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Wednesday, 12 January 2022

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: **Thursday, 20 January 2022 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 Colin Ross (Chair)	Sheffield City Council
Councillor Maggi Clark	Rotherham MBC
Councillor Jeff Ennis	Barnsley MBC
Councillor Dianne Hurst	Sheffield City Council
Councillor Allan Jones	Doncaster MBC
Councillor Bryan Lodge	Sheffield City Council
Councillor Jo Newing	Barnsley MBC
Councillor Thomas Singleton	Rotherham MBC
Councillor Martin Smith	Sheffield City Council
Councillor Austen White	Doncaster MBC
Councillor Barry Johnson (Reserve)	Doncaster MBC

MCA - Overview and Scrutiny Committee

Thursday, 20 January 2022 at 2.00 pm

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



Agenda

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5.	Reports from and Questions by Members	Chair	
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Date of next meeting: Wednesday, 23 March 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:

TUESDAY, 26 OCTOBER 2021 AT 2.00 PM

11 BROAD STREET WEST, SHEFFIELD, S1 2BQ



Present:

Councillor Colin Ross (Chair)	Sheffield City Council
Councillor Jeff Ennis	Barnsley MBC
Councillor Dianne Hurst	Sheffield City Council
Councillor Allan Jones	Doncaster MBC
Councillor Bryan Lodge	Sheffield City Council
Councillor Jo Newing	Barnsley MBC
Councillor Thomas Singleton	Rotherham MBC
Councillor Martin Smith	Sheffield City Council
Councillor Barry Johnson (Reserve)	Doncaster MBC
Councillor Ken Wyatt (Reserve)	Rotherham MBC

In Attendance:

Dr Dave Smith	Chief Executive	MCA Executive Team
Martin Swales	Interim Director of Transport, Housing, Infrastructure and Planning	MCA Executive Team
Steve Davenport	Principal Solicitor & Monitoring Officer	MCA Executive Team
Christine Marriott	Interim Democratic Services and Scrutiny Manager	MCA Executive Team
Richard Sulley	Net Zero Project Director	MCA Executive
Pat Beijer	Director of Transport Operations, SYPTE	South Yorkshire Passenger Transport Executive
Gillian Richards		
Stephen Batey	Head of Mayor's Office	SCR Mayor's Office
Chloe Shepherd	Senior Programme Manager	MCA Executive Team
Gillian Richards	Minutes	

Apologies:

Councillor Maggi Clark	Rotherham MBC
Councillor Austen White	Doncaster MBC

101 **Welcome and Apologies**

As the last meeting of the Committee had not been quorate it had not been possible to elect a Chair. S Davenport asked for nominations for the position.

Cllr Colin Ross was nominated and seconded and took the Chair.

The Chair welcomed everyone to the meeting.

Apologies were noted as above.

102 **Urgent Items/Announcements**

The Chair, on behalf of the Committee, conveyed congratulations to Dame Sarah Storey, SYMCA's Active Travel Ambassador, for her recent record breaking success at the Tokyo Paralympics.

The Committee had a new member from RMBC, Cllr Singleton who had replaced Cllr Emma Barley and new substitute appointments of Cllrs Osbourne and Green.

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

None.

104 **Declarations of Interest by any Members**

None.

105 **Reports from and Questions by Members**

None.

106 **Questions from Members of the Public**

The Chair reported that there was a question which had been submitted by a member of the public.

As this related to the climate emergency it was proposed to take the question at item 10.

107 **Minutes of the Previous Meeting Held on 29 July 2021**

RESOLVED – That the minutes of the meeting held on 29 July 2021 be agreed as a true record.

108 **Matters Arising/Action Register**

The Committee considered the Action Register.

MCA Bus Review – there was an update at item 11 on the agenda, with a further update scheduled for January 2022.

Evaluating outcomes and VfM from Active Travel projects – a report had been circulated via email.

Climate emergency – elsewhere on today's agenda.

South Yorkshire Renewal Fund – this had been discussed at the agenda setting meeting and it was placed on the Work Programme for the forthcoming year.

RESOLVED – That the Action Register be noted.

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

The Forward Plan of Key Decisions was considered.

The Chair informed members that the Forward Plan had been put together so that decisions from all the numerous Committees and Board could be seen in one place and so that the Committee could easily identify areas of interest to them.

After discussion, it was decided that for clarity, the word ‘open’ in the ‘Prohibitions, Restrictions, Exemptions’ column should be replaced with the words ‘not exempt’.

It was confirmed that any decision could be called in for scrutiny either before or after the decision had been made.

Action: Items previously designated as ‘open’ to be marked as ‘not exempt’.

RESOLVED – That the report be noted.

110 **Climate Emergency – Monitoring Public Engagement/Consultation**

The Chair informed the Committee that a question from a member of the public had been received and although it had arrived late he had accepted it as it related to this agenda item. The member of the public had been unable to attend but would be viewing via the webcast.

C Marriott read out the question:

“How can this Scrutiny Board be satisfied with the paper at item 10 on your agenda? There is no reference to any actions being taken in response to your engagement.

To take an example, the Climate Alliance argued strongly for urgent investment in retrofitting skills training – very poignant as the Government unveiled its Heat and Buildings strategy this week – but no such investment is being made.

We consider that the Net Zero engagement process is both genuine and actually of exceptional high quality but these engagement efforts will lack credibility if they solely relate to process but do not result in action being taken.”

R Sulley informed members that he would respond to the question as he went through the report.

The Chair commented that members would ensure the question was answered

during the presentation or by their follow-up questions.

Members were reminded that the paper was in response to questions around public engagement and consultation following the climate change emergency declaration from the Overview and Scrutiny Committee.

As background, R Sulley reminded members that in January 2020 the MCA Board approved the Climate Response Framework which split the challenge into five areas which were detailed in the report.

The MCA then commissioned a report from Urban Foresight which identified 18 strategic activities which should be delivered over the next two years as part of a net zero programme. The report highlighted that a communications strategy would be vital to the long-term success of delivering against the targets set.

To do this the MCA would need to collaborate with different organisations in designing the communications messaging including pressure groups such as the South Yorkshire Climate Alliance, business membership groups and other community stakeholders. This would ensure that the messages were clear and consistent and in line with the targets.

Members noted the following activities:

- SYMCA had appointed a Net Zero Project Director (NZPD) with the aim of operationalising the Net Zero Project.
- The Mayor had taken up the role of Vice-Chair of the Yorkshire and Humber Climate Commission.
- MCA officers were involved in formulating the action plan of the commission and incorporating the commission's findings and public input into further programme development.
- The NZPD had developed networks with interest groups to understand their concerns and regular meetings had been held with the South Yorkshire Climate Alliance.
- The business and industrial communities had been approached through specific meetings with trade association representatives and individual companies.

Where necessary or appropriate, public consultations were undertaken. It was noted that, at this point, no overarching consultation on the MCAs climate emergency response had been undertaken or was planned.

With regard to the point that was made in the public question, this related specifically to a recent meeting with representatives from Green New Deal South Yorkshire, who were encouraging local authorities and the MCA to invest in training and skills within green industries for the future.

The meeting had been productive in that Green New Deal South Yorkshire had been able to get their point across about the urgency of action and the potential for the creation of quality jobs across the region.

Officers had been able to feedback the process needed to deliver on that requirement. There were certain budgets that could be drawn on for further

education but the process was that typically the private sector would need to request that training, identify a lack of skills in a certain area and make a request to the further education colleges.

It had been identified in that meeting that the system needed looking at in that it could not respond too far into the future, it tended to respond to the immediate need rather than the potential for future need. Officers would try to understand how that imbalance could be addressed and how the market could be primed to understand what the potential future job and skills would be within their industries.

This also included housing retrofit which was a hot topic at the moment. Central government had issued a Building and Heat Strategy and there was the potential for funding for heat pumps in homes. It was recognised that the region didn't currently have the skills to deliver that.

The Committee was informed that Sheffield Hallam University had been commissioned to do some work analyse the gaps and potential opportunities within South Yorkshire to meet the green skills that would be needed.

Public consultation and engagement at the moment was targeted. As the programme was developed it may be needed to consult the public and the MCA wanted to eventually seek public views as to whether they were heading in the right direction, but not at this time.

The Chair commented that it was evident that everyone agreed that there was a climate emergency and that action needed to be taken, but this had to be done with the public and not to the public.

In answer to a question from Cllr Ennis, R Sulley agreed that pressure groups would always want the MCA and partners to do more, further and faster and it was incumbent upon the Authority to explain what could and couldn't be done and ascertain where and what there was a need to consult on.

Cllr Jones commented that communication with all groups was vital.

R Sulley confirmed that the MCA was in touch with businesses directly, meetings had been scheduled with SMEs to understand their needs and what support they may need.

The Committee also discussed how the MCA and local authorities had influence over housing stock and the work that went on with it in social housing and with partner Housing Associations and how information on funding available and the size and scale of requirements could be collated to give the private sector deliverers an idea of the size and scale of the market to come.

The Chair expressed the need to be reactive. Although there was a lot to be done with regards to the climate emergency. It was not just about retrofitting but the whole of the renewable agenda. The workforce needed to be ready when the jobs became available. It was important to energise businesses to think longer term with regard to upskilling their workforce.

R Sulley agreed and commented that work was ongoing in this area. Unfortunately, apprentices could not be trained for jobs that did not exist at the moment. Therefore, there was a need for the market to think ahead of the work to be done with the private sector and delivery partners to design a suitable scheme.

Cllr Hurst asked when the point would be reached when it was known who the potential partners were and what opportunities would be available.

R Sulley replied that there wasn't an answer available as yet. This was a live problem that was currently being worked on. As soon as there was something substantial to report on, such as an action plan, this would be publicised.

Cllr Jones questioned whether there were enough resources for all the consultation needed and also suggested a newsletter as a way of communication.

Dr D Smith commented that actions to achieve the low carbon goals could not be addressed by employing more people. Much of the effort and focus came from across the SCR teams and with partnerships with local authorities and other public bodies.

He gave examples of how the MCA and the two Sheffield universities were working with the energy sector and the housing sector to stimulate markets to grow in the right direction and create new jobs.

The MCA were committed to developing the Apprenticeship Hub, the details of which were still being considered. In broad principle it was a co-ordination to link businesses seeking apprentices to those who were wanting to access the apprenticeship system. D Smith would feedback the Committee's comments with regard to green jobs and how that might be factored into the consideration of the Apprenticeship Hub.

It was noted that rather than use a newsletter the MCA used social media channels such as Facebook and Twitter to get messages across.

Cllr Johnson queried whether the MCA were missing an opportunity to go into schools to educate the younger generation.

R Sulley replied that the MCA were not directly engaged with schools but had supported a Schools Climate Conference and would look to support this again next year.

There was more that could be done, and funding had been received to run some schools street events which would entail the closure of streets around schools during opening and closing time to encourage active travel.

RESOLVED – That the Committee:

- i) Note the contents of the report including the current engagement strategy and the increased and targeted communications during COP 26.

- ii) Write to the author of the public question to ensure that a full response had been given to the question and ask whether they require to raise any further points.

111 **Bus Service Improvement Plan**

A report was considered which gave an update on the Bus Service Improvement Plan.

P Beijer and C Shepherd gave a presentation on the progress made to date on the Bus Service Improvement Plan which included:

- A reminder of the original findings of the Bus Review.
- A logic map indicating the context, inputs, outputs, outcomes and impacts.
- The scale of the challenge.
- The vision for the South Yorkshire bus network.
- Key findings from evidence and engagement.
- Next steps.

Cllr Wyatt questioned whether any data was being captured from the Operators on the levels of cancelled services as this seemed to be a problem at the moment, particularly in the evening.

C Shepherd replied that the data was collected by SYPTE. In terms of the BSIP the importance of reliability was recognised and also the need to extend the frequency of services in the core network especially in the evening.

Cllr Wyatt requested follow up on the data if available. He also asked about the criteria for bus passes, there seemed to have been a tightening up of bus passes for those with learning disabilities and he had representations from people who were having difficulty renewing their passes. At a time when patronage needed to be encouraged this was disappointing.

P Beijer commented that she would take the question away and respond to the Committee separately on the matter.

Cllr Smith commented that the report only provided one option and he was aware that the Transport Board had been given two options and had rejected setting long-term growth targets for bus patronage.

C Shepherd would compare the two reports and report back later in the meeting.

Cllr Ennis questioned whether any opposition had been encountered from the local bus operators in playing their part in the Enhanced Bus Partnerships.

