

Transport and the Environment Board

10 February 2021

City Region Sustainable Transport Settlement

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

Director Approving Submission of the Report:

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Alex Linton – LTP Programme Manager
alex.linton@syntp.org.uk

Executive Summary

This report presents an update on the status of the City Region Sustainable Transport Settlement (CRSTS) and the submission of the Programme Business Case to the Department for Transport (DfT).

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

The CRSTS settlement will provide the majority of local transport funding for SYMCA for the next five years. The settlement funding is essential to delivering an efficient, effective and sustainable transport system and networks, to enable the reliable movement of people and goods around the region for all purposes.

Recommendations

The Board are asked to note the work undertaken to complete the business case submission to DfT.

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

None

1. Background

- 1.1 The Government Spending Review included announcements regarding a number of transport funding streams for SYMCA, including the CRSTS provisional award of £570m for the five-year settlement period April 2022 to March 2027.
- 1.2 The final stage of the submission process, as previously advised to TEB, was the submission of a Programme Level Business Case. This was based on Government's Green Book requirements and covered the Strategic, Economic, Financial, Commercial and Management cases for the proposed programme.

2. Key Issues

- 2.1 As previously advised to Board, the total CRSTS bid submitted by SYMCA to DfT was £660m. We were also required to submit a lower bound proposal for £400m. The award of £570m was therefore a very positive outcome. The provisional award was made following the submission of our programme prospectus in September 2021, this prospectus was used as the foundation from which the more detailed business case was compiled.
- 2.2 On December 14th a Workshop was held with senior representatives of the MCA and Government representatives. This was a challenging and productive session where MCA officers were challenged on the content of the prospectus and the ambition of the CRSTS programme.
- 2.3 The business case has been completed and was submitted to DfT during week ending 28th January. DfT's intention is to review the business cases during February and make their recommendations to Ministers in time for a formal funding announcement to be made in March 2022. DfT have advised that if this process is delayed funding for Transforming Cities Fund and Highways Maintenance will be made available from the start of the next financial year.
- 2.4 Government have emphasised the importance of early delivery, therefore actions to mobilise the programme will need to be taken immediately.

3. Options Considered and Recommended Proposal

- 3.1 **Option 1**
Option one was to complete the business case submission in line with DfT expectations and requirements.
- 3.2 **Option 1 Risks and Mitigations**
Timescales were very tight and completing the business case required considerable resource commitment from officers across the MCA and the four local authorities. This was achieved in time and this stage of the process is complete.
- 3.3 **Option 2**

Alternative options were limited, completion of the business case process for CRSTS was mandatory and to not engage with this would have put the settlement at risk.

3.4 Option 2 Risks and Mitigation

Weekly meetings were scheduled with DfT and HMT to work through the submission process to ensure that it was undertaken as effectively as possible.

4. Consultation on Proposal

- 4.1 All partner organisations were engaged in the programme development and business case processes. Wider involvement with partners and the business community was also undertaken at the time of the original submission.

5. Timetable and Accountability for Implementing this Decision

- 5.1 The DfT intention is to formally announce the award in March by the appropriate Minister.

6. Financial and Procurement Implications and Advice

- 6.1 No financial implications arising directly from this report. MCA officers are working closely with DfT to ensure that the grant determination letter is released promptly after Ministerial decisions have been taken. Also, that the letter provides all necessary details on terms & conditions, cashflow implications, monitoring requirements and the process of additional assurance for those schemes within the programme estimated at £50m or more, or which require funding after 2026/27.

7. Legal Implications and Advice

- 7.1 No Legal implications arising from this report.

8. Human Resources Implications and Advice

- 8.1 Not applicable.

9. Equality and Diversity Implications and Advice

- 9.1 Equality, Diversity and Social Inclusion has been actively considered in the design of all projects within the proposed CRSTS programme and will continue to be through the assurance process.

10. Climate Change Implications and Advice

- 10.1 DfT's carbon reduction requirements will be recognised within scheme designs and the Net Zero Project Director was consulted in the completion of the business case.

11. Information and Communication Technology Implications and Advice

- 11.1 Not applicable

12. Communications and Marketing Implications and Advice

12.1 No implications arising from this report.

List of Appendices Included

N/A