

Wednesday, 21 July 2021

To: Members of the MCA - 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, 29 July 2021 at 2.00 pm** for the purpose of transacting the business set out in the agenda.



Dr Dave Smith  
**Chief Executive**

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## Member Distribution

Councillor Emily Barley  
Councillor Maggi Clark  
Councillor Jeff Ennis  
Councillor Dianne Hurst  
Councillor Allan Jones  
Councillor Bryan Lodge  
Councillor Jo Newing  
Councillor Colin Ross  
Councillor Martin Smith  
Councillor Austen White  
Councillor Ian Auckland (Reserve)  
Councillor Tracey Wilson (Reserve)  
Councillor Ken Wyatt (Reserve)

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

## MCA - Overview and Scrutiny Committee

Thursday, 29 July 2021 at 2.00 pm

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



### Agenda

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2	Appointment of Chair and Vice Chair	S Davenport	
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5	Declarations of Interest by any Members		
6	Reports from and Questions by Members		
7	Questions from Members of the Public		
8	Minutes of the Previous Meeting Held on 25 March 2021	Chair	5 - 14
9	Matters Arising		
10	OSC Action Register Update	Christine Marriott	15 - 20
11	Review of latest Forward Plan of Key Decisions		21 - 32
12	Question and Answer Session with Mayor Jarvis	Mayor Dan Jarvis	
13	South Yorkshire Renewal Fund	F Kumi-Ampofo	33 - 44
14	Work Programme Meeting Work programme meeting is scheduled for 02/09/21 at 10am. All members are invited.	Christine Marriott	

**Date of next meeting:** Thursday, 21 October 2021 at 2.00 pm

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

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# SCR - OVERVIEW AND SCRUTINY COMMITTEE

## MINUTES OF THE MEETING HELD ON:

THURSDAY, 25 MARCH 2021 AT 2.00 PM

## ONLINE MEETING - VIA MICROSOFT TEAMS



### Present:

Councillor Colin Ross (Chair)	Sheffield City Council
Councillor Allan Jones	Doncaster MBC
Councillor Penny Baker	Sheffield City Council
Councillor Robert Elliott	Rotherham MBC
Councillor Jeff Ennis	Barnsley MBC
Councillor Bryan Lodge	Sheffield City Council
Councillor Phillip Lofts	Barnsley MBC
Councillor Brian Steele	Rotherham MBC
Councillor Austen White	Doncaster MBC

### Officers in Attendance:

Dr Dave Smith	Chief Executive	MCA Exec Team
Dr Ruth Adams	Deputy Chief Executive	MCA Exec Team
Gareth Sutton	Chief Finance Officer/S73 Officer	MCA Exec Team
Steve Davenport	Principal Solicitor & Monitoring Officer	MCA Exec Team
Christine Marriott	Scrutiny Officer	MCA Exec Team
Helen George	Assistant Director - Skills & Employment	MCA Exec Team
Gillian Richards	Minutes	JAGU
Stephen Batey	Head of Mayor's Office	MCA Exec Team
Daniel Wright	Head of Communications & Marketing	MCA Exec Team

### Apologies:

Councillor Sioned-Mair Richards	Sheffield City Council
Martin Swales	MCA Exec Team
Mark Lynam	MCA Exec Team

## 74 Welcome and Apologies

The Chair welcomed everyone to the meeting, including new members Cllr Rob Elliott from Rotherham MBC, Cllr Bryan Lodge from Sheffield CC and Cllr Sioned-Mair Richards also from Sheffield CC who was unable to attend today's meeting.

The Chair confirmed that the meeting was quorate.

Apologies were noted as above.

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### **Urgent Items/Announcements**

The Chair announced that the Bus Back Better; National Bus Strategy for England had been published on Friday 12 March. Members had received a copy via email. This would impact on the discussion at item 12 on the agenda, the Integration of MCA and SYPTE.

At the MCA meeting on Monday 22 March Mayor Dan Jarvis announced that by the end of the month £30m of additional Covid funding would have “reached the bank accounts” of businesses across the region.

A major item on the MCA agenda had been the South Yorkshire Investment Strategy. The proposals addressed key economic challenges faced as a result of the pandemic and to further the ambitions of the Recovery Action Plan.

One element of the of the Investment Strategy is related to utilising £32.2m of the devolution fund which was proposed to be divided up into:

- £21.35m key infrastructure
- £5.5m flood defences
- £3.2m additional investment in the bus network
- £2.4 additional investment in active travel

In support of young people, the 80p concession bus fare for 11-18 year olds was to be extended to include all those under 21 for a period of one year.

Also proposed was the establishment of an investment pot of up to £500m of additional devolved funding to invest in the long-term continual renewal of the South Yorkshire economy from 2022.

All the above proposals were agreed by the MCA Board.

The Chair commented that this was significant financial spending over the next few years and proposed that at the first meeting of the Committee in the new municipal year should have the subject as a major item on the agenda and ask officers for a presentation on the South Yorkshire Investment Strategy.

Members agreed with the proposal.

**ACTION: South Yorkshire Investment Fund to be placed on July 2021 OSC agenda.**

Also on the MCA agenda was the Budget and Business Plan 2021/22, the Capital Framework, the Assurance Framework and the Evaluation Framework, all of which were approved.

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

None.

77        **Declarations of Interest by any Members**

None.

78        **Reports from and Questions by Members**

None.

79        **Questions from Members of the Public**

None.

