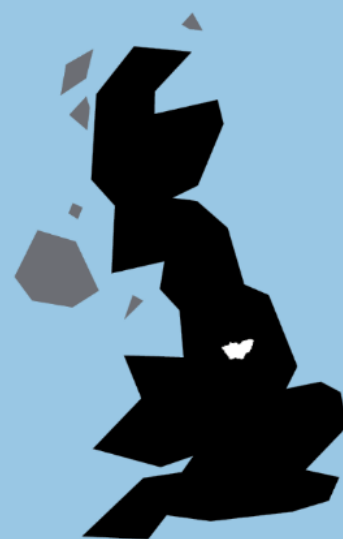




City Region Sustainable
Transport Settlement
Annual Report
2024/25



Funded by
UK Government



1. South Yorkshire's CRSTS Programme Overview

1.1 BACKGROUND

In November 2021 the South Yorkshire Mayoral Combined Authority, (SYMCA / the MCA), put forward a prospectus of transformational transport schemes up to an indicative allocation of £570 million from the City Region Sustainable Transport Settlement (CRSTS). SYMCA was awarded the full capital allocation, alongside an award of revenue funding to support the early development of the capital programme and build longer term local transport planning and delivery capacity.

CRSTS funding will support the MCA to deliver a step change in tram and bus services and high-quality walking, wheeling and cycling routes, rail station accessibility improvements and support highway and asset maintenance across South Yorkshire. This Annual Report provides a progress update at the end of the third year of the CRSTS programme.

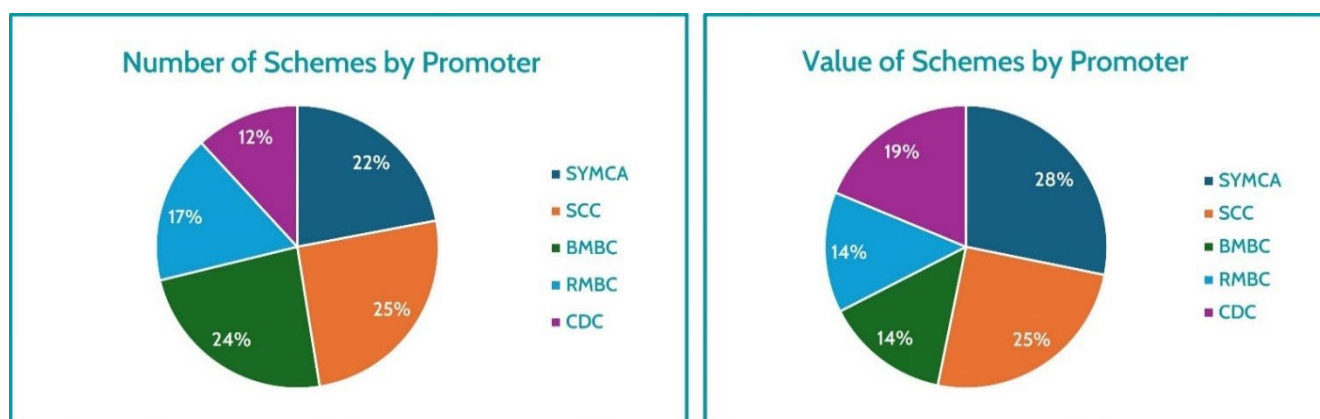
1.2 SUMMARY OF PROGRAMME PERFORMANCE

At the end of 2024/25, there are 61 schemes reporting in the CRSTS programme. This increase in the number of schemes, from 57 at the end of 2023/24, follows an intense period of focus to optimise deliverability by March 2027 through phasing and merging of schemes. Spend to date is £148.24m, with an in year spend of £69.2m.

