognised that this would have resource implications for one or both organisations and may extend the timescales in which a final response can be provided.

5. Recommendations

That Committee Members give their views on any improvements or changes required to the current process in place for the management of petitions by the Mayoral Combined Authority.

6. Appendices/Annexes

Appendix A: Process Map – Processing Public Transport Petitions at MCA Meetings

Appendix B: Summary of MCA Petitions

Appendix C: SYPTTE Response to Chapeltown Petition

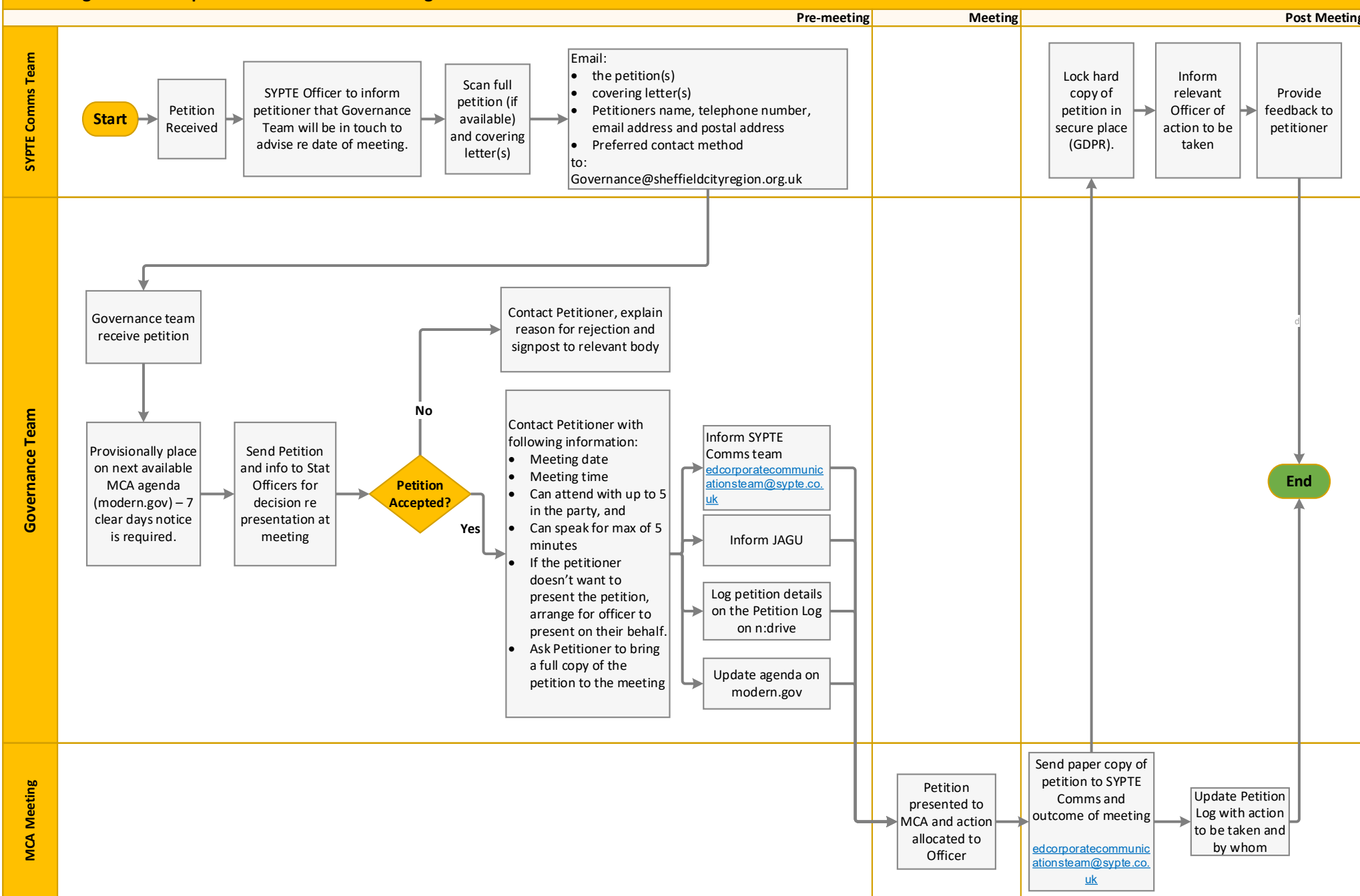
Appendix D: SYPTTE Response to Burngreave Petition

