

Public Document Pack



Tuesday, 15 March 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: **Wednesday, 23 March 2022 at 10.00 am** 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/ Head of Paid Service

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You can view the agenda and papers at www.sheffieldcityregion.org.uk or use a smart phone camera and scan the QR code:

Member Distribution

Councillor Colin Ross (Chair)
Councillor Jeff Ennis
Councillor Dianne Hurst
Councillor Allan Jones
Councillor Bryan Lodge
Councillor Jo Newing
Councillor Thomas Singleton
Councillor Martin Smith
Councillor Austen White
Councillor Ken Wyatt

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

MCA - Overview and Scrutiny Committee

Wednesday, 23 March 2022 at 10.00 am

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

SOUTH YORKSHIRE
SYMCA



MAYORAL
COMBINED
AUTHORITY

Agenda

Agenda Ref No	Subject	Lead	Page
1.	Welcome and Apologies		
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3.	Items to be Considered in the Absence of Public and Press		
4.	Declarations of Interest by any Members		
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7.	Minutes of the Previous Meeting Held on 20 January 2022	Chair	5 - 12
8.	Matters Arising		13 - 16
9.	Review of latest Forward Plan of Key Decisions		17 - 26
10.	Mayoral Scrutiny - Verbal	Mayor Dan Jarvis	
11.	Electric Vehicle Charging Infrastructure	Colin Blackburn	27 - 34
12.	Brownfield Housing Fund	Colin Blackburn	35 - 44

Date of next meeting: Thursday, 28 July 2022 at 2.00 pm

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

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MCA - OVERVIEW AND SCRUTINY COMMITTEE

MINUTES OF THE MEETING HELD ON:

THURSDAY, 20 JANUARY 2022 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 Bryan Lodge	Sheffield City Council
Councillor Jo Newing	Barnsley MBC
Councillor Thomas Singleton	Rotherham MBC
Councillor Martin Smith	Sheffield City Council

In Attendance:

Christine Marriott	Interim Democratic Services and Scrutiny Manager	MCA Executive Team
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Apologies:

Councillor Barry Johnson	Doncaster MBC
Councillor Ken Wyatt	Rotherham MBC
Martin Swales	MCA Executive Team

1 Welcome and Apologies

The Chair welcomed everyone to the meeting.

Apologies were noted as above.

2 Urgent Items/Announcements

None.

3 Items to be Considered in the Absence of Public and Press

None.

4 Declarations of Interest by any Members

None.

5 Reports from and Questions by Members

None.

6 **Questions from Members of the Public**

None.

7 **Minutes of the Previous Meeting Held on 26 October 2021**

RESOLVED – That the minutes of the meeting held on 26 October 2021 be agreed as a true record.

8 **Matters Arising**

The Committee considered the Action Register.

Response to the Bus Review – Parking in bus lanes – this was an operational issue which should be implemented at local authority level. Enquiries should be made to each authority with regards to enforcement and any fines issued.

Forward Plan of Key Decisions – in the ‘Prohibitions, Restrictions, Exemptions’ column the word ‘open’ had been replaced by ‘not exempt’. **Action complete.**

Climate Emergency – Monitoring Public Engagement/Consultation – Cllr Ross had written to the author of the public question. **Action complete.**

Bus Service Improvement Plan – response received from the co-Chairs of the Transport Board. **Action complete.**

Progress of the concept of the Levelling Up Fund – Item placed on Work Plan for 2021/22. **Action Complete.**

RESOLVED – That the Committee noted the Action Register.

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

The Committee considered the Forward Plan of Key Decisions.

It was noted that for clarity, as mentioned previously, the word ‘open’ in the final column had been replaced by ‘not exempt’.

Cllr Smith noted that there were several upcoming decisions on the Brownfield Housing Fund. He would welcome more information on the Fund in the form of a presentation or discussion. It was agreed that this would be useful. The Chair and C Marriott would contact relevant officers to determine the best format i.e. a presentation in a meeting or a separate workshop. **Action: Cllr Ross and C Marriott.**

RESOLVED:

(i) That the Forward Plan of Key Decisions be noted.

(ii) That the Committee receive information on the Brownfield Housing Fund in a format to be determined.

Evaluation of the Concessionary Bus Fare Reduction in August 2021

A report was considered which provided an evaluation of the concessionary fare reduction in August and September 2021.

Members were reminded that in August and September 2021, SYMCA had agreed to discount the majority of TravelMaster products by up to 25% for a period of eight weeks.

The discount was intended to encourage patronage to return to public transport as well as stimulate economic recovery in the region's towns and cities.

It was noted that the discount period commenced on 2nd August 2021 until 27th September 2021 which covered a month of the summer holidays, the return to school and universities in September.

As the summer sale was agreed with shortened timescales there was no time to deliver a new marketing campaign, SYMCA marketing and communications officers re-used an existing campaign with adjusted messaging.

Since the discount period ended, officers had analysed the results and the findings were detailed within the report. This included the amount of tickets and days travel sold, the cost in subsidy to SYMCA and the most popular tickets. The Committee noted that the period covered by the discount coincided with the removal in prior weeks of final Covid-19 restrictions and a shift of public attitude to the safety of public transport generally.

The report contained a comparison of discount sales versus forecast sales for the period. However, it was acknowledged that, as there was no access to single operator own products and ticket sales, it was impossible to know if the discount generated additional trips and patronage or just transferred customers to the cheaper product.

Interchange footfall had also been analysed during the discount period. This showed an overall increase of 16% compared to the 8-week period prior to the discount period. However, it was noted that footfall in the 8-week period after the discount ended rose a further 16%.

Members were informed that, due to the short timescales available prior to launch and the relatively short time the discount was available, no direct customer research was undertaken. Data was available from social media channels, details of which were contained within the report.

T Taylor commented that due to the factors mentioned above, it was a challenge to prove definitively that the discount had generated additional trips and patronage.

The Committee discussed at length the difficulties of making a judgement on the success of the discount scheme without direct data. There had been a noticeable increase in the number of 1-day TravelMaster tickets purchased which could be attributed to the scheme, but no evidence of how many of these were additional trips.

It was noted that the operators would have the details of people who had purchased annual TravelMaster tickets and it was suggested that the operators be approached for these details so market research could be conducted into what had motivated the purchase.