C Shepherd replied that, so far, there had been no objections from the Operators to working in an Enhanced Partnership. It had been a collaborative process and officers met fortnightly with the operators. The plan had been developed in partnership with the operators. As part of the process, there was

a requirement from DfT that the Operators and MCA produced separate wish lists of activities. When the wish lists were compared, although there were some differences, there was a lot of commonalities between the two which had helped in pulling together the plan.

Cllr Singleton queried how demand responsive transport (DRT) would work, especially in rural areas.

C Shepherd explained that there was no single model for DRT but it would be designed around the needs of the location. In general terms DRT was a flexible service that would operate within a cordoned or defined area, would be booked through a platform, for example a mobile phone app, and would react to passenger demand.

Cllr Jones questioned where the role of Traffic Commissioners sat within the BSIP.

P Beijer replied that the Traffic Commissioners would continue to play a part in the ongoing operations of the bus service network. They played a key role in the registration of bus services or the de-registrations of bus services and it was anticipated that this role would continue under Enhanced Partnerships.

The Chair commented that the Committee would like to understand how an Enhanced Partnership would differ from the previous voluntary partnerships and the Committee on previous occasions had expressed a desire that an Enhanced Partnership was seen as a stepping stone and not the end result as there was a collective belief that a franchise type agreement would give more certainty to the quality of bus services in future,

C Shepherd replied that there were legal differences between the voluntary and enhanced partnerships and franchising and felt the question would be best answered outside the meeting with support from the legal team.

S Davenport commented that an Enhanced Partnership, once agreed, was a legally binding arrangement between the Authority and the operators whereby both parties had to fulfil certain legal obligations.

The previous voluntary partnerships, which had a certain amount of success, were completely voluntary and were not legally binding.

All these partnerships had to pass competition test and there were certain things that could not be done, for example around fare structures, but there were more measures that could be taken under an enhanced partnership provided they passed the competition test.

With regard to fare structures, the Chair commented that one of the concerns raised in the Bus Review was the need to have a simplified fare structure between the operators. And questioned whether an Enhanced Partnership would be able to address this issue.

S Davenport confirmed that the issue could potentially be addressed under the Enhanced Partnership.

The Chair commented that reduced patronage was still a concern and also highlighted the problems around driver shortages. There would also be a report to a future meeting on the success, or otherwise of the 25% reduction in fares over the summer.

D Smith informed the Committee that with regard to the question posed by Cllr Smith concerning decisions made by the Transport Board, it was not possible for an officer to comment on a decision made by another body. It would be possible to have a discussion with the Chair of the Transport Board about the rationale for the decision and report back.

Cllr Smith accepted this but questioned why no long-term targets were set for patronage as suggested in option 2 of the report. The general public would expect the BSIP to be a long-term plan and on reading the document it seemed there wasn't one.

D Smith explained that officers could not speak for members who had made the decision but could explain the advice given by officers to the Transport Board.

C Shepherd explained that the options related to the mandatory targets for the BSIP. The BSIP focused on the shorter term and set targets for 2024/25 around journey times, reliability, passenger numbers and passenger satisfaction. Longer term aspirations for these areas could be found in the Transport Strategy.

The advice given to the Transport Board was in regard to passenger numbers and how the figure was arrived at. Declining trends pre-Covid were discussed and the position when the BSIP started next year was considered, including the 2-year recovery period and how challenging that would be.

D Smith informed the Committee that the short term goals were to ensure the BSIP was submitted on time by the end of October and take the report to the November meeting of the MCA to start the process of the Enhanced Partnership. These were all on target.

RESOLVED – That the Committee:

- i) Note the content of the Bus Service Improvement Plan and that it would be submitted to government by 29 October 2021.
- ii) Express the view that long-term goals should not be lost sight of and that the BSIP should be a stepping-stone to consider much more radical changes to bus services in the future.

112 **Mayoral Scrutiny**

A report was submitted which provided the Committee with an update on the key priorities that the Mayor had set with the Executive Team for the remainder of the financial year and on which the programmes of activity were underway.

The report included updates on:

- Public Transport
- Active Travel
- Environment and Net Zero
- Skills and Education
- Arts, Culture and Heritage
- Levelling Up and securing further resources to deliver
- South Yorkshire Renewal Fund
- Organisation

Cllr Wyatt conveyed congratulations to the Mayor for his role, as an MP, in securing the debate in Parliament on levelling up. The Committee needed to keep track of progress of the concept and how it was working in practice across South Yorkshire.

RESOLVED – That the report be noted.

The Chair thanked members and officers for their contributions to the meeting and noted that it was the first time the Committee had achieved 100% attendance.

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

Signed

Name

Position

Date

Overview and Scrutiny Committee

16 November

Actions and Matters Arising from the SYMCA Overview and Scrutiny Committee held on 26 October 2021

Minute No	Action	Action Owner	Status/Update
28/01/21	<p>MCA Response to the Bus Review: Parking in bus lanes</p> <p>This is an operational issue which should be implemented at a local LA level. OSC members to determine the position in January 2022 and feedback to MCA OSC.</p>	OSC Members	Placed on agenda for 20/01/2022
109	<p>Forward Plan of Key Decisions</p> <p>After discussion, it was decided that for clarity, the word 'open' in the 'Prohibitions, Restrictions, Exemptions' column should be replaced with the words 'not exempt'.</p>	Christine Marriott	<p>Action Complete</p> <p>18/11/21 modern.gov system updated with new fields.</p>
110	<p>Climate Emergency – Monitoring Public Engagement/Consultation</p> <p>Write to the author of the public question to ensure that a full response had been given to the question and ask whether they require to raise any further points.</p>	Christine Marriott/ Councillor Ross	<p>Action Complete</p> <p>19/11/21 – Cllr Ross wrote to the author of the public question.</p>
111	<p>Bus Service Improvement Plan</p> <p>Cllr Smith commented that the report only provided one option and he was aware that the Transport Board had been given two options and had</p>	Dave Smith	Ongoing

Minute No	Action	Action Owner	Status/Update
	<p>rejected setting long-term growth targets for bus patronage.</p> <p>D Smith informed the Committee that it was not possible for an officer to comment on a decision made by the Transport and Environment Board.</p> <p>Action: Would it be possible to have a discussion with the Chair of the Transport Board about the rationale for the decision and report back.</p>		
112	<p>Mayoral Scrutiny</p> <p>The Committee needed to keep track of progress of the concept of the Levelling Up Fund and how it was working in practice across South Yorkshire.</p>	Christine Marriott	<p>Action Complete</p> <p>Item Placed on Work Plan for 2021/22</p>

Forward plan of Key Decisions to be made: 22 December 2021 to 31 March 2022

Date Published: 22 December 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
Gainshare Flood Programme, D0016 Conisbrough/Tickhill Natural Flood Management Scheme (BJC)	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.	18/01/22	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt
Brownfield Housing Fund - B0003 Attercliffe (FBC)	Approval of £1.87m Brownfield Housing Fund to deliver enabling works to unlock a housing site in Sheffield with potential for 750 homes	18/01/22	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Brownfield Housing Fund - B0008 DMBC Small Sites (FBC)	Approval of £0.89m Brownfield Housing Fund to deliver 42 social houses across 3 sites in Doncaster	18/01/22	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt
Brownfield Housing Fund - B0009 Former Nightingale School (FBC)	Approval of £1.57 Brownfield Housing Fund to deliver 60 social houses at the former school site in Doncaster.	18/01/22	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt
Brownfield Housing Fund - B0010 Adwick (FBC)	Approval of £1.2m Brownfield Housing Fund to deliver 60 social houses at the Adwick site in Doncaster	18/01/22	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board Paper	Not exempt
Digital Infrastructure Strategy final draft delivery plan	To approve the final draft of the Digital Infrastructure Strategy delivery plan.	18/01/22	MCA - Housing and Infrastructure Board	Colin Blackburn Assistant Director - Housing, Infrastructure and Planning colin.blackburn@southyorkshire-ca.gov.uk	Board paper	Not exempt

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Options to Support the Delivery of the Region's Bus Service Improvement Plan (BSIP)	Consideration of BSIP delivery options.	24/01/22	MCA - Mayoral Combined Authority Board	Pat Beijer Director of Transport Operations, SYPTE pat.beijer@southyorkshire-ca.gov.uk	Board paper	Not exempt
Transforming Cities Fund T11 BRT North (Outline Business Case)	Approval of £950k development costs towards £8.9m TCF for developing a £27.7m TCF Full Business Case to deliver 7.2km of quality bus corridor that starts at the Stairfoot Roundabout junction, extends North up Grange lane to include the Cundy Cross junction, South-East along Wombwell Lane to Netherwood Roundabout and West along Doncaster Road to the Alhambra Roundabout.	24/01/22	MCA - Mayoral Combined Authority Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt
2021/22 Budget Revision 3	Approval of variations to the revenue budget and capital programme	24/01/22	MCA - Mayoral Combined Authority Board	Gareth Sutton Chief Finance Officer/S73 Officer Gareth.Sutton@southyorkshire-ca.gov.uk	Board paper	Not exempt

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Budget and Business Plan Development	To approve the South Yorkshire Transport Levy for 2022/23	24/01/22	MCA - Mayoral Combined Authority Board	Gareth Sutton Chief Finance Officer/S73 Officer Gareth.Sutton@southyorkshire-ca.gov.uk	Board paper	Not exempt
Transforming Cities Fund - T27 South Yorkshire Rail Station Improvements (Full Business Case)	Approval of £3,451,959 grant to deliver improvements to rail stations across South Yorkshire including secure facilities, accessible information and a pleasant waiting environment.	24/01/22	MCA - Mayoral Combined Authority Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt
Gainshare Programme, G0009 Century BIC (FBC)	Approval for £1m Gainshare funding for G0009 Century BIC Scheme to deliver office and managed workspace in Rotherham.	24/01/22	MCA - Mayoral Combined Authority Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt
Getting Building Fund Programme - G0015 Sheffield City Council Fargate Measures (Full Business Case)	Approval of £6m Getting Building Fund grant to deliver a package of investment on Fargate and the surrounding area.	24/01/22	MCA - Mayoral Combined Authority Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Approval of the South Yorkshire Flood Catchment Plan	To approve the South Yorkshire Flood Catchment Plan and commit to the MCA supporting the implementation of the plan	24/01/22	MCA - Mayoral Combined Authority Board	Colin Blackburn Assistant Director - Housing, Infrastructure and Planning colin.blackburn@southyorkshire-ca.gov.uk	Board paper	Not exempt
Gateway East Governance proposals	To approve the proposed governance arrangements for delivering Gateway East	24/01/22	MCA - Mayoral Combined Authority Board	Martin Swales Interim Director of Transport, Housing, Infrastructure and Planning Martin.Swales@southyorkshire-ca.gov.uk	Board paper	Not exempt
Capital loan to Doncaster Sheffield Airport	Capital loan to fund specific capital investments to help bring forward projects that would otherwise not be delivered until later, and thus help DSA recover from the effects of the travel restrictions quicker.	24/01/22	MCA - Mayoral Combined Authority Board	Gareth Sutton Chief Finance Officer/S73 Officer Gareth.Sutton@southyorkshire-ca.gov.uk	Board paper	Part 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
Submission of ZEBRA Full Business Case	Approving the submission of the Full Business Case for £6.8m DfT funding to support the delivery Zero Emission buses in South Yorkshire	24/01/22	MCA - Mayoral Combined Authority Board	Chloe Shepherd Senior Programme Manager chloe.shepherd@southyorkshire-ca.gov.uk	Board Paper	Not exempt
Approval of funding support for Business D0012 in the Sheffield area (Full Business Case)	Approval of £1.75m grant for Business D0012 enable expansion of premises.	24/01/22	MCA - Mayoral Combined Authority Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.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
Transforming Cities Fund T5 -A631 Rotherham to Maltby Bus Corridor (OBC)	Approval of £247,906 development costs for developing a £2.25m TCF Full Business Case to deliver three sections of bus lanes, all along the A631 Bawtry Road: 1. Between Addison Road, Maltby and Denby Way, Hellaby; 2. In the vicinity of Wickersley School and Sports College; and, 3. Improvements to the bus stop at Brecks Crescent.	24/01/22	MCA - Mayoral Combined Authority Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt
Active Travel & Gainshare OO48 – Nether Edge Crookes ATN (FBC)	Approval of £589,701 grant to deliver two active travel neighbourhoods.	10/02/22	MCA - Transport and the Environment Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt

Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Gainshare Flood Programme, DOO19 Doncaster Surface Water Mitigation Projects – Borough Wide Surface Water Alleviation Scheme (BJC)	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	1/03/22	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt
Brownfield Housing Fund - BOO28 Park Hill 4 (Full Business Case)	Approval of £5.617m Brownfield Housing Fund grant to enable the delivery of 95 homes at Park Hill, Sheffield.	21/03/22	MCA - Mayoral Combined Authority Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt



Overview and Scrutiny Committee

20 January 2022

Evaluation of the Concessionary Bus Fare Reduction in August 2021

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

Director Approving Submission of the Report:
Stephen Edwards, Executive Director (SYPTTE)

Report Author(s):
Tim Taylor
tim.taylor@southyorkshire-ca.gov.uk

Executive Summary

In August and September 2021, SYMCA agreed to discount the majority of TravelMaster products by up to 25% for a period of eight weeks.