Appendix E: SYPTTE Response to Maltby Petition

The following section is a legal requirement

Report Author:	Tim Taylor
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Officer responsible:	
Organisation:	SYPTTE
Email:	tim.taylor@sypte.co.uk
Telephone:	
Background papers used in the preparation of this report are available for inspection at:	
11 Broad Street West, Sheffield, S1 2BQ	
Other sources and references:	
N/A	

Processing Public Transport Petitions at MCA Meetings



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Appendix B

Petition details	Date received	Date acknowledged	Date presented at SCR MCA	Date responded
Re proposed changes to service 227	2/1/19	2/1/19	28/1/19	4/2/19
Changes to services on Markfield Drive	2/1/19	2/1/19	28/1/19	26/2/19
Re proposed changes to services 139 and 140	24/12/18	2/1/19	28/1/19	5/2/19
Requesting a Chapeltown to Meadowhall Service	16/4/19	23/4/19	3/6/19	6/6/19
Re: environmentally friendly local transport, particularly into Northern General Hospital.	16/4/19	23/4/19	3/6/19	1/7/19
Re: March bus service changes – serv 10 and X10	13/5/19	13/5/19	3/6/19	27/6/19
Opposing Change in the X2 route at Hoyland Common	17/7/19	2/8/19	23/9/19	14/11/19
Petition against the poor bus service between Totley and Sheffield city centre (serv 97/98)	8/8/19	8/8/19	23/9/19	14/11/19
Online petition opposing the change of operator for service 1010a	13/8/19	13/8/19	23/9/19	15/11/19
Requesting reinstatement of free little nipper service between Doncaster Interchange and Waterdale	18/10/19	18/10/19	18/11/19	TBC – awaiting SCR approval
Request to reinstate services 8 and 8a – Doncaster to Moorends	8/11/19	11/11/19	18/11/19	TBC – awaiting SCR approval

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Your Ref
Our Ref **CAS-35835-F0C3K7**
Ask For **Stephen Edwards**
Direct Line [REDACTED]
Email stephen.edwards@sypte.co.uk

11 June 2019

Dear [REDACTED]

Re: Petition requesting the return of a Chapeltown to Meadowhall direct bus service

Thank you for your petition in relation to a direct bus service between Chapeltown and Meadowhall.

As you are aware, this was noted at the Sheffield City Region Mayoral Combined Authority meeting on Monday 3 June 2019 for SYPTE to provide a response.

As I am sure you can appreciate, people's travel patterns vary significantly and it is not always possible to provide a direct link to all destinations. Where there is sufficient demand from passengers to justify the provision of direct services it may be necessary for passengers to change to a connecting service to complete their journey.

Residents in Chapeltown, High Green and Ecclesfield have access to services 1/1a, which operate up to every 6 minutes, and can change buses at Firth Park onto services 3/3a, which operate every 10 minutes to Meadowhall.

I can advise that there are no network changes planned to provide a direct bus link between Chapeltown and Meadowhall.

Alternatively, two trains per hour link Chapeltown and Meadowhall directly, although I do acknowledge the accessibility issues at the station. South Yorkshire Passenger Transport Executive (SYPTE) are working with Northern Railway, who own the station, to pursue funding opportunities as they arise in order to improve accessibility at the station.