At the end of 2024/25:

- **£47.16m (8%) has been provided as early development grant**
- **£159.7m (31%) funding is fully committed to schemes post FBC (excluding on-hold & discontinued schemes)**

Figure 1: Overview of schemes in the SYMCA CRSTS programme

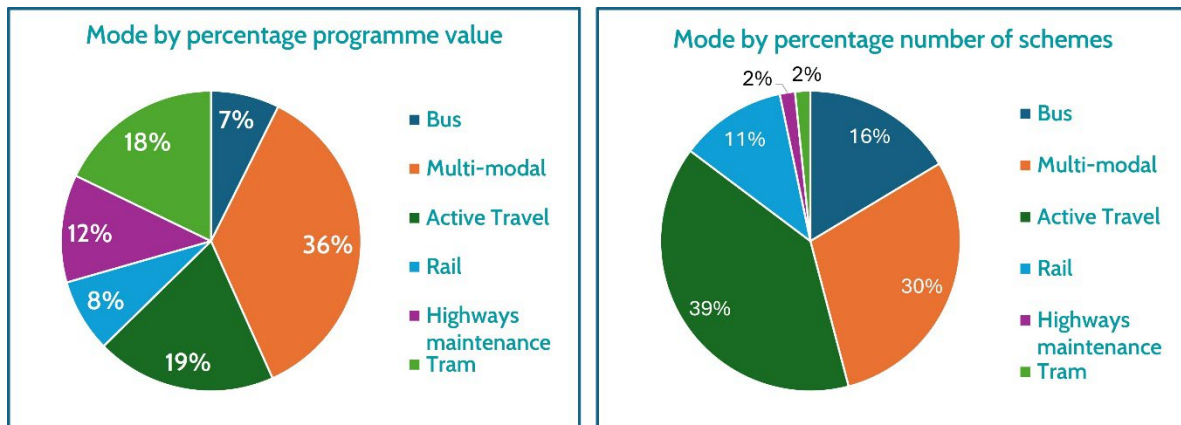


1.3 OVERVIEW OF THE PROGRAMME BY TRANSPORT MODE

The distribution of our CRSTS programme across transport modes reflects our commitment towards public transport and active travel, providing efficient, good value, sustainable and healthy mode

choices to all travellers. As business cases progress through Strategic Business Case to Outline Business Case and beyond, our Assurance Process ensures there continues to be a clear thread between scheme delivery and these strategic priorities. The following charts show the blend of transport mode by value and by number of schemes at March 2025.

Figure 2: Overview of programme by mode



1.4 PROGRESS HIGHLIGHTS 2024-25

SYMCA's CRSTS programme has made good progress in moving schemes through to detailed development and into delivery. By the end of the year, there were just two schemes remaining at the Strategic Business Case stage. These are both forecast to submit their Strategic Business Case for approval during the first quarter of 2025/26. Reaching this milestone gives confidence that the MCA will be able to commit funding for construction start dates during the final two years of the programme.

During 2024-25, the MCA approved **16** business cases as follows:

- 7 schemes received approval for their Strategic Business Case.
- 4 schemes received approval for their Outline Business Case.
- 3 schemes valued under £2m received approval to progress to the delivery stage following submission of their Business Justification Case
- 2 Full Business Cases (for schemes over £2m) were approved to progress to the delivery stage.

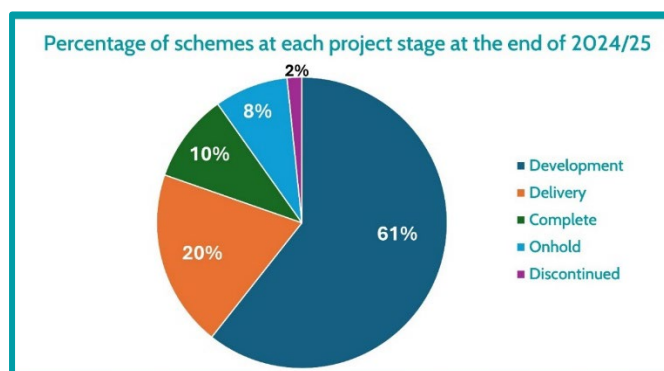


Figure 3 shows the distribution of schemes by stage at the end of 2024/25. Five schemes completed construction during the year, bringing the total of completed schemes to six. Looking ahead, a further eight schemes are expected to complete in 2025/26 and a further 33 business cases are planned for submission.

1.5 PROGRAMME OBJECTIVES AND STRATEGIC DRIVERS

Individually, each of these schemes will provide genuine choices about the way people travel, improving access to employment and leisure opportunities, reducing transport poverty in some of the country's most deprived wards whilst giving others the confidence to leave their car at home. As a collective, the programme will additionally deliver improved road safety, air quality and contribute to our region's net zero ambitions.

