

## **GREATER MANCHESTER COMBINED AUTHORITY**

Date: Friday 25 March 2022

Subject: City Region Sustainable Transport Settlement Draft Programme Case  
Interim Award

Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport,  
and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM

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### **Purpose of Report**

This is a report to update members on the process to secure a City Region Sustainable Transport Settlement for Greater Manchester, and to request delegation of the agreement and release of the interim CRSTS Programme Case award to the Chief Executive Officer, GMCA and TfGM, in consultation with the GM Mayor.

### **Recommendations:**

The GMCA is requested to:

1. Note that GMCA, as requested by Government on 20 July 2021, prepared and submitted to the Government's City Region Sustainable Transport Fund in early September, as part of the process to secure up to £1.19 billion of capital funding for the period 2022/23 to 2026/27.
2. Note that on 22 November 2021, the Secretary of State wrote to the GM Mayor to say that GMCA had be awarded an indicative allocation of £1.07 billion of capital funding conditional on the submission of a programme business case by the end of January 2022.
3. Note that GMCA subsequently submitted the draft CRSTS Programme Case to government on 31<sup>st</sup> January 2022.

4. Note that GMCA have been informed by the Department for Transport that they intend to grant at least an interim award of CRSTS funding to GMCA in March 2022, in advance of finalising the full award.
5. Delegate to the Chief Executive Officer, GMCA and TfGM, in consultation with the GM Mayor, the agreement and allocation of an interim award to ensure that those elements of the CRSTS programme that require funding from April 2022 are able to draw down funds.
6. Note that the outcome of this process is reported back to GMCA.

## Contact Officers

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## Equalities Implications:

The CRSTS pipeline has been prepared to make a major contribution to improving the quality of life of all our residents by helping to improve accessibility to jobs and essential services; to provide an accessible and affordable public transport alternative for the third of GM households who do not have access to a car; and to deliver a more comprehensive active travel network to enable more people to incorporate physical activity into their daily lives.

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing	G	
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		
<b>Further Assessment(s):</b>	Equalities Impact Assessment and Carbon Assessment	
 <b>Positive</b> impacts overall, whether long or short term.	 <b>Mix of positive and negative</b> impacts. Trade-offs to consider.	 <b>Mostly negative</b> , with at least one <b>positive</b> aspect. Trade-offs to consider.
		 <b>Negative</b> impacts overall.

## Climate Change Impact Assessment and Mitigation Measures:

This bid comprises a carefully constructed investment pipeline that directly addresses our shared drive to enhance productivity, level up and secure real reductions in carbon emissions, including 28,000 tonnes saving that can be secured through the conversion of 33% of the bus fleet to zero-emission vehicles. This bid will provide a funding stream for the Bee Network and its vision which directly promotes a clear pathway to GM's ambition to become carbon neutral by 2038 by providing excellent public transport and active travel choices for all, promoting sustainable travel behavioural change through integrated spatial, digital and transport planning; and supports the electrification of vehicles and public transport fleets.

## Carbon Assessment

Overall Score				
<b>Buildings</b>	<b>Result</b>	<b>Justification/Mitigation</b>		
New Build residential	#DIV/0!	No new build residential as part of bid, only transport infrastructure to enable access and encourage behaviour change.		
Residential building(s) renovation/maintenance	N/A			
New Build Commercial/Industrial	N/A			
<b>Transport</b>				
Active travel and public transport				
Roads, Parking and Vehicle Access		No increase in conventional parking. Strategy will incentivise active travel and public transport and reduce traffic in town/city centres		
Access to amenities				
Vehicle procurement		Whole life carbon costs to be considered during procurement (electric buses)		
<b>Land Use</b>				
Land use	#DIV/0!	Relevant assessments carried out at scheme basis at appropriate point in delivery		
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.

### Risk Management:

There are no direct risk implications of this report. Established risk management as set out in the GM capital programme assurance framework will be followed in the delivery of the CRSTS investment programme.

### Legal Considerations:

There are no direct legal considerations related to this report.

### Financial Consequences – Revenue:

The City Region Sustainable Transport Fund is for capital funding only. Revenue consequences as a result of the CRSTS proposals in this report are related to the Bus Service Improvement Plan, which is going through a separate funding process with Government.