**SOUTH YORKSHIRE PASSENGER
TRANSPORT EXECUTIVE**

11 Broad Street West
SHEFFIELD S1 2BQ

Enquiries: 0114 276 7575
Facsimile: 0114 275 9908
sypte.co.uk

VAT Reg: GB 599912961

Executive Director:
Stephen Edwards

Director of Customer Services:
Tim Taylor

Principal Solicitor and Secretary:
Steve Davenport

For those residents unable to walk this distance it may be beneficial for them to register with Sheffield Community Transport. Sheffield Community Transport is a subsidised service which, for a small charge, provides an alternative solution for residents who may find it difficult to access standard public transport. Community Transport offers Door 2 Door 'Dial-a-Ride' and 'Shopper Bus services', which are available by registering for the services on 0114 285 9906. Contact details are also available at www.travelsouthyorkshire.com/door2door

I am sorry I cannot give you a more positive response in this instance but, if I can be of any further assistance, please get in touch.

Yours sincerely



**STEPHEN EDWARDS
EXECUTIVE DIRECTOR**

Copy to: [REDACTED]

Your Ref

Our Ref

Ask For

Direct Line

Email

CAS-35845-Y8M0F5

Stephen Edwards

Stephen.edwards@sypte.co.uk

1 July 2019

Dear [REDACTED]

Re: Burngreave Clean Air Campaign - Petition to SYPTE

Thank you for your petition in relation to environmentally friendly local transport, particularly into Northern General Hospital.

As you are aware, this petition was noted at the Sheffield City Region Mayoral Combined Authority meeting on Monday 3 June 2019 for South Yorkshire Passenger Transport Executive (SYPTE) to provide a response.

Bus service provision for the Northern General Hospital (NGH) is very good with numerous high frequency bus services serving the Barnsley Road and Herries Road entrances. The Sheffield Hospital Guide provides information regarding the direct bus services to and from Sheffield Hospitals and is available online at <https://www.travelsouthyorkshire.com/sheffieldhospitalguide.htm>. SYPTE, along with other members of the Sheffield Bus Partnership are committed to improving the environmental standards of the bus fleet.

The quality of vehicles is improving as new fleets are introduced to meet the latest legislations for air quality. New buses on frequent services 1 and 1a, operated by Stagecoach and First respectively, are to the latest Euro VI emissions standards and have stop/start technology which automatically stops the engine when the bus is stationary, helping to reduce emissions. These services were the subject of a successful funding bid of £1.32m to the Office for Low Emission Vehicles (OLEV) back in 2016 and have been in operation since autumn 2018

**SOUTH YORKSHIRE PASSENGER
TRANSPORT EXECUTIVE**11 Broad Street West
SHEFFIELD S1 2BQEnquiries: 0114 276 7575
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VAT Reg: GB 599912961

Executive Director:
Stephen EdwardsDirector of Customer Services:
Tim TaylorPrincipal Solicitor and Secretary:
Steve Davenport

Some services currently use the service road at NGH such as Stagecoach service 2 in the evenings and on Sundays which operates via the clocktower roundabout, SYPTE tendered service 32 and SCT service H1 contracted to the health authority during the daytime.

From September First are proposing to introduce a 15-minute service to the clocktower from Sheffield via Barnsley Road.

Active Travel, improved public transport, reduced journey times, and tackling air quality and congestion are all at the heart of Sheffield City Region Mayor Dan Jarvis' Transport Vision and Strategy and details can be found at <https://sheffieldcityregion.org.uk/manifesto/transport/>.

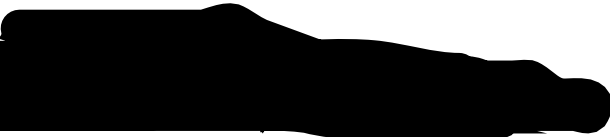
I trust the above updates you on the situation but, if I can be of any further assistance, please get in touch.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Stephen Edwards', with a long horizontal flourish extending to the right.