T Taylor agreed that this would be helpful. He would contact the operators and bring any further information back to a future meeting. **Action: T Taylor.**

The Committee acknowledged that there had not been enough time to prepare for the launch of the scheme and to arrange for meaningful market research/publicity but felt unable to endorse the benefits that the discount scheme had generated due to a lack of evidence. If further positive information could be provided, they would be happy to endorse the scheme in the future.

RESOLVED – That the report be noted.

11 **Mayoral Scrutiny**

S Batey presented a report which provided an update on key priorities that Mayor Jarvis had set with the Executive Team for the remainder of his term and where activity was underway. The report covered:

- Covid-19
- Follow up to the publication of the Integrated Rail Plan.
- Forthcoming Levelling UP White Paper and fighting for South Yorkshire's fair share of the Shared Prosperity Fund.
- Strengthening relationships with India.
- Flooding: South Yorkshire Flood Catchment Plan.

The Chair queried why India was important.

S Batey replied that certain areas of India had strong synergies with South Yorkshire such as healthcare technologies, sustainable fuel and clean energy solutions and was central to the MCA's trade and investment strategy. The MCA were also involved in Europe and the US and had engaged with China since 2017 with the LEP and others which had resulted in a trade mission.

Following the disappointment with the contents of the IRP, S Batey confirmed that the Mayor had written to the Secretary of State pressing for progression and agreement of programme packages that would benefit South Yorkshire. This included schemes that were already in forward programmes or not dependent on the IRP such as the third fast train per hour to Manchester resulting from the already committed Hope Valley line upgrade and also the electrification of the Midland Mainline.

With regard to Levelling Up it was noted that the Mayor continued to lobby government for greater devolution and resources and decision-making to local leaders.

The Mayor along with SY council leaders and local MPs had written to the Secretary of State to demand that South Yorkshire receive its fair share of the Shared Prosperity Fund.

With regard to the South Yorkshire Flood Catchment Plan which was to be submitted to the MCA Board for approval the following week, the Chair suggested that, as the Plan now contained full details on schemes, priorities and funding streams, Members may wish to study the Plan and bring any areas of interest to the Committee's attention.

Members questioned about the possibility of bus franchising, which the Committee were supportive of investigating the feasibility of.

S Batey replied that the focus was on developing an Enhanced Partnership at the moment as this was a statutory requirement, but this did not preclude the MCA investigating franchising further down the line. A report on the subject would be discussed at next week's MCA Board meeting.

The Chair commented that the Committee's March meeting would be the last one that Mayor Jarvis would attend. Due to a clash with a Sheffield CC meeting this would likely be moved to a morning meeting and hoped that this would fit with the Mayor's schedule.

The Chair thanked S Batey for the update.

12 **Integration of MCA and SYPTE - Update**

A report was considered which provided an update on the progress of the integration of the MCA and PTE.

The Committee was informed that the Programme Board had set two milestones to support integration prior to the new financial year 2022/23.

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

The work to agree the integrated design and operating model had concluded and all employees had been briefed in December. Directors were now in the process of meeting all teams, with HR, to undertake detailed clarification session.

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

Government had confirmed that it was not in a position to pass the order to dissolve the PTE until after the May elections. This meant that, although the organisation would operate as a single body from April 2022, there were several matters of finance and governance that would have to be continued, for

example a separate set of the accounts would need to be produced for the PTE for 2022/23 and the PTE bank accounts would have to be kept open to transact its legal obligations.

Members acknowledged that the integration would give enhanced responsibilities for the committees of the MCA as their scope would be widened to consider public transport. The Audit, Standards and Risk Committee had created a sub-Panel to focus on integration and public transport to ensure that risks and assurance was maintained during the transition.

The Overview and Scrutiny Committee would need to consider how to develop its future work programme to take account of the public transport remit whilst balancing the scope of scrutiny responsibilities.

The report gave details of the next steps including mobilising the integrated design and model in consultation with staff and the Trades Unions and implementing longer term change which included embedding and realising the benefits of the integration.

The Chair commented that the Betts report had been highly critical of SYPTTE's performance and response to customers and questioned how the Committee could be assured that the new organisation would not just have a different name but would operate differently and be more responsive.

R Adams commented that within the PTE the Customer Service function had other responsibilities. In the new organisation Customer Service would be a sole function and would focus on customers, residents and businesses who were at the forefront of the Corporate Plan. It was intended to build a culture with greater innovation matched by clear lines of accountability.

D Smith commented that every member of the PTE had been spoken to and there was no shortage of desire or motivation. The issue had been the organisational arrangements. In the new organisation there would be one directorate whose focus would be operational customer service with a clarity of purpose; there should be demonstrably different outcomes.

Cllr Smith commented that it would be important that the Directorate had the responsibilities and budget to make the necessary improvements.

RESOLVED – That the Committee:

- (i) Note the update and the governance assurance undertaken.
- (ii) Agree to consider the role of the OSC and the forward work programme in light of the additional MCA responsibilities for public transport.

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

Signed

Name

Position

Date

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Overview and Scrutiny Committee

23 March 2022

Actions and Matters Arising from the SYMCA Overview and Scrutiny Committee held on 20 January 2022

Minute No	Action	Action Owner	Status/Update
8	<p>MCA Response to the Bus Review: Parking in bus lanes</p> <p>Enquiries to be made to each Local Authority with regard to enforcement and any fines issues</p>	Christine Marriott	Ongoing
9	<p>Review of Forward Plan of Key Decisions</p> <p>Minute: Cllr Smith noted that there were several upcoming decisions on the Brownfield Housing Fund. He would welcome more information on the Fund in the form of a presentation or discussion. It was agreed that this would be useful.</p> <p>The Chair and C Marriott would contact relevant officers to determine the best format ie a presentation in a meeting or a separate workshop.</p>	<p>Cllr Colin Ross</p> <p>Christine Marriott</p> <p>Colin Blackburn</p>	Paper to be presented to OSC on 23/03/22.
10	<p>Evaluation of the Concessionary Bus Fare Reduction in August 2021</p> <p>Minute: It was noted that the operators would have the details of people who had purchased annual TravelMaster tickets and it was suggested that the operators be approached for these details so market research could be</p>	Tim Taylor	Information from Tim Taylor circulated to OSC Members on 07/03/22 and are also attached to this report, in Appendix A.

