



**URBAN  
TRANSPORT  
GROUP**

# Transport devolution in city regions

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# Who we are

The Urban Transport Group is the UK's network of transport authorities.

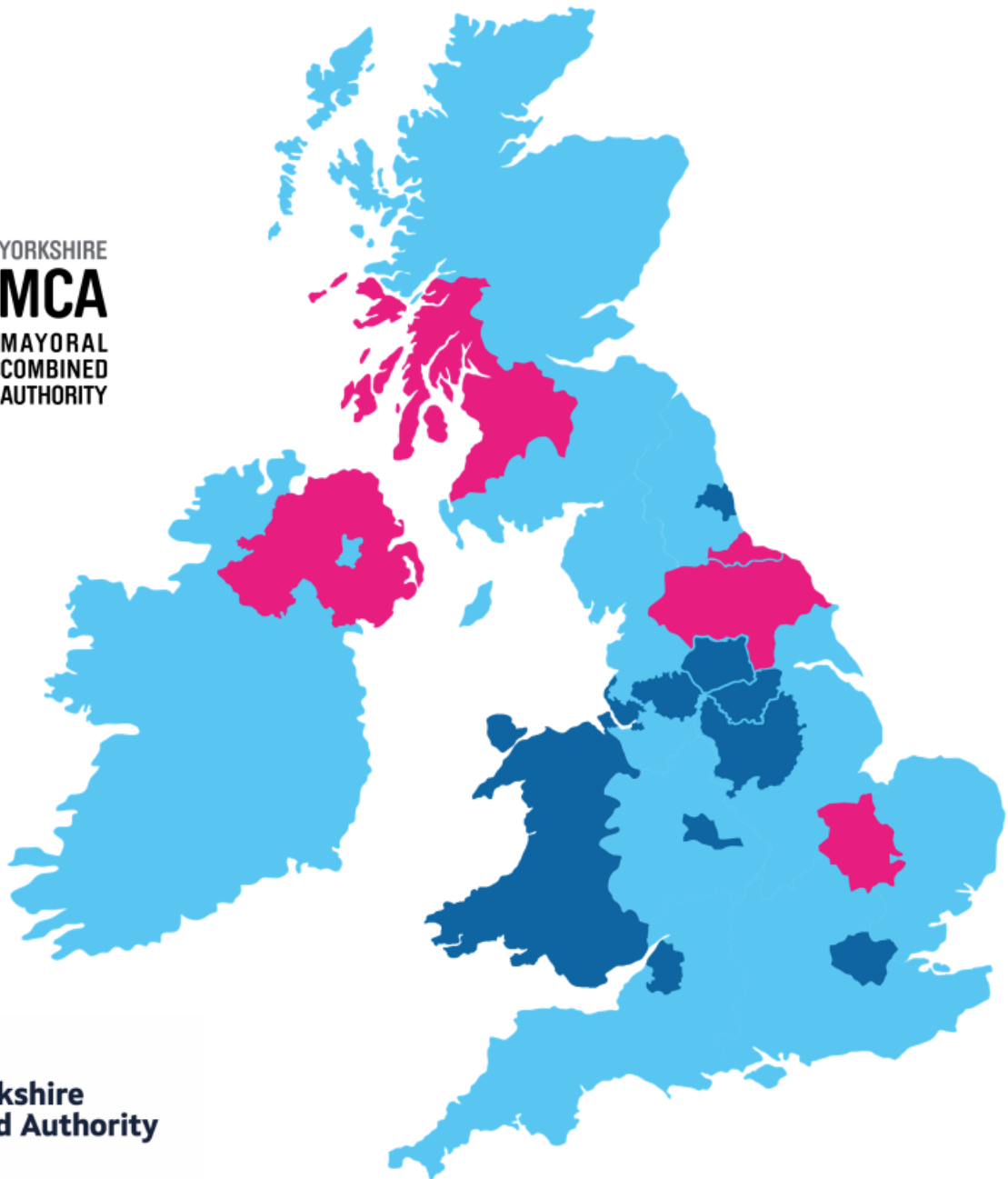
## What we do

Our vision is for city-regions, their towns and surrounding areas to be green, fair, healthy and prosperous places, supported by public transport and active travel options which provide access and opportunity for all.