80        **Minutes of the Previous Meeting Held on 28 January 2021**

RESOLVED- That the minutes of the meeting held on 28 January 2021 be agreed as a true record.

81        **Response to Recommendations in relation to SCR Website**

Following the Committee's recommendations on improvements to the MCA website, a letter had been received from Daniel Wright, the MCA Executive's Head of Communications and Marketing, confirming the changes made to enable users to find relevant information about submitting questions easier.

It was noted that work was ongoing to move to a new Content Management System which would improve the search function and accessibility of the website. Later in the year the website would undergo a full redesign and be redeveloped with user needs in mind.

A recommendation was given to Daniel Wright that when the website was redesigned a Focus Group, including members of the public, should be established to test the usability of the website before it went live. This was agreed.

**Action: C Marriott to add the above to the action log and continue to monitor.**

82        **Matters Arising**

The Chair raised an issue for Cllr Ennis.

At the last meeting, Mayor Jarvis had agreed to look into the arrangements for elite skaters in the region. Cllr Ennis had not yet received a reply.

**Action: C Marriott to chase Mayor Jarvis for a response.**

83        **OSC Action and Recommendation Register Update**

The Committee received updates on actions from previous meetings.

Action 11 – All OSC members had receive a copy of the Strategic Economic Plan.

**Action: C Marriott to update the action log as ‘Action Complete’.**

Action 12 – Workshop on the Assurance Framework.

**Update:** The Chair had agreed that the workshop on the Assurance Framework would be deferred until June 2021 when the Assurance Framework had been signed off.

Action13 – Parking in bus lanes.

**Update due in January 2022.**

Action 14 – Monitoring the role of the Traffic Commissioner.

**Update:** Councillor Jones would continue to monitor.

Action 15 – Evaluating Outcomes and Value for Money from Active Travel Projects.

**Update:** The report would be available late March.

Action 16 – Recommendation by OSC to include a Climate Change Impact Assessment on MCA reports.

**Update:** A revised draft Board template was under development with an expected implementation in June 2021.

Action 17 – Continue to monitor public engagement on climate change issues.

**Update:** Scrutiny Officer proposed that a methodology for monitoring public engagement was agreed by the OSC at the start of the 2021/22 municipal year and would form part of the OSC work programme for the forthcoming year.

Action 18 – OSC to receive quarterly performance reports regarding progress/evaluation of Mayor Jarvis’ priorities for 2021.

**Update:** Further development required at the beginning of the 2021/22 municipal year to incorporate the receipt of quarterly reports into the OSCs work programme.

Action 19 – Formal recommendation to “include information on how to submit a question to Thematic Boards on the MCA’s website”.

**Update:** Response letter from Daniel Wright confirming recommendation complete.

**Action: C Marriott to update the action log as “Action Complete” and add a new action to monitor the use of a focus/user group when developing the new website.**

Action 20 – Formal recommendation “the MCA website’s search function be



amended to ensure that the search function be amended to ensure that relevant returns are received to the queries submitted”.

**Update:** Response letter received from Daniel Wright confirming recommendation complete. The website would undergo a full redesign later in the year.

**Action: C Marriott to update the action log as “Action Complete”.**

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

The Forward Plan of Key Decision was emailed to Members on the day of publication and also presented for information today, to give Members the opportunity to ask questions.

No questions were raised by Members.

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#### **Integration of MCA and SYPTE**

The Committee received a report on the progress and next steps for the integration of the MCA and PTE.

Members were reminded that following the publication of the Clive Betts Bus Review Report, the MCA agreed a 7-point plan. The plan included the decision fully integrate the PTE with the MCA to ensure the governance of operational transport in South Yorkshire was politically led via the governance structures of the MCA.

The legislative route to undertake the integration was under discussion with MHCLG but would require a Statutory Process and an Order of Parliament to formally merge the two bodies.

Since the decision to integrate, a high-level plan had been developed, detailing workstreams and work packages to be progressed. An update by workstream was provided in section 2 of the report.

In addition to this, an independent Strategic Partner (PwC) had been appointed. This partner, with expertise in corporate and public integrations, would advise on the efficacy of the planning and implementation to ensure that the MCA implemented an assured process.

Cllr Lodge asked how much confidence there was that the integration would deal with previous deficiencies in attitudes and approach to complaints in which the Bus Review Report had highlighted.

R Adams replied that although the details of policies and processes had not yet been decided a significant change to governance would be through the Transport and Environment Board. This Board was co-chaired by Cllr Chris Read and Peter Kennan, a LEP Board member. Membership also included a Cabinet Member from each authority. This meant that the proposed new governance structure would be politically led.

Concerns were expressed regarding the potential culture of the new organisation. The Chair commented on the handling of a petition which had been received by the Mayor at the MCA meeting in January 2021 - after the criticisms contained within the Bus Review Report. He requested that the Committee be provided with the steps taken in response to the petition so they could form an understanding of how the process worked and be satisfied that the concerns of the public were being treated seriously and a change in culture was already beginning to take shape.

**ACTION: C Marriott to request information regarding the above petition from SYPTE which will then be circulated to the Committee.**

D Smith commented that he would only be confident in a change in culture when it was 'live', and differences could be seen. The whole principle of the integration was that, as a new organisation, best practices were adopted in terms of customer care.

Cllr Loftis asked for details of the newly appointed Strategic Partner, what their expertise was, how long the contract was for and the cost.