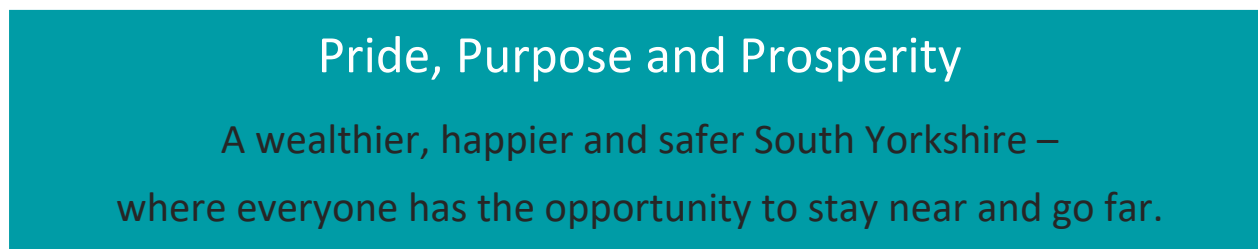
Schemes shortlisted in the 2022 funding bid were selected for their alignment with local and national policy and fund objectives of growing the economy through infrastructure investment, levelling up public transport and accelerating the decarbonisation of our transport system.

SYMCA policy development during 2024/25, continues to amplify our commitment to the above and includes:

- The adoption of a refreshed Corporate Plan, clarifying our vision, mission and organisational objectives (see below).
- Co-design of the new Walking, Wheeling and Cycling Strategy alongside colleagues from our constituent authorities.
- The decision to proceed with Bus Franchising, complementing the decision taken in 2023/24 to take the Tram back into public ownership as evidence of our commitment.

The new vision and co-design work is already informing business planning, including consideration of our future pipeline.

Figure 4: SYMCA refreshed vision 2024/25



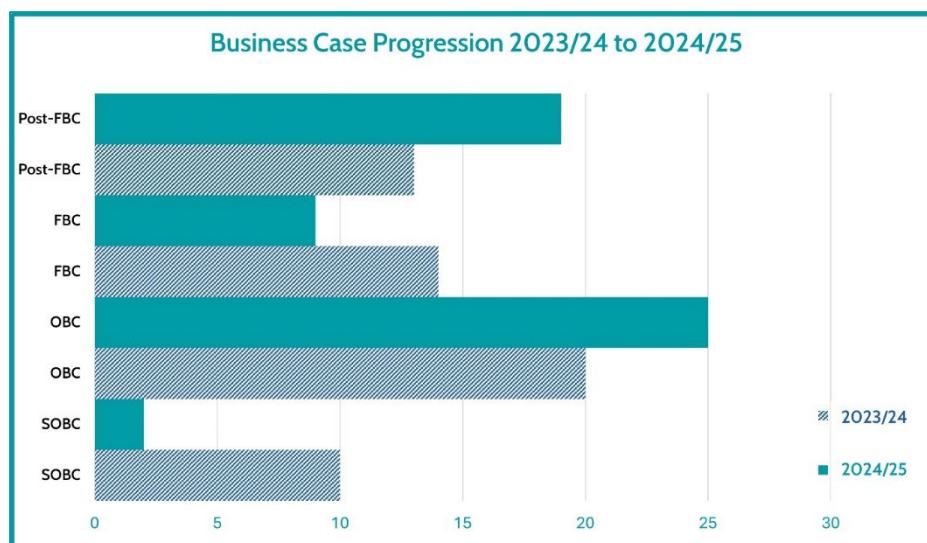
2. Programme Status

2.1 PROGRESS

At the end of the 3rd year of the CRSTS programme our spend to date is £148.24m.

Approximately 60% of the programme remains in development, with complex stakeholder consultation, multiple election stand-down periods and challenges in engagement with statutory undertakers contributing to longer than anticipated development stages this year. However as demonstrated by the figure below, significant progress was made in moving schemes through the development gateways and into delivery.

