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Monday, 18 October 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 South Yorkshire Mayoral Combined Authority to be held at **11 Broad Street West, Sheffield, S1 2BQ**, on: **Tuesday, 26 October 2021** at **2.00 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 Maggi Clark
Councillor Jeff Ennis
Councillor Dianne Hurst
Councillor Allan Jones
Councillor Bryan Lodge
Councillor Jo Newing
Councillor Colin Ross
Councillor Thomas Singleton
Councillor Martin Smith
Councillor Austen White

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

MCA - Overview and Scrutiny Committee

Tuesday, 26 October 2021 at 2.00 pm

Venue: South Yorkshire Mayoral Combined Authority 11 Broad Street West, Sheffield, S1 2BQ



Agenda

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Date of next meeting: Thursday, 20 January 2022 at 2.00 pm

At: 11 Broad Street West, Sheffield, S1 2BQ

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MCA - OVERVIEW AND SCRUTINY COMMITTEE

MINUTES OF THE MEETING HELD ON:

THURSDAY, 29 JULY 2021 AT 2.00 PM

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



Present:

Councillor Jeff Ennis	Barnsley MBC
Councillor Dianne Hurst	Sheffield City Council
Councillor Allan Jones	Doncaster MBC
Councillor Colin Ross	Sheffield City Council
Councillor Ken Wyatt (Reserve)	Rotherham MBC

Officers in Attendance:

Dr Dave Smith	Chief Executive	MCA Executive Team
Dr Ruth Adams	Deputy Chief Executive	MCA Executive Team
Steve Davenport	Principal Solicitor & Monitoring Officer	MCA Executive Team
Stephen Batey	Head of Mayor's Office	SCR Mayor's Office
Christine Marriott	Scrutiny Officer	MCA Executive Team
Gillian Richards	Minutes	

Apologies:

Councillor Emily Barley	Rotherham MBC
Councillor Bryan Lodge	Sheffield City Council
Councillor Jo Newing	Barnsley MBC
Councillor Martin Smith	Sheffield City Council
Councillor Austen White	Doncaster MBC
Councillor Ian Auckland	Sheffield City Council
Councillor Penny Baker	Sheffield City Council
Councillor Tracey Wilson	Rotherham MBC
Gareth Sutton	MCA Executive Team

87 Welcome and Apologies

S Davenport informed members that the meeting was not quorate.

Apologies were noted as above.

88 Appointment of Chair and Vice Chair

As the meeting was not quorate this item was deferred to the next meeting of

the Committee.

S Davenport asked for nominations for a Member to Chair the meeting.

Cllr Ross was nominated and seconded and took the Chair.

89 **Urgent Items/Announcements**

Cllr Ross welcomed Cllr Hurst to her first meeting. Cllr Ross asked that a letter of thanks for their contribution to the Committee be sent to outgoing Members Cllrs Steele, Baker, Elliott and Lofts.

Action: Letter of thanks to be sent to Cllrs Steele, Baker and Lofts.

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

None.

91 **Declarations of Interest by any Members**

None.

92 **Question and Answer Session with Mayor Jarvis**

Mayor Jarvis gave an update on MCA issues.

- Covid infections had been rising steeply across the region but the vaccine had made a huge difference in weakening the link between infections and hospitalisations. South Yorkshire still had 230,000 unvaccinated adults which was approximately 20% of the region's adult population.
- There is a real issue was staff absence across all sectors due to people needing to self-isolate.
- The latest numbers showed that £45.6m of Additional Restrictions Grant funding had been moved into the South Yorkshire economy in just 231 days. This was expected to reach almost £50m before the scheme ended.
- The Government had announced unwelcome changes to healthcare boundaries with Bassetlaw being removed.
- Work was ongoing to translate the broad principles of the Bus Review into a practical roadmap.
- Public transport patronage was still way below what it was pre-pandemic.
- The MCA had recently agreed to discount all Travelmaster bus and tram fares by 25% in an attempt to boost patronage. This was in addition to discounted fares for 18-21-year-olds.
- Mask wearing requirements are still in place in bus interchanges; this is the only part of the network under the MCA's control.
- There was still great uncertainty over the eastern leg of HS2, of Northern Powerhouse Rail and the direct connection to Manchester Airport.
- Longer term work on the Bus Service Improvement Plan remained a priority and was on track to deliver the Plan by the end of October.

- On that basis, a decision about operating structures and whether or not to proceed to franchising would be made no later than early 2022.
- Negotiations were proceeding for the Enhanced Partnerships.
- Decarbonisation was a key issue. The MCA had moved to the second round of the competition for ZEBRA funding to buy new zero carbon buses.
- The Government had confirmed revenue funding until April 2022 to keep Supertram going.
- The MCA had submitted a full £50m bid to the Levelling Up Fund and were preparing another large bid for the City Region Sustainable Transport Fund.

The Chair thanked Mayor Jarvis for the update.

Cllr Jones commented on the Government's recent decision to nationalise Forgemasters and questioned whether the same could be done to buses.

Mayor Jarvis welcomed the Government's decision on Forgemasters which would secure the future of the business.

Currently the MCA were working through the process that would deliver the Bus Service Improvement Plan in October for which real resource would be required; it was not yet known what the National Bus Strategy would unlock. In the end, whatever the MCA decided to do, a way had to be found to pay for it.

The process that had led to Manchester's decision to move to franchising had taken a number of years and used a significant amount of public resource. He assured members that everyone was working tirelessly to produce the best possible plan for the region's buses.

Cllr Wyatt queried whether there were any proposals for the expansion of tram/train.

Mayor Jarvis replied that the MCA believed in tram/train capability and that it had huge potential but the reality was that the Integrated Rail Plan was still awaited which would provide clarity on the Government's intentions for investing in the rail network for the north of England. In the absence of clarity it was difficult to make plans.

S Edwards commented that preliminary work had been done to look at where tram/train could be a feasible alternative, but this could not be taken any further until there was clarity.

Cllr Ross commented on the importance of park and ride facilities when looking at proposals for the expansion of tram/train or extra stations on the rail network to avoid congestion as an unintended consequence.

Mayor Jarvis agreed and the MCA would work with local authorities to secure satisfactory outcomes.