Minute No	Action	Action Owner	Status/Update
	<p>conducted into what had motivated the purchase.</p> <p>T Taylor agreed that this would be helpful. He would contact the operators and bring any further information back to a future meeting.</p>		

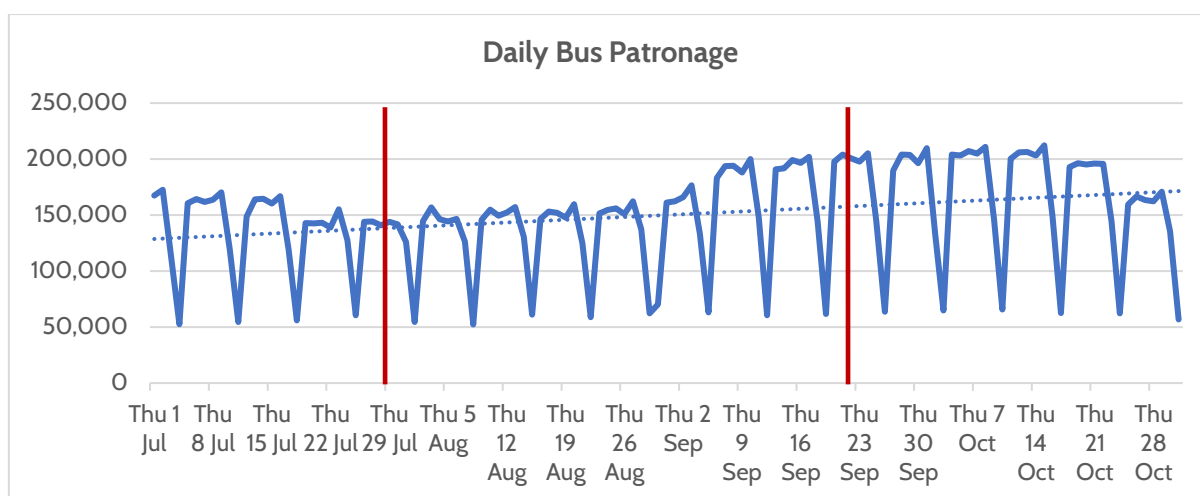
Supplementary Information for Overview and Scrutiny Committee Members on the Summer Discount Scheme

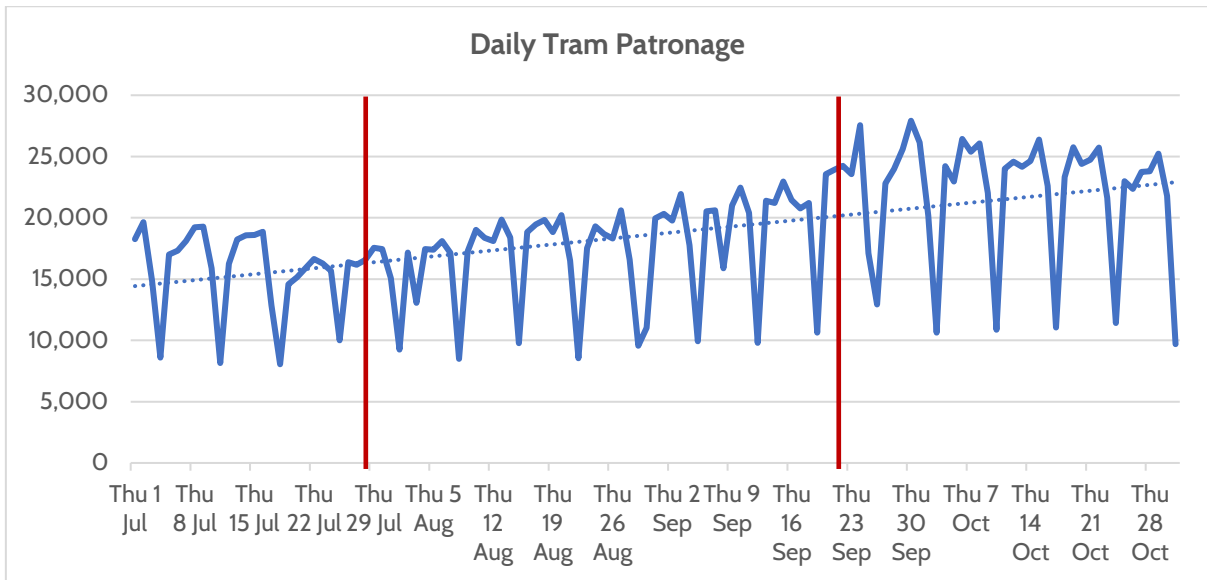
17 February 2022



Further to the paper presented to Overview and Scrutiny Committee on 20 January, the discussion regarding the impact of the summer discount scheme in 2020, I am providing below some more data on the change in patronage during the period concerned.

The red lines indicate the start and end of the discount period (2 August to 27 September 2021).





I have also discussed with TravelMaster options to contact customers who purchased Annual ticket products during the summer sale period, however they are unable to share personal contact details due to restrictions under GDPR.

They have however provided further information on annual sales. In terms of percentage values, 80% of this financial year sales for annual tickets so far were during the summer sale. Comparing this financial year sales quantity with last financial year (2020/21) sales quantity, they have seen an increase of 292%. However, compared with 2019/2020 they are still down by 57% (as of end of January 2022).

Forward plan of Key Decisions to be made: All Key Decisions from 15 February 2022 to 31 March 2022

Date Published: 18 February 2022

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 Customer Service & Cleaning Services Contract	Approval for the award of a 5-year contract for the provision of Customer Service & Cleaning provision at our Transport Interchanges, Mini Interchanges, satellite sites and on-street infrastructure.	15/02/22	SYPTTE Executive Director	Tim Taylor Director of Public Transport Operations tim.taylor@southyorkshire-ca.gov.uk	Board paper	Not exempt