Figure 5: Business cases at each development gateway – March 2024 to March 2025 comparison

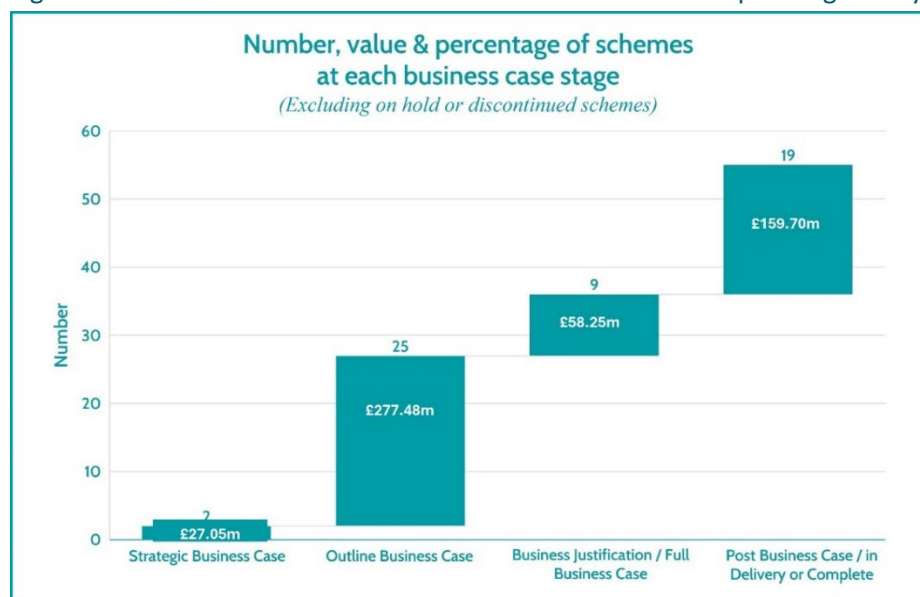


Over 30% of the programme is now post Full Business Case and at the end of March 2025, only two Strategic Business Cases remain in development.

Passing this key milestone gives confidence that schemes across the programme will be in delivery within the final year of the CRSTS funding window and provides a clearer picture delivery constraints and opportunities. Where beneficial, scheme promoters have been supported to segregate or phase work packages post SBC to maintain momentum through detailed development stages. As a result, we are now reporting against 61 schemes, compared to 57 at the end of 2024/25.

The following figure shows the number and value of business cases at each gateway stage at the end of March 2025.

Figure 6: Number and value of business cases at each development gateway



Five further schemes completed during 2024/25:

- Sheffield's **Kelham / Housing Zone North** active travel scheme, unlocking housing growth and regeneration and attracting national interest in the West Bar Roundabout.
- Phase 1 of Sheffield's Connecting Sheffield - **Magna-Tinsley** project, including a new Toucan crossing reducing levels of severance near the Meadowhall Shopping area plus enabling works for the larger second phase of the project.
- A significant uplift to the **Trans Pennine Trail** in Doncaster, providing welcome accessibility and usability enhancements for this major off-road active travel and recreational route.
- Bus priority improvements on the **A631 Maltby Road** in Rotherham, including new bus lanes and bus stop improvements.
- New cycleways, traffic calming and re-modelling of crossings to improve the safety of pedestrians and cyclists on **Broom Road** in Rotherham.



Figure 7: Broom Road Cycleways, Rotherham

A further eight schemes are forecast to complete in 2025/26, with residents across the region benefiting from new cycling hubs, on and off-road active travel improvements, park and ride and bus priority schemes.

2.2 RETAINED SCHEMES

A retained scheme is one where DfT keeps an interest in the specific scheme and pay an active role in assessing and approving its progress. There were four retained schemes identified within the SYMCA CRSTS programme:

- **Rotherham Gateway Station**

The Rotherham Gateway Station project sits at the heart of the masterplan for the wider regeneration of the area. If approved, the scheme proposes to radically enhance connectivity of the area, not only within South Yorkshire, but to and from other centres of advanced manufacturing, international gateways and London.

A £1m contribution from the CRSTS programme is contributing to the initial Outline Business Case development for the scheme which is hoped to include:

- A new main line rail station on the line between Sheffield and Leeds/Doncaster
- A new tram-train stop on the line between Sheffield Cathedral and Rotherham Parkgate
- Associated investment in station facilities and public realm, with the potential to provide new commercial development in the area between the main line station and the tram-train stop.
- the integrated tram-train and mainline station project.