The summer discount was established to encourage patronage return to public transport as well as stimulate economic recovery in our towns and city centres.

This paper summarises the impact of the summer sale during that eight-week period on travel and purchasing patterns as well as some qualitative customer feedback.

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

Board should note the findings of this report and consider what promotional activity might be appropriate in future should funding be available.

Recommendations

That Board members note the content of this report.

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

None

1. Background

- 1.1 Since March 2020, the region has been significantly affected by the Covid-19 pandemic. This has suppressed passenger demand on public transport by up to 90% and seen all sectors of the economy impacted by the restrictions and measures in place at points in time.
- 1.2 Bus and tram use in South Yorkshire have experienced a turbulent two years, with patronage in the first lockdown dropping as low as 10%, recovering during the summer and autumn of 2020 to around 70% of pre-Covid only to drop back to 25% in January 2021 following the second national lockdown.
- 1.3 Recovery from 21 July 2021 saw positive increases in demand, however the SYMCA recognised the importance of public transport in stimulating patronage return to more sustainable levels as well as providing a mechanism for residents to return to towns and city centres to support local businesses.
- 1.4 SYMCA therefore took the decision to negotiate and agree a level of subsidy with TravelMaster (the regional multi-operator ticketing company) to discount the majority of their ticket range as close as and up to 25% of their commercial retail price.
- 1.5 The discount period commenced on 2 August 2021 and ran for eight weeks until 27 September 2021. This period covered a month of the summer school holiday and also benefitted the return to school in September along with an expected return of commuter demand as well as the return of university students at the end of September.
- 1.6 As the summer sale was agreed with shortened timescales between approval and launch, there was limited time to develop and deliver an entirely new marketing campaign to support the launch. However, SYMCA marketing and communications officers re-used an existing campaign which was planned for summer 2021 and adjusted messaging so customers were aware of the offer available.
- 1.7 Since the discount period ended, SYMCA officers have analysed the results and incorporated their findings into this paper. Board members should note that the periods covered by the discount experienced significant changes in public behaviour with the removal in prior weeks of final restrictions due to Covid-19 along with a shift in public attitude towards the safety of public transport more generally. These points should be considered alongside the demand generated by the summer discount given the volatility in demand which has been seen since March 2020.

2. Key Issues

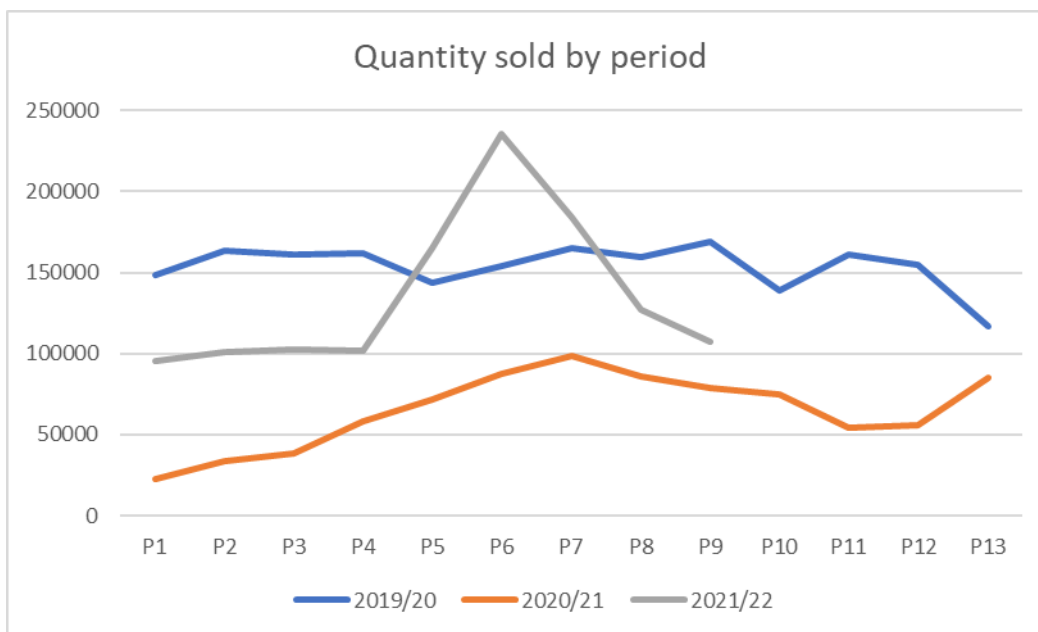
- 2.1 In total, 430,811 tickets totalling 1,095,796 days of travel were sold during the eight-week discount period. This incurred a cost of £932,182.79 in subsidy for SYMCA.
- 2.2 The most popular tickets sold were 1-day CityBus and CityWide tickets (both covering Sheffield) which retailed at £3.50 and £3.80 respectively. These prices were lower than the single operator-own equivalent day tickets and a reduction

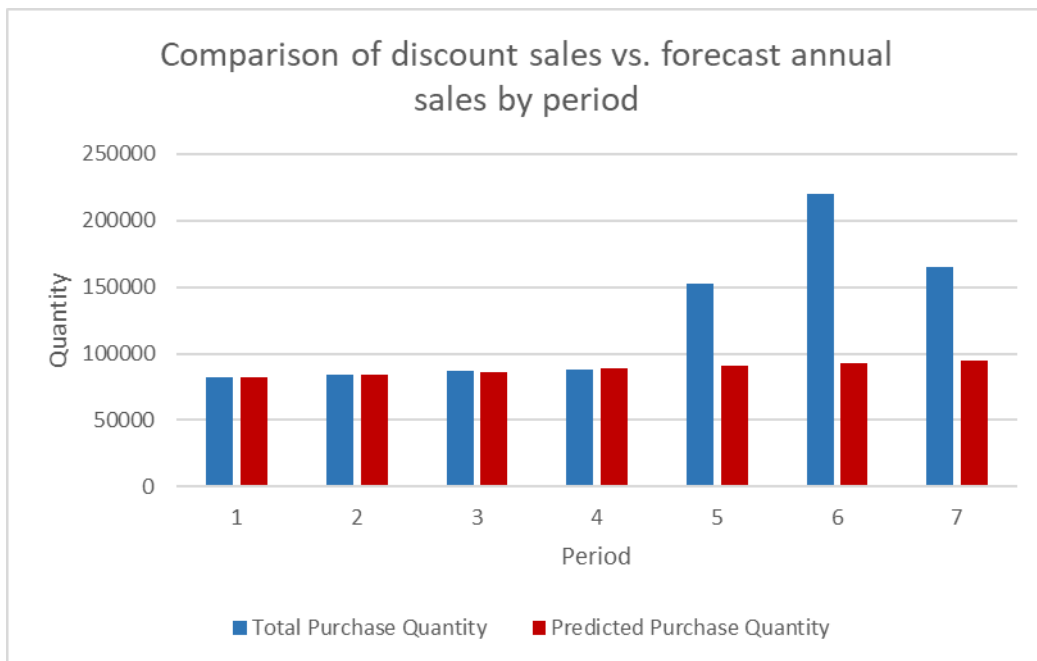
from their normal price of £4.70 and £5.10 respectively. By way of comparison a First bus day ticket is £4.00 online and £4.20 if purchased on vehicle.

A total of 347,989 of one-day tickets were sold.

This indicates that customers were clearly price sensitive and ready to switch to a cheaper ticket which also afforded them more flexibility in which bus operator they could use.

- 2.3 Towards the end of the eight-week discount period, there was a notable increase in the number of 28-day and annual tickets purchased. This indicated a clear attractiveness to those customers to purchase a ticket which gave them benefit beyond the end date of the sale period itself. A total of 82 annual tickets were sold during the discount, locking those customers in to a year of travel on public transport.
- 2.4 Overall, the discount had a pronounced impact on anticipated sales, with total sales significantly exceeding forecast sales had the summer discount not occurred. It is notable that total sales in the periods covered by the sale (P5, P6 and P7) outsold even pre-Covid sale volumes during 2019/20.

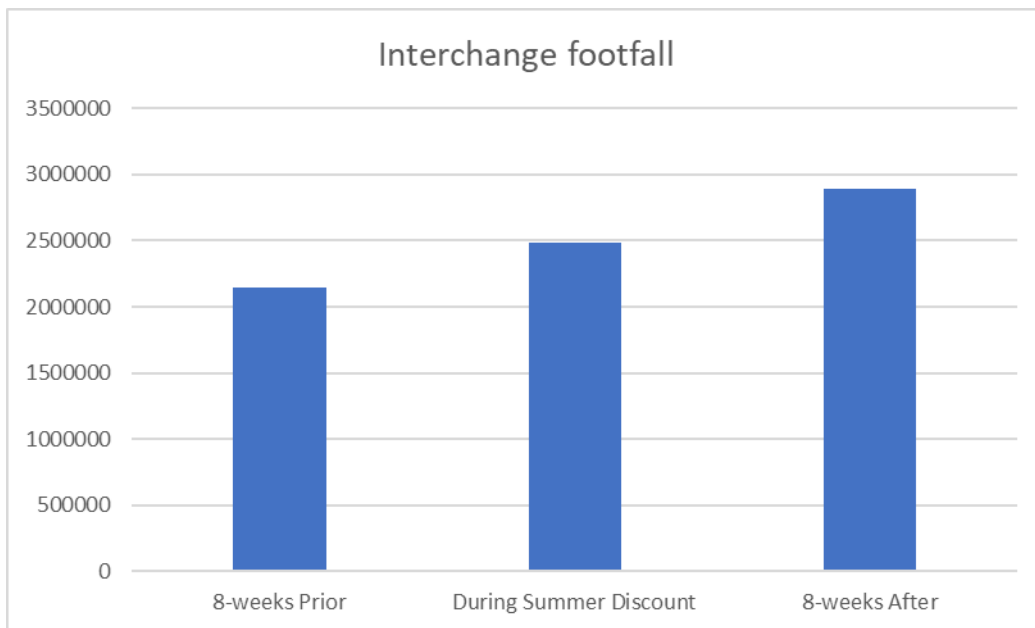




However, as we do not have access to single operator own products and ticket sales, it is impossible to know if the discount generated additional trips and patronage or just transferred customers to the cheaper product. If this were the case, this is still of benefit to the customer as it is subsidising their cost of travel and given pressures on cost of living and the impact of Covid-19, this can only be seen as a positive outcome.

2.5 We have also analysed interchange footfall data during the discount period which provides a further dimension to the response to the discount period.

Overall, footfall increased at our main interchanges by 16% during the summer discount period compared to the 8-week period prior to it commencing. However, footfall in the 8-week period after the summer discount ended rose a further 16%. We should take in to account the ending of national restrictions, the return to work and education settings and general easement of passenger behaviours which this indicates and is borne out by a wider rise in patronage over the same corresponding timeframe.



2.6 Owing to the short timescales available prior to launch, and the relatively short timescales during which the discount was available, no direct customer research was undertaken.

However, we do have available data on our social media channels during that time and the sentiment expressed by customers which increased to 81% overall in August and September, compared to 80% in July.

We have also evaluated the marketing campaign into which the summer discount was incorporated. This generated 240,175 impressions and 2,300 clicks from Google Display Network advertising. Facebook advertising generated 209,447 impressions and 1,344 clicks. There were 5,875 total views of the Summer Sale landing page, and 4,840 unique views.

Organic social reached 5,200 people on Facebook, generated 26,437 impressions on Twitter and generated 271 engagements.

There were also six-sheet posters up at 40 tram stops, static and digital adverts on Alight shelter end panels and a radio advert on Hallam FM throughout the duration of the discount period.