**STEPHEN EDWARDS
EXECUTIVE DIRECTOR**

Copy to: [REDACTED]



Your Ref

Our Ref

Ask For

Direct Line

Email

CAS-36601-V4P3K0

Stephen Edwards

stephen.edwards@sypte.co.uk**BY EMAIL**

27 June 2019

Dear **Re: Maltby Bus Petition**

Thank you for your petition in relation to bus service changes introduced on 3 March 2019, in particular services 10 and X10, which no longer serve Rotherham District General Hospital or Thomas Rotherham College from Maltby. As you are aware, this petition was noted at the Sheffield City Region Mayoral Combined Authority meeting on Monday 3 June 2019.

I am sure you will appreciate, with the varying demands for routes it is not always possible to provide a direct link from all areas, so connecting services are provided to and from central locations.

The service changes introduced in March were designed to keep the network sustainable within the resources available whilst offering the best possible service to as many customers as we can.

First South Yorkshire operated services 10/10a on a commercial basis, without any funding from South Yorkshire Passenger Transport Executive (SYPTe). First made the decision to enhance parts of the network by providing Maltby residents on Rotherham Road, as well as Bramley, Sunnyside, Flanderwell and Herringthorpe, with four buses per hour instead of two to provide more access to bus services and encourage use in to Rotherham. They also extended the services beyond Rotherham, to Meadowhall and Sheffield as this is where the majority of passengers wish to travel.

**SOUTH YORKSHIRE PASSENGER
TRANSPORT EXECUTIVE**

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EXCELLENCE**



As a consequence of these improvements it does mean that passengers needing to use the local hospital services as a patient or visitor will need to change between frequent services. Maltby now has 10 buses per hour (X1, X7 and X10) to Wickersley, where 5 buses per hour (19, 19a and 113) provide onward journeys to the hospital.

As patronage to and from the hospital was low, it was felt that revised service schedule met the needs of the largest groups of passengers. However, access to employment was considered and, as a result, service 110 was introduced, operating early morning journeys between Maltby and Rotherham, providing a direct service for workers at the hospital. Further to this, and as a direct result of feedback gathered during the consultation regarding these changes, First agreed to introduce some additional journeys to Rotherham Hospital on service 113 to provide a direct link for Maltby residents not wanting to change buses at Wickersley.

For those who are unable to access service X10 to travel to the hospital or for those who may have difficulty using scheduled services, SYPTE also funds Community Transport Services in the borough. Rotherham Community Transport is a subsidised service which, for a small charge, provides an alternative solution to standard public transport. Community Transport offers Door 2 Door 'Dial-a-Ride' and 'Shopper Bus services', which are available by registering for the services on 01709 517100. Contact Details are also available at www.travelsouthyorkshire.com/door2door

Regarding bus service X1, we appreciate that there is an issue with delays caused by traffic on the highway. This issue has been highlighted to Rotherham Metropolitan Borough Council and the Rotherham Bus Partnership are grateful to the current major investment taking place at Bramley to alleviate some of it. Further bus priority work is being investigated for the Rotherham-Maltby bus corridor through the Transforming Cities Fund. A bid on behalf of South Yorkshire was submitted to the Department of Transport this month and we expect to receive feedback later this year.

If any of your constituents experience any further incidents whereby services fail to operate, or do not operate to the advertised route or timetable, please advise them to contact either the operator directly or SYPTE, providing specific dates, times, locations and service or fleet/registration numbers via our Traveled team on 01709 515151, MyTSY or our online 'Tell Us What You Think' form. Further details of how to contact us are available at www.travelsouthyorkshire.com/contactus. This will then enable SYPTE to investigate the matter on their behalf with the operator at the earliest opportunity.

A report following the public consultation is available on the Travel South Yorkshire website: <https://www.travelsouthyorkshire.com/consultations/Feb2019Bus/>

I am sorry I cannot give you a more positive response in this instance but, if I can be of any further assistance, please get in touch.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. Edwards', with a long horizontal flourish extending to the right.

**STEPHEN EDWARDS
EXECUTIVE DIRECTOR**