R Adams replied that the Strategic Partner was PwC who had been engaged following a procurement process. They would provide technical expertise, if required, on matters such as VAT issues or merging bank accounts. The team also included a local government expert. Timescales were tight to complete the initial planning and processes before the June deadline. The exact cost would be determined and emailed to Members.

**Action: R Adams to determine the cost of the Strategic Partner and email to Committee members.**

The Chair questioned how much confidence there was that the deadlines set out in the National Bus Strategy could be met.

D Smith commented that he was confident with regards to the deadline, but the other question was the decision making itself.

The MCA would be asked to make a decision with regard to its agreement, or otherwise, on enhanced partnerships at its June meeting and commit to delivering the Improvement Plan by the October deadline.

The Chair questioned how this would impact on future developments towards franchising.

D Smith replied that it was impossible to say at this stage as it was not known if the MCA wished to pursue franchising. All that was required at this stage was to commit to enhanced partnerships. It was possible that the issue of franchising would be discussed at the June MCA meeting where they may decide to begin a process of exploring the opportunities, costs, challenges and benefits of franchising.

In response to a question from a Member, S Davenport explained that in a Mayoral Combined Authority, the Mayor had access to franchising powers but

the statutory process to implement a franchise still had to be followed.

With regard to Enhanced Partnerships, government funding was dependant on the operators and local authorities coming to an agreement by June 2022. Enhanced Partnerships went further than previous voluntary partnership arrangements in some areas, for example, restrictions around ticketing and control of some fares.

Cllr Baker asked what assurances could be given that the people of South Yorkshire would have the bus services that they needed.

D Smith replied that after integration, the new organisation would be politically led by the MCA, the Mayor, Leaders and the Transport Executive Board.

Transport services would be directly overseen by Members representing the interests of their constituents and would make the Executive accountable for any actions taken

The committee was informed that following the easing of lockdown and the return to schools, capacity issues were being monitored on a day-to-day basis by PTE officers to try and mitigate problems as they arose. The Mayor receives a weekly report.

The Chair commented that members of the OSC were keen to ensure that the shortcomings of SYPTE, as outlined in the Bus Review Report, were not transported into the new organisation. Assurances were required that the new governance arrangements were much more responsive to the public's legitimate concerns about the inadequacies of the bus operators across South Yorkshire.

D Smith commented that the whole point and objective of the integration was to create an organisation that had accountability to the political leadership of the Mayor, South Yorkshire Leaders and the local authorities thereby introducing a level of accountability and responsibility that changed the dynamic in terms of how the needs of the public are met and represented.

RESOLVED – That Members note the report and future reporting requirements they had to ensure effective scrutiny of the implementation process.

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### **Devolved Adult Education Budget Commissioning**

A report was submitted to the Committee which provided an overview of the Adult Education Budget and the context in which the Authority was commissioning delivery of the devolved budget from August 2021. The report explained the budgets, the provider landscape, the nature of provision and how that related to learner needs.

H George informed the Committee that South Yorkshire would receive a 3% share of the Adult Education Budget (AEB) which equated to approximately £39.3m. The budget came with a number of statutory responsibilities which were included in an Annex to of the report.

In addition to the AEB there was £2.79m of Adult Skills Offer funding which was ring-fenced for adults studying towards an approved Level 3 qualification.

The Committee noted that the provider base was large and varied. It included nine South Yorkshire based grant funded providers. In June 2020 the Education, Skills and Employability Board had decided that the grant funding arrangements should roll forward for these nine providers but not for other grant funded providers. This was part of the approach to rationalise the landscape. At the moment there are 347 providers which meant a huge amount of additional work in terms of management and administration. The aim was to reduce these costs and secure greater accountability and outcomes.

A procurement exercise was underway against Lots with an indicative value of £10.2m. Details of each Lot were set out in Annex 1 to the report.

2021/22 was going to be a transition year, to ensure a smooth transition to devolved arrangements, making progress towards achievements, signalling priorities and building towards further achievements in future years that supported the MCA's programme of priorities.

Cllr Lofts asked how much work had been done to define the skills that would be needed in a post-pandemic, post-Brexit world.

H George replied that the work done when developing the Recovery Action Plan had been used to identify broad areas where focus was needed. It was known that young people and the hospitality and retail sectors would be particularly affected. The Education, Skills and Employability Board had also identified people losing jobs later in their careers as a concern. A full mapping exercise had not been done as the present focus was on transition.

The Education, Skills and Employability Board were looking deeper into the future labour market and schemes to assist people back into employment that didn't come under the remit of the AEB.

Cllr Ennis noted that the provider base was 75% direct provision and 25% sub-contracted and asked what the nature of the sub-contracting was.

It was explained that arrangements varied considerably. As the move was made into devolved funding, sub-contracting would not be ruled out but all providers who wanted to sub-contract would be asked who and what would be delivered and the rationale behind the sub-contracted provision.

The Chair commented that 347 providers was a very large number which made quality assurance and monitoring of delivery very difficult and sought assurance that this would be done adequately.

H George replied that the report showed the current provision from government funding. The aim was to change the provider base before devolved funding.

It is envisaged that, going forward, there would be nine grant fund providers and approximately 40-50 providers overall which was a much more

manageable number.

Delivery was tracked through an Individualised Learner Record which all providers had to complete. The data was then fed back to the Education and Skills Funding Agency who would produce a report as to what each learner had completed. Under devolved arrangements that data would be sent to the Authority for rationalisation against the plans and contracts the providers had supplied.