3. Options Considered and Recommended Proposal

3.1 Option 1

Overall, the levels of demand generated through the summer discount were significantly higher than anticipated. This has demonstrated clearly that customers both appreciated the offer in place, recognised the benefit of reduced public transport costs on bus and tram, and that they are price-sensitive to even relatively small differences between product price.

3.2 We therefore recommend that Board members endorse the benefits that the summer discount generated and consider under what circumstances future discounts might be beneficial.

3.3 Option 1 Risks and Mitigations (please refer to the [Risk Management Policy](#)) :

The only significant risk in relation to this option is the funding of future discount periods. Given this discount was funded on a one-off basis through the investment fund budget (which is part of overall South Yorkshire transport budget funded through the levy) which is committed in future years to the protection of priority services, any future funding required for equivalent discount schemes would need to find a suitable discretionary funding source outside of the levy.

3.4 Option 2

This option considers board members not endorsing the benefits achieved through the summer discount, as the direct evidence of sustained modal shift from the activity does not exist (though it is hard to argue this was its primary intent).

3.5 Option 2 Risks and Mitigations (please refer to the [Risk Management Policy](#)):

There is a risk that in not endorsing the benefits of the summer discount, the Board are not supportive of the investment made and hence that the discount did not offer value for money.

4. Consultation on Proposal

4.1 Not applicable.

5. Timetable and Accountability for Implementing this Decision

5.1 Not applicable.

6. Financial and Procurement Implications and Advice

6.1 The total cost of the summer saver discount scheme was £950k, of which £932k was paid as a subsidy to TravelMaster and £18k was incurred by way of marketing, management and administration costs.

6.2 As noted in paragraph 3.4, the investment fund budget (£1m) covered the cost of the scheme on a non-recurrent basis. Subject to MCA approval, it is proposed to commit the investment fund budget to the protection of priority services, in other words to cover the anticipated cost pressures on the tendered bus services budget. Therefore, other sources of funding would need to be found, should members advocate that options be explored to repeat this or other such schemes in the future.

7. Legal Implications and Advice

7.1 There are no legal implications as a result of this report.

8. Human Resources Implications and Advice

8.1 Not applicable.

9. Equality and Diversity Implications and Advice

9.1 Not applicable.

10. Climate Change Implications and Advice

10.1 Not applicable.

11. Information and Communication Technology Implications and Advice

11.1 Not applicable.

12. Communications and Marketing Implications and Advice

12.1 As outlined in 2.6 above, should there be a desire to conduct a similar discount in future, more time should be given to prepare and deliver a more widespread marketing and communications campaign to ensure maximum reach to both existing customers but more importantly new potential customers.

List of Appendices Included*

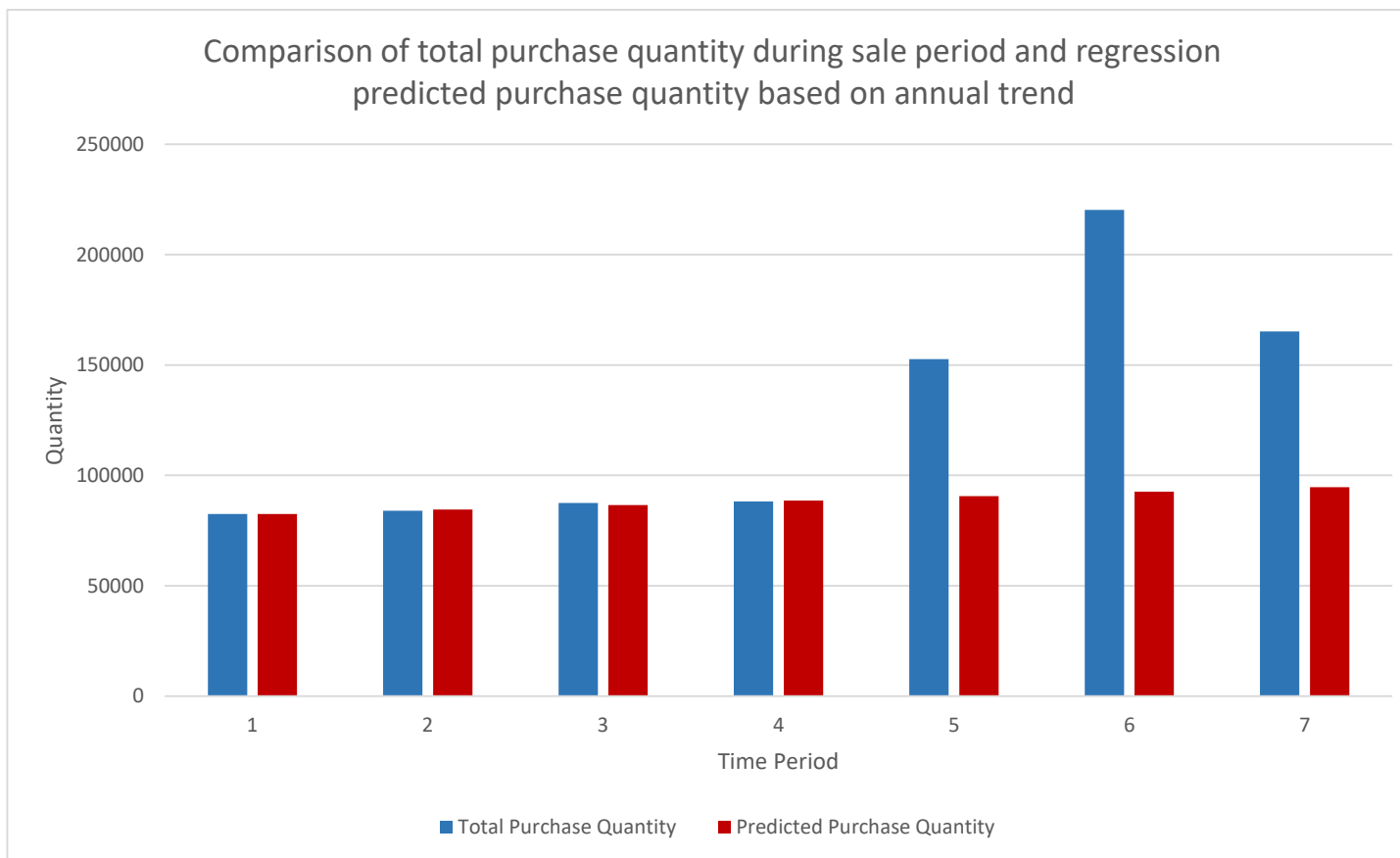
- A Summer discount analysis
- B Interchange footfall analysis

Background Papers

None

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Period	Standard Quantity	Sale Quantity	Total Quantity	Predicted Quantity (regression)	Top Up Expenditure	Additional Quantity over Prediction	Proportion Additional Quantity:Top Up Exp
1	82489	0	82489	82471	£0.00	18	0.00
2	84014	0	84014	84503	£0.00	-489	0.00
3	87460	0	87460	86536	£0.00	925	0.00
4	88114	0	88114	88568	£0.00	-453	0.00
5	24436	128257	152693	90600	£275,659.91	62093	0.23
6	1969	218295	220264	92632	£463,818.37	127632	0.28
7	81008	84259	165267	94664	£192,704.51	70603	0.37



SUMMARY OUTPUT

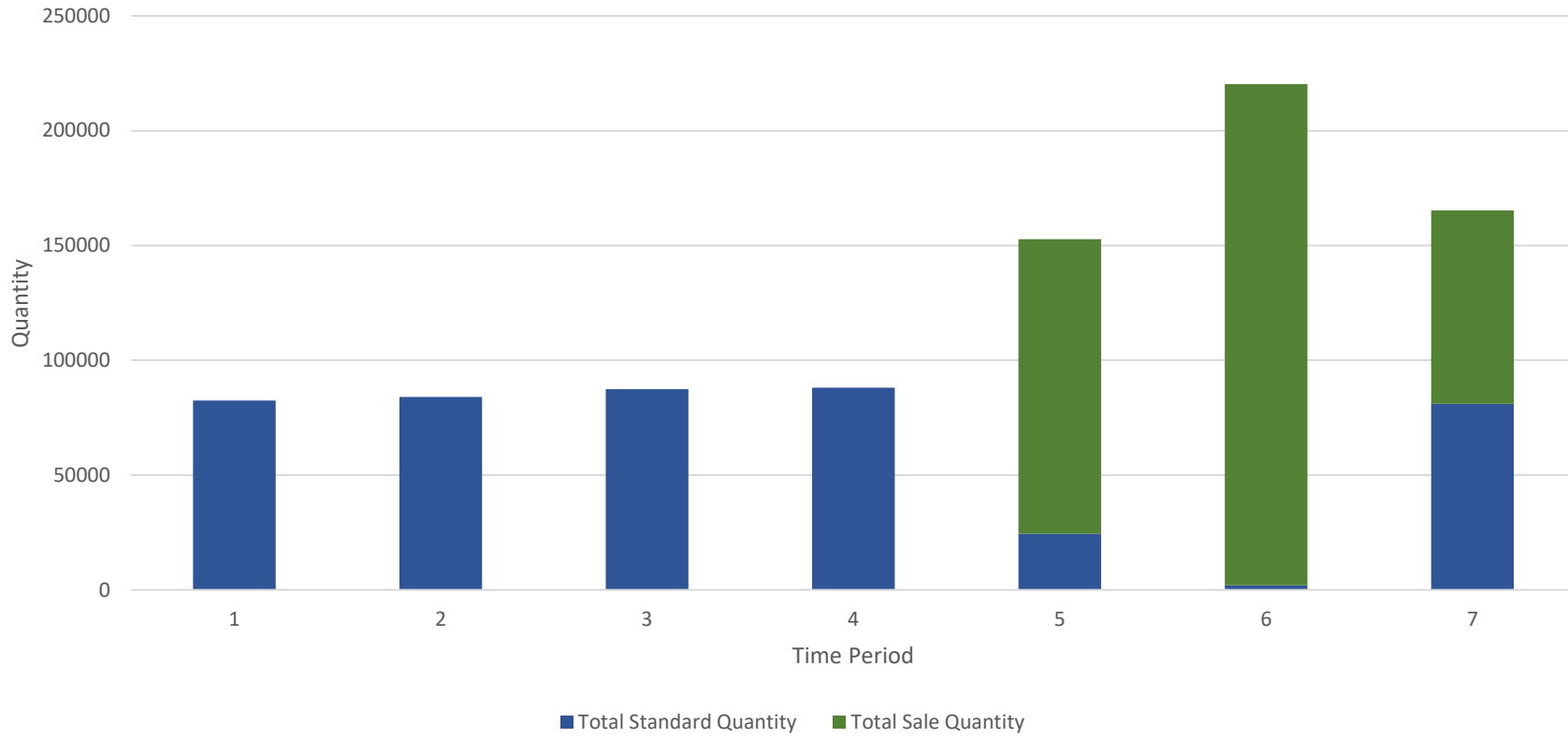
<i>Regression Statistics</i>	
Multiple R	0.969932472
R Square	0.940768999
Adjusted R Square	0.911153499
Standard Error	806.256041
Observations	4

