

Report to: Transport Committee

Date: 17 September 2021

Subject: **City Region Sustainable Transport Settlement**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1 To update Transport Committee on the development and submission of a City Region Sustainable Transport Settlement (CRSTS) funding bid to the Government for the period 2022-2027

2. Information

City Regions Sustainable Transport Settlement (CRSTS)

- 2.1 In the 2020 Spending Review, the Chancellor confirmed £4.2 billion of capital funding (starting in 2022) for multi-year transport settlements for eight city regions around the country. These settlements are designed to provide those regions with long-term, stable transport investment. West Yorkshire, as a Mayoral Combined Authority (MCA), is one of eight eligible regions. The first 5-year settlement period would cover 2022/23 to 2026/27. There could be subsequent 5-year settlements.

- 2.2 CRSTS guidance was published on 20 July 2021. A letter followed on 21 July from the Secretary of State for Transport to the West Yorkshire Mayor setting out two funding bands, low and high, to help frame West Yorkshire bid development. The low band was set at £570 million over five years, the high band was set at £920 million. The Government will award a settlement depending on bid quality.
- 2.3 The Government is looking to agree CRSTS settlements for announcement at the forthcoming Autumn Spending review, with that date to be confirmed. The Department for Transport did confirm a date for the West Yorkshire CRSTS proposal to be submitted by Friday 10 September 2021.
- 2.4 There is a competitive process. Individual MCA's share of the overall £4.2bn funding will be determined through submissions that are based on local transport plans, and include a prioritised, disaggregated, profiled and costed list of projects aligned with CRSTS objectives.
- 2.5 The Combined Authority has been making the case to Government for access to multi-year transport settlements that provide certainty, match local ambition and allow for devolved decision making, to replace the practice of numerous bidding competitions. The CRSTS is therefore broadly welcomed as helpful to the Combined Authority's Investment Strategy to accelerate the delivery of transport improvements and support Mayoral pledges on climate emergency, inclusivity and green jobs and recovery from Covid-19 influenced recession.

West Yorkshire CRSTS submission

- 2.6 The Combined Authority and partners were well placed for CRSTS with the West Yorkshire Connectivity Infrastructure Plan, Mass Transit Vision and related documents, published in January 2021, following two years of preparation overseen by Transport Committee and involving all of the partner councils and key industry stakeholders. Nevertheless, a seven week window to produce a CRSTS submission was challenging.
- 2.7 The Combined Authority meeting of 29 July 2021 agreed to:
- Submit a CRSTS proposal for the 5-year period 2022/23 to 2026/27 to the DfT, aligned to accelerating delivery of the Connectivity Infrastructure Plan
 - Delegate the decision on the detail of the final CRSTS submission to the Managing Director in consultation with the Mayor and Chair of Transport Committee.
- 2.8 A feature of the CRSTS funding is that it includes both old and new funds. CRSTS subsumes the existing, annual Integrated Transport Block and Highway Maintenance Block Grants and Pot Hole Fund awards that Transport Committee has had oversight of in the past, and also the final year of the Transforming Cities Fund programme for which the Combined Authority and its partners were awarded £317 million for the 3-year period 2020/21 to 2022/23, and which is currently being delivered by the partners.

- 2.9 The Combined Authority has developed its CRSTS submission through discussion with the Leaders of the five West Yorkshire partner councils and the feedback received from the DfT through the process.
- 2.10 The CRSTS bid builds on the delivery of transport improvements underway through the West Yorkshire Transport Fund, Transforming Cities Fund and Leeds Public Transport Improvement programmes, to accelerate the delivery of the Connectivity Infrastructure Plan. Development of the CRSTS bid focussed on distilling the Connectivity Plan's 20 year long list of options down to a 5 year programme for 2022/23 to 2026/27.
- 2.11 The CRSTS proposal focused on the Connectivity Plan's core themes of:
- Supporting Bus reform and Rail recovery from the Covid-19 pandemic
 - Getting West Yorkshire Mass Transit ready
 - Building back active - with walking and cycling interventions
 - Integrating all modes and networks
- 2.12 Delivering a new Mass Transit system is a central part of the Connectivity Plan and CRSTS bid, but it will take time to develop and deliver, and other transport investment is needed in the short term to connect communities with jobs and training opportunities and to make progress towards the Combined Authority's target to achieve net zero carbon by 2038.
- 2.13 Once a CRSTS settlement for West Yorkshire is agreed with Government there will a prioritisation process to follow to produce a programme level Business Case which will be required to be published. The government expects performance in delivery to be monitored and reported against the programme Business Case, and that this information is made publicly available. There will be flexibility to amend the programme in discussion with the DfT.

3. Tackling the Climate Emergency Implications

- 3.1 A key priority of the CRSTS bid is to support carbon reduction through the delivery of public transport and sustainable travel projects.
- 3.2 The West Yorkshire Connectivity Infrastructure Plan, on which the CRSTS bid is based, is a decarbonisation plan aligned to the delivery of the Combined Authority's target to achieve net zero carbon by 2038. Transport is our highest emitting sector, contributing 44% of total regional CO2 emissions. The Connectivity Plan focuses on a sustainable future, putting green public transport and walking and cycling at the top of our transport investment priorities. Accelerating the delivery of the Connectivity Plan through CRSTS and other funding can help set the region on the right pathway for decarbonising transport and deliver on the Mayoral pledge to tackle the climate emergency and protect our environment. The CRSTS bid is also consistent with the Government's Transport Decarbonisation Plan.

4. Inclusive Growth Implications

- 4.1 A key priority of the CRSTS is to support Inclusive Growth through targeting investment in those communities in greatest economic need.
- 4.2 The West Yorkshire Connectivity Infrastructure Plan seeks to better connect everyone in order to address the productivity gap. The proposition is that all of West Yorkshire's residents can contribute to, and should benefit from, economic growth. The potential uplift in productivity from an inclusive economy is crucial to securing a prosperous future. The Connectivity Plan's evidence shows that not all of our communities benefit from good employment and training opportunities, with transport often a key barrier. Tackling deprivation requires good jobs, accessible to all. Accelerating the delivery of the Connectivity Plan through CRSTS and other funding with targeted interventions can help address transport barriers to inclusive growth.

5. Equality and Diversity Implications

- 5.1 The CRSTS submissions is consistent with the principles of the West Yorkshire Connectivity Infrastructure Plan to promote investment that is designed for, and with, people. The focus is on creating transport facilities and public spaces that are safe, easy to use and enjoyable, requiring that infrastructure is inclusive and accessible for all ages and abilities, and reflects West Yorkshire's diverse communities. The Connectivity Plan was informed by an Equality Impact Assessment, and work is continuing on understanding equality and diversity implications through on-going engagement on the Connectivity Plan through focus groups sessions with seldom heard groups.

6. Financial Implications

- 6.1 There are no financial implications directly arising from this report.

7. Legal Implications

- 7.1 There are no legal implications directly arising from this report.

8. Staffing Implications

- 8.1 There are no staffing implications directly arising from this report.

9. External Consultees

- 9.1 No external consultations have been undertaken.

10. Recommendations

- 10.1 That Transport Committee notes the submission of the City Region Sustainable Transport Settlement funding bid to Government.

11. Background Documents

None.

12. Appendices

None.