The Chair questioned whether, under the present system, there were any penalties for poor performance, quality or quantity of learners and could assurance be given that there would be going forward.

It was noted that:

- Assurance on quality was provided through the OFSTED regime.
- Measures in terms of the quality and volumes that providers were delivering was monitored by the Education and Skills Funding Agency – this function would transfer to the Authority's Performance Management Team.
- Assessment of providers' financial standing were completed to ensure they had the resources to deliver the learning.
- Guarantees and protections were in place for learners should they have problems with a particular provider.

The Authority had not yet published its full set of funding and performance management rules, this would be done as part of the grant award process.

Cllr Jones questioned why the nine grant funded providers had not been included in the procurement process and whether the Authority had the capacity to cope with the work that would be transferred due to the devolution of funding.

H George informed the Committee that as part of the devolution agreement with government, the Authority had committed to support the grant funded providers through transition to new devolved arrangements by initially guaranteeing core funding. The Authority was challenging the grant funded providers by working with them in developing delivery plans and making sure those plans were aligned to the priorities set out in the Strategic Economic Plan and the Recovery Action Plan.

With regard to capacity, resources would be needed for the management of the provider base and contracts. This was being looked at in line with benchmarks from other MCA's who had already received devolved funding.

If the government suggested new funding there was an internal process where Finance and HR would analyse the knock-on incremental costs, for example, audit, communications and governance, and if necessary, seek government permission to negotiate additional administration costs.

**RESOLVED** – That the Committee note the update on Adult Education Budget Commissioning.

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

Signed \_\_\_\_\_

Name \_\_\_\_\_

Position \_\_\_\_\_

Date \_\_\_\_\_

**Committee/Board Name and Date of Meeting:**

Overview and Scrutiny Committee

**Meeting Date:**

29 July 2021

**Report Title**

OSC Action Register Update

**Is the paper exempt from the press and public?** No

**Purpose of this report:** Monitoring/Assurance

**Funding Stream:** Not applicable

**Is this a Key Decision?** No

**Has it been included on the Forward Plan?**

Not a Key Decision

**Director Approving Submission of the Report:**

Ruth Adams, Deputy Chief Executive

**Report Author(s):**

Christine Marriott, Scrutiny Officer  
christine.marriott@sheffieldcityregion.org.uk

**Executive Summary:**

This report will provide OSC Members with an update on the actions agreed at previous Overview and Scrutiny Meetings in addition to formally receiving a response(s) to any recommendation(s) made by the Committee.

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

Closely monitoring the progress of previously agreed actions and recommendations will ensure that the principles of good and effective scrutiny are being observed; supporting the MCA to achieve its ambitions and goals in the most transparent, accountable, efficient and effective way, resulting in better outcomes for residents and businesses in South Yorkshire.

**Recommendations:**

The Overview and Scrutiny Committee are asked to:

1. Comment on the actions undertaken so far

2. Agree on any further appropriate actions that are within the TOR of the OSC if required
3. Close down actions on the OSC Action Register log as appropriate

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

Not applicable

## **1. Background**

- 1.1 The MCA Scrutiny Officer records all actions and recommendations made during each MCA OSC meeting on the OSC Action Register. Each action point or recommendation is assigned a reference number and a 'status' of 'open' or 'closed'.
- 1.2 The MCA Scrutiny Officer keeps the Action Register up to date with tasks/actions undertaken, this information forms the basis of the report attached in Appendix A.
- 1.3 The 'status' of an action point will remain open until the OSC are satisfied that all necessary actions have been undertaken and completed, at which point the action point will be closed on the Action Register.

## **2. Key Issues**

- 2.1 A summary of the Action Register is provided in Appendix A.

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

- 3.1 There are no financial or procurement implications associated with this update.

## **4. Legal Implications and Advice**

- 4.1 There are no legal implications associated with this update.

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

- 5.1 There are no human resources implications associated with this paper.

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

- 6.1 There are no equality and diversity implications associated with this paper.

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

- 7.1 Not applicable.

## **8. Information and Communication Technology Implications and Advice**

- 8.1 Not applicable.

## **9. Communications and Marketing Implications and Advice.**

- 9.1 Not applicable.

### **List of Appendices Included**

- A OSC Action Register Update – July 2021

### **Background Papers:**

N/A



## Overview and Scrutiny Committee Action Register - July 2021

Action No	OSC Meeting Date	Paper Name	Action Required	Update/ Outcome	Due Date	Notes
21/01/002	28/01/2021	MCA Update from 25/01/21	Assurance Framework & The Monitoring and Evaluation Framework - workshop to be organised for OSC Members in February/March 2021.	<p>The original provisional date (Feb/Mar) for the workshop was deferred until after the local elections.</p> <p>A date for the workshop has now been set for 10 August 2021 at 10.00. This will be a virtual workshop held on MS Teams.</p> <p>The workshop will be facilitated by Felix Kumi-Ampofo, Assistant Director of Policy and Programme Assurance, and Lyndsey Whitaker, Senior Economic Policy Manager.</p>	10/08/21	
21/01/002	28/01/2021	MCA Response to the Bus Review	Parking in bus lanes: This is an operational issue which should be implemented at a local LA level. OSC members to	OSC Members will be required to update the MCA OSC meeting in January 2022 with regard to individual South Yorkshire LAs.	January 2022	