## How we do it

- We make the case for public transport through productive policy
- We provide thought leadership by developing and maintaining a network of strong sector relationships
- We advocate for public transport, to support wider economic and social outcomes
- We are the Professional Network for people who work in the public transport sector

# Our members

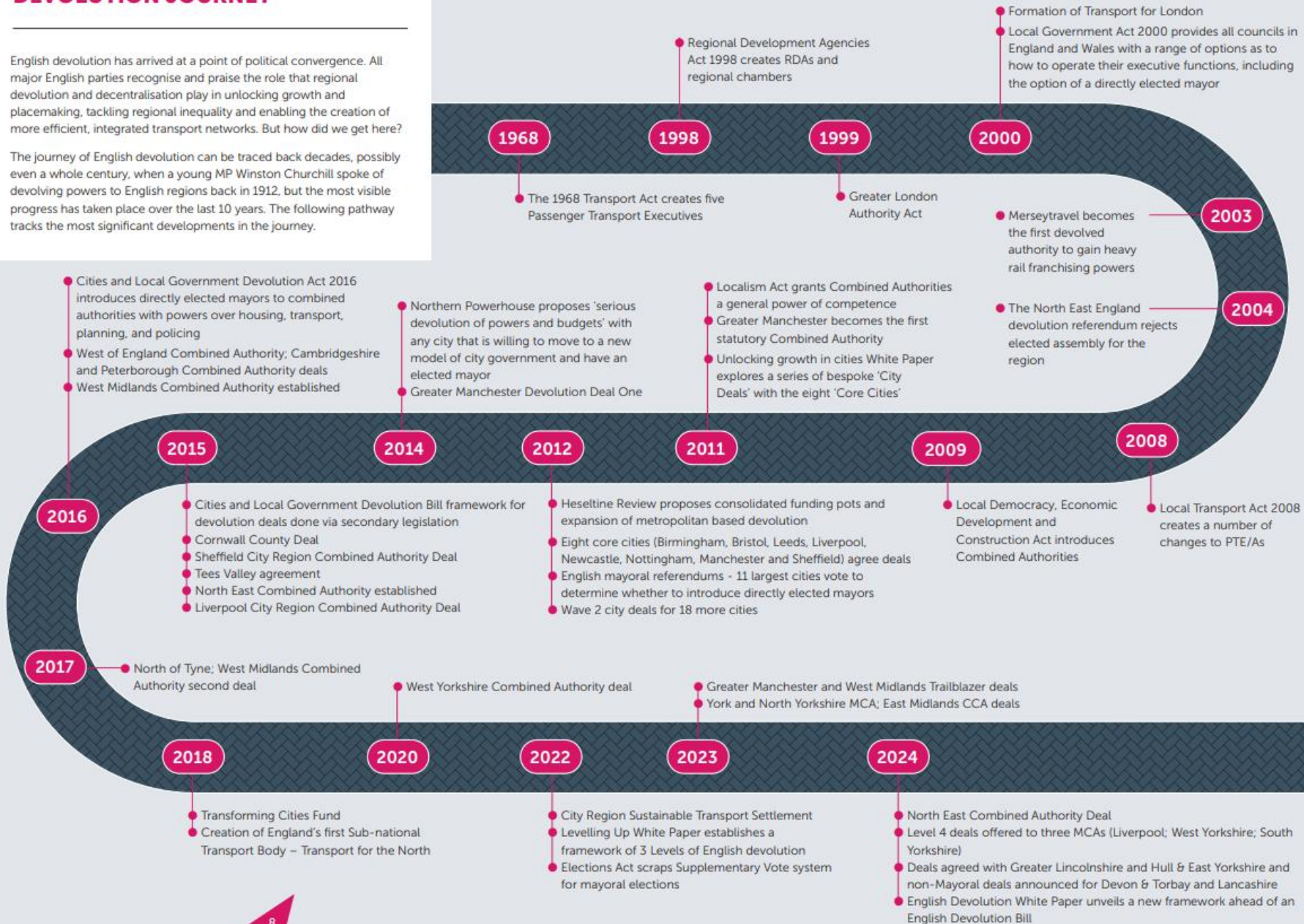


Key:  
Principal Members  
Members

## THE ENGLISH DEVOLUTION JOURNEY

English devolution has arrived at a point of political convergence. All major English parties recognise and praise the role that regional devolution and decentralisation play in unlocking growth and placemaking, tackling regional inequality and enabling the creation of more efficient, integrated transport networks. But how did we get here?

