

## Transport and the Environment Board

01 September 2022

### City Region Sustainable Transport Settlement Report

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<b>Is the paper exempt from the press and public?</b>	No
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<b><i>Reason why exempt:</i></b>	Not applicable
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<b>Purpose of this report:</b>	Discussion
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<b>Is this a Key Decision?</b>	No
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<b>Has it been included on the Forward Plan?</b>	Yes
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#### **Executive Summary**

This report provides an update on the City Region Sustainable Transport Settlement (CRSTS) and associated conditions.

CRSTS is the Department for Transport's (DfT) five-year local transport allocation which South Yorkshire Mayoral Combined Authority (SYMCA) and the department have been working on since summer 2021. South Yorkshire has been awarded £570m of CRSTS funding, confirmed in a Settlement Letter received on 29<sup>th</sup> July. The Settlement Letter also confirms the schemes in receipt of financial support and DfT's associated conditions of delivery.

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

This settlement provides five years of funding for use across all local transport modes in South Yorkshire. Without this settlement, the fundamental needs of our transport network would not be met and our ambitions for growth, improvement in standards and choice would not be delivered.

## **Recommendations**

It is recommended that the Board note the content of this paper confirming South Yorkshire's CRSTS settlement, as TEB have previously approved the development and submission of the CRSTS programme prior to it being submitted to DfT.

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

N/A

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### **1. Background**

- 1.1 CRSTS is DfT's five-year local transport funding programme running from 2022-27. The CRSTS submission process commenced in June 2021 and has resulted in a confirmed award for South Yorkshire MCA of £570m.
- 1.2 The Settlement Letter confirms the schemes to be included within the programme and identifies some specific conditions against named schemes.
- 1.3 In addition to the funded programme list the settlement also confirms a 10% over-programming allowance and named schemes within this, which can be used to manage change requirements as the programme evolves over the delivery period.
- 1.4 During the development of the programme, DfT and HM Treasury identified schemes that they wanted to discuss in further detail. These final stage discussions focussed on three schemes;

- 1 - Rotherham Mainline Station,
- 2 - Gateway East and;
- 3 - Conisbrough Park & Ride.

Following these discussions DfT determined that Conisbrough Park & Ride would receive funding without any additional conditions. The Rotherham Mainline Station and Gateway East schemes however had additional conditions applied in order for them to receive CRSTS funding.

### **2. Key Issues**

- 2.1 DfT has designated the Gateway East project as a 'retained scheme'. This means that DfT have appointed a project sponsor to work with SYMCA and Doncaster Metropolitan Borough Council (DMBC) who is the lead authority on the scheme, to support the development of the business case and to agree the necessary milestones that must be achieved, prior to funding being used.
- 2.2 An introductory meeting with the DfT sponsor has been arranged to map out how the retained scheme process will be managed and what DfT's expectations are. Ahead of this meeting SYMCA officers and the DfT sponsor have identified some key areas to discuss, which includes the impact of recent announcements from Peel around the future of Doncaster Sheffield Airport that was made following confirmation of the £30m allocation for Gateway East as a retained scheme.
- 2.3 As the retained status ensures that the DfT remain part of the business case development and decision-making process, SYMCA have requested that the

Gateway East scheme remains in the CRSTS programme until the business case process is complete. The outcome of this work can then be used to inform the use of the CRSTS allocation.

- 2.4 Rotherham Mainline Station had an allocation of £8m in the CRSTS programme submission to develop the business case and then support the implementation of a tram train stop at the new station. DfT requested a reduction in this allocation to £1m to deliver the Outline Business Case only. This reduction was based on uncertainties regarding the timing of the full station scheme that emerged following the publication of the Government's Integrated Rail Plan and the ongoing HS2 Leeds Area Study.
- 2.5 SYMCA - in agreement with RMBC – requested in the final return to DfT that the allocation for Rotherham Mainline Station remained at £8m due to the importance of this scheme to the region. This request was discussed with DfT, however they maintained their position and at this time, the settlement has been capped at £1m for the production of the Outline Business Case only.
- 2.6 The full allocation for Rotherham Mainline Station has not been lost, as DfT have asked SYMCA to elevate £7m of activity from the over-programming list. In addition, DfT have agreed that the Rotherham Mainline Station scheme can go into the over-programming list. This approach provides South Yorkshire with options, as the schemes proposed for escalation from the over-programming list do not require commitment until after the Rotherham Mainline OBC has been completed and the Leeds Area Study outcome known. At this time, if appropriate, a request to reinstate the full allocation can be submitted to DfT.
- 2.7 The £100m allocation for Mass Transit has also been designated as a retained scheme, a decision previously taken based on the scale of the scheme. The retained scheme requirements are already being fulfilled through the existing Mass Transit Project Team group, which includes representatives from SYMCA and DfT.
- 2.8 The final CRSTS programme condition relates to the Railway Reinstatement: North Barnsley to Wakefield scheme. This is retained as the full scheme delivery takes place beyond the current CRSTS period however the current allocation is only £100k to initiate scheme development so the impact of retention is nominal.

### **3. Options Considered and Recommended Proposal**

#### **3.1 Option 1**

There are no options associated with this paper, the settlement provides the confirmed conclusion of the submission process. The programme will now be progressed through the agreed SYMCA assurance processes.

### **4. Consultation on Proposal**

- 4.1 Local authority partners, DfT and HM Treasury have been engaged throughout the full process of developing the CRSTS submission and subsequent final programme.

## **5. Timetable and Accountability for Implementing this Decision**

- 5.1 The programme delivery period runs from April 2022 to March 2027 with all funding to be used by this end date. Any variation from this schedule will need to be agreed in advance with DfT.

## **6. Financial and Procurement Implications and Advice**

- 6.1 In addition to £570m of capital grant, DfT are also providing an allocation of £5.38m of revenue grant in 2022/23 which, along with £5.2m previously received in 2021/22, will be distributed to the MCA and its local authority partners to aid early scheme development costs.
- 6.2 Whilst most schemes in the CRSTS programme will be subject to the MCA's assurance process, the four retained schemes (Mass Transit, Railway Reinstatement, Gateway East and Rotherham Mainline Station) will also need to have their business cases agreed by DfT in order to release the full allocation of grant.

## **7. Legal Implications and Advice**

- 7.1 There are no direct legal impacts as a consequence of this report. All projects delivered within the CRSTS programme will be subject to separate legal agreements.

## **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 CRSTS 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. A significant proportion of the programme is committed to active travel and public transport will contribute to both modal shift and carbon reduction in the region.

## **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 DfT have listed the CRSTS award recipients and summaries of the funded programmes online. This has resulted in some requests for further information from local journalists and a number of published articles about the DfT decisions.

**List of Appendices Included**

None

**Background Papers**

Further information available on request from the SYMCA Strategic Transport Team.