Action No	OSC Meeting Date	Paper Name	Action Required	Update/ Outcome	Due Date	Notes
			feedback to MCA in 12 months' time.			
21/01/004	28/01/2021	Evaluating Outcomes and Value for Money from Active Travel Projects	Report from Sheffield Hallam University to be shared with OSC when it is available in February 2021.	<p><b>Update from 1 March 2021:</b> The report from Sheffield Hallam University in relation to a Monitoring and Evaluation study has not yet been circulated. Pete Zanzottera has been informed that the report will be available in late March.</p> <p>5 July 2021: Report is not currently available. Will continue to chase.</p>	February 2021	
21/01/005	28/01/2021	Evaluating Outcomes and Value for Money from Active Travel Projects	Recommendation by OSC to include a Climate Change Impact Assessment on MCA reports.	Review Board Paper Template was implemented in June 2021. The template asks the report author to seek advice and inform the report reader of Climate Change implications that may occur as a result of the strategy/scheme/project.	June 2021	Completed in June 2021
21/01/006	28/01/2021	Climate Emergency - Progress to date	Continue to monitor to ensure that public are consulted with.	12/01/21 – Letter from Mayor Jarvis stating that following a recent internal audit the MCA have committed to reviewing and taking action to strengthen the approach to public engagement and consultation in addressing climate change challenges.	November 2021	

Action No	OSC Meeting Date	Paper Name	Action Required	Update/ Outcome	Due Date	Notes
				OSC to discuss further at Work Programme Meeting on 02/09/21.		
21/01/007	28/01/2021	Mayor's Q&A	OSC to receive quarterly performance reports from Mayor Jarvis regarding progress/ evaluation of his priorities for 2021.	OSC to advise on how they wish to achieve this.	November 2021	
21/03/003	25/03/2021	Integration of MCA and SYPTE	Request information regarding the petition received by Mayor Jarvis at the January 2021 MCA meeting to assess whether attitudes towards customer service have improved since the publication of the Clive Betts Bus Review Report.	Report is currently in draft format and will be shared with OSC Chair when it has been completed.	August 2021	
21/03/004	25/03/2021	Integration of MCA and SYPTE	Ruth Adams to determine the cost of the Strategic Partner and email to committee members	30/03/2021 - Ruth Adams supplied information to all members via email.	n/a	Action complete.

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**Forward plan of Key Decisions to be made:** June to September 2021

**Date Published:** 28 June 2021

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
2021/22 Budget Revision 1	Approval of variations to the revenue budget and capital programme.	26/07/21	MCA - Mayoral Combined Authority Board	Gareth Sutton Chief Finance Officer/S73 Officer  <a href="mailto:Gareth.Sutton@sheffieldcityregion.org.uk">Gareth.Sutton@sheffieldcityregion.org.uk</a>	Board paper	Open
Approval to submit the Sheffield City Region MCA Intra City Transport Settlement bid to Government.	Subject to approval to submit, approve delegated authority to the MCA Statutory Officers in consultation with the Mayor to make final amendments to the bid.	26/07/21	MCA - Mayoral Combined Authority Board	Martin Swales Interim Director of Transport, Housing, Infrastructure and Planning  <a href="mailto:Martin.Swales@sheffieldcityregion.org.uk">Martin.Swales@sheffieldcityregion.org.uk</a>	Board paper.	Open

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
Covid Recovery Funding for Public Transport	Review of the impact of central government Covid recovery funding on the public transport network.	26/07/21	MCA - Mayoral Combined Authority Board	Pat Beijer Director of Transport Operations, SYPT <a href="mailto:pat.beijer@syppte.co.uk">pat.beijer@syppte.co.uk</a>	Board paper	Open
Transforming Cities Fund, T8/1/3 – AMID (City Centre to Attercliffe and Darnall)	Approval of £1.2m development costs for developing a £17.99m TCF Full Business Case to deliver a step change in active travel infrastructure to support the development of employment sites at the Advanced Manufacturing Innovation District (AMID) in north east Sheffield. The active travel improvements are to be complemented by public transport connectivity enhancements.	02/09/21	MCA - Transport and the Environment Board	Sue Sykes Assistant Director - Programme and Performance Unit <a href="mailto:sue.sykes@sheffieldcityregion.org.uk">sue.sykes@sheffieldcityregion.org.uk</a>	Board Paper	Open

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
Transforming Cities Fund, T8/2 - Magna-Tinsley (Bawtry Road - Brinsworth to Tinsley)	Approval of £0.84m development costs for developing a £5.28m TCF Full Business Case to deliver a package of measures to facilitate walking and cycling within the Magna, Tinsley and Meadowhall area.	02/09/21	MCA - Transport and the Environment Board	Sue Sykes Assistant Director - Programme and Performance Unit  <a href="mailto:sue.sykes@sheffieldcityregion.org.uk">sue.sykes@sheffieldcityregion.org.uk</a>	Board Paper	Open
Transforming Cities Fund, T2 – A61 Wakefield Road Bus Corridor	Approval of £1.35m development costs for developing a £13.28m TCF Full Business Case to deliver road widening at two key locations along the A61 Corridor in Barnsley. The aim of the road widening scheme is to reduce congestion and improve bus journey times along the route.	02/09/21	MCA - Transport and the Environment Board	Sue Sykes Assistant Director - Programme and Performance Unit  <a href="mailto:sue.sykes@sheffieldcityregion.org.uk">sue.sykes@sheffieldcityregion.org.uk</a>	Board Paper	Open

