



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 Oliver,

Finalised City Region Sustainable Transport Settlement

I wrote to your predecessor in April 2022 to confirm South Yorkshire Mayoral Combined Authority's (SYMCA) 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.

As outlined in my previous letter in April, there were a number of schemes where HMG requested further clarification or assurances to understand how they achieved value for money and delivered against the objectives of the CRSTS. I noted that these schemes would require further Departmental approval. Following a further assessment process, I can confirm that the following scheme will not be funded in full in this CRSTS period:

- Rotherham Mainline station, including tram-train element.

SYMCA may proceed with spending up to £1m in this CRSTS period to develop the Outline Business Case (OBC) for an integrated mainline and tram-train station. Any further spend is subject to HMG approval based on a value for money and affordability assessment for the integrated station as a whole. This assessment should work on the basis of existing HMG commitments only and should assume by default that no funding outside of CRSTS is available. I therefore request that you work with my officials to bring forward additional schemes for the remainder of this funding

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, together with a pipeline of 10% overprogramming. 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.

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 Phase 1 & 2 (scheme value over £50m)
- Railway reinstatement: North Barnsley to Wakefield via Royston - Phase 1 (delivery spend beyond 2026/27; need to ensure integration with national networks)
- Gateway East (scheme value over £50m & further discussion required on cost and passenger forecasting)
- Rotherham Main Line station tram-train element (need to ensure integration with national networks; funding for further development of this scheme is subject to HMG approval)

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 SYMCA, 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