Cllr Hurst commented on the skills gaps that were evident and the importance of SME's to economic recovery who had reported they were experiencing

taking up apprenticeships.

Mayor Jarvis replied that he believed the skills agenda was fundamental to economic success in South Yorkshire. This importance was properly reflected in the Strategic Economic Plan and the Renewal Action Plan.

The MCA had made a decision to create a Renewal Fund which would mean resources and flexibility to invest in people and businesses. Work was ongoing on the Adult Education Budget which had recently been devolved to the MCA. The Authority's Education, Skills and Employability (ESE) Board was also heavily involved in the skills agenda.

D Smith commented that the ESE Board had recently approved a scheme to establish an Apprenticeship Hub for South Yorkshire which was intended to provide support to smaller businesses to access apprenticeships. This was in the early stages of development and officers would be happy to report back to the Committee on progress in the future.

The Chair welcomed this suggestion and asked that it be logged as a future agenda item.

Action: C Marriott to add progress on Apprenticeship Hub to the OSC Work Programme.

Cllr Ennis commented that the MCA was investing £358m in 2021/22 through the South Yorkshire Renewal Fund with four different funding stream areas, all of which had been allocated differing amounts. He asked if there was any flexibility in the fund if one area was proving to be much better value for money than others.

Mayor Jarvis replied that the Government had imposed certain restrictions on how the money could be spent and there was strict criteria on how funds were allocated, within this it was intended to be as flexible as possible.

D Smith commented that the critical issue was that the powers that came with devolution and the powers to create a Renewal Investment Strategy (which would become live in April 2022) would mean that there would be the flexibility to teem and ladle pots of money in an efficient an effective way that currently could not be done.

The real advantage came with the Mayor's approach to an investment strategy by the use of the Gainshare devolved funds was that it allowed much more strategic decisions to be made and to adhere to the Authority's long term plans.

The Chair commented that the statistics the Mayor had mentioned regarding the take-up of the Covid-19 vaccine were quite worrying and asked what steps would be taken to improve this and whether there were any specific areas of communities that needed targeting.

Mayor Jarvis replied that he had weekly meetings with Sir Andrew Cash to discuss the numbers and he received regular briefings from Public Health

England.

He reiterated what an outstanding job the NHS had done in rolling out the vaccination supported by a large number of volunteers.

In terms of the question, the Mayor would get the latest figure from the NHS and communicate them to Committee members along with whether there were any specific cohorts of the population who were not vaccinated or any geographical hotspots. At this point the general message was that every adult who had not come forward for the vaccinations should do so immediately.

Action: Mayor Jarvis to inform OSC of latest vaccination figures.

In answer to a question from the Chair, D Smith explained that the Additional Restrictions Grant funding had been used to assist businesses who had been affected by the Pandemic but had not been eligible for support from the national support fund. These had been, in the main, SME's whose businesses were allied to the leisure industry e.g. wedding photographers.

Cllr Ennis questioned whether it was known how many businesses and/or jobs had been saved by these grants.

D Smith replied that he did not have the exact figures to hand but would be happy to circulate them to Members after the meeting.

Action: Details of jobs/businesses saved by the Additional Restrictions Grant to be circulated after the meeting.

The Chair thanked the Mayor for his attendance at the meeting and looked forward to further updates in the future.

The Mayor reiterated his thanks to the Chair for his agreement to bring an urgent item to the recent MCA meeting which had allowed a timely decision on a reduction in bus fares to be made.

93

South Yorkshire Renewal Fund

F Kumi-Ampofo gave a presentation on the South Yorkshire Renewal Fund which covered:

- What was the South Yorkshire Renewal Fund (SYRF) and why it was needed.
- A new way of working – principles and what would be different.
- The prize on offer and the current position.
- The key political drivers guiding the approach and what was already in place.
- The timeline – what was needed to be achieved by April 2022 and the process to get there, plus next steps.

The Chair thanked F Kumi-Ampofo for the presentation and asked for questions from Members.

Cllr Jones expressed concern that he could see the income to support investment but could not see what the expenditure would be to secure the investments, in other words how much would borrowing to support investment cost.

The Chair questioned what safeguards were in place to prevent the build-up of large amounts of debt.

F Kumi-Ampofo explained that a lot more detail around MCA responsibilities, safeguards and governance arrangements would be provided in due course. It was the beginning of the process to agreeing a Borrowing Cap with Treasury and then the agreement would need Parliamentary approval.

The Chair commented that this would have to be returned to over time when more information was available to receive further assurance.

D Smith commented that as negotiations moved forward with HM Treasury more details and the terms of any borrowing would be provided to the Committee.

Cllr Ennis commented that of the four political drivers that had been identified it appeared that 'equity' would be the most difficult to achieve and questioned how this could be achieved across the four local authorities who each had their own differing agendas.

F Kumi-Ampofo agreed that this would be challenging and work would be needed to move mind-sets from calculating what would be a 'fair share' to focus on priorities and outcomes for each area whilst ensuring the MCA was investing in projects that were aligned to the MCA's objectives and outcomes.

Cllr Hurst questioned the investment principles in particular sustained investment and how social impact could be measured.

It was agreed there was no easy answer to this. The Finance Director was working on a paper to look at the position the MCA should consider taking on a case to case basis when investment opportunities arose. For example in some cases the MCA could act as the funder and in others the financier.

Details were still being worked through and would be provided in due course – this would include a 'toolbox' of financial options.

The Chair questioned how the effectiveness of investments would be measured.

F Kumi-Ampofo explained that the MCA had approved a Monitoring and Evaluation Framework. Gainshare came with conditions including evaluation and review points where the MCA had to work with Government to evaluate impacts.

Work was ongoing to develop a 'Data and Intelligence Hub' which would be a real life platform which would use a series of measures and indicators to assess performance and effectiveness.

In answer to a question from the Chair, D Smith confirmed that the strategy allowed for long-term investment and had moved away from funds having to be spent within a certain time limit.

The Chair thanked F Kumi-Ampofo for the presentation.

94 **Reports from and Questions by Members**

None.

95 **Questions from Members of the Public**

None.