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
Transforming Cities Fund, T21 – Tram Train Magna Stop inc, Park and Ride	Approval of £0.49m development costs for developing a £6.54m TCF Full Business Case to deliver aims to introduce a new stop along the Tram Train route at Magna (two platforms connected by fully accessible overbridge) along with the creation of a new Park and Ride site, serving both Sheffield and Rotherham, utilising existing under used car parking spaces at the Science & Adventure Park.	02/09/21	MCA - Transport and the Environment Board	Sue Sykes Assistant Director - Programme and Performance Unit  <a href="mailto:sue.sykes@sheffieldcityregion.org.uk">sue.sykes@sheffieldcityregion.org.uk</a>	Board paper	Open



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
Transforming Cities Fund, T25 – Doncaster Road, Dalton	Approval of £0.50m development costs for developing a £1.91m TCF Full Business Case to deliver improvement of 400m of the A630 Doncaster Road, Dalton, with associated revisions to junctions and crossings. The scheme provides an additional eastbound traffic lane between Mushroom Roundabout, Rotherham and Dalton Lane, Dalton, to ease the flow of traffic away from the roundabout and reduce the instance of blocking back onto the roundabout.	02/09/21	MCA - Transport and the Environment Board	Sue Sykes Assistant Director - Programme and Performance Unit  <a href="mailto:sue.sykes@sheffieldcityregion.org.uk">sue.sykes@sheffieldcityregion.org.uk</a>	Board paper	Open

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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
Transforming Cities Fund,T32 – Darton Active Travel Link	Approval of £0.30m development costs for developing a £1.62m TCF Full Business Case to deliver a package of measures which seeks to promote walking and cycling connectivity between 'The Yorkshire Sculpture Park' located at J38 M1 and the proposed A61 Active Travel Link via Darton Rail Station.	02/09/21	MCA - Transport and the Environment Board	Sue Sykes Assistant Director - Programme and Performance Unit  <a href="mailto:sue.sykes@sheffieldcityregion.org.uk">sue.sykes@sheffieldcityregion.org.uk</a>	Board paper	Open
South Yorkshire Digital Infrastructure Strategy	Approve the strategy and the resources for implementation.	20/09/21	MCA - Mayoral Combined Authority Board	Colin Blackburn Assistant Director - Housing, Infrastructure and Planning  <a href="mailto:colin.blackburn@sheffieldcityregion.org.uk">colin.blackburn@sheffieldcityregion.org.uk</a>	Board Paper	Open

**Forward plan of Key Decisions to be made:** General Exception Notice - Decisions to be taken at MCA Board 26 July 2021

**Date Published:** 13 July 2021

Article 11 of The Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017 requires 28 days' notice of Sheffield City Region Mayoral Combined Authorities intention to make a key decision.

Article 12 allows that if it is impracticable for the authority to give the required 28 days' notice, the decision may still be made if the Chairman of the Overview and Scrutiny Committee has been given notice in writing of the matter about which the decision is to be made, a copy of the notice is made available for inspection by the public and is published on the authority's website, and at least 5 clear days have elapsed following the day on which the notice is made available for inspection by the public.

Notice is hereby given of the authority's intention for the Mayoral Combined Authority Board to make the key decisions specified on this General Exception notice.

The reason why publication in accordance with Article 11 of The Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017 was impracticable in these cases is as follows:

LEP City Deal Transport Capital Funding - The grant funding letter notifying the award of a £12.7m grant was received on 12 July 2021, Government require a response to the funding offer imminently, so we cannot delay seeking acceptance of the grant until the September MCA Board Meeting.

Accept £0.4m of grant from the Careers and Enterprise Company – The grant is an extension to an existing programme and acceptance will enable the grant to be deployed to partners as current agreements expire on 31 July 2021.

Cllr Colin Ross  
Chair of SCR Overview and Scrutiny Committee  
Sheffield City Region Mayoral Combined Authority  
11 Broad Street West  
Sheffield  
S1 2BQ

Christine Marriott  
Scrutiny Officer  
Sheffield City Region Mayoral Combined Authority  
11 Broad Street West  
Sheffield  
S1 2BQ

**Forward plan of Key Decisions to be made:** General Exception Notice - Decisions to be taken at MCA Board 26 July 2021

**Date Published:** 13 July 2021

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
Accept £0.4m of grant from the Careers and Enterprise Company	Acceptance of grant and delegate Authority to the S73 Officer in conjunction with the Head of Paid Service and Monitoring Officer to enter into subsequent legal agreements.	26/07/21	MCA - Mayoral Combined Authority Board	Gareth Sutton Chief Finance Officer/S73 Officer  Gareth.Sutton@sheffieldcityregion.org.uk	Board Paper	Open
Acceptance of £12.7m of LEP City Deal transport capital funding secured by the Mayor	Acceptance of £12.7m of LEP City Deal transport capital funding secured by the Mayor	26/07/21	MCA - Mayoral Combined Authority Board	Gareth Sutton Chief Finance Officer/S73 Officer  Gareth.Sutton@sheffieldcityregion.org.uk	Board paper	Open

**Forward plan of Key Decisions to be made:** Case of Special Urgency Notice – Summer Concessionary Travel Proposals

**Date Published:** 21 July 2021

Article 11 of The Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017 requires 28 days' notice of Sheffield City Region Mayoral Combined Authorities intention to make a key decision.

