

## Project Overview

Project Title	City Region Sustainable Transport Settlement (CRSTS) Capacity Fund
Main Funding Programme	City Region Sustainable Transport Settlement (CRSTS) Capacity Funding
Sub Funding Programme (if applicable)	Not applicable
Project cost range estimated now	£21,343,000
Funding Applied from the Combined Authority	£21,343,000

## Scheme Description

The government's City Region Sustainable Transport Settlement (CRSTS) programme has been designed to deliver investment in integrated sustainable transport plans across a city region, with funding devolved to mayors over a five-year delivery period.

The Department for Transport CRSTS capital funding settlements are complemented by revenue funding allocations to Mayoral Combined Authorities, known as CRSTS Capacity Funding.

The purpose of the capacity funding is to support longer-term local transport planning and delivery capacity, which could include developing local institutional capability and potentially including formal project and programme leadership training. The funding should be used only for transport purposes, not wider priorities.

The Combined Authority's proposes this funding should cover the following:

- Supporting development of the pipeline of future schemes.
- Developing transport policy and strategy that will help to identify schemes for the future pipeline.
- Supporting development of the CRSTS 2022-27 programme.
- Increasing capacity and skills within the Combined Authority and partner councils.

## Business Case Summary

### Strategic Case

The West Yorkshire CRSTS Capacity Fund will support a range of the Combined Authority's policies and strategies contained within the Strategic Economic Framework (SEF), specifically:

- Delivering 21st Century Transport - The scheme supports the CRSTS programme which helps deliver – and is fully aligned with – the West Yorkshire Transport Strategy 2040 and draft Connectivity Infrastructure Plan, which are the key strategies and plans underpinning this priority.
- Boosting Productivity - The key national CRSTS objective is driving growth and productivity through infrastructure investment. This CRSTS Capacity Funding will support delivery of the CRSTS Programme which will help achieve the national objective and the West Yorkshire SEF priority.
- Enabling Inclusive Growth.
- Tackling the Climate Emergency

The capacity funding will support Investment Priority 5 (IP5) – Future Transport of the West Yorkshire Investment Strategy (WYIS) and development of wider transport policy that will support current and future CRSTS programmes.

The capacity funding will also support the CRSTS programme delivery which will deliver on several mayoral priorities including:

- Prioritise skills and training to ensure everyone in West Yorkshire has the skills they need to secure work.
- Put keeping women and girls safe at the heart of my policing plan.
- Bring buses back under public control, introduce simpler fares, contactless ticketing, and greener buses.
- Tackle the climate emergency and protect our environment.

The capacity funding seeks to provide the West Yorkshire partners with the necessary capacity and skills to support and deliver the CRSTS programme.

The Combined Authority is gearing up for sustained, substantial government investment in local transport infrastructure in West Yorkshire, to be delivered through a five-year CRSTS capital grant covering the period 2022/23 to 2026/27. Further five-year settlements are expected to follow.

### Economic Case

Value for money assessments for funding and activities of this nature are not considered appropriate, with no known assessment methodology or comparators to base an assessment on.

However, investment of this kind is still regarded as providing good value for money. Relatively small amounts of funding used to support the development of strong and compelling funding bid submissions in recent years has effectively leveraged in billions of pounds of central government funding in transport and non-transport sectors for West Yorkshire. For example, external consultancy support for CRSTS business case development to provide economic case support will be instrumental in securing a final allocation of £830,000,000 of central government funding.

### Commercial Case

Activities will be funded via a combination of existing staff resource, external recruitment, and procurement of external suppliers where necessary.

Procurement of any external suppliers for consultancy or training will be undertaken in line with the Combined Authority's contracting and procurement policies.

Depending on the nature and value of external support required, existing frameworks may be used, including the professional services framework in place to support the CRSTS programme. If other support is needed that is judged to be outside of the scope or expertise of the current framework providers, individual procurements will be undertaken.

### Financial Case

There is no detailed guidance from government on constraints on how the funding is to be used and as part of a devolved long term funding settlement, a degree of local discretion can be expected in line with the commitment in the West Yorkshire Devolution Deal.

Furthermore, no monitoring or reporting requirements have been defined, and there are no conditions for funding to be spent in year and it is expected that funding can be used through the CRSTS period to deliver support when required, to meet local needs.

Department for Transport CRSTS capital funding settlements are complemented by revenue funding allocations to Mayoral Combined Authorities, known as CRSTS Capacity Funding.

CRSTS capacity resource funding was initially confirmed to Mayoral Combined Authorities in 2021 and subsequent confirmations via ministerial letters and grant determinations, with £21,343,000 total funding expected. To date, £17,857,000 has been granted and paid to the Combined Authority.

### Management Case

Since the original business case submission in March 2022, governance arrangements have been reviewed and it is now proposed to be provided by the West Yorkshire Local Transport Plan (LTP) Board which oversees the development of the LTP.

As development of the LTP is a key output of this programme, and all future transport investment and delivery will need to be aligned to the LTP and deliver towards its vision, objectives and policies, this board is felt to be the most appropriate governance structure. The LTP Board, chaired by the Combined Authority's Director of Transport Policy and Delivery, has accepted oversight of CRSTS Capacity Fund as part of its remit. and will make strategic decisions about programme changes, the detail making up activity areas and reallocations of funding between and within themes.

Progress including spend to date and forecasts, alongside benefits achieved, will also be reported to CRSTS Operational Programme Board as part of quarterly reporting to government.