96 **Minutes of the Previous Meeting Held on 25 March 2021**

RESOLVED – That the minutes of the meeting of the Committee held on 25 March 2021 be agreed as a true record.

97 **Matters Arising**

None.

98 **OSC Action Register Update**

The Committee received updates on actions from previous meetings.

Action 2 – Workshop on the Assurance Framework.

Update: Virtual workshop arranged for 10th August 2021.

Action: C Marriott to update the Action Log as “Action Complete”.

Action 4 – Evaluating Outcomes and Value for Money from Active Travel Projects.

Update: Report not yet available.

Action: C Marriott to chase.

Action 5 – Recommendation by OSC to include a Climate Change Impact Assessment on MCA reports.

Update: Amended template was implemented in June 2021.

Action - C Marriott to update the Action Log as “Action Complete”.

Action 6 – Monitor public engagement and consultation in addressing climate change challenges.

Update: OSC to discuss further at Work Programme meeting on 02.09.21.

Action 7 – OSC to receive quarterly performance reports from Mayor Jarvis regarding evaluation/priorities for 2021.

Update: To discuss further at Work programme meeting on 2 September 2021.

Action 3 – Request information regarding the petition received at the January 2021 MCA meeting regarding customer service attitudes/

Update: Report was currently in draft form and would be shared with the Chair when complete.

Action 3 – Integration of MCA and SYPTE – to determine cost of the Strategic Partner.

Update: R Adams had supplied the information to Members via email.

Action - C Marriott to update the Action Log as “Action Complete”.

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

The Forward Plan of Key Decisions was considered.

No questions were raised by Members.

C Marriott informed the Committee that a further Forward Plan of Key Decisions would be published on Tuesday of the following week.

This would be discussed further at the next agenda setting meeting.

100 **Work Programme Meeting**

It was noted that the next Work Programme meeting would be a virtual meeting on 2 September 2021.

The Chair commented that it was unfortunate that the meeting had not been quorate. He had noticed that there were some vacant substitute positions and requested Members to try ensure that these positions were filled.

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

Signed

Name

Position

Date

Overview and Scrutiny Committee Action Register - October 2021

Action No	OSC Meeting Date	Paper Name	Action Required	Update/ Outcome	Due Date	Notes
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 feedback to MCA in 12 months' time.	OSC Members will be required to update the MCA OSC meeting in January 2022 with regard to individual South Yorkshire LAs.	January 2022	
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.	Report circulated via email on 13/10/21.	February 2021	Completed 13/10/21
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	Issue on agenda for 26/10/21

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	Update being provided by Stephen Batey on a 6 monthly basis.
21/07/001	29/07/21	Q&A with Mayor Jarvis	Add progress on Apprenticeship Hub onto 21/22 Work Programme	Discussed at agenda setting/work programme meeting. Placed on Work Plan.	Complete	Placed on work programme for 2021/22
21/07/002	29/07/21	Q&A with Mayor Jarvis	Mayor Jarvis to communicate latest NHS figures from NHS re specific cohorts of population who are not vaccinated/ geographical hotspots.	03/08/21 Mayor Jarvis emailed Members with information. CMM 13/08/21 - further information sent from Stephen Batey. All now complete.	Complete	
21/07/003	29/07/21	Q&A with Mayor Jarvis	Details of jobs/businesses saved by the Additional Restrictions Grant to be circulated after the meeting	Update and response from Gareth Sutton, Section 73 Officer. The support provided by the MCA through the Additional Restrictions Grant disbursements represented one - relatively small - part of the Government's wider financial support package to businesses across the region. This		

Action No	OSC Meeting Date	Paper Name	Action Required	Update/ Outcome	Due Date	Notes
				<p>package included furlough, business loans, reductions in VAT, the 'eat-out-to-help-out' scheme, and the resource distributed directly to local authorities through Local Restrictions Support Grant.</p> <p>Whilst the MCA can determine the number of individual grants disbursed, it is not possible to determine conclusively the impact of the ARG grants.</p> <p>The MCA understands that Government intend to undertake an evaluation of the ARG scheme which should allow the MCA to draw some conclusions at a later date.</p>		
21/07/004	29/07/21	South Yorkshire Renewal Fund	In relation to the agreeing a Borrowing Cap with HM Treasury and then agreement requiring Parliamentary approval. Further assurance will be required by OSC in future - item to be placed on Work Programme.	Discussed at agenda setting/work programme meeting. Placed on Work Plan.	Complete	Placed on work programme for 2021/22

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Forward plan of Key Decisions to be made: 18 October 2021 to 31 December 2021

Date Published: 18 October 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
Transforming Cities Fund T17/2 – Doncaster Station to Doncaster College (FBC)	Approval of £418,850 TCF to full approval to deliver improvements made for pedestrians from Doncaster College to Doncaster Interchange along Grey Friars Road and will help provide students and staff with a more attractive active travel route along with greater security.	21/10/21	MCA - Transport and the Environment Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	Board paper	Open
Appointment of Vehicle Advisors for Mass Transit Project	Appointment of SNC Lavalin to be the vehicle advisor for the Mass Transit project	21/10/21	MCA - Transport and the Environment Board	Pat Beijer Director of Transport Operations, SYPTE pat.beijer@syppte.co.uk	Board paper	Open

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Agenda Item 9

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 T13 - A630 Bus Improvements (OBC)	Approval of £275,335 development costs for developing a £1.6m Full Business Case to deliver enhanced traffic signal technology along the A630 corridor to improve bus journey time, punctuality and reliability. A set of 15 junctions have been identified along the corridor, which currently operate using different signal control methods.	21/10/21	MCA - Transport and the Environment Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	Board paper	Open
Active Travel Fund 2/Gainshare O49 - City Centre Cycle Hub (BJC)	Approval of £300k to full approval to deliver a facility which will provide secure short term bike storage (for a limited number of hours per user) to enable visitors to the Sheffield city centre to leave their cycles in confidence.	21/10/21	MCA - Transport and the Environment Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	Board paper	Open
Approval of funding support for SYMCA Brownfield Housing Fund Revenue	Award of £0.28m grant to SYMCA for a package of funding to support Local Authorities to bring forward Brownfield Housing Fund Schemes	26/10/21	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	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
Brownfield Housing Fund - Rotherham Small Sites 21/22	Approval of £0.425 Brownfield Housing Fund grant to deliver 29 new homes on 3 small sites in Rotherham.	26/10/21	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	Board Paper	Open
Approval of funding for Business SY01 - D0004 in the Sheffield area (FBC)	Approval of a £4.8m grant for Business SY01 – D0004 for business expansion.	28/10/21	MCA - Business Recovery and Growth Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	Board paper	Fully exempt Information relating to the financial or business affairs of any particular person (including the authority holding that information)