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Decision to be made:	What is the decision?	Planned Decision Date	Decision maker's name (or name of the board) & title:	Lead Officer name and contact details	Documentation for consideration & other relevant documents	Prohibitions Restrictions Exemptions
Passenger Information Display Contract Call-off	To approve the use of the West Yorkshire Combined Authority Procurement Framework to call off an order to purchase 193 new Passenger Information Displays using approved Gainshare funding of £675,000. Also, to approve a 10-year maintenance contract at an annual cost of £48,250.	15/02/22	SYPTE Executive Director	Rebecca Roe Service Information Manager - SYPTE rebecca.roe@southyorkshire-ca.gov.uk	n/a	Not exempt
Appointment of Infrastructure Advisor for Mass Transit project	Approve the appointment of Mott Macdonald as Infrastructure Advisor for the Mass Transit project at a cost of up to £5,803,073. The Infrastructure Advisor will form part of a larger team needed to progress the tram renewals and related tasks.	23/02/22	SYPTE Executive Director	Pat Beijer Business Development Director pat.beijer@southyorkshire-ca.gov.uk	Board paper	Not exempt
Brownfield Housing Fund - B0009 Former Nightingale School (FBC)	Approval of £1.57m Brownfield Housing Fund to deliver 60 social houses at the former school site in Doncaster.	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

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	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
EV Chargepoint Programme.	Approval to place an order with the SYMCA approved supplier of EV Chargepoint Equipment for the supply and installation of up to 50 EV Chargepoints at SYPTE P&R sites across the county. Value of SYMCA grant available to SYPTE £532k	2/03/22	SYPTE Executive Director	Steve Mullett Principal Project Manager steve.mullett@southyorkshire-ca.gov.uk	Board paper	Not exempt
Signing of an Agreement to award Northern Trains Ltd funding for the delivery of Rail Station Improvements.	Investment in a range of accessibility and inclusivity improvements at 11 rail stations in Doncaster and Barnsley funded from the SYMCA Transforming Cities funding programme.	2/03/22	SYPTE Executive Director	Pat Beijer Business Development Director pat.beijer@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
iPort Bridge Project	Appointment of DMBC to deliver the construction element of the iPort Bridge Project on behalf of the SYMCA	2/03/22	SYPTE Executive Director	Pat Beijer Business Development Director pat.beijer@southyorkshire-ca.gov.uk	Board paper	Not exempt
Appointment of Quantity Surveyor and Project Administrator for Mass Transit project	Approve the appointment of a Quantity Surveyor and a Project Administrator for the Mass Transit project at a cost of up to £2.0M. The Quantity Surveyor and Project Administrator will form part of a larger team needed to progress the tram renewals and related tasks.	2/03/22	SYPTE Executive Director	Pat Beijer Business Development Director pat.beijer@southyorkshire-ca.gov.uk	Board paper	Not exempt
Appointment of Balfour Beatty for Phase 1 of the A61 TCF Scheme – Widening of Old Mill Lane Bridge	Approval of appointment of Balfour Beatty to undertake the construction of a new bridge widening and highway improvement scheme on the A61 in Barnsley. Estimated cost £5.5m	2/03/22	SYPTE Executive Director	Pat Beijer Business Development Director pat.beijer@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
Appointment of Contractor for Parkgate Link Road	Approval of appointment of a Contractor to undertake the construction of a new highway off the A6123 Aldwarke Lane, Parkgate. Estimated contract value £8M	2/03/22	SYPTE Executive Director	Pat Beijer Business Development Director pat.beijer@southyorkshire-ca.gov.uk	Board paper	Not exempt
Funding Award for the Skills Bank 3 Programme	Approval to award c£1m following procurement for the management of the Skills Bank 3 programme.	8/03/22	MCA - Education, Skills and Employability Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt
Funding award for the extension of the Skills Bank Interim Programme	Approval to award c£135k to Calderdale College for the extension of the interim Skills Bank.	8/03/22	MCA - Education, Skills and Employability Board	Helen George Assistant Director - Skills & Employment Helen.George@southyorkshire-ca.gov.uk	Board paper	Not exempt
AEB Procurement for 22/23 cycle	Approval to procure for 2022-23 academic year.	8/03/22	MCA - Education, Skills and Employability Board	Helen George Assistant Director - Skills & Employment Helen.George@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
AEB Performance Update	Half-year performance report (with reallocation of funding)	8/03/22	MCA - Education, Skills and Employability Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt
AEB 2022/23 Funding	Grant funding methodology and indicative grants.	8/03/22	MCA - Education, Skills and Employability Board	Helen George Assistant Director - Skills & Employment Helen.George@southyorkshire-ca.gov.uk	Board paper	Not exempt
Green Skills Update	Discussion/decision on licensing for Efficiency North	8/03/22	MCA - Education, Skills and Employability Board	Roger Wilde Senior Development Manager (Education & Skills) Roger.Wilde@southyorkshire-ca.gov.uk	Board paper	Not exempt
South Yorkshire Digital Infrastructure Strategy	Approval of the delivery plan.	15/03/22	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
Gainshare Programme - D0013 Heart of the City Phase 2 (FBC)	Approval of £3m Gainshare Funding for Heart of the City Phase 2 to deliver hotel and Gaumont building redevelopment.	21/03/22	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper.	Not exempt
Funding for Business D0033 in the Doncaster area (FBC)	Approval of £4m grant and £2m loan to support the creation of a media facility (D0033).	21/03/22	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)
Brownfield Housing Fund - B0003 Attercliffe (FBC)	Approval of £4.08m Brownfield Housing Fund to deliver enabling works to unlock a housing site in Sheffield with potential for 750 homes	21/03/22	MCA - Housing and Infrastructure Board	Sue Sykes Assistant Director - Programme and Performance Unit sue.sykes@southyorkshire-ca.gov.uk	Board paper	Not exempt

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 - B0028 Park Hill 4 (FBC)	Approval of £5.612m 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
Capital loan to Doncaster Sheffield Airport (D0024)	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.	21/03/22	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)
Funding for Business D0035 in the Sheffield area (FBC)	Approval of £1.2m grant to support the development of a community health facility (D0035).	21/03/22	MCA - Business Recovery and Growth 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
Delivering the South Yorkshire Enhanced Partnership	Entering into Enhanced Partnership arrangements for South Yorkshire	21/03/22	MCA - Mayoral Combined Authority Board	Stephen Edwards Executive Director stephen.edwards@southyorkshire-ca.gov.uk	Board Paper	Not exempt
South Yorkshire Renewal Fund - Project Feasibility Fund, Housing Retrofit.	To agree funding of up to £300,000 for further development of a South Yorkshire Housing Retrofit feasibility study.	21/03/22	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
Levelling Up Fund Round 2 - MCA agreement to submit a bid to government.	To agree that the MCA submit a bid of up to £50m for transport investment to the next round of Levelling Up Fund.	21/03/22	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