### Financial Consequences – Capital:

The City Region Sustainable Transport Fund submission includes proposals to secure up to £1.07 billion of capital funding for the period 2022/23 to 2026/27, supplemented by a local capital contribution of £170 million over the same period.

**Number of attachments to the report: 0**

**Comments/recommendations from Overview & Scrutiny Committee**

N/A

**Background Papers**

GMCA Report Friday 10 September 2021, Item 24, City Region Sustainable Transport Settlement Prospectus

GMCA Report Friday 28 January 2022, Item 14, City Region Sustainable Transport Settlement Draft Programme Case

**Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

Yes

**Exemption from call in**

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

No

**GM Transport Committee**

N/A

**Overview and Scrutiny Committee**

N/A

# 1. Purpose of Report

1.1 This report:

- Sets out the background to the City Region Sustainable Transport Settlement process.
- Presents the current status of the process with the Department for Transport; and Seeks approval to delegate to the Chief Executive Officer, GMCA and TfGM, in consultation with the GM Mayor, the agreement and allocation of the interim award to ensure that those elements of the CRSTS programme that require funding from April 2022 are able to draw down funds.

## 2. Background

- 2.1 In its Spring Budget statements 2020 and 2021, the Government stated the intention to establish an Intracity Transport Fund (ICTF) of up to £4.2 billion over 5 years, ringfenced to Mayoral Combined Authority city regions. Following this, in April 2021, the Mayor was notified by Treasury that GM had been awarded £8.6 million development funding for 2021/22 to prepare for a negotiated submission to the ICTF with guidance to follow on that process.
- 2.2 On 20 July 2021, DfT issued the guidance for the renamed City Region Sustainable Transport Fund (CRSTF) and Settlement (CRSTS) process, which will combine certain elements of existing capital funding (including the Integrated Transport Block, Maintenance Funding, and future years Transforming Cities Funding) in addition to the new £4.2 billion.
- 2.3 At its meeting on 10th September, GMCA approved the submission of the Prospectus based upon the upper bound guideline of £1.19bn for government consideration as part of the 2021 Spending Review process.
- 2.4 On 22 November 2021, the Secretary of State wrote to the GM Mayor to say that GMCA had be allocated an indicative £1.07 billion of capital funding conditional on the submission of a programme business case by the end of January 2022, noting that initially the Secretary of State letter requested submissions by 14th January.

### **3. Current status of engagement with DfT**

- 3.1 At its meeting in January 2022, GMCA agreed to delegate the finalisation and submission of the draft GM CRSTS Programme Case to Chief Executive Officer, GMCA and TfGM, in consultation with the GM Mayor, which was submitted to government on 31st January 2022. The Department for Transport are in the process of reviewing GM's draft Programme Case submission, alongside submissions from other Mayoral Combined Authorities.
- 3.2 At the time of writing, it is unclear whether MCAs will receive the full award before purdah for the local elections, or whether an interim award will be made this month. However, the Department for Transport are keen to ensure that neither development or delivery are unnecessarily delayed, particularly where delivery could be taking place from April 2022.
- 3.3 These are the three existing funding programmes that have been consolidated within the CRSTS process:
  - i) Core highways maintenance funding;
  - ii) Integrated Transport Block funding for Local Transport Plan purposes; and
  - iii) The final year allocation of Transforming Cities Fund.
- 3.4 Allocations of these funds, and in particular the allocations of ITB and core highways maintenance funding by local authority will be developed and agreed via the GM Chief Executives Group, in consultation with the GM Treasurers Group and local authority highways and transport officers, based upon precedents set in previous years.
- 3.5 It is noted that, as set out in the draft GM CRSTS Programme Case, the scheme development and funding approvals for CRSTS projects will be governed by the Single Pot Assurance Framework.

## **4. Next Steps and Recommendations**

4.1 Subject to approval by the Combined Authority, and subject to the receipt of the interim award from DfT, the interim funds will be allocated across the three programmes in paragraph 3.3 and governed by the Single Pot Assurance Framework.

4.2 GMCA is recommended to:

- Delegate to the Chief Executive Officer, GMCA and TfGM, in consultation with the GM Mayor, the agreement of the allocations of an interim CRSTS award and enter these into the GMCA transport capital programme from 1st April 2022 to allow for their drawdown.
- Ask that the outcome of this process is reported back to GMCA.