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
Approval of funding support for Business SY16 - D0011 (FBC)	Approval of award of £2m grant and £3.2m loan to Business SY16 – D0011 for inward investment to the MCA area.	28/10/21	MCA - Business Recovery and Growth Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	Board paper	Fully exempt Information relating to the financial or business affairs of any particular person (including the authority holding that information)
Approval of funding support for Business SY09 - D0003 in the Rotherham area (FBC)	Approval of award of £1.98m grant to business SY09 – D0003 for business expansion.	28/10/21	MCA - Business Recovery and Growth Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	Board paper	Fully exempt Information relating to the financial or business affairs of any particular person (including the authority holding that information)

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Bus Service Improvement Plan	<p>The BSIP will be the region's Bus Service Improvement Plan which forms the outline of our Enhanced Partnership and will be submitted to the Department For Transport for their consideration in October 2021.</p> <p>The Board will be asked for their approval in advance of submitting the final draft.</p>	29/10/21	Head of Paid Service	<p>Stephen Edwards Executive Director - SYPTE</p> <p>stephen.edwards@sypte.co.uk</p>	Officer report	Open
<p>Project Gainshare Programme, G0009 Century BIC (FBC)</p>	Approval for £1m Gainshare funding for G0009 Century BIC Scheme to deliver office and managed workspace in Rotherham.	15/11/21	MCA - Housing and Infrastructure Board	<p>Sue Sykes Assistant Director - Programme and Performance Unit</p> <p>sue.sykes@sheffieldcityregion.org.uk</p>	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, T8/1/3 - AMID (City Centre to Attercliffe and Darnall) (OBC)	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.	15/11/21	MCA - Mayoral Combined Authority Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	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
Notice to establish an Enhanced Partnership (Plan and Scheme) for Bus Services	The Enhanced Partnership will form the basis for delivery of the region's bus service improvement plan which was submitted to the Department for Transport for their consideration in October 2021. The board will be asked for their approval to make an EP plan and scheme approval to give Notice to Operators of the proposal to make an EP Plan and Scheme and approval to give public notice and consult on that scheme.	15/11/21	MCA - Mayoral Combined Authority Board	Stephen Edwards Executive Director - SYPTE stephen.edwards@sypte.co.uk	Board paper	Open
Award of Highways Capital Maintenance Grant	Approval of the award of £3.47m additional Highways Maintenance Grant funding to the four South Yorkshire authorities	15/11/21	MCA - Mayoral Combined Authority Board	Gareth Sutton Chief Finance Officer/S73 Officer Gareth.Sutton@sheffieldcityregion.org.uk	Board paper	Open
2021/22 Budget Revision 2	Approval of variations to the revenue budget and capital programme.	15/11/21	MCA - Mayoral Combined Authority Board	Gareth Sutton Chief Finance Officer/S73 Officer Gareth.Sutton@sheffieldcityregion.org.uk	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
Award of Additional Restrictions Grant	Approval of the deployment of the final £3m of Additional Restrictions Grants to the four South Yorkshire authorities	15/11/21	MCA - Mayoral Combined Authority Board	Gareth Sutton Chief Finance Officer/S73 Officer Gareth.Sutton@sheffieldcityregion.org.uk	Board paper	Open
Gainshare Flood Programme - D0019 Doncaster Surface Water Mitigation Projects – Borough Wide Surface Water Alleviation Scheme (SOBC)	Approval of £0.4m Gainshare Flood Programme grant to deliver four schemes to mitigate surface water flooding, reducing the impact of flooding on the highway and residential properties	7/12/21	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	Board paper	Open
Gainshare Flood Programme - D0016 Conisbrough/Tickhill Natural Flood Management Scheme (SOBC)	Approval of £0.4m Gainshare Flood Programme grant to deliver natural flood management interventions along Kearsley Brook at Conisbrough and Paper Mill Dike at Tickhill.	7/12/21	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@sheffieldcityregion.org.uk	Board paper	Open



Committee/Board Name and Date of Meeting:
Overview and Scrutiny Committee

Meeting Date:
26 October 2021

Report Title

Public engagement/consultation since the declaration of a Climate Emergency at the MCA Board meeting in November 2019

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

Director Approving Submission of the Report:
Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):
Richard Sulley
Net Zero Project Director

Executive Summary

This report follows the request from the OSC for an update on the progress of public consultation and engagement following the climate emergency declaration. This report highlights the work undertaken so far and the networks formed.

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

The need to drive toward a low carbon economy is critical to businesses, people and places of South Yorkshire, both in terms of ongoing prosperity, future growth and most importantly to limit the impacts of anthropogenic climate change.

Recommendations

The Committee is asked to consider and comment upon the main contents of the report including the current engagement strategy, and the increased and targeted comms during COP26.