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**Board/Committee Paper Checklist and Sign-Off Sheet
(to be removed by Governance Team before publication)**

Version Control

Version	Date	Brief Summary of Changes	Author
1	03/03/2022	First draft – circulated to CB	George Lee
2	07/03/2022	CB amendments, circulated to SS, CH, MT, SA	Colin Blackburn
3	09/03/22	SS amendment and circulated to GS, MS	Colin Blackburn
4	14/03/22	MS amendments and sign off	Molly Axelby

No	Description	Yes/No
1	Have you checked that the document is accessible using the Microsoft “Check Accessibility” tool and used Plain English throughout the whole document? (Please refer to the Accessibility and Plain English Guidance document on the intranet.)	Yes
2	Have all partners been consulted and their input into the paper recorded on the ‘Version Tracking’ table above?	
a	If there are any Policy implications arising from this report, have you consulted appropriately with the Policy Team?	N/A
b	If there are any HR implications arising from this report, have you consulted appropriately with the HR Department?	N/A
c	If there are any Legal implications arising from this report, have you consulted appropriately with the Legal Department?	Yes
d	If there are any Financial/Procurement/PPU implications arising from this report, have you consulted appropriately with the Finance and/or PPU team?	Yes
e	If there are any ICT implications arising from this report, have you consulted appropriately with the ICT Team?	N/A
f	If there are any implications arising from this report relating communications or marketing, have you consulted with the Communications and Marketing team?	Yes
g	If you have consulted with any other team to discuss potential implications, please write the name(s) of the team(s) in the box below: Tim Taylor, Pat Beijer	
4	Have you completed an Equality Impact Assessment (EIA)?	No

- | | | |
|---|--|-----|
| 5 | Have you included the completed EIA pro-forma as an appendix to the Board/Committee paper? | No |
| 6 | Have you completed a Climate Emergency Impact Assessment? | No |
| 7 | Have you included the completed Climate Emergency Impact Assessment as an appendix to the Board/Committee Paper? | No |
| 8 | Are all fields on the board paper complete, including annotating sections that are not applicable with 'n/a'? | Yes |

Overview and Scrutiny Committee

23 March 2022

South Yorkshire Electric Vehicle Chargepoint Programme

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? No

Director Approving Submission of the Report:

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Colin Blackburn

Colin.blackburn@southyorkshire-ca.gov.uk

George Lee

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Executive Summary

To provide an update on progress in developing the South Yorkshire Electric Vehicle Chargepoint Programme in response to matters raised by Overview and Scrutiny Committee.

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

The programme is a key part of the net zero agenda, encouraging more people to transition to electric vehicles, reducing air pollution and carbon emissions and helping to decarbonise the South Yorkshire economy.

Recommendations

The Board is asked to:

- note the existing Electric Vehicle Chargepoint infrastructure provision in South Yorkshire outlined in this report.
- note the progress in developing and delivering the South Yorkshire Electric Vehicle Chargepoint Programme to enhance provision across South Yorkshire.

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

Housing and Infrastructure Board

13 September 2021

1 Background

- 1.1 The Mayoral Combined Authority was successful in securing £1.85m from the Government's Get Building Fund in 2020 for the purchase and installation of electric vehicle charging points (EVCP) and associated infrastructure for use by battery-powered electric vehicles across South Yorkshire.
- 1.2 The MCA has worked in partnership with the four South Yorkshire Local Authorities and the South Yorkshire Public Transport Executive, to develop an initial programme focused on public car parks. This focus was to enable early delivery (as land was in the ownership of Local Authorities) and to support wider public transport and active travel strategic policy ambitions set out in the Strategic Economic Plan and Connectivity Strategy; and the net zero and energy plans set out in the Net Zero Framework and Energy Strategy.
- 1.3 The programme will also support the national agenda to transition to low and zero emission vehicles set out in the Government's Road to Zero Strategy, as part of enabling the phasing out of petrol and diesel passenger and light goods vehicles.
- 1.4 Following the development and funding approval of the business case by the MCA, an open procurement process was undertaken and a preferred supplier has been selected. The contract with the Supplier is to design and install the EVCPs, and operate and maintain them over the next five years.

2 Key Issues

- 2.1 Four key issues set out below have been raised by this Board, which are addressed in this report:
 - What are the plans/vision for EVCP infrastructure in South Yorkshire?
 - How will the MCA finance these plans/vision?
 - What does the EVCP infrastructure look like in South Yorkshire currently?
 - How does this compare with the rest of the country?

What are the plans/vision for EVCP infrastructure in South Yorkshire?

- 2.2 The uptake of electric vehicles relies on there being sufficient infrastructure in place. The MCA Energy Strategy has a stated ambition to '*accelerate the transition to ultra-low emission vehicles (ULEVs) and transport systems through modal shift and supporting infrastructure*'. The MCA Net Zero Work Programme actions includes '*support equality of access to charging infrastructure for homes without dedicated off-street parking*'.
- 2.3 The EVCP Programme seeks to provide publicly accessible EVCPs in locations convenient for commuters, shoppers and leisure users linking with the wider ambitions for encouraging greater public transport use and active travel, at least for part of journeys. This is particularly important for the 165,000¹ households in South Yorkshire that do not have access to off-street parking at home.
- 2.4 The procurement of a single Supplier is providing a single consistent product, and operational and maintenance approach across the MCA/SYPTE and four Local Authority owned car parks. This has enabled the programme to benefit from economies of scale and will assist both shared learning across partners of EVCP installation and delivery and maintain a strategic approach to expansion of the programme.
- 2.5 An initial list of priority public car park and central locations agreed with partners has been provided to the Supplier who is currently assessing and modelling these for final costings and delivery. Subject to any changes following this work, the initial £1.85m funding could provide up to 140 EVCP devices, providing up to 280 EVCP connections.
- 2.6. However, the contract allows the programme to be scaled-up should further funding become available. The above outputs are therefore being considered as Phase one of the Programme, and the MCA Executive and partners are already exploring options to prepare, apply for, and secure additional funding to expand the programme. The currently known additional funding options are noted in the section below.

How will the MCA finance these plans/vision?