The journey of English devolution can be traced back decades, possibly even a whole century, when a young MP Winston Churchill spoke of devolving powers to English regions back in 1912, but the most visible progress has taken place over the last 10 years. The following pathway tracks the most significant developments in the journey.





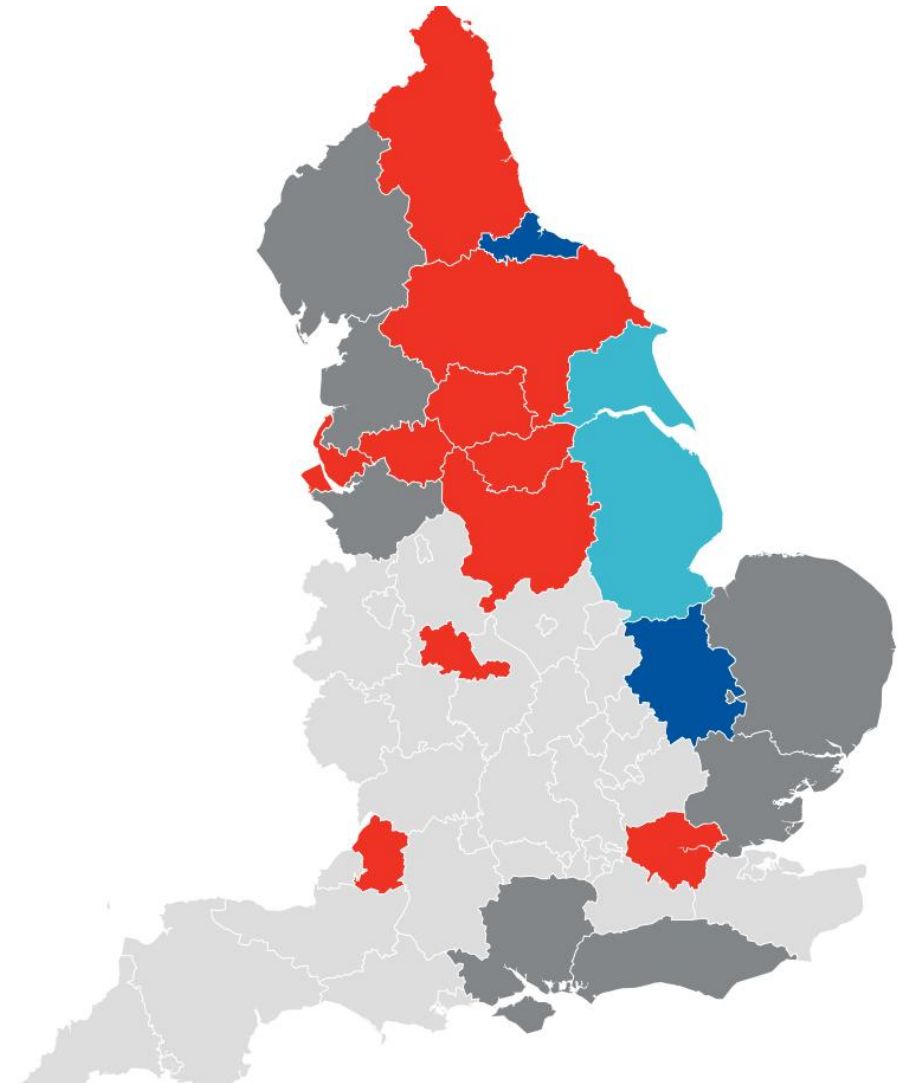
# English Devolution – policy & governance