1. Background

- 1.1 In November 2019, the Sheffield City Region (SCR) Mayoral Combined Authority (MCA) declared a Climate and Environmental Emergency. In January 2020, the MCA Board approved the Climate Response Framework (CRF) which split the challenge into five areas: Leadership, Carbon Reduction, Carbon Capture, Climate Adaptation, and Climate Economy to achieve a Net Zero economy by 2040.
- 1.2 The Overview and Scrutiny Committee has requested a report covering:
 - Progress on engaging/consulting with the public following the MCA commitment to review and strengthen the approach to public engagement in January 2021, what actions has the Mayor taken?
 - How much public engagement has been carried out to date?
 - What elements/concerns have come out of public engagement/consultation.
 - How are you going to take account of public feedback?
 - What is the plan and vision for engaging with the public?
 - What are the Mayor's metrics around public engagement? What is being monitored and how is it measured? What are the plans for developing these metrics?
- 1.3 In 2020 the SYMCA commissioned a report from Urban Foresight identifying 18 strategic activities which should be delivered as part of a net zero programme
- 1.4 That report highlighted that a communication strategy would be vital to the long-term success of delivering against the targets set.
- 1.5 The report also identified that mixed and inconsistent messaging has been raised as a challenge by multiple stakeholders from local authorities, business and community organisations. Stakeholders are keen to play a role in achieving the Net Zero target and a coordinated communications strategy will ensure the energy of stakeholders is harnessed and deployed effectively and efficiently.
- 1.6 To do this successfully the MCA should collaborate with different organisations on designing the communications messaging, including those in the Climate Alliance and business membership bodies. This is especially the case for engaging different businesses and communities, particularly hard to reach members of the community who can be engaged by small and hyper-local groups. Local authorities will have an important part to play in communicating with their communities and promoting their own activities and programmes. However, these should relate to and align with the MCA programme campaigns and can be coordinated through councillor and officer briefings.
- 1.7 In April 2021 the SYMCA employed a Net Zero Project Director (NZPD) with the aim of operationalising the Net Zero Programme and embedding a sustainability culture across the organisation's activities.
- 1.8 The Mayor has taken up the role of Vice Chairman of the Yorkshire and Humber Climate Commission, which aims to bring together public, private and third sector actors to support, guide and track the delivery of ambitious climate actions across the region.

- 1.9 MCA officers are also involved in formulating the action plan of the commission and incorporate both the commission's findings and public input into further programme development.
- 1.10 The NZPD has developed networks with interest groups to understand their concerns and priorities. Regular meetings have been held with members of the South Yorkshire Climate Alliance each covering a different theme, Energy, Jobs and Skills, Housing, Transport, Education. These initial meetings have now been extended to other officers in the MCA to broaden the depth of influence and collaboration.
- 1.11 The business and industrial community has been approached through specific meetings with trade association representatives, individual companies and through networks in place with other regional bodies such as the Electrical District Network Operator.
- 1.12 The NZPD recently attended a workshop with the South Yorkshire Housing Association on "Tenant Engagement and the Climate Emergency" specifically aimed at how these residents who are amongst some of the most vulnerable in the region can be supported as we transition to a low carbon economy. Both from the point of view of their housing, but also transport and job opportunities.
- 1.13 COP26 offers the opportunity to increase the profile of the work the MCA is undertaking towards a Net Zero South Yorkshire as well as gain further understanding of the challenges and opportunities facing residents and businesses through targeting communications and events
- 1.14 Where appropriate or necessary public consultations are undertaken which are specific to projects and programmes that may be considered to be part of the overall response to climate change, such as Active travel, Transforming Cities Fund (TCF) schemes etc. At this point no overarching consultation on the MCAs climate emergency response has been undertaken or is planned.

2. Options Considered and Recommended Proposal

2.1 Option 1

Public consultation and engagement continues on the current basis, with widening engagement to both understand the concerns of interested parties within the communities and businesses we serve, as well as widening climate literacy within those groups.

2.2 Where public consultation is either required or adds value such as in Active Travel schemes these will continue. A communications strategy is developed as the priorities and investment strategy of the MCA continues to evolve.

2.3 Option 1 Risks and Mitigations

Option 1 has the risk that the SYMCA is not seen to seek, and does not receive, opinion from interested groups and does not fulfil its duty to inform the wider public of the need for action on climate change.

- 2.4 By targeting both the outgoing message and aiming to work with groups who have knowledge, skills and campaign in the space then this risk can be mitigated to some extent.
- 2.5 **Option 2**
Develop a full consultation programme on public and business views on the SYMCA's response to the climate emergency and their priorities around carbon reduction.
- 2.6 **Option 2 Risks and Mitigations**
A full consultation risks stagnation in the delivery of the net zero programme ahead of the time and opportunity to develop and deliver a programme of carbon reduction activity.
- 2.7 **Recommended Option**
Option 1
3. **Consultation on Proposal**
- 3.1 N/A
4. **Timetable and Accountability for Implementing this Decision**
- 4.1 No decision required, this paper is to understand the views and opinions of the OSC
5. **Financial and Procurement Implications and Advice**
- 5.1 N/A
6. **Legal Implications and Advice**
- 6.1 N/A
7. **Human Resources Implications and Advice**
- 7.1 N/A
8. **Equality and Diversity Implications and Advice**
- 8.1 N/A
9. **Climate Change Implications and Advice**
- 9.1 N/A
10. **Information and Communication Technology Implications and Advice**
- 10.1 N/A
11. **Communications and Marketing Implications and Advice**
- 11.1 The MCA comms and marketing team are promoting the region's actions green credentials and the action we and partners are taking to address the climate emergency in the run up to COP 26. This includes hosting events in partnership with the region's local authorities to coincide with COP26 Youth and Public Empowerment day, and working with the MCA's Youth Combined Authority to highlight the importance of reaching net zero emissions, and influence the public and stakeholders to take action.



Overview and Scrutiny Committee

26 October 2021

South Yorkshire Bus Service Improvement Plan

Is the paper exempt from the press and public?	No
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Reason why exempt:	Not applicable
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Purpose of this report:	Discussion
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Is this a Key Decision?	Yes
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Has it been included on the Forward Plan?	Yes
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Director Approving Submission of the Report:
Stephen Edwards, Executive Director (SYPTTE)

Report Author(s):
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Executive Summary

This report seeks support for the South Yorkshire Bus Service Improvement Plan, which all Local Transport Authorities are required to produce by the end of October to gain access to further funding for local bus services.

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

The Strategic Economic Plan and the Mayor's Transport Strategy both underline the importance of the bus network to businesses, residents and visitors in South Yorkshire, whilst the independent Bus Review commissioned by the Mayor indicated a number of issues with the current network. The contents of the Bus Service Improvement Plan include a range of short, medium and long term actions aimed at supporting the recovery from the COVID-19 pandemic and providing the bus network that South Yorkshire needs to achieve its aims for a stronger, fairer and greener region.

