



Strategic Transport Leadership Board

Agenda Item 6

Additional DfT in-year funding themes and submissions

09 December 2021

Recommendation:

It is recommended that the Board:

a) Notes the proposals for additional in-year funding submitted to DfT by EEH in partnership with other STBs

1. Purpose of report

- 1.1. This paper provides an overview of the policy areas and proposal submissions made to DfT by EEH in partnership with other sub-national transport bodies for additional in-year funding. The funding is being offered to STBs to support local authority delivery of DfT priority policy areas.

2. Key points to note

- 2.1. The DfT has confirmed there is additional funding for STBs for work on four specific areas: decarbonisation; buses; electric vehicle infrastructure; and local authority capacity and capability.
- 2.2. Work will be progressed jointly with neighbouring STBs and provides an excellent opportunity to further develop understanding around some of the key issues facing the region.
- 2.3. STB submissions for funding require ministerial sign-off and it is expected this will be completed by mid-December.
- 2.4. It is likely that project specifics will evolve further once engagement with DfT and wider partners has taken place.

3. Context

- 3.1. In September the DfT confirmed that additional in-year funding for 2021/22 was to be made available to the STBs to support key DfT priorities.
- 3.2. This reinforces the role of STBs as key strategic partners, uniquely placed between local and national government.
- 3.3. There were four areas identified under which STBs were invited to suggest further work to be funded in this financial year.
- Decarbonisation: helping the DfT and local authorities to implement the commitments made in the transport decarbonisation plan.
 - Buses: helping local authorities to deliver on the commitments in 'Bus Back Better' and develop an effective intra-regional bus network.
 - Electric vehicle infrastructure strategy: assisting local authorities in the rollout of electric vehicle infrastructure, potentially through regional strategies.

- Local authority capability: playing a role in building capability within resource constrained local authorities, to help them in the planning and delivery of local transport.
- 3.4. Brief proposals were invited by DfT. STBs were encouraged to collaborate to maximise benefits and opportunities derived from this funding.
 - 3.5. Ahead of submission in October 2021, EEH business unit convened an additional Transport Officer Group giving a high-level briefing of the proposed funding submissions.
 - 3.6. EEH submitted proposals under all four areas. Where practical EEH opted to collaborate with neighbouring STBs that share similar characteristics and challenges.
 - 3.7. If successful, the expectation is to commit to delivery of the successful programmes in this financial year.
 - 3.8. A brief overview of the submissions follows.

4. Net Zero Transport

- 4.1. A joint submission was developed by EEH and Midlands Connect on behalf of all seven sub-national transport bodies.
- 4.2. The intention is to examine how policies and plans will likely have differing scales of impact depending on the nature of the location where they are applied. We will develop a place-based typology which will take account of the nature of different places. For example: large city, market town, coastal community, rural area, commuter belt, visitor attraction etc.
- 4.3. We will also agree a 'long list' of proposed interventions. These will be largely transport focused but will also include aspects such as land use planning and personal/business incentives. The impact of these interventions will differ in each locality and further work will be undertaken to assess and quantify that.
- 4.4. A further joint submission, led by EEH with Transport for the South East and Transport East, will build on the toolkit as outlined above. The project will involve diagnosis of the EEH region, including the application of the relevant typologies to our places alongside the development of a bespoke report for each transport authority with a suggested suite of high-level interventions to meet the chosen pathway(s) for each authority area.
- 4.5. There will be a full programme of engagement and the development of a suite of digital tools that will enable authority partners to develop their own approach to planning a net zero transport system in their areas.

5. Buses

- 5.1. A joint submission was made with Transport for the South East (lead STB) and Transport East.
- 5.2. This is a three-stage approach:
 - Triage of local transport authority needs to identify further support needed through workshops and questionnaire survey
 - Prioritisation of areas for support in each of the STB geographies through local transport authority workshops, a multicriteria assessment framework and engagement with key stakeholders, as appropriate, in each area
 - Implementation of agreed work packages in each STB geography covering knowledge sharing, regional evidence base development, and increased local capability provision.

6. Electric vehicles

- 6.1. Transport East (as lead STB) and England's Economic Heartland will undertake an 'electric vehicle sprint', working with local authorities and organisations including from the private sector, National Grid and the broader energy sector, to better understand and coordinate the delivery of electric vehicle charging infrastructure.
- 6.2. The work will bring together partners to understand their role and contribution to the regions' transition to net zero and identify how we can collectively accelerate electric vehicle uptake.



7. Local authority capacity and capability

- 7.1. EEH (as lead STB) has developed a proposal to host a 'centre of excellence' for major project delivery.
- 7.2. This will strengthen client-side skill sets of local authority partners to deliver major transport infrastructure projects through a six-month programme of support.
- 7.3. This support will be focused on early-stage transport infrastructure scheme development, including business case development.
- 7.4. Using specialists to form an advisory group, local authorities will be invited to undertake a three-stage process of:
 - Peer review of approach being taken towards major scheme development
 - Identify and prioritise core areas needing further support
 - Develop, with support, an action plan to address those concerns.
- 7.5. The specifics of each support package would be tailored dependent on the outcomes of the initial peer review and the capability requirements identified by partner authorities on a case by case basis.

8. Stakeholder implications

- 8.1. Constituent partners will be engaged at various points in the project, particularly regarding the scope and actionable outcomes of the work to ensure that all parties' requirements are considered and that the work delivers benefit.
- 8.2. EEH business unit is mindful of increasing demands on our partner authorities' resources and as such are developing a prioritisation matrix for this group of projects that will enable us to programme an appropriate engagement pipeline.

9. Programme implications

- 9.1. Until the projects are funded, finalised and the consultants appointed, there will be some uncertainty associated with the specific resourcing required from EEH to manage the programmes outlined.
- 9.2. A benefit of joint work with other STBs on the projects is that the workload can be shared and the resultant pressure on staff resource time better managed.

10. Next Steps

- 10.1. EEH is expecting a ministerial decision on funding prior to the Christmas break. The business unit will keep the Board and Transport Officer Group informed of the outcome as it is confirmed.
- 10.2. Once the funding is in place EEH will provide the board with a scheduled programme overview of the engagement and timeline for delivery of this work.

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