## English Devolution Bill

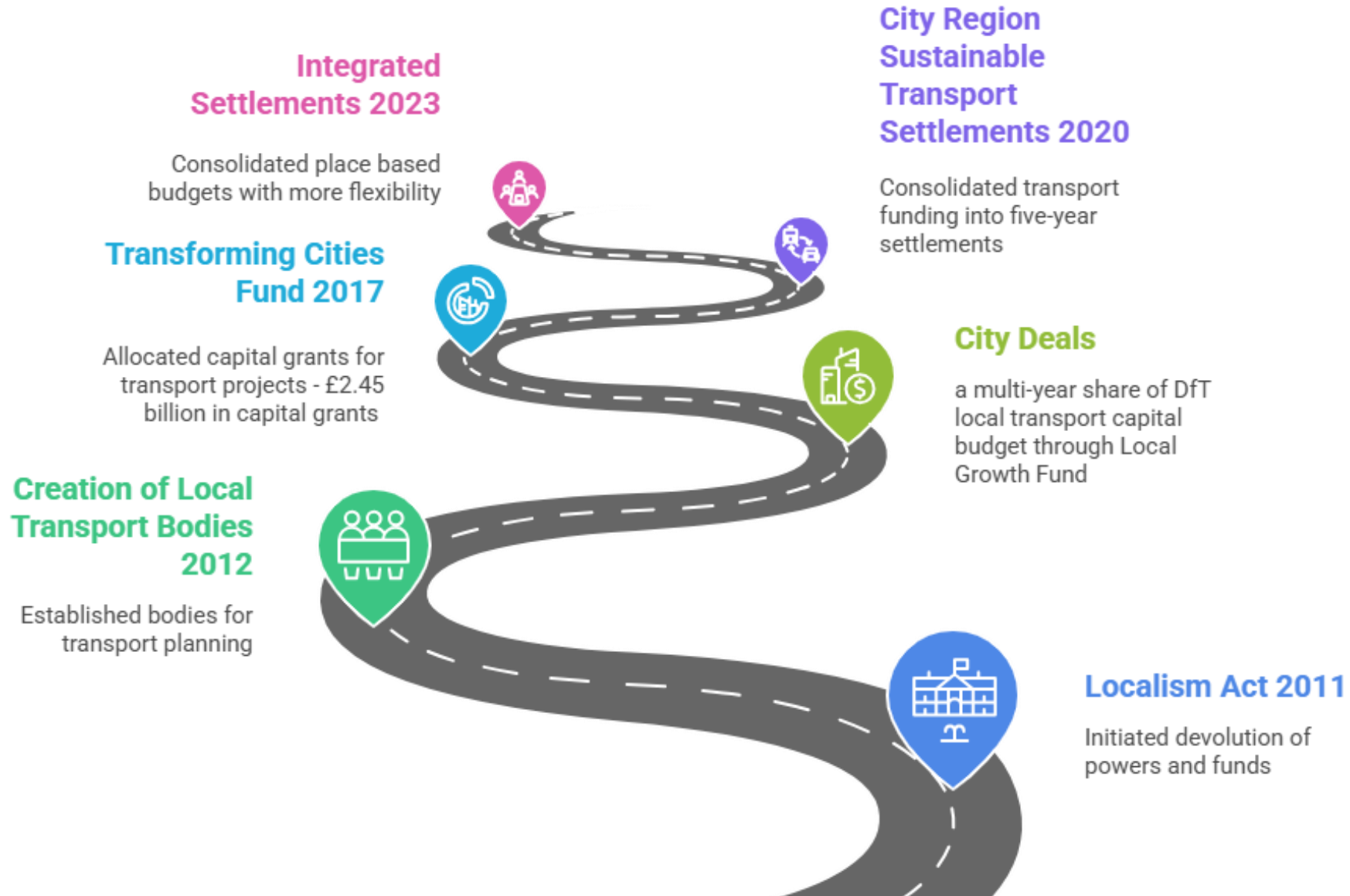
- move away from a deals-based approach – devolution by default
- standardised framework of devolved powers, duties and functions
- Right to request
- Giving mayors of strategic authorities wide ranging new competencies
- Extending the general power of competence, enabling borrowing and levy powers

## New framework:

- Foundation Strategic Authorities
- Mayoral Strategic Authorities
- Established Mayoral Strategic Authorities