RMBC have completed the development and optioneering for this scheme to Outline Business Case to be submitted to DfT in the first Quarter of 2025/26 with a decision anticipated summer 2025.

Figure 8: Rotherham Gateway Station illustrative vision



- **Mass Transit – OBC Plus Development**

The Mass Transit scheme is a multi-year modularised renewal of South Yorkshire’s Supertram system. The package of tram renewal measures includes works to the depot, network infrastructure, power, vehicles and service improvements.

Ministerial approval was received for the Outline Business Case during 2024 and further approval was received from DfT’s Investment Portfolio and Delivery Committee in January 2025 for draw down of funding up to £85m to enable essential maintenance and investment work such as re-railing, power, depots and customer facilities to go ahead in parallel with on-going development of future work packages.

Three Mass Transit work packages (Infrastructure, Power and Depot) have been selected for inclusion in the CRSTS National Evaluation.

SYMCA’s Strategic Transport team are engaging with other light rail schemes nationally to ensure sharing of best practice. This includes the Very Light Rail system in Coventry and the developing plans for mass transit in West Yorkshire.

- **Gateway East**

Gateway East refers to a large-scale development area within Doncaster, which includes Doncaster-Sheffield Airport (DSA). The scheme has a £30m allocation in the CRSTS programme, reported as on-hold pending wider decisions around the future of DSA.

- **Railway Re-instatement North Barnsley to Wakefield**

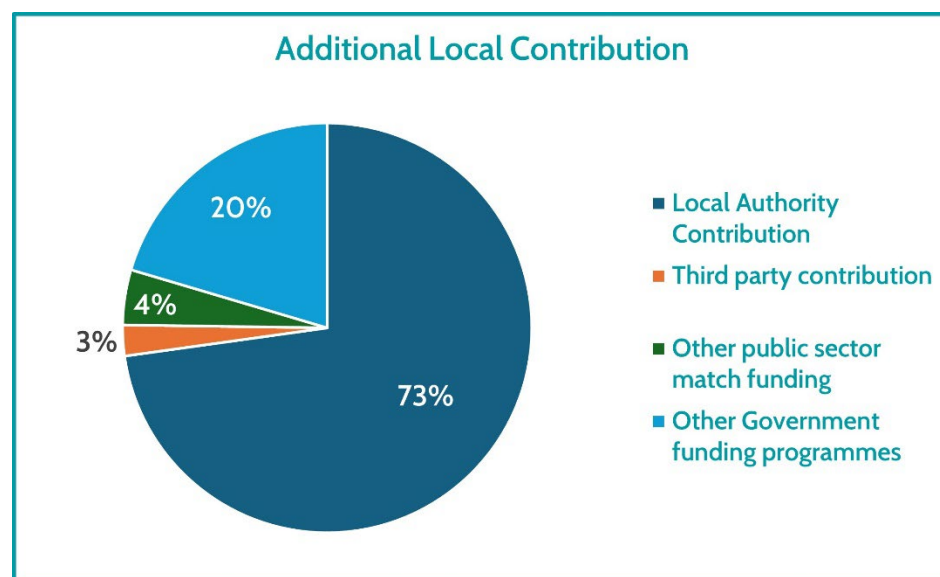
This development only scheme was discontinued in 2024, following the initial phase of feasibility works. The remaining funding has been re-allocated within the Barnsley MBC CRSTS portfolio.

2.3 LOCAL CONTRIBUTION

In addition to the £570m CRSTS Programme, the programme has leveraged Local Contribution and Other Capital Contribution to the value of £189,495,667 made up as follows:

- Local Authority contribution £137,985,869
- 3rd Party contribution £4,600,981
- Other public sector (scheme level match funding) £8,244,870
- Other DfT (ZEBRA / TCF (non-final year) / ATF) £38,710,721

Figure 9: Local and Other Capital Contribution by Source



3. Programme Confidence Assessment

3.1 DELIVERY CONFIDENCE

CRSTS was set out as a five-year programme running from April 2022 – March 2027. SYMCA's programme confidence assessment is reviewed quarterly and rated on a red, amber, green scale to give a headline delivery confidence status, considering the likelihood of successful delivery against the approved time, cost and value for money parameters agreed, current risks and issues and action being taken to mitigate these.