Article 12 allows that if it is impracticable for the authority to give the required 28 days' notice, the decision may still be made if the Chairman of the Overview and Scrutiny Committee has been given notice in writing of the matter about which the decision is to be made, a copy of the notice is made available for inspection by the public and is published on the authority's website, and at least 5 clear days have elapsed following the day on which the notice is made available for inspection by the public.

Article 13 allows cases (or decisions) of special urgency to be made when compliance with Article 12 is impracticable. The decision may only be made where the decision maker has obtained agreement from the Chair of the Overview and Scrutiny Committee, and as soon as reasonably practicable after the decision maker has obtained agreement, a notice of the decision explaining the urgency and why it cannot reasonably be deferred must be published on the authority's website.

Notice is hereby given of the authority's intention for the Mayoral Combined Authority Board to make the key decisions specified on this notice. The reason why publication in accordance with Article 11 of The Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017 was impracticable in these cases is as follows:

COVID-19 has had a sustained and significant impact on the South Yorkshire economy and in this context bus/tram patronage has fallen to crisis levels.

With the reduction of Covid restrictions but uncertainty about the continued level of government emergency funding, there is an urgent need to start getting people back using public transport. However, there has been considerable uncertainty about when the Government would actually ease lockdown restrictions such that the decision could not be taken until we had such certainty. The removal of restrictions was finally implemented on 19<sup>th</sup> July (until actual implementation there had remained uncertainty).

Given the impact of Covid restrictions on public transport usage, town centre economies and on our lowest income families, the need to take some action to address these impacts is imperative. Although the relaxation of restrictions that started in April has seen an increase in the number of passengers using public transport, overall, passenger numbers are still around 50% of pre-COVID levels and looks to remain flat over the coming weeks, with no significant change since the announcement of all restrictions lifting on 12 July.

Given that the school holidays are now starting, and the policy proposal is designed in particular to assist families during the school holidays the price reduction cannot wait until the September MCA.

There is also an urgent need to support our town centre economies during this period and this policy will encourage and facilitate families into those centres during the holiday season.

Introducing this measure now, such that its full benefits will be in place for the return to work period after the school holidays will also encourage workers to use public transport for work related journeys.

Additionally, there is a need to immediately build confidence in the use of public transport and increase patronage to improve future commercial viability given the likely reductions in the Government subsidy that has been provided during the pandemic. The announcement of extended support for Light Rail systems by DfT on 16 July makes clear that this will be the last tranche of funding, emphasising the urgency to promote patronage return. This will mitigate the risks of loss of network once that funding reduces and eventually ceases.

These proposed summer concessions are designed to encourage greater bus/tram patronage and support the broader economic recovery effort during what is predicted to be a summer lull this year that will be accentuated by the continuing uncertainty around the restrictions despite the arrival of 'freedom day'.

By offering discounted travel to all passengers over the summer we can encourage passengers back onto our local transport network and, at the same time, support the recovery of our local economy.

Councillor Colin Ross  
Chair of MCA Overview and Scrutiny Committee  
Sheffield City Region Mayoral Combined Authority  
11 Broad Street West  
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Christine Marriott  
Scrutiny Officer  
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**Forward plan of Key Decisions to be made:** Case of Special Urgency Notice - Summer Concessionary Travel Proposals

**Date Published:** 21 July 2021

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
Proposal for concessionary travel on buses/trams	A proposal for summer concessions designed to encourage greater bus/tram patronage and support the broader economic recovery effort	26/07/21	MCA - Mayoral Combined Authority Board	Stephen Edwards Executive Director - SYPTE  stephen.edwards@sypte.co.uk	Board Paper	Open

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## Overview and Scrutiny Committee

29 July 2021

### South Yorkshire Renewal Fund

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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

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#### Director Approving Submission of the Report:

Ruth Adams, Deputy Chief Executive

#### Report Author(s):

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#### Executive Summary

At the MCA Board on 22 March 2021, a report was presented which summarised a proposed package of up to £860m of Mayoral Combined Authority (MCA) funding, collectively known as the South Yorkshire Renewal Fund, to create a stronger, greener and fairer region. The proposals within the paper provided real opportunities to unlock the growth within the economy and the support to the young people of South Yorkshire.

#### Recommendations

The Overview and Scrutiny Committee are asked to:

1. Note and comment on the actions undertaken so far.

#### 1. Background

- 1.1 On 22 March 2021, the MCA Board endorsed the use of up to £860m of MCA funding to support the recovery and renewal effort in South Yorkshire and to begin delivery immediately.
- 1.2 It was also agreed that a £32.2m package of Mayoral Combined Authority investment in infrastructure, flooding, bus and active travel would be made in 2021/22.

- 1.3 A focused package of MCA support for South Yorkshire's young people was endorsed, this entailed the:
- Introduction of a one-year programme to extend the existing 11 – 18 travel concession to 21-year olds so that all South Yorkshire's young people between 11 and 21 can benefit, to run until June 2022.
  - Delegation to the MCA Head of Paid Service, in consultation with the S73 Officer, Monitoring Officer and the Executive Director of SYPTE, the authority to take the requisite steps to implement this concession enhancement proposal.
  - Agreed the wider complementary support being made available by the MCA to create jobs, training and employment opportunities for those impacted by the pandemic, including measures to support young people.
- 1.4 The proposal for the MCA S73 Officer to enter into discussions with Government to secure borrowing arrangements for up to £500m of investment and to report back once a proposal had been developed in order to seek the consent of the MCA to the functions covered by borrowing and the borrowing cap proposed was approved.
- 1.5 At the Overview and Scrutiny Committee meeting held on 25 March 2021, Members requested an update on the South Yorkshire Renewal Fund in order to gain an understanding of the processes undertaken in drawing up the South Yorkshire Renewal Fund.