- 2.7 The MCA secured £1.85m to fund the initial phase of the programme, and deliver the initial proposed outputs set out in the section above. Some additional funding (to be confirmed) is also being proposed by the Transport Operations Team to increase outputs on some car parks, funded from the City Region Sustainable Transport Settlement. Local Authorities are similarly considering whether further funding could be available to support the provision of additional chargepoints on some of their car parks in this first phase.
- 2.8 To date Local Authority led schemes have been supported with Government grant funding, either via the Joint Air Quality Unit (JAQU) Clean Air Grant programme or through the Office for Zero Emission Vehicles (OZEV) On-street Residential

¹ Field Dynamics www.onstreetcharging.acceleratedinsightplatform.com

Chargepoint Scheme (ORCS) funding. Currently Barnsley MBC has applied for this funding, which requires 25% match funding, but consideration is now being given to seeking to secure further ORCS funding.

- 2.9 It is expected that Government will publish its Electric Vehicle Infrastructure Strategy in Summer 2022 and this is likely to be accompanied by additional funding in the form of the Local Electric Vehicle Infrastructure (LEVI) grant scheme. However, no further information is available on this funding stream at the present time.

What does the EVCP infrastructure look like in South Yorkshire currently and how does this compare with the rest of the country?

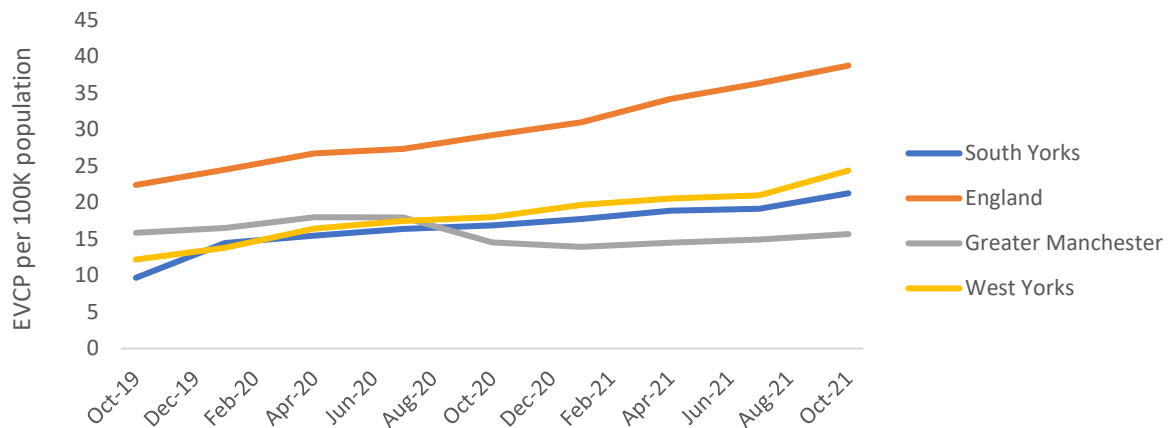
- 2.10 Sub-national EVCP provision is generally measured using Department for Transport (DfT) Electric Vehicle Charging Device Statistics as the data is updated quarterly and available free of charge. According to DfT figures (October 2021), South Yorkshire has less public EV charging infrastructure than the national average with 21 chargepoints per 100,000 population against a national average of 39.
- 2.11 Although lagging behind the national average, in terms of neighbouring MCA areas, South Yorkshire measures higher per capita than Greater Manchester and is comparable to West Yorkshire, although far behind Inner London as indicated in the table below.

Area	Population	Devices	Rapid	Non-Rapid	EVCP per 100K population	Rapid per 100K population
England	56,550,138	21,925	4,058	17,867	38.8	7.2
Inner London	3,660,232	4,943	311	4,632	135.0	8.5
England (exc. IL)	52,889,906	16,982	3,747	13,235	32.1	7.1
Greater Manchester	2,848,286	447	101	346	15.7	3.5
West Yorkshire	2,345,235	572	193	379	24.4	8.2
South Yorkshire	1,415,054	301	91	210	21.3	6.4
Barnsley	248,071	45	7	38	18.1	2.8
Doncaster	312,785	57	18	39	18.2	5.8
Rotherham	264,984	69	28	41	26.0	10.6
Sheffield	589,214	130	38	92	22.1	6.4

Source: Department for Transport, Electric Vehicle Charging Device Statistics, Oct 2021

Note: Non-Rapid = 1-49 kW; Rapid = 50 kW+

- 2.12 These figures include both public sector chargepoints and privately owned public chargepoints. The national average is skewed significantly by areas in the South East where provision is greater than cities in the North. Removing Inner London puts the national average at 32 EVCPs per 100,000 people. However, an issue with the data is that it only counts devices and not connectors, so chargers with a single or a double connection both count as one device.
- 2.13 As shown below, investment in EVCPs in South Yorkshire has grown consistently over time but has not kept pace with the national average, meaning the gap is growing.



Source: Department for Transport, Electric Vehicle Charging Device Statistics, Oct 2021

2.14 The South Yorkshire EVCP programme will address this in the short-term but further investment will be required to significantly close the EVCP infrastructure gap in relation to the England average.

3 Consultation on proposal

3.1 The current project has involved extensive engagement with Local Authority partners and SYPTE to develop the project approach and procurement strategy and this will continue with further development of the EVCP programme.

4 Timetable and accountability for implementing this decision

4.1 The agreed timeframe for the current contract will be 5 years from 2022/23 to 2026/27, and the MCA Executive will continue to work closely with partners to ensure maximum benefit from the contracted supplier.

5 Financial and Procurement Implications and Advice

5.1 The current phase of programme delivery will cost £1.85M and this is funded from the Government's Get Building Fund. Any expansion of the programme will need to identify alternative additional sources of funding.

6 Legal implications and advice

6.1 The programme will be delivered by the supplier, with contracts in place with each of the partner authorities. There are also funding agreements between the MCA and the local authorities for the Get Building Funding.

7 Human Resources implications and advice

7.1 None identified.

8 Equality and Diversity Implications and Advice

- 8.1 Equality of different users will be considered and built into the design and operation of the EVCP infrastructure in alignment with DfT's Inclusive Mobility guidance.