# Evolution of transport funding devolution in England



# Integrated Settlements

- Evolution of funding devolution – Local Growth Funds, Transforming Cities Fund, CRSTS, IS
- Trailblazer Devolution areas (GM and WM) from 2025/26 (WM not including CRSTS)
- Next in line – Liverpool, South Yorkshire, West Yorkshire, North East from 2026/27 onwards
- Funding under themes: - ability to move 10% funding between themes
  - a. Economic development and regeneration
  - b. Transport and local infrastructure
  - c. Adult skills
  - d. Employment support
  - e. Housing and strategic planning
  - f. Environment and climate change
  - g. Health, wellbeing and public service reform
- Quantum will be determined by a formulaic process - no worse off than before IS - on objective criteria (or existing formulas)
- £200m retinted scheme threshold
- Ability to move up to 10% of CDEL funding within each theme to RDEL, and 100% of RDEL funding within each theme to CDEL
- 6-monthly reports, programme board, outcome targets

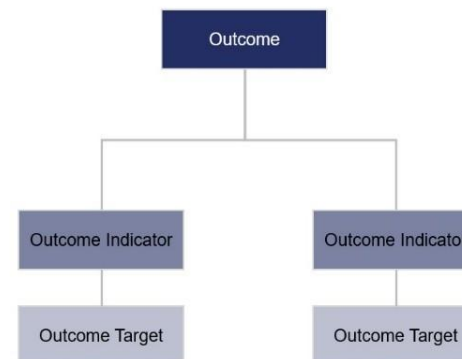


# Integrated Settlements – outcomes framework

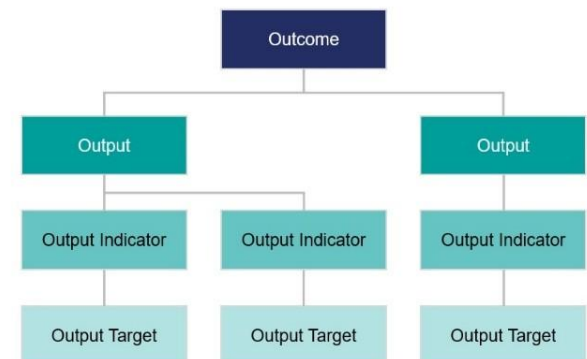
- Outcomes framework central to monitoring IS and accountability
  - provide a single, streamlined approach to accountability and reporting with central government
  - align local priorities and national priorities
  - monitor activity which can be genuinely influenced within the Integrated Settlements' themes whilst moving away from existing programme and project specific monitoring of inputs and outputs that central government track
  - facilitate local flexibility within themes and across themes in moving away from inputs and outputs
  - provide sufficient evidence to inform delivery performance within the SR period

- WM and GM one year framework, multi year being developed for all for agreement by end of year
- Consistency across outcomes and indicators
- Baselineing against national data
- Target setting – taking into account local context
- Local Transport Outcomes frameworks