The Board also requested an update on the progress made so far in delivering the South Yorkshire Renewal Fund and the recommendations approved by the MCA Board on 22 March 2021.

## **2. Key Issues**

- 2.1 Appendix A of this cover paper responds to the questions put forward by OSC Members and reflects the position as at July 2021.

### **List of Appendices Included**

A Presentation – South Yorkshire Renewal Fund

### **Background Papers**

11 Broad Street West, Sheffield, S1 2BQ

# **SOUTH YORKSHIRE RENEWAL FUND – TOWARDS A SINGLE POT INVESTMENT FUND**

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**JULY, 2021**

**Sheffield**  
**City Region**

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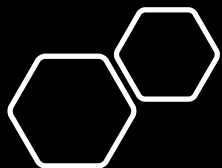
# STRUCTURE

The presentation covers the following points:

1. What is the South Yorkshire Renewal Fund (SYRF) and why do we need it
2. A new way of working - Principles and what will be different
3. The prize on offer and where we are now
4. The key political drivers guiding our approach – and what we already have in place
5. The timeline - what we need to achieve by April 2022 and the process to get there and some next steps.

# WHAT IS THE SYRF AND WHY DO WE NEED IT?

- The SYRF is the MCA and LEP's key investment response to rebuilding and renewing the South Yorkshire economy
- Post LGF, the SYRF brings together the plethora of new funds the MCA is responsible for. These include (TCF, Housing (Brownfield) Fund, Active Travel Fund, Gainshare).
- This single pot should allow more intervention programmes and projects to be proactively developed in anticipation of funding, not as a result of an announcement
- A Project Development Fund is also being set up to ensure proposals can progress with adequate resourcing and reduced risk, ahead of full funding approval



# SYRF - INVESTMENT PRINCIPLES

The SEP and the RAP are the starting point

**Equity** - every area will get an equitable share of programme funds, but not necessarily at the same time and not in the same way, reflecting their priorities

**Economic impact** – we need to build a better, stronger and more resilient economy

**Social impact** – investment to create jobs and grow the economy must also deliver greater inclusion for people and communities

**Place** – creating vibrant places people want to live and contributing to our net zero ambitions to deliver sustainable growth

**Sustained Investment** – wherever possible, the MCA will seek a financial return on investments to enable evergreening of funds

# THE KEY POLITICAL DRIVERS / CONTEXT

Work is currently underway to secure agreement on how some of the key principles will be operationalised:

1. **Social value.** Investment to create jobs and grow the economy must also deliver greater inclusion for people and communities
2. **Outcomes.** How the outcomes agreed in the SEP be delivered in a way that allows local priorities to be addressed?
3. **Subsidiarity.** Funds should be devolved to the most appropriate level, but accountability and responsibility cannot be easily separated.
4. **Equity.** Every area will get an equitable share of programme funds, but not necessarily at the same time and not in the same way, reflecting their priorities. What will this mean in practice?

# SECURING THE FUND

- The SYRF is underpinned by the £900m Devolution Deal Investment Fund (£30m over 30 years)
- The fund also includes other strategic investment funds the MCA will manage (e.g. Shared Prosperity Fund).
- Parliamentary approval is required to allow the MCA to borrow for non-transport capital investment
- Borrowing limit will depend (in part at least) on ability to repay i.e., how much revenue the MCA has to pay the interest and principal
- An annual borrowing cap must be agreed with HM Treasury
- Ambition, extent of pipeline and delivery track record will all help to determine the limits (size) of the borrowing cap



# FOR 2021/22, SYRF INCLUDES.....

The MCA's is investing £358m grow and economy that works for everyone.  
Of this,

- £214m on transport and the environment;
- £68m on housing, infrastructure and planning;
- £37m on education, skills and employment; and
- £21m on business growth and recovery.

The £358m includes £60m from the Devolution Deal Investment Fund (Gainshare)

# THE PRIZE.....

Injection of unconstrained public funds into our economy.

Enabling us to:

- **Deliver flexibly** – by focusing on *how* outcomes are delivered
- Think over a **longer-term investment** horizon.
- Bring forward a mix of **complementary MCA sponsored & place schemes** - that deliver more than the sum of their parts.
- Add **value and coherence** to a host of discrete funds such as: Towns Fund, Levelling Up Fund, Future High Streets, Transforming Cities Fund, Getting Building Fund, Brownfield Fund, Adult Education Budget and the anticipated Shared Prosperity Fund.

# WHAT WE NEED TO ACHIEVE BY APRIL 2022?

Use the four political drivers we must co-design the process and co-produce an investment strategy that by December delivers:

1. The principles and approach to allocating gainshare.
2. The outcomes that everyone is seeking to achieve.

By January

1. Draft investment strategies describing local and regional outcomes and the quantum of funding that each council expects to draw down (and over what timescales).

By end March

1. The process for applying for, and drawing down funding in 2022.
2. Governance arrangements that link investments to accountability for outcomes.

# ACTIVITY AND KEY DATES

## PROPOSED MILESTONES TO 1<sup>ST</sup> APRIL 2022

1. Identify and agree our shared policy priorities.
2. Identify progress made toward each shared outcome.
3. Identify investments that will close the gap.
4. Agree the processes for securing funding.

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