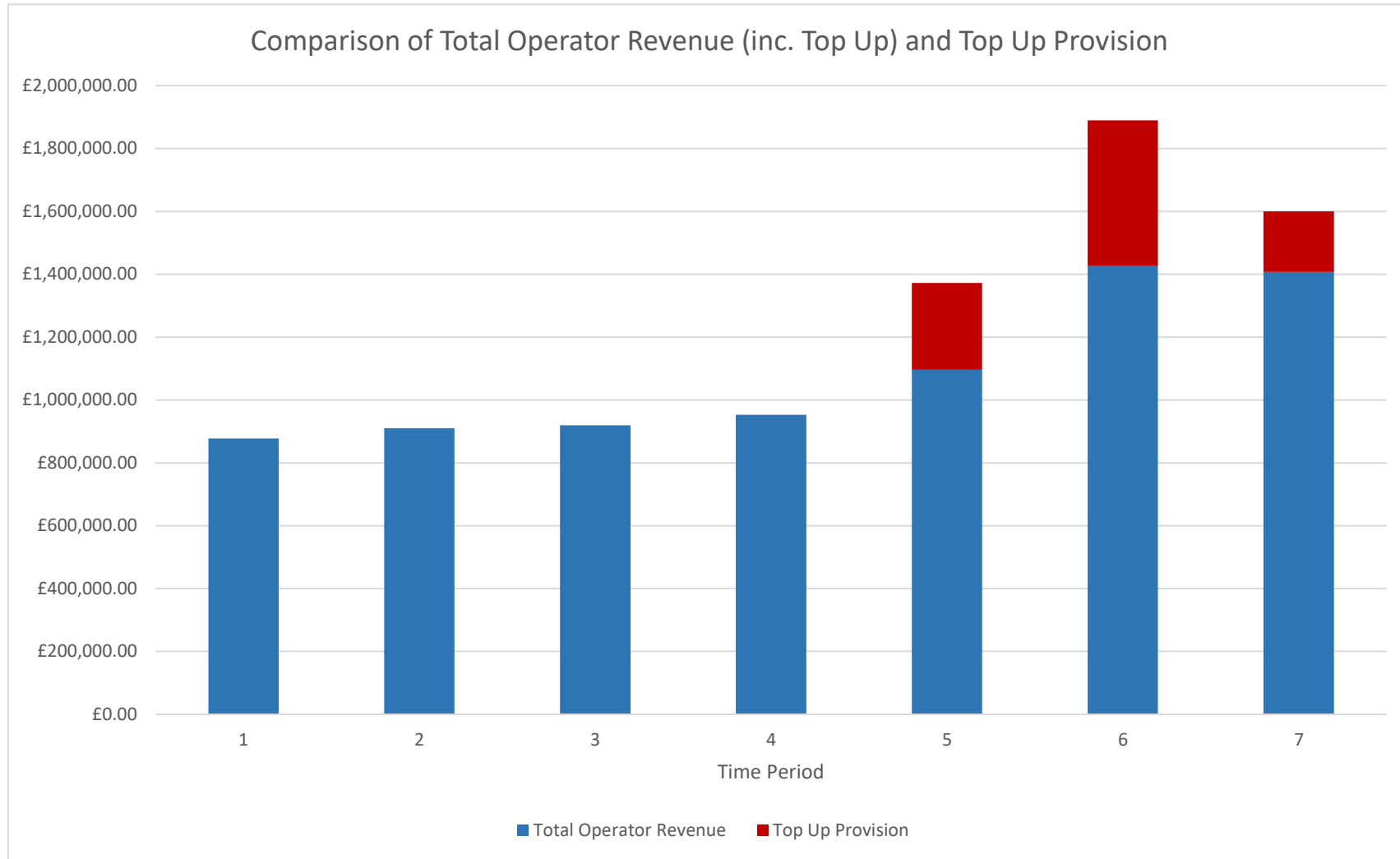
ANOVA

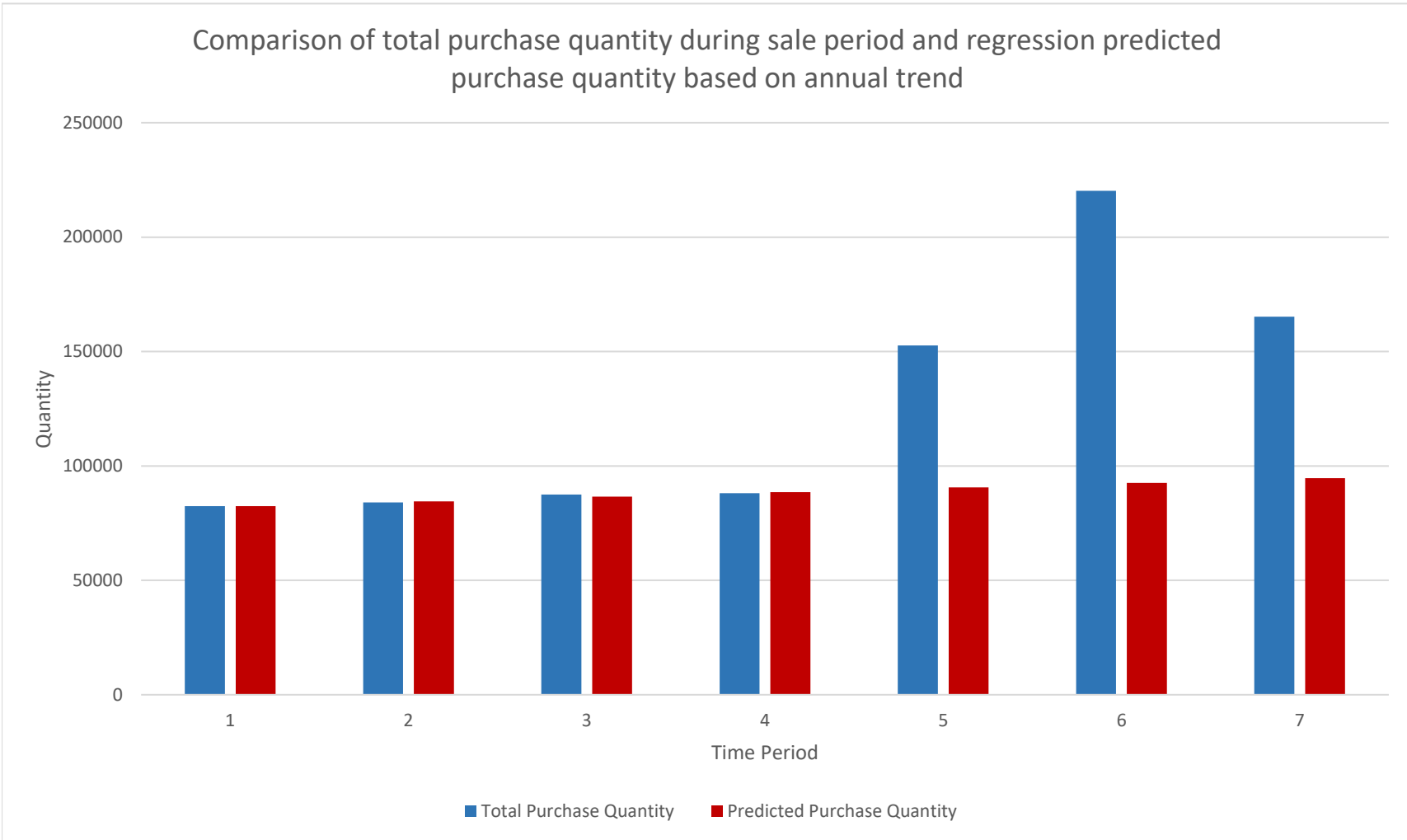
	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
Regression	1	20649516.54	20649516.54	31.7661019	0.030067528
Residual	2	1300097.607	650048.8037		
Total	3	21949614.15			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>	<i>Lower 95.0%</i>	<i>Upper 95.0%</i>
Intercept	80438.86506	987.4579513	81.46054721	0.000150663	76190.17641	84687.55371	76190.17641	84687.55371
X Variable 1	2032.216354	360.568663	5.636142466	0.030067528	480.8146114	3583.618096	480.8146114	3583.618096

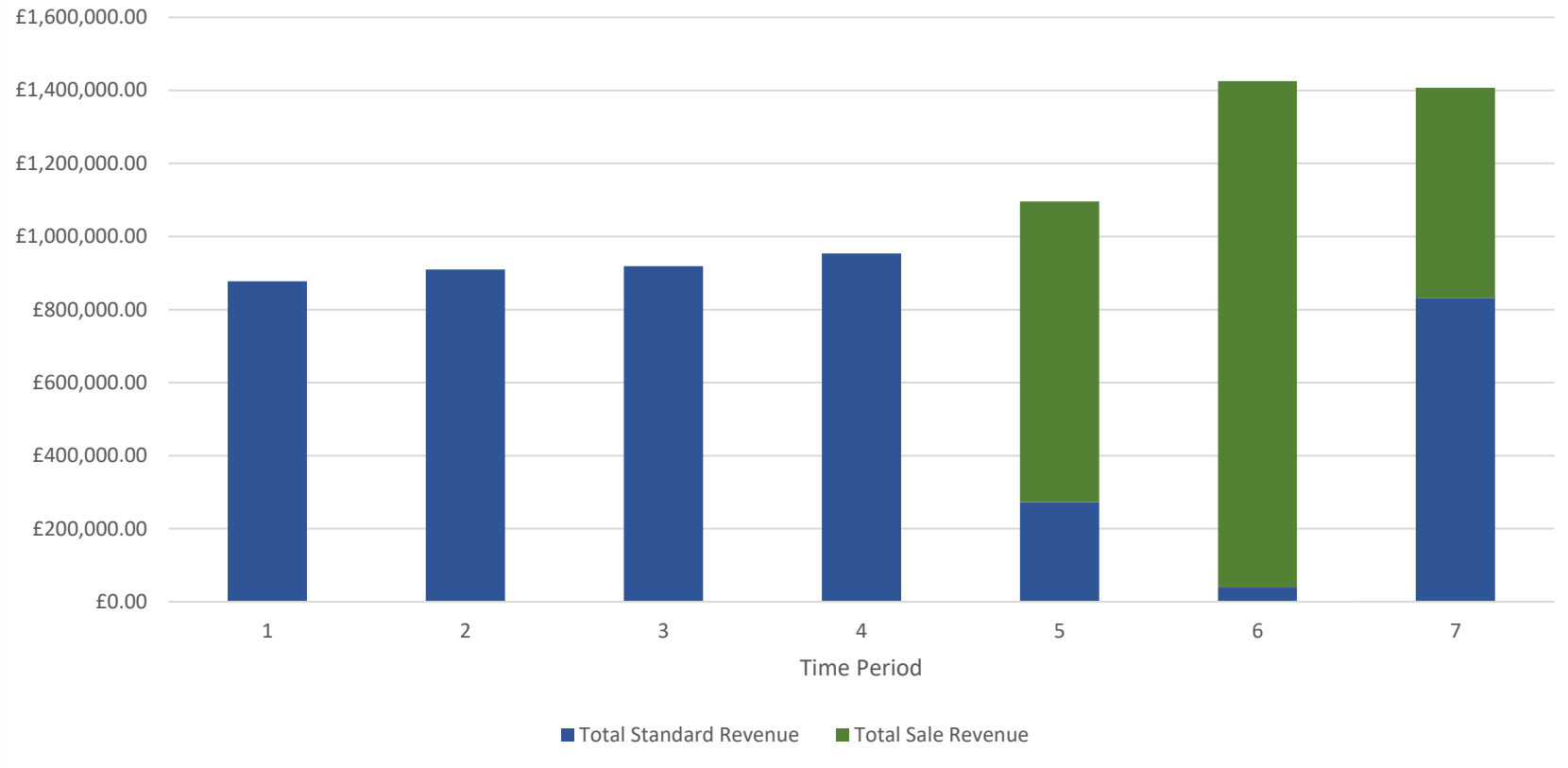
Standard and Sale Quantity Cumulative (excl. Getabout & Staff)