Recommendations

It is recommended that the Committee note the contents of the Bus Service Improvement Plan and provide any comments. Subject to any minor changes the BSIP will be submitted to Government by 29 October 2021.

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

Mayoral Combined Authority Board
Transport and the Environment Board

20 September 2021
21 October 2021

1. Background

- 1.1 The National Bus Strategy, “*Bus Back Better*”, published in March 2021, required all Local Transport Authorities (LTAs) to produce a Bus Service Improvement Plan (BSIP) by the end of October 2021, in order to be eligible for transformational funding for local bus services from April 2022 onwards.
- 1.2 Guidance issued by the Department for Transport (DfT) suggested that the overall aim of the document is to “...*explain LTA ambition to improve buses and the plans and policies that will deliver them*”. The guidance also requires LTAs to set targets relating to service improvements and outline how they will be delivered in their plans, which will be monitored and reported on annually.
- 1.3 The independent South Yorkshire Bus Review (led by Clive Betts MP), published in June 2020, provided a strong baseline for the preparation of the South Yorkshire BSIP. The Bus Review laid bare many of the issues with the South Yorkshire bus system, highlighting eight key findings that need to be addressed.
- 1.4 In response to the Bus Review a 7 Point Plan was agreed in 2020 that would be used to drive improvements on the bus network. A comprehensive programme of analysis was established to guide the MCA’s understanding of what the future bus network should look like. The first three elements of this programme – Route Analysis, Quality Analysis and Environmental Analysis – were commissioned in February/March 2021 with the aim of reporting by the end of the year.
- 1.5 Evidence gathered in the Bus Review that sets out the current situation together with the outcomes to date of the analysis commissioned by the MCA, provide an indication as to what sort of bus network the region needs and has been used to prepare an Initial BSIP in advance of the Government’s deadline for submission.

2. Key Issues

- 2.1 The draft BSIP for South has been developed alongside the four Local Authorities, bus operators and a number of the key stakeholders identified through the Bus Review. The Initial BSIP covers the following elements:
 - A brief description of the current South Yorkshire bus network;
 - A consideration on the wider social, economic and environmental context, and the links to the policies of the MCA and the constituent local authorities that will influence the bus network;
 - An outline of what we want from the South Yorkshire bus network, in terms of the main outcomes and impacts, as well as including some headline targets;

- An indication of how the BSIP will be delivered, including the identification of a package of short-term improvements and the broad components of the Enhanced Partnership that will be used to deliver the improvements.
- 2.2 Section 4 of the Initial BSIP starts with the Vision for the Bus Network agreed with the Board in June/July 2021 and includes the completed logic map discussed at the meeting on 2 September 2021. The headline ‘outputs’ within the logic map relate directly to those set out in the National Bus Strategy, along with some more specific outputs that are directly applicable to South Yorkshire, in line with the agreed success criteria from the Mayor’s Transport Strategy.
 - 2.3 Section 4 also contains a series of mandatory targets that measure journey time, reliability, patronage and customer satisfaction improvements, as required by the guidance. The suggested targets have been developed with a mind to the long-term ambition of the document, but also the short-term issues relating to the impact of the COVID-19 pandemic on patronage. This issue was discussed by the Board at its meeting on 2 September 2021, with the agreement that the targets should reflect the need to recover patronage as quickly as possible in the next two years.
 - 2.4 Section 5 of the BSIP contains a series of 40 prioritised activities, policies and interventions for implementation by the MCA, the constituent Local Authorities and bus operators. The work done to date suggests these will influence and contribute to delivering the desired outcomes and impacts, locally, regionally and nationally. The intention is that these prioritised activities, interventions and policies included in the Initial BSIP should be seen as the collective response to the Bus Review and the impact of the COVID-19 pandemic and the means by which the bus network that South Yorkshire wants and needs can be delivered.
 - 2.5 It should be recognised that these prioritised activities, interventions and policies will take time to implement and monitor their impact. Some are suitable for immediate implementation, whereas some will take more time, either because further work will be required to understand what is actually needed in practice or to reflect the current status of the South Yorkshire bus network following the COVID-19 pandemic. Guidance suggests that BSIPs will be ‘living’ documents, and so these priorities will be updated, particularly as the final outputs are received from the analysis commissioned by the MCA.
 - 2.6 The current legislation governing bus networks in England covers different models of delivery, each determining when and how activities, interventions and policies are implemented, with the most appropriate model selected based upon what an LTA is trying to achieve. The MCA agreed in June 2021 that the short-term priorities in our BSIP will be delivered through an Enhanced Partnership model, with the Partnership to be in place by April 2022.
 - 2.7 The Enhanced Partnership documentation requires an Enhanced Partnership Plan and one or more Enhanced Partnership Schemes (the latter being the detail of how elements of the former will be delivered). Further guidance from DfT suggests that the Initial BSIP will be used to produce the Enhanced Partnership Plan, taking in any feedback from DfT on the document submitted at the end of October and reflecting the final outputs from the analysis commissioned by the MCA.

2.8 The Enhanced Partnership Plan/BSIP (together with an Enhanced Partnership Scheme), will be subject to a statutory period of consultation with bus operators from mid-November 2021, followed by a period of public consultation as soon as possible thereafter, leading to the production of a Final BSIP in March 2022. This is why the current document is an 'Initial' BSIP, however, it is presented to the Board for endorsement, subject to any minor changes requested, for delegated approval by the MCA Chief Executive in consultation with the South Yorkshire Leaders and the Mayor, prior to submission to Government by the end of October.

3. Options Considered and Recommended Proposal

3.1 Option 1

It is recommended that the Committee note the contents of the Bus Service Improvement Plan and provide any comments. Subject to any minor changes the BSIP will be submitted to Government by 29 October 2021.

3.2 Option 1 Risks and Mitigations

The submission of a BSIP to Government on 29 October 2021 aligns with the timescales set out by the DfT and would reduce the risk of the SYMCA receiving reduced funding in future years, due to the link between the BSIP and accessing transformational funding. As the BSIP is a living document with public facing reporting against a set of mandatory targets, progress can be tracked and delivery adjusted to mitigate the uncertainty of travel patterns as we recover from the Pandemic.

3.3 Recommended Option

Option 1 is recommended to the Committee.