9 Climate Change Implications and Advice

- 9.1 Increasing EVCP infrastructure will help encourage switching from conventional diesel and petrol engine vehicles to electric vehicles and therefore reducing carbon emissions associated with transport in the region. However, the electricity required to charge vehicles will still create emissions as electricity generation nationally still relies mainly on fossil fuels.
- 9.2 Through its locational priorities the EVCP Programme will also help promote active travel and public transport use.

10 Information and Communication Technology Implications and Advice

- 10.1 None as a direct result of this report.

11 Communications and Marketing implications and advice

- 11.1 There will be opportunities to publicise the EVCP installations in various locations as the EVCP Programme is delivered.

12 List of appendices included

None

13 Background papers

None



Overview and Scrutiny Committee

23 March 2022

Brownfield Housing Fund Update

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	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

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Executive Summary

To provide an update on progress in delivering the MCA Brownfield Housing Programme in response to matters raised by Overview and Scrutiny Committee.

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

Delivery of housing programmes contribute to the provision of both new housing and the regeneration and reuse of brownfield sites in support of the Strategic Economic Plan and Recovery Action Plan objectives.

Recommendations

The Board is asked to:

- Note progress on delivery of the MCA Brownfield Housing Fund Programme.

1. Background

- 1.1 The Government awarded the Mayoral Combined Authority Brownfield Housing Funding of £40.34m (capital) and £0.84m (revenue) in June 2020 - with the aim of creating more homes by bringing brownfield land forward for development, unlocking sites and achieving 2,500–3,500 new housing starts on site across South Yorkshire by 31 March 2025.
- 1.2 The five-year profile of capital funding spend agreed with the Department of Levelling Up, Housing and Communities (DLUHC) in Autumn 2020 was:

2020/2021	2021/2022	2022/2023	2023/2024	2024/2025
£6m	£14m	£6.7m	£6.7m	£6.94m

- 1.3 However, Government has also recently announced as part of the Levelling Up agenda that the MCA will be receiving a further £13.45m BHF funding, increasing the BHF to £53.79m capital. The criteria for the existing funding will also apply to the additional funds, so includes the same purpose of unlocking new homes by the end of March 2025. There will be a need therefore to reprofile the spend for the remaining three years and review the minimum homes output target, which will need to be formalised with DLUHC in due course.
- 1.4 The MCA Housing and Infrastructure Board is responsible for overseeing the development and delivery of the programme.

2. Key Issues

- 2.1 Three key issues have been raised by this Board, which are addressed separately below:
- How much money is available to South Yorkshire in the Brownfield Housing Fund?
 - How is the money being targeted?
 - How are we encouraging developers to use money to develop brownfield sites?
- 2.2 **How much money is available to South Yorkshire in the Brownfield Housing Fund?**
- 2.2.1 With the additional funding recently announced by Government, the MCA has £53.79m capital funding available to fund the development of brownfield sites, with a spend deadline of the 31st March 2025.
- 2.2.2 All of the original £0.84m revenue funding allocation has now been allocated to support the development of the early deliverable schemes, most of which have now been developed and have been awarded funding approval by the MCA.

2.2.3 The expenditure target agreed with Government for the first 18 months of the programme was ambitious, with a requirement to have defrayed £20m by the end of March 2022. Whilst good progress has been made in the development of schemes, the expenditure target will not be met. Officers have engaged Government officials on this matter, with an expectation that existing money received will not be lost based on the strength of the emerging pipeline.

2.2.4 Subject to decisions at the MCA Board on the 21st March 2022, twelve schemes will have been approved with a funding ask of £17.63m by the end of March 2022 providing over 1,500 homes for development. Delivery will continue over the course of the programme.

2.3 **How is the money being targeted?**

2.3.1 The BHF can be used to fund a range of interventions to enable the development of housing on brownfield land which would otherwise not happen. These can include pre-development interventions such as site acquisition, land assembly, on and off-site infrastructure, enhancing public realm, place-making interventions, and site remediation/demolition, as well as funding viability gaps for the direct delivery of new homes.

2.3.2 The BHF Prospectus was approved by the MCA in January 2021, which set out the MCAs intentions for the BHF, including only funding schemes that meet the policy objectives of the Strategic Economic Plan, and to particularly prioritise projects that include:

- Enhanced energy efficiency measures.
- Decarbonised heat measures.
- Modern methods of construction.
- Adaptable and accessible properties to support local needs

2.3.3 The MCA Executive team has been working with the four South Yorkshire Local Authorities to identify and develop a pipeline of BHF schemes. Initially, local authorities were invited to put forward proposals for key priority brownfield sites in their districts. These were a combination of council led schemes, Joint Ventures and private sector developments.

2.3.4 These formed the basis of the South Yorkshire BHF programme pipeline which was divided into three initial phases based on deliverability. The programme pipeline (set out in Appendix A) was considered and approved by the MCA Housing and Infrastructure Board at its meeting on 22 June 2021. As it was the early stages of the five-year programme with some uncertainties over several schemes, the Board agreed an overprogramming position.

2.3.5 As indicated in Appendix A, the majority of the business cases for the Phase 1 and 2 schemes have been developed and will have been given funding approval by the MCA by the end of March 2022. A few schemes are already in delivery.

2.3.6 There have though been a number of challenges in developing this programme, many of which are also being experienced by other MCAs in delivering their BHF programmes. These include:

- Majority of schemes being at a very early stage of development at the start of the programme when the funding was awarded.
- Complexity of brownfield sites including issues such as decontamination, site remediation and demolitions and other site preparation requirements.
- A requirement of the funding for all schemes to have a Benefit Cost Ratio (BCR) of one, which can be difficult to achieve in the case of complex brownfield sites with marginal viability.
- Capacity issues within local authorities to develop multiple housing schemes simultaneously.
- Delays and rising construction costs due to Covid 19.

2.3.7 Work is now focusing on developing the priority Phase 3 schemes for the remainder of the programme to end March 2025. MCA resources are currently supporting Local Authorities to help assess and prioritise schemes in relation to strategic fit, economic benefits and deliverability. Consultancy expertise is also being procured by the MCA Executive, which will be accessed by Local Authorities to provide additional support in developing Phase 3 schemes.

2.4 **How are we encouraging developers to use money to develop brownfield sites?**

2.4.1 Due to the programme funding parameters, the urgency to bring forward schemes quickly in the initial Phases of the programme has meant there has been a focus on council led schemes which are often part of wider regeneration initiatives.