A programme-wide re-baseline proposal was approved in March 24, following unprecedented economic challenges for construction during the first two years through the combined impacts of the pandemic and war in Ukraine. The "re-baseline" is shown as the blue line on Figure 10 below.

Whilst actual and forecast spend profile has initially tracked behind the re-baseline, it is anticipated that there will be a steep uptick in the final two years of the programme, as the majority of schemes enter the construction phase. The dashed line shows the forecast with schemes such as Gateway East, currently on hold, stripped out. Approximately 5% of the programme has been forecast as completing

beyond the current programme window of March 2027. For this reason, the delivery confidence assessment in March 2025 has been rated as Amber.

Figure 10: Re-baseline vs the latest forecast spend profile for the programme

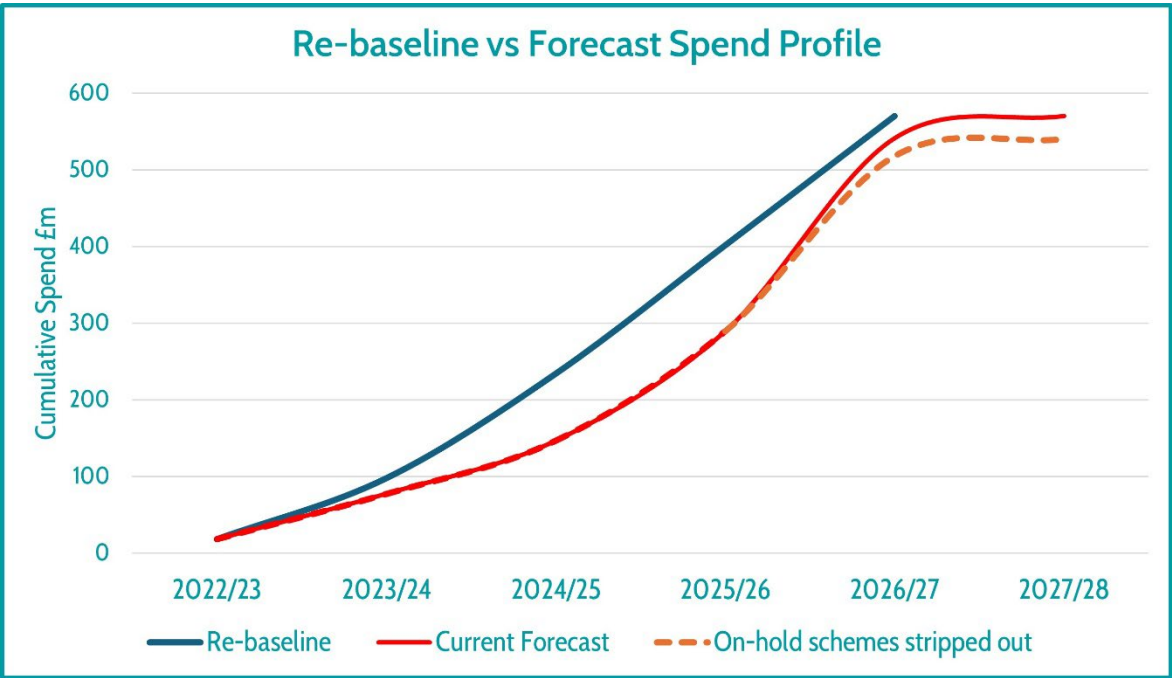
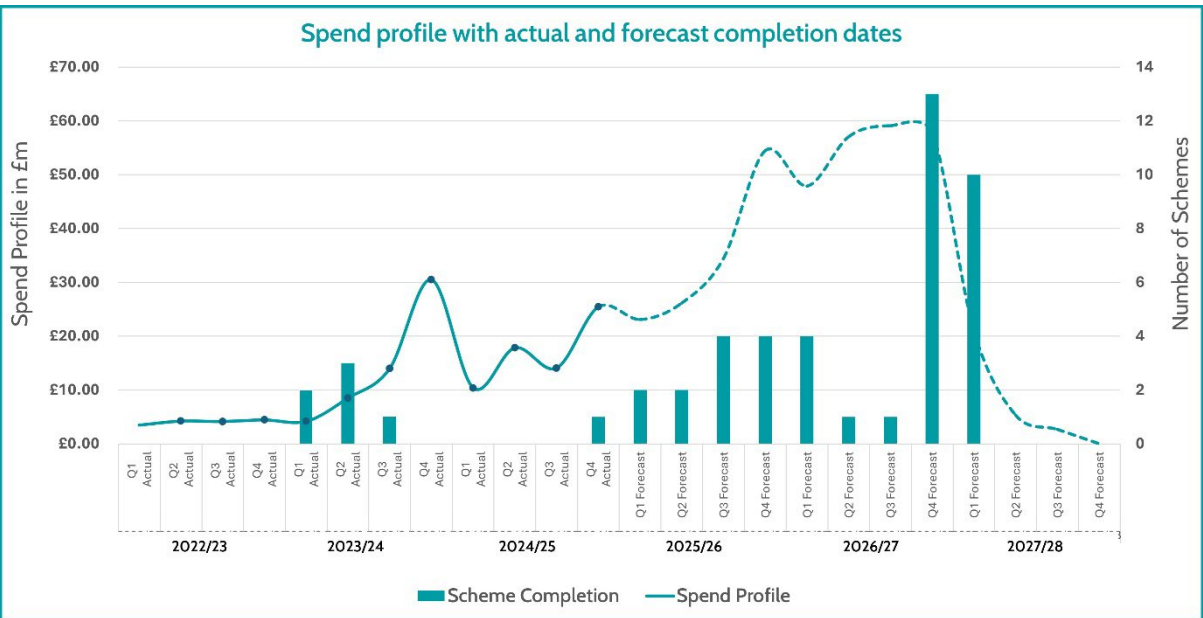