4. Consultation on Proposal

4.1 The BSIP has been developed following the Bus Review published in June 2020. The public consultation conducted as part of the Bus Review has been used as evidence in the development of the BSIP and therefore builds on that initial evidence base. The drafting of the BSIP has been undertaken collaboratively with Local Authority partners, bus operators in South Yorkshire and with input received from groups including Job Centre Plus and the Peak Park. Discussions have also been held with Derbyshire County Council and Nottinghamshire County Council due to the cross-boundary nature of some of the region's bus services.

4.2 The Enhanced Partnership Plan/BSIP will be subject to a statutory period of consultation with bus operators from mid-November 2021, followed by a period of public consultation as soon as possible thereafter, leading to the production of a Final BSIP in March 2022.

5. Timetable and Accountability for Implementing this Decision

5.1 The deadline for submission to the DfT is 31 October 2021. With the submission date falling between the MCA meetings in September and November 2021, it was agreed by the MCA on 20 September 2021 that submission of the BSIP would be delegated to the MCA Chief Executive in consultation with the South Yorkshire Leaders and the Mayor.

6. Financial and Procurement Implications and Advice

- 6.1 The delivery of the activities set out in the BSIP are highly dependent upon sufficient funding being secured and at the point of submission, the estimated funding gap is between £250 - £300m. By submitting a BSIP to the DfT the SYMCA will receive an amount of transformational funding from Government to support the delivery of our BSIP, the quantum of which is currently unknown. DfT have stipulated that the content of the first Enhanced Partnership scheme should reflect known funding sources only, therefore the intention is following submission of the BSIP at the end of October 2021, to propose a scheme based upon Gainshare and Levelling Up Fund (LUF), both of which are expected to be confirmed after the MCA Board on 15 November 2021.

7. Legal Implications and Advice

- 7.1 Following SYMCA approval in June, a Notice of Intention to Prepare an Enhanced Partnership and related Scheme was published. Publication of a BSIP to the DfT by the end of October is the next key step required in accordance with DfT guidance to deliver bus service improvements. In accordance with DfT guidance the process for implementation for the Enhanced Partnership Plan and Scheme will continue enabling statutory consultation with operators from mid-November 2021 and then the public in early 2022.

8. Human Resources Implications and Advice

- 8.1 None as a result of this paper.

9. Equality and Diversity Implications and Advice

- 9.1 The BSIP sets out the region's plans for improving accessibility across the bus network and on board our services. Public consultation will be held on the initial scheme in the New Year and will involve consultation with passenger groups that represent a cross section of society to test the content of the plan, ahead of delivery.

10. Climate Change Implications and Advice

- 10.1 The BSIP sets out the scale of change required to meet the regions net zero targets by 2035. At present the region does not have any zero emission buses and the BSIP identifies the trajectory, costs and initial projects that could begin the transition from diesel to alternative fuels.
- 10.2 The BSIP also recognises that modal shift from Private Car to Bus is vital to achieving the region's climate ambitions and as such additional measures will need to be taken, over and above fleet replacement to ensure they are met

11. Information and Communication Technology Implications and Advice

- 11.1 None as a consequence of this paper.

12. Communications and Marketing Implications and Advice

- 12.1 Should the Board approve the submission of a BSIP to Government, there will be a period of public consultation on the Enhanced Partnership Plan and Schemes we plan to deliver as set out in the BSIP in early 2022, which will require the support of the Communication and Marketing teams.

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Mayoral Priorities and Plans

This paper provides OSC with a short update from Officers on the key priorities that the Mayor has set with the Executive Team for the remainder of this financial year and on which programmes of activity are underway.

The note includes an update on:

- 1) Public Transport
- 2) Active Travel
- 3) Environment and Net Zero
- 4) Skills and Education
- 5) Arts, Culture and Heritage
- 6) Levelling Up and securing further resources to deliver
- 7) South Yorkshire Renewal Fund
- 8) Organisation

- 1) **PUBLIC TRANSPORT:** is a principal focus. The bus review, transport strategy, integrated rail plan and work on active travel are all key components of a broad agenda. Gainshare resources have been invested in new bus infrastructure, new concessions introduced, and government support secured to keep the bus and tram network running through the pandemic.

In the next six months there are some critical points:

- a. Landing the maximum possible resource in the Spending Review based on our Sustainable Transport (CRSTS) bid/submission, and ensuring deployment of this is strategically focused to accelerate our public transport agenda, especially on buses. The CRSTS is expected to be in the order of £400-£660M of funding over a 5-year period to deliver improved public transport, support active travel, deliver on net zero ambitions and connect communities to opportunities. This includes critical resource for kickstarting the renewal of our Supertram system, putting bus at the heart of our transport system, continuing delivery of a 620-mile network of new walking and cycling active travel infrastructure, improving the region's roads and ramping up rail;
- b. Securing commitment to our £50m Levelling Up Fund proposal which focuses on improving the passenger journey experience on public transport in South Yorkshire. This includes upgrading and renewing up to 1500 bus shelters and up to 100 tram shelters to improve accessibility and provide additional seating, increasing passenger access to 'live' journey information by installing approx. 1000 passenger information displays, and over £16m of investment to tackle congestion in key pinch point and hot spot areas across South Yorkshire;
- c. Completing the draft Bus Services Improvement Plan by the end of October and commencing consultation, with operators, user groups and the public, on the BSIP/Enhanced Partnership arrangements in the New Year. The emerging BSIP focuses on how we can incentivise a transformation in bus use with proposed measures grouped around three drivers: increased quality, reliability and a better value service, as well as the net zero transition. Measures to do this might include developing a refreshed Customer Charter, limiting major service changes to twice a year and price rises to once a year, developing day and week price capping to guarantee best value etc.

- d. January's MCA will be taking a decision as to whether or not to begin a formal investigative process into the merits of franchising. This is not a decision to be taken lightly because an investigation, although not a decision to commit, will be costly (Greater Manchester spent the better part of £15m before deciding to proceed with franchising and, although the costs in South Yorkshire are unlikely to be comparable, the MCA will wish to be clear about the resourcing implications and timescale).