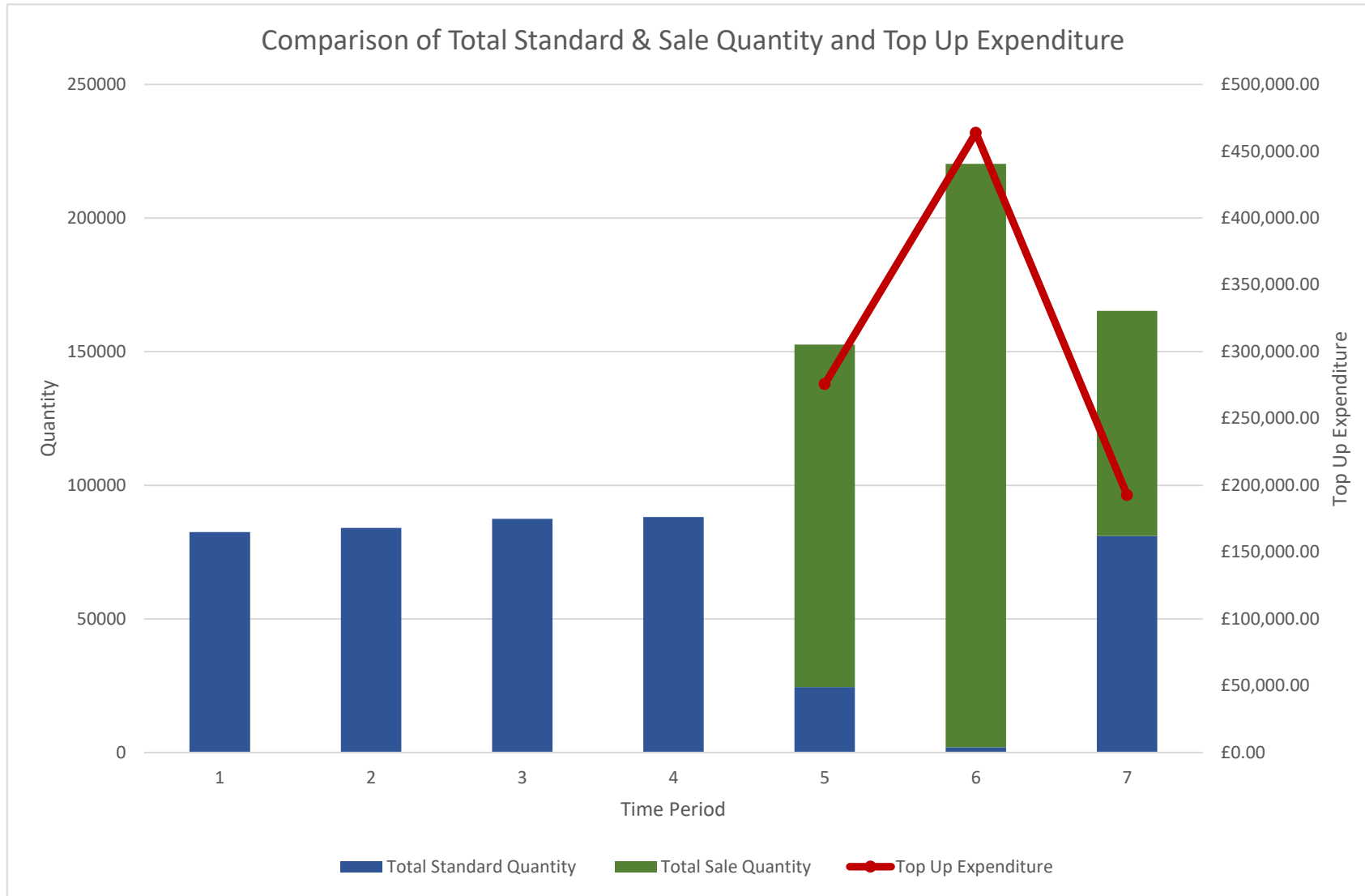






Standard and Sale Revenue Cumulative (excl. Getabout & Staff)





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Date	Barnsley	Doncaster	Meadowhall	Rotherham	Sheffield	Total
07/06/21	8,814	10,120	7,046	9,973	4,455	40,408
08/06/21	9,670	10,870	6,782	11,140	4,807	43,269
09/06/21	8,688	10,250	6,550	9,873	4,537	39,898
10/06/21	8,715	9,795	6,930	9,832	4,683	39,955
11/06/21	9,512	11,132	8,042	9,776	4,882	43,344
12/06/21	8,457	9,398	8,186	8,265	4,353	38,659
13/06/21	3,801	4,873	4,569	3,126	2,631	19,000
14/06/21	8,492	9,502	6,834	9,095	4,634	38,557
15/06/21	9,046	10,821	6,870	10,624	4,679	42,040
16/06/21	9,336	9,889	6,315	9,465	4,477	39,482
17/06/21	8,539	9,463	6,950	9,214	4,274	38,440
18/06/21	10,124	11,053	8,623	9,732	4,828	44,360
19/06/21	8,454	10,033	8,676	8,363	4,003	39,529
20/06/21	3,672	4,629	5,020	3,101	2,435	18,857
21/06/21	8,778	9,791	7,611	9,154	4,761	40,095
22/06/21	9,148	10,712	6,799	10,427	4,461	41,547
23/06/21	9,418	9,902	7,022	9,159	4,510	40,011
24/06/21	8,194	9,416	7,370	9,120	4,493	38,593
25/06/21	9,561	11,084	9,804	9,915	5,060	45,424
26/06/21	8,825	10,145	9,438	8,251	4,270	40,929
27/06/21	3,346	5,026	5,791	3,404	4,208	21,775
28/06/21	7,435	11,094	7,295	9,282	4,821	39,927
29/06/21	8,303	10,490	6,707	10,219	4,673	40,392
30/06/21	8,460	9,721	7,725	9,474	4,839	40,219
01/07/21	7,524	12,001	7,597	9,844	4,764	41,730
02/07/21	9,210	13,089	8,325	9,905	4,797	45,326
03/07/21	7,320	10,458	8,608	7,867	3,860	38,113
04/07/21	3,728	5,102	5,716	3,511	2,734	20,791
05/07/21	7,552	9,909	7,060	9,495	4,895	38,911
06/07/21	8,002	10,436	6,949	10,457	4,557	40,401
07/07/21	8,092	10,150	6,692	8,939	4,602	38,475
08/07/21	7,465	10,192	6,977	9,201	4,740	38,575
09/07/21	8,656	11,881	8,255	9,831	4,930	43,553
10/07/21	7,602	11,631	9,574	7,900	4,207	40,914
11/07/21	3,732	4,812	5,001	3,224	2,839	19,608
12/07/21	6,549	8,621	7,398	8,477	4,682	35,727
13/07/21	8,211	9,521	7,161	9,826	4,698	39,417
14/07/21	8,650	9,023	6,842	9,178	5,042	38,735
15/07/21	7,928	8,875	6,948	9,043	4,845	37,639
16/07/21	9,119	10,727	8,453	9,569	5,053	42,921
17/07/21	8,175	8,963	7,312	7,925	4,638	37,013
18/07/21	4,062	4,809	4,966	3,316	3,163	20,316
19/07/21	8,088	8,914	7,700	8,600	5,064	38,366
20/07/21	7,945	9,459	7,042	9,114	4,587	38,147
21/07/21	8,107	8,893	7,555	8,553	4,800	37,908
22/07/21	7,418	8,708	7,690	8,191	4,819	36,826
23/07/21	8,763	10,036	9,485	9,368	5,989	43,641
24/07/21	8,393	9,455	9,045	8,052	5,428	40,373
25/07/21	3,938	4,901	5,770	3,049	3,322	20,980
26/07/21	7,890	9,452	8,215	8,843	5,260	39,660
27/07/21	7,715	9,939	8,208	9,896	4,948	40,706
28/07/21	7,787	9,431	8,555	8,903	4,920	39,596
29/07/21	7,800	9,153	8,506	9,019	5,137	39,615
30/07/21	8,299	10,718	10,574	9,375	5,182	44,148
31/07/21	8,553	10,205	9,368	8,422	4,875	41,423
01/08/21	3,532	4,936	6,381	3,225	3,408	21,482

80,000

70,000

60,000

50,000

40,000

30,000

20,000

10,000

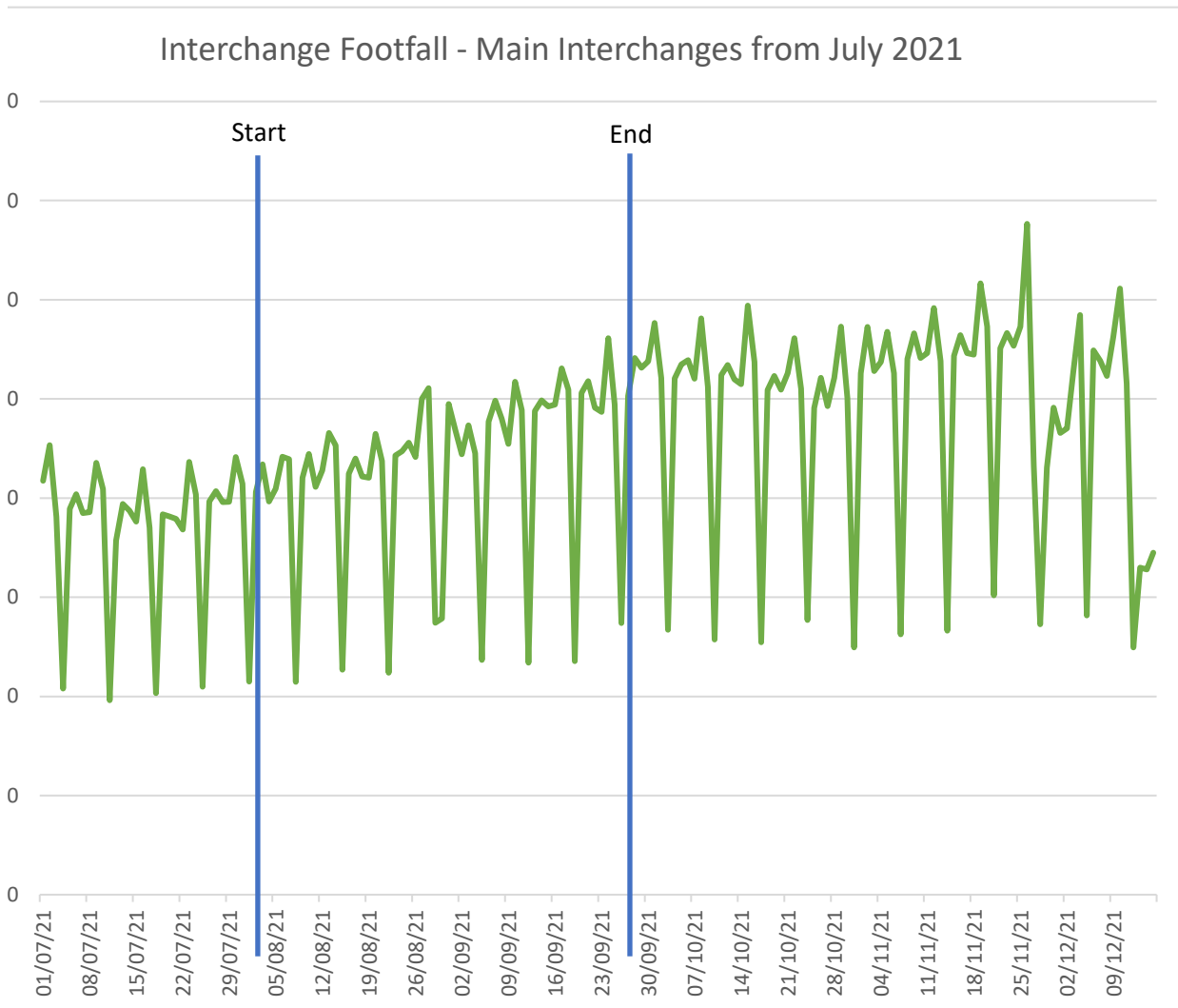
02/08/21	7,856	9,538	8,656	9,213	5,341	40,604
03/08/21	8,430	10,647	8,399	10,312	5,618	43,406
04/08/21	8,179	9,594	7,974	9,034	4,867	39,648
05/08/21	7,656	9,705	8,766	9,677	5,131	40,935
06/08/21	8,675	10,693	9,542	9,881	5,372	44,163
07/08/21	8,886	10,332	9,654	9,270	5,782	43,924
08/08/21	3,223	5,209	6,297	3,254	3,482	21,465
09/08/21	7,885	9,841	9,236	9,732	5,361	42,055
10/08/21	8,320	10,704	8,795	10,864	5,773	44,456
11/08/21	8,324	9,517	8,193	9,860	5,231	41,125
12/08/21	7,917	9,742	9,403	9,875	5,844	42,781
13/08/21	9,088	11,323	9,945	10,525	5,693	46,574
14/08/21	10,392	10,314	10,307	8,565	5,744	45,322
15/08/21	3,729	5,231	6,722	3,416	3,580	22,678
16/08/21	7,817	9,545	9,932	9,381	5,767	42,442
17/08/21	8,958	10,358	9,091	9,895	5,689	43,991
18/08/21	8,306	9,725	8,949	9,508	5,682	42,170
19/08/21	8,023	9,691	9,215	9,650	5,483	42,062
20/08/21	9,178	11,188	9,369	10,650	6,103	46,488
21/08/21	8,441	10,370	10,112	9,130	5,701	43,754
22/08/21	3,582	5,290	5,864	3,613	4,019	22,368
23/08/21	8,335	9,937	9,731	10,492	5,800	44,295
24/08/21	8,278	10,308	9,381	11,038	5,732	44,737
25/08/21	8,714	9,939	10,092	10,939	5,912	45,596
26/08/21	8,248	9,708	9,911	10,596	5,662	44,125
27/08/21	9,582	11,921	11,088	11,293	6,139	50,023
28/08/21	10,700	11,299	10,166	10,893	8,014	51,072
29/08/21	4,818	5,244	6,365	3,396	7,607	27,430
30/08/21	4,497	6,440	7,609	4,987	4,304	27,837
31/08/21	9,550	11,664	10,435	12,049	5,783	49,481
01/09/21	9,676	10,233	9,823	11,538	5,584	46,854
02/09/21	9,260	10,368	9,007	10,164	5,619	44,418
03/09/21	8,969	11,278	10,182	10,898	6,013	47,340
04/09/21	8,750	10,870	9,628	10,024	5,235	44,507
05/09/21	4,141	5,713	6,112	4,066	3,634	23,666
06/09/21	10,166	12,319	8,134	11,341	5,735	47,695
07/09/21	11,177	12,426	7,740	12,645	5,832	49,820
08/09/21	10,540	11,486	7,883	11,608	6,494	48,011
09/09/21	10,223	11,470	7,453	10,682	5,637	45,465
10/09/21	11,603	13,379	9,187	11,478	6,091	51,738
11/09/21	10,204	12,284	10,725	9,322	6,344	48,879
12/09/21	4,650	5,643	5,888	3,509	3,712	23,402
13/09/21	11,175	12,042	7,732	11,738	6,095	48,782
14/09/21	10,776	12,619	8,311	12,029	6,112	49,847
15/09/21	12,024	11,950	7,847	11,347	6,081	49,249
16/09/21	11,267	12,029	7,879	11,869	6,382	49,426
17/09/21	12,013	13,201	9,001	12,005	6,869	53,089
18/09/21	12,426	11,372	11,397	9,570	6,165	50,930
19/09/21	4,189	5,739	6,560	3,336	3,719	23,543
20/09/21	11,366	12,363	8,408	12,013	6,442	50,592
21/09/21	11,782	13,008	7,857	12,719	6,439	51,805
22/09/21	11,732	11,686	7,781	11,383	6,539	49,121
23/09/21	10,785	11,578	8,132	11,577	6,618	48,690
24/09/21	12,319	13,194	11,054	12,185	7,363	56,115
25/09/21	10,564	11,001	11,634	9,531	6,692	49,422
26/09/21	4,416	5,813	7,521	3,641	5,999	27,390
27/09/21	10,877	11,716	9,690	11,332	6,679	50,294
28/09/21	11,888	13,596	8,397	13,001	7,255	54,137
29/09/21	13,516	12,164	8,919	11,760	6,774	53,133