2.4.2 Local authorities have been taking the lead working with developers to bring forward private sector led brownfield housing schemes in regeneration locations through general market engagement, soft market testing and developer competitions. This has resulted in several Joint Venture and private sector led schemes being included within the BHF pipeline.

2.4.3 Following the recent announcement of the additional funding for the BHF, the Housing and Infrastructure Board has asked for a report to consider how to bring forward further innovative schemes and to consider if it would be appropriate to work with other partners.

3. **Consultation on Proposal**

3.1 The MCA Housing and Infrastructure Board is overseeing the development and delivery of the programme and will continue to be responsible for the remaining three years of the programme.

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

4.1 The total capital funding of £53.79m is required to be spent by 31 March 2025. Discussions are taking place with DLUHC regarding a revised annual expenditure profile over the remaining three years of the programme.

4.2 The MCA Housing and Infrastructure Board is responsible for overseeing the programme, including approving any changes to the programme pipeline.

5. Financial and Procurement Implications and Advice

- 5.1 The Government awarded the Mayoral Combined Authority Brownfield Housing Funding of £40.34m (capital) and £0.84m (revenue) in Summer 2020 and has recently announced that the MCA will be receiving a further £13.45m funding, increasing the BHF to £53.79m capital funding.
- 5.2 The financial implications of the BHF schemes are being assessed on a project by project basis through the MCA Assurance Process. Funding approvals are only agreed for schemes which have a compliant HM Treasury Green Book business case.
- 5.3 The report notes that Government did set an initial expenditure target to be met by March 2022 of £20m. Financial reporting throughout the year has noted that this target will not be met, which is due to the issues raised in Para 2.3.6 above. These issues affecting programme delivery are expected to continue, at least over the next 12 months, which could in turn impact on the ability to meet the expenditure targets by the 31st March 2025.
- 5.4 Government officials have been kept apprised of this issue and it is not expected that any funding received to-date is at risk of clawback.

6. Legal Implications and Advice

- 6.1 The legal implications of the BHF schemes are being assessed on a project by project basis through the MCA Assurance Process.

7. Human Resources Implications and Advice

- 7.1 None as a direct result of this report.

8. Equality and Diversity Implications and Advice

- 8.1 None as a direct result of this report.

9. Climate Change Implications and Advice

- 9.1 The environmental implications of the BHF schemes are being assessed on a project by project basis. The Housing Protocol sets out the requirements of the BHF programme including incorporation of higher energy efficiency and decarbonisations measures into new homes.

10. Information and Communication Technology Implications and Advice

- 10.1 None as a direct result of this report.

11. Communications and Marketing Implications and Advice

- 11.1 There will be opportunities for positive media releases as new sites are brought back into use with new housing being developed.

List of Appendices Included

A South Yorkshire Brownfield Housing Fund Programme

Background Papers

None

**MCA BROWNFIELD HOUSING FUND PROGRAMME PIPELINE
March 2022**

Phase 1 (2020/21)				Current Status
Scheme Name	Local Authority Area	2020 / 21		
		Capital £	Units	
Small Sites 2020/21	Rotherham	0.43m	32	Approved & in delivery
West Bar	Sheffield	0.66m	368	Approved & in delivery
Malthouses	Sheffield	1.57m	73	Approved
Porter Brook	Sheffield	0.35m	180	Approved & in delivery
Allen Street	Sheffield	0.55m	120	Approved & in delivery
2020/21 Total		3.56m	773	

Phase 2 (2021/22)				Current Status*
Scheme Name	LA Area	21/22		
		Capital (£)	Units	
Goldthorpe Market Phase 1	Barnsley	0.23m	9	Approved
Former Nightingale School	Doncaster	1.57m	49	Approved
Adwick	Doncaster	1.20m	35	Approved
Phase 1 Council Build Programme	Doncaster	0.49m	33	Approved
Small Sites, Doncaster	Doncaster	0.89m	42	Approved
Attercliffe Waterside, Sheffield	Sheffield	4.08m	458*	Recommended for approval (MCA 21/3/22)
Park Hill 4	Sheffield	5.61m	95	Recommended for approval (MCA 21/3/22)
2021/22 Total		14.07m	721	
Phase 1 & 2 Totals		17.63m	1,494	

*Attercliffe Waterside initial phase new homes. Total scheme comprises 902 new homes.

Phase 3 (2022-25)				Current Status*
Scheme Name	LA Area	2022 - 2025		
		Capital (£)	Units	
Goldthorpe Market Phase 1a	Barnsley		7	In development
Town Residential Project	Barnsley		50	In development
Goldthorpe Pre-1919 redevelopment	Barnsley		20	In development
Berneslai Close	Barnsley		9	In development
BMBC garage infill sites	Barnsley		30	In development
Courthouse - The Seam	Barnsley		100	In development
Minster Quarter	Doncaster		190	In development
Town Centre - St Sep, Wharfe Road	Doncaster		350	In development
Main & Service Towns	Doncaster		140	In development
Eastwood	Rotherham		46	In development
Snail Hill	Rotherham		24	In development
Canklow	Rotherham		45	In development
Forge Island	Rotherham		70	In development
Small Sites 21/22	Rotherham		29	In development
Ship Hill	Rotherham		40	In development
Riverside North	Rotherham		120	In development
Riverside South	Rotherham		44	In development
Cannon Brewery (Housing Zone North)	Sheffield		405	In development
Norfolk Park 10	Sheffield		120	In development
Shirecliffe 2	Sheffield		42	In development
Abbey Stainless	Sheffield		500	In development
Park Hill P5	Sheffield		112	In development
Claywood	Sheffield		50	In development
2022-2025 Total		£45m+	2,556	

BHF REVENUE ALLOCATIONS
To support the development of schemes

Scheme	Total £
Goldthorpe, Barnsley	80,000
Town Centre development, Barnsley	35,000
Small Sites, Doncaster	65,000
Former Nightingale School, Doncaster	25,000
Adwick, Doncaster	20,000
Town Centre development, Doncaster	50,000
Riverside, Canklow & Eastwood, Rotherham	207,000
Attercliffe Waterside, Sheffield	130,000
SCC capacity support	40,000
MCA programme and financial management support	20,000
Economic Case multiple Phase 2 schemes' support	45,000
Phases 2 and 3 business case support	124,000
Total	841,000

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