- 2) **ACTIVE TRAVEL:** AT investment in our transport infrastructure plans has been mainstreamed across the MCA transport agendas. Our £160m Transforming Cities Fund bid included 50% of planned investment targeted at AT interventions. Implementation has been led by the Active Travel Commissioner, Dame Sarah Storey supported by a Project Director. Work is integrated with the public transport team.

In the next six months we will be:

- a. Focusing on delivery of the schemes with investment funding agreed;
- b. Continuing to develop the pipeline of AT schemes for future funding;
- c. Locking in the new Design standards for AT.

- 3) **ENVIRONMENT AND NET ZERO:** Pre-pandemic the MCA declared a climate emergency. NZ work is being mainstreamed into policy agendas and a Project Director has been appointed. Major additional investment to tackle flooding has been secured– including catalytic use of MCA resources to get schemes underway. Working with the Environment Agency, the four local councils and major partners including Yorkshire Water, we've been developing a South Yorkshire approach to natural flood management. Additionally, the MCA has invested in the stunning Sheffield Grey-to-Green environmental regeneration initiative – proving that we can deliver sustainable flood measures, improve the economy and bring nature back into the heart of urban centres. The Mayor has also taken up the role of Vice Chairman of the Yorkshire and Humber Climate Commission, with MCA officers involved in supporting formulation of the YHCC Action Plan.

Further reinforcing mainstreaming of this agenda, OSC's recommendation that climate become a specific section on all board reports has been actioned.

In the next six months:

- a. the MCA will determine target spend per year for the next five years on decarbonisation measures – (eg. a £50m commitment as a low-end target);
- b. the MCA will determine the principle that decarbonisation efforts are integrated across all spending, and will be integrated as a key theme in allocation of the Renewal Fund;
- c. Additional Mayoral funding of £200,000 will unlock tree-planting across South Yorkshire, reinforcing measures being taken by South Yorkshire's local authorities;
- d. Groundbreaking Natural Capital Mapping work will feed through into the design of new interventions to enhance the region's natural capital assets;
- e. Engagement will continue with South Yorkshire Climate Alliance meetings and other stakeholders;
- f. the implications of the Government's new Environment Bill for the MCA and local authorities will become clear.

- 4) **SKILLS AND EDUCATION:** The MCA is now responsible for investing £42 million pa of devolved Adult Education Budget in provision for adults who live in our region. This has been a huge undertaking – working with colleges, training providers, local authorities and business to get the right provision in place. The MCA's aim in improving the delivery and effectiveness of AEB has been not only to focus on learners (rather than providers) but fundamentally to ensure the AEB chimes with the MCA's ambition to support people towards better quality, better paying jobs and gainful employment that offers longer term better prospects for people's lives.

In the next six months we will be:

- a. Making sure that AEB delivers;
- b. Finalising a new Skills Strategy and designing new programmes based on identified skills gaps;
- c. Working in partnership with Chambers of Commerce to align development of the Local Skills Improvement Plan trailblazer with work on our Skills Strategy, putting us in a better position to meet employer demands for skills and help residents find and progress in work.

- 5) **ARTS, CULTURE & HERITAGE:** ACH has been embedded as a key workstream for the MCA. A Project Director has been appointed and Mayoral Funding allocated to support the development of stronger networks, more capacity into the sector, and to develop up new capital and revenue projects.

In the next six months we will be:

- a. Managing the implementation of the £1 million fund, ringfenced to support the ACH sector;
- b. Embedding culture into the Investment Framework for the Renewal Fund;
- c. Delivering a new Cultural and Creative Industries network and mapping the creative industries across the region;
- d. Commissioning a thorough engagement process with the sector to contribute to a regional strategy.

- 6) **LEVELLING UP AND SECURING FURTHER RESOURCES TO DELIVER:** This has been, and remains, a constant theme for the Mayor and therefore the Executive Team. This has involved a programme of engagement with the Government that has sought to set out the potential that South Yorkshire has and the scale of investment required to unlock it. We have campaigned for changes to the Treasury Green Book and the MCA team have been part of the wider HMT team developing this new approach to investment.

The Mayor made a timely Comprehensive Spending Review (CSR) submission into the Chancellor at the beginning of the October packaged under the SYMCA themes, a stronger South Yorkshire, a greener South Yorkshire, a fairer South Yorkshire. The Mayor continues to press government to commit to Levelling Up. We will see what South Yorkshire gets when the Chancellor stands up on the 27th October to deliver the autumn budget.

In the next six months we will be:

- a. Influencing the Spending Review and the Government's approach to the UK Shared Prosperity Fund.
- b. Focusing on implementing the projects that fall out of the SR process and developing a new programme of work related to SPF (subject to the outcome of those two processes).

- 7) **SOUTH YORKSHIRE RENEWAL FUND:** Earlier this year, the MCA agreed the principle of a SY Renewal Fund (MCA Board March 21) drawing on the £30m pa resources secured through the Devolution Deal with government supplemented by prudent borrowing. Work is well underway developing the underpinning outcomes that will inform the Fund's deployment informed by the Strategic Economic Plan. The MCA will wish to take a view on how economic, social and environmental outcomes are hard wired into all interventions using the fund, as well as equity across the region

In the next six months the MCA will be:

- a. Agreeing a place-based outcomes framework that integrates organisation priorities such as net zero and inclusion. This will direct the types of projects and interventions designed and delivered locally alongside a set of South Yorkshire wide/MCA schemes that will deliver at a wider geography or at an appropriate scale to the challenge;
- b. Agreeing a policy mechanism for ensuring a return on MCA investment wherever possible and an associated Project Feasibility Fund;
- c. the detail of an investment programme for the new financial year.

8) ORGANISATION

- An organisation focused on delivery: South Yorkshire has its largest ever capital investment programme underway – totalling around £360m this year alone. We were one of the highest performing regions for the allocation of the £50m of additional business support for businesses affected by the Covid pandemic.
- Integration and rebranding: the Sheffield City Region has now rebranded to better reflect the area and people we serve, and the work that we do. We are now called the South Yorkshire Mayoral Combined Authority and in line with this we are formally integrating the MCA and the PTE to create a single executive with strengthened political accountability.

SY MCA Executive

18.10.21