Appendix B

30/09/21	10,997	12,092	11,102	12,246	7,344	53,781
01/10/21	12,430	13,584	11,575	12,526	7,547	57,662
02/10/21	11,600	11,858	14,309	8,664	5,664	52,095
03/10/21	4,813	6,221	7,187	3,988	4,505	26,714
04/10/21	11,709	12,875	8,460	12,065	6,950	52,059
05/10/21	11,817	13,154	8,416	13,151	6,958	53,496
06/10/21	12,731	12,758	8,615	12,613	7,185	53,902
07/10/21	11,428	12,672	8,234	12,314	7,381	52,029
08/10/21	12,443	14,010	11,064	12,826	7,770	58,113
09/10/21	11,006	12,116	12,381	9,304	6,409	51,216
10/10/21	4,630	5,666	7,321	4,017	4,105	25,739
11/10/21	11,493	12,624	8,565	12,541	7,176	52,399
12/10/21	11,584	13,250	8,246	13,184	7,161	53,425
13/10/21	12,170	12,092	8,561	12,207	6,961	51,991
14/10/21	11,330	12,388	8,216	12,078	7,485	51,497
15/10/21	12,853	13,902	11,948	12,833	7,878	59,414
16/10/21	10,834	12,193	13,322	10,277	7,114	53,740
17/10/21	4,423	5,718	7,553	3,677	4,071	25,442
18/10/21	10,528	12,628	8,857	11,864	7,027	50,904
19/10/21	11,561	12,738	8,158	12,720	7,128	52,305
20/10/21	11,866	11,608	9,200	11,652	6,615	50,941
21/10/21	11,004	11,996	9,706	12,319	7,566	52,591
22/10/21	10,881	13,394	12,085	12,113	7,661	56,134
23/10/21	11,310	11,734	12,810	9,084	6,088	51,026
24/10/21	6,760	5,534	7,629	3,519	4,242	27,684
25/10/21	9,225	11,251	11,584	10,331	6,693	49,084
26/10/21	10,120	12,349	11,130	11,626	6,896	52,121
27/10/21	9,805	11,298	11,398	10,033	6,734	49,268
28/10/21	9,254	11,104	14,085	10,302	7,372	52,117
29/10/21	11,084	13,350	14,554	10,727	7,581	57,296
30/10/21	9,853	11,058	12,966	9,556	6,678	50,111
31/10/21	4,496	5,499	7,255	3,413	4,273	24,936
01/11/21	10,721	13,131	10,049	11,422	7,275	52,598
02/11/21	12,360	14,262	9,653	13,278	7,722	57,275
03/11/21	13,065	12,518	9,008	11,138	7,062	52,791
04/11/21	11,510	12,832	9,852	11,901	7,621	53,716
05/11/21	12,330	14,338	9,998	12,471	7,631	56,768
06/11/21	12,461	12,244	12,594	9,855	5,443	52,597
07/11/21	4,569	6,185	7,763	3,651	4,085	26,253
08/11/21	12,353	13,070	8,777	12,367	7,475	54,042
09/11/21	12,776	14,258	8,605	13,710	7,268	56,617
10/11/21	12,783	13,052	9,397	12,017	6,885	54,134
11/11/21	12,150	12,971	9,206	12,633	7,669	54,629
12/11/21	13,047	14,401	11,263	12,669	7,785	59,165
13/11/21	11,539	12,046	14,012	9,823	6,407	53,827
14/11/21	5,094	6,227	7,555	3,701	4,059	26,636
15/11/21	12,182	13,214	9,097	12,731	7,110	54,334
16/11/21	12,500	14,273	8,850	13,498	7,317	56,438
17/11/21	12,848	12,713	9,335	12,398	7,326	54,620
18/11/21	12,004	13,022	8,859	12,914	7,661	54,460
19/11/21	13,818	14,181	12,416	12,895	8,332	61,642
20/11/21	12,215	12,599	14,618	10,426	7,441	57,299
21/11/21	4,923	6,484	9,178	4,074	5,534	30,193
22/11/21	12,180	13,372	9,534	12,727	7,312	55,125
23/11/21	12,694	14,061	8,874	13,724	7,293	56,646
24/11/21	13,793	12,910	9,275	12,184	7,190	55,352
25/11/21	13,175	13,160	10,104	12,823	8,029	57,291
26/11/21	13,240	15,560	17,156	13,888	7,813	67,657
27/11/21	5,528	10,877	14,294	6,597	5,926	43,222

Appendix B

28/11/21	2,422	6,200	9,437	3,642	5,566	27,267
29/11/21	4,829	13,081	9,771	9,303	6,090	43,074
30/11/21	5,687	14,505	9,192	12,616	7,128	49,128
01/12/21	5,920	12,790	10,110	10,566	7,188	46,574
02/12/21	5,820	12,357	10,832	10,910	7,115	47,034
03/12/21	6,768	13,771	12,480	11,871	7,922	52,812
04/12/21	13,924	12,718	16,662	8,424	6,730	58,458
05/12/21	4,582	6,558	8,833	3,958	4,237	28,168
06/12/21	11,744	13,407	10,554	12,090	7,098	54,893
07/12/21	11,212	13,742	9,492	12,871	6,546	53,863
08/12/21	11,754	12,541	9,631	11,107	7,284	52,317
09/12/21	12,123	13,352	10,381	13,339	7,040	56,235
10/12/21	13,282	15,053	12,141	13,169	7,475	61,120
11/12/21	6,937	13,114	14,980	10,178	6,351	51,560
12/12/21	2,507	6,854	7,766	3,653	4,151	24,931
13/12/21	5,572		9,685	11,057	6,670	32,984
14/12/21	5,534		9,141	11,648	6,465	32,788
15/12/21	6,067		10,599	11,126	6,692	34,484



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Overview and Scrutiny Committee

20 January 2022

Update on Mayoral Priorities and Plans

Purpose of Report

To provide OSC Members with an update on key priorities that the Mayor has set with the Executive Team for the remainder of his term where activity is underway.

1. COVID-19

With record breaking numbers of cases, leading to record numbers of people needing to isolate COVID continues to impact on our daily lives. Whilst the emerging evidence appears to present encouraging news that Omicron provides a milder form of the disease, the pressures on the NHS are extraordinarily challenging.

Working with partners across South Yorkshire, the Mayor continues to closely monitor the developing situation. The rapid rise in hospitalisations in late December and early January across South Yorkshire has been particularly concerning, especially when combined with the high levels of staff absences impacting all sectors of the economy, including public transport.

The Executive Team continues to support the Mayor in liaising closely with the Chair of the South Yorkshire ICS and Local Resilience Forum monitoring and reviewing data; and in continuing to make the case into government for further support measures for businesses affected by COVID, given the impact of Omicron.

2. Follow up to publication of the Integrated Rail Plan

In November the much anticipated and long-awaited Integrated Rail Plan (IRP) was published by the Government, which proved to be woefully inadequate, badly letting down South Yorkshire.

The Mayor continues to make representations into government, pressing for progression and agreement of programme packages that will deliver benefits for people, places, communities and businesses across South Yorkshire, including:

- ‘early win’ schemes that are already in forward programmes or not dependent on the IRP, such as confirmation of the third fast train per hour to Manchester resulting from the already committed Hope Valley Line upgrade;
- interventions that were identified in the IRP, but without specific commitments, such as Midland Mainline Electrification; and
- has responded to the Manchester Recovery Task Force consultation on passenger services operating between Manchester Piccadilly and Sheffield, stressing the importance of maintaining a regular direct link between South Yorkshire and Manchester Airport.

These packages do not replace our longer term ambitions for improved connectivity to our neighbouring city regions and the rest of the UK that were encompassed in the HS2 and NPR proposals that were not prioritised in the IRP, and which are still required for South Yorkshire.

3. **Forthcoming Levelling up White Paper and Fighting for South Yorkshire’s fair share of the Shared Prosperity Fund**

The IRP provides an extremely concerning backdrop to the other delayed policy document from Government, **the Levelling Up White Paper** (formerly the Devolution White Paper). As its flagship policy, credible ideas and policies are needed to effectively begin to tackle regional inequality. Particularly as COVID has shone such a spotlight on the scale of inequalities facing our country.

Transformative policy will need a transformative level of investment to deliver it. So, a significant increase in funding seems critical to success.

The Mayor continues to make the case into government for greater devolution of resources and decision-making to local leaders and metro mayors to deliver the practical changes communities need to thrive – although it’s not at all clear whether the Government has either the ambition or the appetite to do this.

The allocation of **the Shared Prosperity Fund** is a key opportunity for Government to make tangible progress on levelling up, by investing in those communities that need it the most. With South Yorkshire council leaders and local MPs, the Mayor wrote to the Secretary of State for Levelling Up, Housing and Communities to demand that South Yorkshire receive its fair share of this fund for regeneration and economic growth.

Given the region’s credible and well received Strategic Economic Plan (SEP) for a stronger, greener and fairer economy, the Mayor is arguing that government should extend its commitment for increased funding, including South Yorkshire.

4. **Strengthening Relationships with India**

In December the Mayor met with the High Commissioner of India to the UK, Ms Gaitri Issar Kumar, to further strengthen the business relationship between India and South Yorkshire.

India is central to the South Yorkshire MCA's trade and investment strategy. Given shared strengths in advanced manufacturing, healthcare technologies and digitisation, as well as in sustainable fuel and clean energy solutions, there is huge potential for growth. These specialisms offer great opportunities for both the Maharashtra region of India and South Yorkshire to trade more closely.

The Executive's Business Investment Team continues to forge strong relationships with India and this latest meeting was important in securing the High Commissioner to the UK's support in a proposed trade mission to India later this year.

The meeting follows a number of activities between South Yorkshire and the Maharashtra region of India, which recently saw SYMCA run a Round Table event, which opened up new trading opportunities for both South Yorkshire and Indian businesses. In addition, the MCA has recently set up and run its first South Yorkshire India Advisory Board. This Board brings together Sheffield Hallam University, the University of Sheffield, our local research centres, local Chambers of Commerce, the DIT India and the Pune Chamber of Commerce. South Yorkshire MCA is also planning to hold an Investor Round Table in the new year, as well as an Ed Tech showcase.

5. Flooding: South Yorkshire Catchment Plan

Following the devastating 2019 floods, the Mayor and local leaders submitted a South Yorkshire Business and Infrastructure Resilience Priority Flood Programme to Government. Collectively this programme of 27 schemes that would protect over 10,300 homes and 2,800 businesses has been awarded £169m of Grant in Aid funding over the next six years from the Environment Agency's Medium Term Investment Plan, more than doubling investment in the region.

