

Committee/Board Name and Date of Meeting:
Transport and the Environment Board

Meeting Date:
30 June 2022

Report Title
CRSTS Programme and Levelling Up Fund Submission Update

Is the paper exempt from the press and public?	No
Reason why exempt: <i>(Definitions under the Local Government Act 1972 – please seek guidance from the Governance Team/ Monitoring Officer)</i>	Not applicable
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Yes

Director Approving Submission of the Report:
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Executive Summary

This report provides an update for information purposes on the City Region Sustainable Transport Settlement (CRSTS) and the Levelling Up Fund (LUF) bid submission.

CRSTS is the Department for Transport's five-year local transport allocation which SYMCA and the department have been working on since summer 2021. The region has been awarded £570m with the detailed profile subject to some final queries on specific schemes from within the programme.

The Levelling Up Fund opportunity is the second, and potentially final round of funding from the Department for Levelling Up Housing and Communities. SYMCA are eligible for one successful submission, this was not achieved in the first round so a more innovative approach, responding to the evolving needs of the passenger transport network has been developed for round two.

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

An effective sustainable transport system is a fundamental requirement of delivering a healthy and attractive region and supporting economic growth.

Recommendations

Board are asked to provide any comment on the status of each programme but no decisions are requested from this report.

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

N/A

1. Background

- 1.1 The City Region Sustainable Transport Settlement (CRSTS) is DfT's five-year local transport funding programme running from 2022-27. The submission process commenced in June 2021 and resulted in a conditional award for South Yorkshire MCA of £570m.
- 1.2 The grant conditions applied relate to a small number of named schemes. SYMCA, DfT and HM Treasury have been working together to resolve the questions and a final position on these should be confirmed by Government prior to their summer recess.
- 1.3 The Levelling Up Fund (LUF) is led by the Department for Levelling Up Housing and Communities (DLUHC) and is designed to invest in infrastructure that improves everyday life across the UK, supporting town centre and high street regeneration, local transport projects, and cultural and heritage assets.
- 1.4 MCAs are eligible to receive funding for one transport submission, SYMCA were not successful in round one during 2021 and so are currently compiling a submission for round two of the programme. This is expected to be the final round of LUF offered by DLUHC.
- 1.5 Following a review of the feedback from our original LUF submission and successes from other regions, it was determined that resubmission of the last proposal was not suitable and a more innovative approach has been developed. This approach is centred on the establishment of a SMART transport system to provide a greater customer offering and experience.
- 1.6 The proposal has three main pillars; the ability to plan better journeys through the provision of technology and customer information improvements, the ability to 'buy better' through an integrated and simple purchasing process and better travel opportunity through the creation of a new DRT service. Where there is physical integration of this with the bus network capital infrastructure measures to improve bus priority and customer satisfaction will also be developed.

1.7 Delegated approval to submit a bid was granted by the MCA at their March 2022 meeting. The final submission will be circulated to the delegated officers to request approval.

2. Key Issues

2.1 To achieve a resolution on the **CRSTS schemes** under review an additional workshop was held in May, attended by representatives of DfT, HMT, SYMCA and the project sponsor authorities. The schemes included were Gateway East led by DMBC, Rotherham Mainline Rail Station (RMBC) and Conisbrough Park & Ride (SYMCA).

2.2 The workshop was an opportunity for sponsors to present further information to support the schemes' inclusion in the CRSTS programme and for civil servants from different teams within each Department to ask further questions.

2.3 The session was challenging but productive and allowed a much more comprehensive representation of the schemes than had been possible to date. The outcome of this session was a final set of questions and data requests sent out by Government for which responses were provided during week commencing 13th June.

2.4 The formal award notification from DfT is pending upon completion of this process and the full list of projects for inclusion will be confirmed once these final queries have been concluded.

2.5 The **LUF submission process** originally confirmed by DLUHC was for an online submission by 6th July. During May the advice was updated to confirm that in addition to this stage any successful large transport submissions would also require an Outline Business Case to be returned during the summer, before any final funding decisions would be made.

2.6 The extra stage in the submission process should not delay any final decision as this was expected to be announced in the Autumn. The OBC will allow more time for the refinement of the proposal, which could be particularly helpful.

2.7 Discussions have been held with other areas who have established these service and infrastructure improvements. One of the key elements of feedback from this for the DRT service was the importance of the existing demand case. There are a number of locations in the region where there is a strong case for DRT, and these are being investigated as starting options.

2.8 One of the strengths of DRT is that it not only responds to the needs of individual users but can be continually adapted to meet the needs of the broader passenger transport network. Locations can be revised and service delivery can be made bespoke to each zone so that the customer reach is maximised. Once the capacity to provide the service has been established it can evolve and be added to, creating benefits beyond the scope of the initial proposal and funding programme timescales.

3. Options Considered and Recommended Proposal

3.1 Option 1

To note updates on both CRSTS and LUF and provide comment on the progress of each programme.

3.2 Option 1 Risks and Mitigations

Final confirmation of CRSTS, and a successful LUF submission, would provide a significant boost to our plans for an effective sustainable transport system in South Yorkshire. Strong collaboration with DfT and the development of an innovative LUF proposal, taking into account feedback from previous submissions, should provide a strong approach to maximise these funding opportunities.

3.3 Option 2

None.

3.4 Recommended Option

Option 1

4. Consultation on Proposal

4.1 Local authority partners have been engaged through both the CRSTS and LUF processes. For LUF this engagement will increase as the proposal gains more definition and through the Outline Business Case phase.

5. Timetable and Accountability for Implementing this Decision

5.1 The CRSTS actions have been completed and we are now awaiting the final response from Government.

5.2 The deadline for submission of the LUF proposal is July 6th, the schedule for the subsequent phase has not yet been confirmed.

6. Financial and Procurement Implications and Advice

6.1 This report is for information only, and there are no financial implications arising directly from the recommendations. As noted in the March 2022 report to this Board, the LUF programme requires the submitting Authority to provide match funding at 10% of the overall bid. The ability to deliver this quantum of match funding is being actively considered as part of the overall bid preparation, as are any requirements for ongoing revenue support to the proposed schemes.

7. Legal Implications and Advice

7.1 The report is for information and comment only and as such does not in itself raise any legal implications.

7.2 Further detailed legal advice will be given throughout the process as both the CRSTS programme and LUF funding bid progress.

8. Human Resources Implications and Advice

8.1 None directly arising from this report

9. Equality and Diversity Implications and Advice

9.1 All schemes and interventions within both programmes will be designed in full compliance with equality and diversity legislation and expectations.

10. Climate Change Implications and Advice

10.1 Surface transport in South Yorkshire accounts for around 37% of our total carbon footprint and has additional impacts on air quality and road safety. Currently private car use is around 60% of that figure.

10.2 Modal shift from cars to public transport is critical to the delivery of the region and members net zero goals and keeping us within the 6th carbon budget.

10.3 Investments made in improving the bus service have the potential to produce a two-fold environmental impact, both in increasing use rates and also in decarbonising the fleet.

11. Information and Communication Technology Implications and Advice

11.1 None directly arising from this report

12. Communications and Marketing Implications and Advice

12.1 Once an award has been fully confirmed and grant conditions provided it is expected that there will be a duty for SYMCA to publish details of the award on the website.

12.2 Community and stakeholder consultation will be undertaken for all schemes and interventions within both programmes.

List of Appendices Included

None

Background Papers

None