**Case A**  
Where progress is measured directly against outcomes



**Case B**  
Where progress is measured against outcomes via outputs (e.g. due to lag from intervention to outcomes)



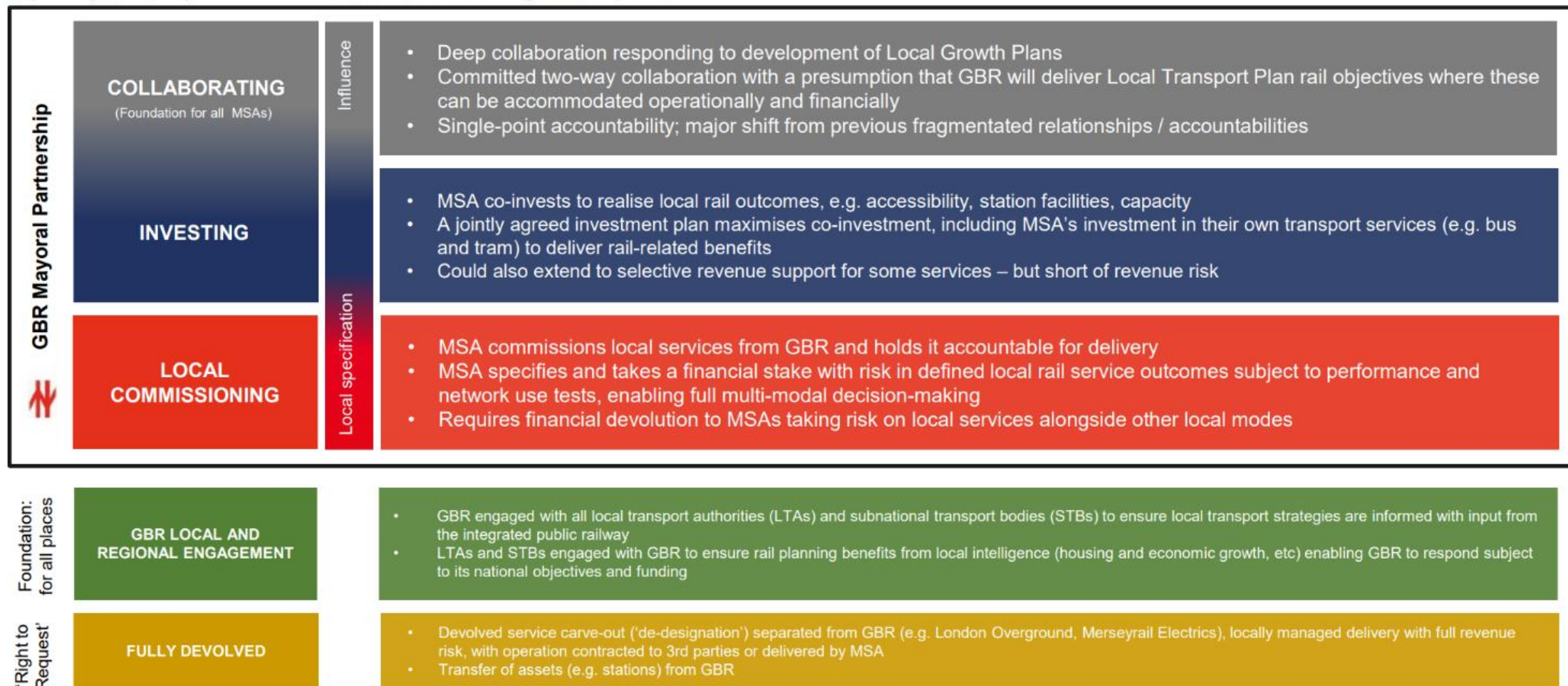
\* Where possible indicators, for either outcomes or outputs, should be collated into complementary 'baskets' to holistically measure progress with a range of data sources. Exceptions to this may apply where it is not technically possible to do so or places an unwarranted data burden.

# A Formalised Role for Mayoral Strategic Authorities in Rail Bill

Statutory Provision	Description
<b>Duty to Regard Local Plans</b>	GBR is legally required to "have regard to" the local transport plans and strategies of each MSA when exercising its functions (Clause 16).
<b>Duty of Consultation</b>	GBR must consult with an MSA before making a decision likely to have a "significant impact" on the authority's area, unless not "reasonably practicable" (Clause 81).
<b>Co-operation</b>	The Bill enables GBR to enter into arrangements with MSAs regarding the exercise of its statutory functions. This is underpinned by a duty to share information (Clause 5).
<b>Capacity for MSAs to Finance GBR</b>	Co-operation arrangements can include the option for MSAs to fund GBR to finance specific services or activities that meet local needs (Clause 5, subsection 2).
<b>Role in Strategic Funding</b>	The Secretary of State must consult every MSA when preparing the "statement of objectives" for GBR's five-year funding period (Schedule 2, subsection 6).
<b>Access to Passenger Watchdog</b>	MSAs are empowered to refer matters affecting public interest in railway services to the new Passengers' Council for consideration (Clause 48).

# Rail devolution – GBR partnerships

The framework offers a range of options for MSAs to exercise their statutory roles in partnership with GBR as the publicly owned and accountable railway delivery body. Depth of partnership can flex from time to time according to local priorities.





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Thank you