As part of this Priority Programme a catchment wide flood plan for the whole of South Yorkshire has been developed to provide an integrated approach to future flood policy and investment, covering all rivers and watercourses. This detailed plan aims to secure additional funding and investment to reduce flood risk to homes and businesses and improve the resilience of places to climate change and potential related future flooding.

Preparation of the Plan has been jointly overseen by the MCA Housing and Infrastructure Board and the South Yorkshire Flood Risk Partnership (SYFRP), and the MCA be asked to approve the final draft Plan at its January meeting. If approved, the Plan will be used to guide investment into flood mitigation measures and inform long-term strategy for flood risk management in South Yorkshire.

SY MCA Executive
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Overview and Scrutiny Committee

20 January 2022

Integration of MCA and PTE

Is the paper exempt from the press and public?	No
Reason why exempt:	Not applicable
Purpose of this report:	Governance
Is this a Key Decision?	No
Has it been included on the Forward Plan	No
Director Approving Submission of the Report: Dave Smith, Chief Executive/Head of Paid Service	
Report Author(s): Ruth Adams Ruth.adams@southyorkshire-ca.gov.uk	

Executive Summary

The MCA, at its meeting 27 July 2020, agreed to begin the process for integrating the South Yorkshire Passenger Transport Executive (SYLTE) fully within the MCA. This report provides an update of progress, governance and next steps.

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

The decision to formally integrate the PTE and MCA was made in order to ensure greater political oversight and decision making of passenger transport services in South Yorkshire.

Recommendations

OSC Members:

1. Note the update and the governance assurance undertaken and identify if additional information is required.
2. Consider the role of the OSC and the forward work programme, in light of the additional MCA responsibilities for public transport.

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

Mayoral Combined Authority Board
Audit and Standards Committee

15 November 2021
27 January 2022

1. Background

- 1.1 The MCA, at its meeting 27th July 2020, agreed a course of action to strengthen political oversight of public transport by the dissolution of the PTE, as a standalone separate body and to integrate the PTE functions into a single Executive of the MCA. This decision will enhance the role of the Mayor and the MCA in that the decisions taken by the Board of the PTE are now within the governance and decision-making arrangements of the Mayor and MCA and its statutory committees.
- 1.2 Work to implement the integration of the two organisations into a single Executive is well underway and this report provides Members with an update on activity to date and planned next steps and programme governance and assurance activity.

Since this point a detailed plan to integrate has been developed and is being delivered, and a governance framework implemented to oversee progress towards integration.

2. Key Issues

Progress to integrate

- 2.1 The Programme Board set out two milestones to be achieved to support the desire to integrate the MCA Executive and the PTE prior to the new financial year 22/23:

1. Agree an integrated operating model and organisational design and mobilise this
2. Agree with government the order to formally dissolve the PTE as a legal entity

2.2 Operating Model and Organisational Design

The work to agree the integrated design and operating model for the single Executive has concluded and all employees have been briefed on this in December 21. The design and model creates teams built around the integration of the strategic and support functions of HR, IT, Legal, finance and governance combined with an enhanced focus on the core priorities of the MCA in transport; now including public transport, infrastructure, Net Zero, housing, skills and business growth.

Directors are now in the process of meeting all teams, with HR, to undertake detailed clarification sessions and all employees will be offered a one to one session. Work to confirm officers in post is underway and should 'ringfenced recruitment' be required this will commence in February.

The proposal of having the new organisational design and operating model mobilised by March 31st, 2022 is on track. Planning for additional activity linked to embedding a single way of working, corporate culture and values is planned as a second phase of activity to commence in April 2022.

2.3 Legislative Order

Government has confirmed that it is not in a position to pass the order to dissolve the PTE until after the May elections. We are awaiting further detail and a decision about whether the Government will promote a standalone Order or require it to wait until it can be part of a further devolution order. Thus, whilst the organisation will operate as a single body, with a single Management and governance structure, there are a number of operational issues to address from the PTE still legally existing into the new financial year.

These predominantly are matters of finance and governance, as a separate set of accounts will need to be produced for the PTE for 22/23, the PTE bank accounts will need to be kept open to transact its legal obligations and the position of Director General requires maintaining.

For most issues, the two bodies can operate on an integrated basis and will continue with a single Internal Audit plan, a single Governance Review and Governance Improvement Plan, a single and unified governance and decision-making framework.

2.4 Governance and Assurance

Day to day oversight of the work to integrate is managed by a small Programme Management Office and overseen by a Programme Board, that meets monthly.

Detailed scrutiny of the progress towards integration and the risk management arrangements is provided by the Audit, Standards and Risk Panel on behalf of the full committee.

Policy direction is provided by the Transport and Environment Board on behalf of the MCA, with the Mayor and the Chair of the TEB being updated regularly on progress.

A detailed risk plan for integration has been developed and this is reviewed monthly by the Programme Board. A midpoint review was undertaken and 'lessons learned' fed to the programme board for consideration and implementation.

2.5 Role of Overview and Scrutiny

Integration of the MCA and PTE gives enhanced responsibilities for the statutory committees of the MCA, in that their scope is widened to consider public transport. The Audit, Standards and Risk Committee have mobilised a sub Panel to focus on integration and public transport, to ensure that risks and assurance is maintained during this transition.

The OSC may wish to consider how it wishes to develop its future work programme to take account of the public transport remit, whilst balancing off the wider scope of scrutiny responsibilities given the range of priorities of the MCA, Mayor and the LEP.

2.6 Next Steps

1. The period January - March 2022 is focused on mobilising the integrated design and integrated model, this includes working with employees and the Trades Unions to ensure a smooth transition to the single organisation.
2. Implementing longer term change (embedding and realising the benefits of integration) – A number of focused projects have been scoped for consideration as part of the 22/23 business plan, these include a full review of business processes to ensure ways of working support the vision, values and culture established for the new organisation, use of technology, etc

3. Options Considered and Recommended Proposal

3.1 Option 1

Following the decision to integrate made by the MCA the requirement was to agree an organisational design and model that met the requirements of the MCA. A strategic partner was commissioned to research and consider options for the organisation of

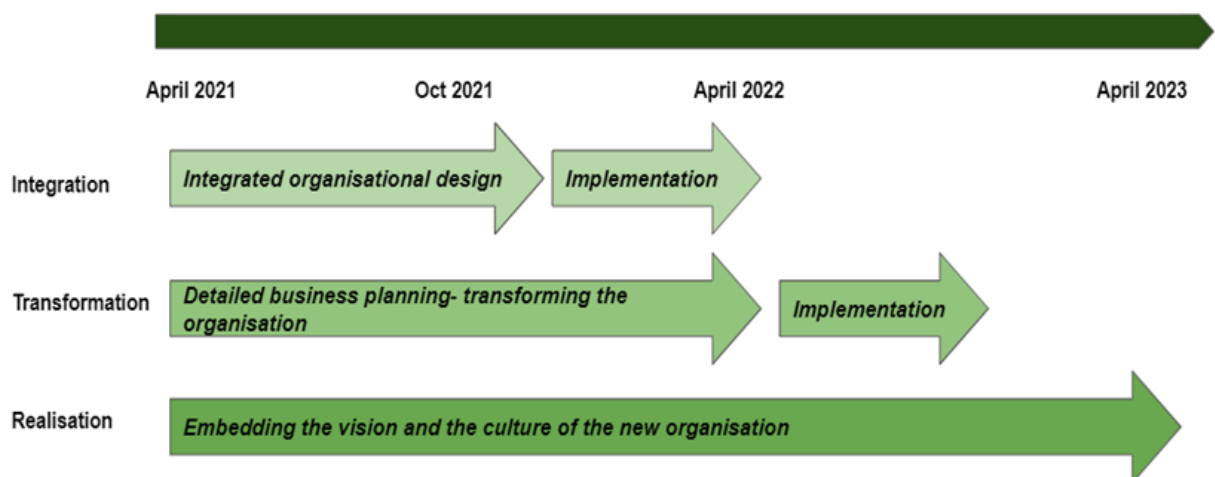
functions, each of which were scrutinised by the CEX and Management Board through a series of Peer Reviews.

3.2 The preferred option has led to a structure and operating model built around the integration of the strategic and support functions. This model is grounded in a number of design principles, including:

- Roles and responsibilities are organised and designed in a way which promotes specialisation
- Collaboration between teams around a corporate goal is fundamental to the way work is organised; Multi-disciplinary, specialist teams will be brought together to ensure collective delivery of the commitments made in the corporate plan
- The value of the experiences of customers, stakeholders and partners and of our colleagues will be promoted
- The work environment will support employees to innovate in finding solutions to complex economic, infrastructure and transport issues
- Performance will be reviewed and shared in an open and transparent way to continually learn and improve the way we organise and deliver our work objectives
- Our policies will support individual responsibility, so all feel empowered to take decisions whilst promoting accountability and transparency through the democratic process as a public body providing public services

3.4 Option 1 Risks and Mitigations

A significant risk in integrating two organisations with different cultures and ways of working is the speed and pace with which the new entity is fully functioning and operational. The plan has accommodated the different phases of work, focusing on three stages with differing time horizons:



This has enabled the plan to be broken down and for later phases to be implemented as part of the normal business cycle and corporate development.

A detailed risk plan is developed and monitored and overseen in detail by the ASRC Panel.

4. Consultation on Proposal

4.1 The governance chain is set out in para 2.4. The Mayor, Chair of TEB and MCA have been kept updated on the options and proposals as they have developed.

- 4.2 Within the organisation, the CEX (Deputy CEX) have led monthly briefings with all staff from MCA and PTE, this has been supplemented by weekly written bulletins / emails and a dedicated intranet for integration matters.

HR have met on a number of occasions with the PTE and MCA Trades Unions on the proposals.

5. Timetable and Accountability for Implementing this Decision

- 5.1 Organisation design and model will be implemented by 31st March 2022. Legal dissolution of the PTE is still to be confirmed but will be at some point after the May 2022 elections, subject to the government timetable.

6. Financial and Procurement Implications and Advice

- 6.1 Budget for the integration project has been flexed throughout the year to ensure sufficient resource is available to meet the needs of the project as it developed. Financial monitoring is reported to the Programme Board.
- 6.2 Resource for the project is derived from an earmarked reserve created to support the development of the Bus Review project.

7. Legal Implications and Advice

- 7.1 In order to dissolve the PTE an Order is required to be laid and passed by Parliament. By virtue of the Order, on dissolution all employees of the PTE will formally become employees of the MCA. The functions, assets, rights, liabilities and obligations of the PTE will also pass to the MCA.
- 7.2 The MCA and PTE governance structures have been aligned as far as possible and the respective Constitutions amended to reflect the alignment, the MCA constitution will be further amended once the PTE is dissolved.

8. Human Resources Implications and Advice

- 8.1 The agreed organisational design and model has changed the focus and remit of a number of teams and functions. Work to secure all employees in a post is now underway. There has been no growth in number of posts.
- 8.2 Where required new job descriptions are in the process of being developed and assessed. A single job evaluation framework has been agreed and work on the terms and conditions for the new organisation in place. Noting that existing employees of either the PTE or MCA will retain, at the point of integration, their established T&Cs.

9. Equality and Diversity Implications and Advice

- 9.1 Post integration, the MCA will undertake a single report on gender pay reporting and is seeking to introduce a parallel report on diversity. A single HR performance report will be designed and reported to the Management Board and form part of an annual report to the MCA Board.

10. Climate Change Implications and Advice

- 10.1 No implications associated with this report, however work on the future of work to consider options for hybrid working and environmental efficiencies that could be secured from blending office and remote working is underway as a parallel strand of activity.

11. Information and Communication Technology Implications and Advice

- 11.1 As part of the second phase of work, the use of technology to support the new processes of a single organisation, the development of a single website and corporate intranet are all in design as projects for the 22/23 business plan.

12. Communications and Marketing Implications and Advice

- 12.1 A plan for regular staff communications is in place. In addition to the detail provided in section 4, considerable activity in internal staff communications is in place.

The CEX has:

- implemented a programme of meeting every team in the MCA and PTE for a detailed discussion on the vision for the new organisation.
- undertaken a number of sessions with the Management Board of the organisations, and one to one sessions.

Director's and HR are undertaking sessions with every team in the organisations and one to one sessions are being offered to every employee, should employees want such a session to discuss issues relating to their role.

Background Papers

None