Figure 11 shows the way in which spend profile tracks scheme completion dates, illustrating the time lag between practical and financial completion on schemes.

Figure 11: Spend profile projected against forecast completion dates



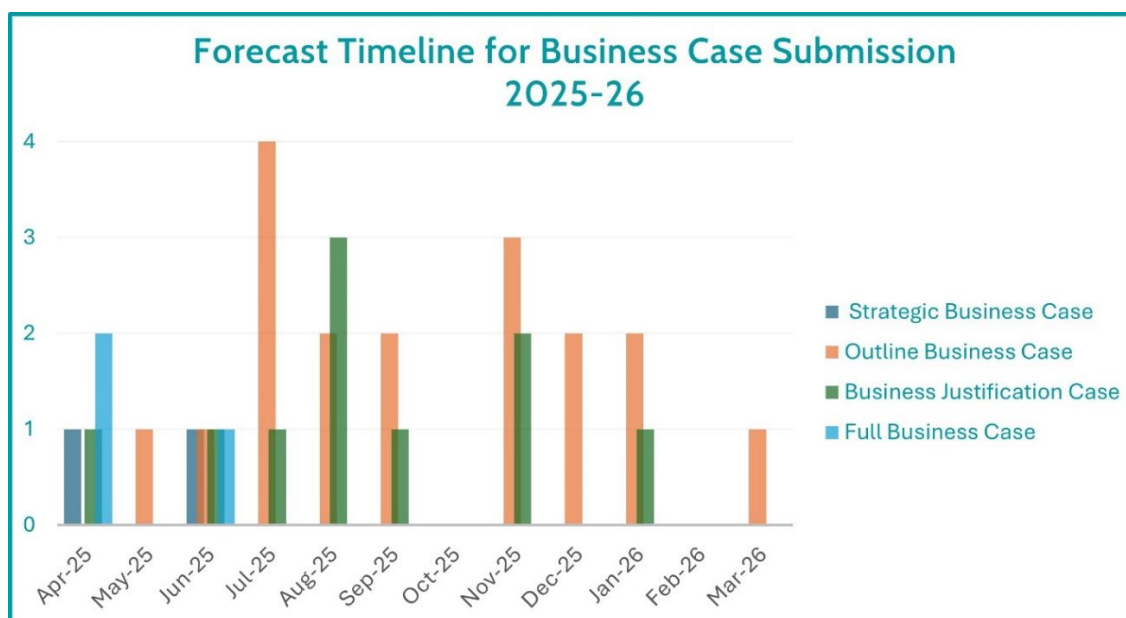
3.2 RISK AND MITIGATION

SYMCA monitors risks at programme and project level to ensure delivery can be achieved as planned. The top three programme level risks to delivery are:

Risk Title	Risk Description	Consequences	Mitigation
Completion by March 2027	22 schemes forecasting completion Q3 & Q4 2026/27	Programme slippage into 2027/28.	High level engagement with scheme promoters. Review of portfolio delivery plans & overprogramming. Regular dialogue with DfT CRSTS leads. Early warning of risks & issues & prompt action.
Sufficient skilled / qualified resource capacity to meet demand	Limited pool of resource / capacity across LA's, including finance, legal & procurement as well as Transport specific expertise at all parts of supply chain eg Transport Planners.	Churn of personnel between MCA's, scheme promoters & consultants. Slippage against programme & cost inflation.	Use of CRSTS revenue funding to provide confidence for longer term workforce planning. Focus on growing talent within the region. Co-operation across delivery partners with plans for establishment of shared resource – centres of excellence approach. Effective systems that are resilient to changes in personnel.
Cost Inflation	Inflationary pressures resulting from labour & commodity inflation early in the programme “baked in”.	Challenges in delivering within original funding allocations. Schemes may be phased, de-scoped or limited to development only.	Promoters challenged to be realistic about cost, programme & scheme risks. Early warning of risks & issues. Programme flexibility within & across funding years. Scalable schemes allow progress via phasing with a focus on deliverability & value for money with the programme window.

The MCA is working closely with scheme promoters to unblock barriers to progress and optimise contractual commitment by March 2027, including the identification of early works within the TCR programme which have the potential to be delivered within the CRSTS programme timeframe. There is a clear timetable for business case submission as shown in Figure 12 below.

Figure 12: Forecast Timeline for Business Case Submission



Resource capacity has been a significant constraint during the early years of the programme, however, is being eased by increased confidence in the long-term availability of revenue funding to support the CRSTS and TCR capital investment programmes. Skills sharing, increased use of shared procurement frameworks and the development of centres of excellence are also in consideration as a means to ensure the right level of skilled resource is available to all scheme promoters at the time when it is needed.

Twelve of the schemes reported through the CRSTS programme are legacy Transforming Cities Fund (TCF) projects. Cost inflation continues to be a risk generally but is a particular challenge for these schemes. A process of managed portfolio review is enabling scheme promoters to re-prioritise funding to their well-developed TCF schemes whilst continuing to make progress on the development of scalable CRSTS schemes.

4. Assurance and Evaluation

The SYMCA Assurance Framework sets out how the MCA will use public money responsibly: making informed decisions to achieve best value for money and acting in an open and transparent manner. It explains the governance structures in place for making decisions, outlines the policies and procedures that support decision-making, and summarises how investments and interventions are appraised, approved, published and managed. Each year the MCA is required by Government to review, update and publish its Assurance Framework by the 31st of March.

4.1 CARBON MANAGEMENT PLANS

The Assurance framework review this year saw a step change in carbon quantification. Following a series of workshops with scheme promoters, the introduction of a Carbon Management Supplementary form to inform understanding and reporting of infrastructure and in use carbon impacts of all transport schemes with a total value over £5 million.

4.2 DESIGN REVIEW PANEL

The introduction of the Design Review Panel (DRP) was new last year. Over the course of 2024/25 it has become fully embedded and all schemes which incorporate any element of active travel infrastructure are reviewed by the DRP ahead of business case submission, driving improvements and consistency with best practice in the design and delivery of walking, wheeling and cycling infrastructure.

4.3 MONITORING AND EVALUATION

Significant work has taken place with the CRSTS National Evaluation consultants to confirm the scope of the evaluation and to report baseline outputs and outcomes. In parallel, work with the TCF National Evaluation consultants has confirmed that three of the twelve legacy TCF schemes will be outside the scope of the TCF final evaluation as they have construction start dates beyond March 2025. The MCA will be engaging with the CRSTS consultants to ensure that the outputs and outcomes from these schemes are captured by the CRSTS National Evaluation.



Photos front and rear covers
West Bar Roundabout, Sheffield. Yorkshire's first "Dutch-Style" roundabout
Credit Sheffield City Council

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