



Department  
for Transport

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From the Secretary of State  
**The Rt. Hon. Grant Shapps**

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29 July 2022

Dear Tracy,

### **Finalised City Region Sustainable Transport Settlement**

I wrote to you in April 2022 to confirm West Yorkshire Combined Authority's (WYCA) City Region Sustainable Transport Settlement (CRSTS) for the next five years, alongside which this update should be read. Your settlement represents a significant investment and I am grateful to you for continuing to work with my officials over recent weeks to finalise the outstanding details of your delivery plan. I recognise the work undertaken to reach this position.

I am pleased to now confirm your programme delivery plan, details of which are included in Annex A alongside this letter. You have local flexibility in managing this programme to deliver against the agreed outcomes. However, you should not expect additional HMG funding to meet any cost overruns.

Last Year, the Integrated Rail Plan for the North and Midlands committed £100m to start work on the West Yorkshire Mass Transit System and to explore how best to take HS2 services to Leeds. I recognise that your CRSTS programme assumes a specific proportion of this funding being available for mass transit. There is still further work to do to scrutinise costs and funding from the IRP, but my officials will work with you over the coming weeks to finalise a position.

## **Local contribution**

As you know, all Mayoral Combined Authorities (MCAs) eligible for CRSTS are expected to make a contribution of at least 15-20 percent of the funding granted for capital enhancements, fully additional to the sum granted by HMG, and raised locally. Central government funding, either direct or indirect, cannot count towards your local contribution. This is in recognition of the active role that authorities are playing in developing investment strategies for their local transport networks, and is also in line with the approach taken in London.

Thank you for your proposed response on local contribution, which I am now content to approve. I expect delivery against this proposed local contribution to form part of your monitoring reports to my Department. I would also encourage you to continue to explore opportunities to develop further funding over the course of the settlement period. Failure to provide your proposed local contribution will see future years' enhancements funding reduced in proportion to any ongoing shortfall.

## **Monitoring and accountability**

With these settlements you have been provided with longer-term funding certainty to plan strategic improvements to your local transport networks. It is only right that this is accompanied by accountability for delivery against the agreed outcomes.

This letter, the details of your funding settlement and your agreed delivery plan will be published on GOV.UK. You will be required to update on progress of delivery against these outcomes on an annual basis to ensure Government and local electorates are able to judge the performance of each mayor and their combined authority.

As previously outlined, it is a condition of the funding that you must also collaborate fully on the monitoring and evaluation (M&E) of the programme with my officials and with the appointed national evaluators. This will involve submitting regular reports, initially on a quarterly basis, on progress against your proposed delivery plan and use of the capital and resource funding allocated. To minimise the burden on you and your officials, I intend to align this regular reporting system with that on other HMG funding streams. You should note that future funding may be reduced if agreed schemes are not delivered, modified, delayed significantly or removed.

As Secretary of State for Transport I retain the right to ask for additional information on the delivery of projects as the programme progresses, and to take appropriate action to ensure fund priorities and value for taxpayers are delivered.

## **Change Control**

As I outlined in April 2022, in many cases changes in timing, scope or cost of schemes can be managed locally over the 5-year settlement period, whilst maintaining local transparency and an appropriate level of Government oversight. You have flexibility to manage your programme within the 10% overprogramming you have proposed, but you will be required to provide updates on any changes through your ongoing reporting and as part of the annual update of your published delivery plan. You are responsible for managing delivery of your programme and no additional HMG funding will be provided to meet cost overruns on your agreed settlement.

Any significant changes to your programme will be managed through a formal change control process with the Department. You should engage with officials in good time to discuss any concerns around delivery or to seek approval for any amendments that you may wish to make to your delivery plan. Changes requiring approval from the Department include:

- Introduction of any new schemes beyond those included in your agreed settlement and overprogramming
- Cancellation, termination, or major scope reductions of significant projects
- Significant cost overruns that impact on scheme value for money and the wider programme
- Delivery changes which could have a material impact on the fund, result in funding not being spent within the period or bring significant reputational challenges
- Significant changes to outputs or outcomes which materially impact on a public announcement or commitment

This process has been designed to ensure that change is agreed at the right level without disproportionate additional burdens on your authority or the Department. Any changes must meet the objectives of the programme, as set out in the prospectus document, to drive growth and productivity, level up and decarbonise transport. Further details regarding the thresholds for programme adjustments and the required

approvals process will be outlined by officials in the coming months following discussions with your officers.

## **Scheme list**

The attached Annex A includes the details of your confirmed delivery plan. As highlighted in my previous letter, for the majority of the investments in your delivery plan which are subject to your agreed Assurance Framework, you will have no requirement to seek further assurance from DfT. I recognise that you have incorporated overprogramming across the schemes in your core programme. Any additional funding required to deliver these agreed schemes should be sourced locally, and you remain responsible for delivery.

However, the following schemes will be retained by the Department in line with previous guidance and criteria, and will need to have their business cases agreed by DfT. Sponsorship teams will be confirmed to your officials for each scheme, who will be able to provide advice and support on taking schemes through the Department's approval processes:

- Mass Transit Programme (Scheme value over £50m)

## **Future engagement**

My officials will continue to work closely with your officers throughout the implementation, delivery, and monitoring of your CRSTS programme. I look forward to your schemes making a transformative impact on local transport networks in WYCA, ensuring that we take strides toward levelling up local transport connectivity across the country significantly closer to the standards of London by 2030.

Yours sincerely,



**Rt Hon Grant Shapps MP**

**SECRETARY OF STATE FOR TRANSPORT**