



## Investment Board

**Date:** Wednesday 29 March 2023

**Time:** 10.15 am **Public meeting** Yes

**Venue:** Room 116, West Midlands Combined Authority, 16 Summer Lane, Birmingham, B19 3SD

### Membership

Councillor Bob Sleigh (Chair)  
Councillor Mike Bird  
Councillor Steve Clark  
Councillor Karen Grinsell  
Councillor Tony Jefferson  
Councillor Brigid Jones  
Councillor Jim O'Boyle  
Councillor Bob Piper  
Councillor Stephen Simkins  
Nick Abell

Paul Brown  
Sue Summers  
Gary Taylor

Portfolio Lead for Finance & Investments  
Walsall Metropolitan Borough Council  
Dudley Metropolitan Borough Council  
Solihull Metropolitan Borough Council  
Non-Constituent Authorities  
Birmingham City Council  
Coventry City Council  
Sandwell Metropolitan Borough Council  
City of Wolverhampton Council  
Coventry & Warwickshire Local Enterprise  
Partnership  
Black Country Local Enterprise Partnership  
West Midlands Development Capital  
Greater Birmingham & Solihull Local Enterprise  
Partnership

Quorum for this meeting shall be four members.

If you have any queries about this meeting, please contact:

**Contact** Wendy Slater, Senior Governance Services Officer  
**Telephone** 07557 831344  
**Email** [wendy.slater@wmca.org.uk](mailto:wendy.slater@wmca.org.uk)

# AGENDA

No.	Item	Presenting	Pages
<b>Meeting Business Items</b>			
1.	Apologies for Absence (if any)	Chair	None
2.	Notification of Substitutes (if any)	Chair	None
3.	Declarations of Interests (if any) Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
4.	Minutes - 9 January 2023	Chair	1 - 6
<b>Business Items for Noting</b>			
5.	Investment Programme Update	Ian Martin	7 - 28
6.	Update Report : City Region Sustainable Transport Settlement - Quarter 3 FY 2022-23	Carl Beet	29 - 38
7.	WMCA Collective Investment Fund (CIF) - Dashboard	Nick Oakley	39 - 42
8.	WMCA Brownfield Land and Property Development Fund (BLPDF) - Dashboard	Nick Oakley	43 - 46
9.	WMCA Revolving Investment Fund (RIF) - Dashboard	Nick Oakley	47 - 50
<b>Business Items for Consideration</b>			
10.	SMBC UK Central Investment Programme Rebasing Change Request	Alan Smith, Ian Riley & Alex Heath	51 - 72
11.	Change Request for Coventry Station Masterplan Phase 3	Rhian Palmer	73 - 102
12.	Exclusion of the Public and Press [To pass the following resolution: That in accordance with Section 100A4 of the Local Government Act 1972, the press and public be excluded from the meeting during the consideration of the following items of business	Chair	None

as they involve the likely disclosure of exempt information relating to the business affairs of any particular person (Including the authority holding that information)]

### **Business Items for Consideration**

13.	Business Justification Case- Home Upgrade Grant 2	Matthew Eccles	103 - 110
14.	Business Justification Case - Social Housing Decarbonisation Fund Wave 2.1	Rob Johnson	111 - 118
15.	Great Hampton Street Button Works	Gerald Gannaway	119 - 132
16.	Build Fifty5 Golden Brick Facility- Minor Amendment	Nick Oakley	133 - 134

### **Business Items for Noting**

17.	WMCA Collective Investment Fund (CIF) - Dashboard	Nick Oakley	135 - 142
18.	WMCA Brownfield Land and Property Development Fund (BLPDF) - Dashboard	Nick Oakley	143 - 148
19.	WMCA Revolving Investment Fund (RIF) - Dashboard	Nick Oakley	149 - 154
20.	Land and Property Investment Fund (LPIF)	Mark Lavender/ Alison Guerra	155 - 160
21.	Housing & Land Fund Dashboard	Gareth Bradford/Rob Lamond	161 - 170

**Date of next meeting - 17 April 2023**

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**West Midlands  
Combined Authority**

## **Investment Board**

**Monday 9 January 2023 at 11.00 am**

### **Minutes**

#### **Present**

Councillor Bob Sleight (Chair)

Councillor Karen Grinsell

Councillor Bob Piper

Councillor Stephen Simkins

Nick Abell

Gary Taylor

Portfolio Lead for Finance & Investments

Solihull Metropolitan Borough Council

Sandwell Metropolitan Borough Council

City of Wolverhampton Council

Coventry & Warwickshire Local  
Enterprise Partnership

Greater Birmingham & Solihull Local  
Enterprise Partnership

#### **In Attendance via MS Teams**

Councillor Steve Clark

Dudley Metropolitan Borough Council

#### **Item Title No.**

#### **108. Apologies for Absence**

Apologies for absence were received from Councillor Mike Bird (Walsall), Paul Brown (Black Country LEP), Councillor Tony Jefferson (non-constituent authorities), Councillor Brigid Jones (Birmingham), Councillor Jim O' Boyle (Coventry) and Sue Summers.

#### **109. Minutes -12 December 2022**

The minutes of the meeting held on 12 December 2022 were agreed as a correct record.

#### **110. WMCA Collective Investment Fund (CIF) - Dashboard**

The board considered a report detailing the Collective Investment Fund dashboard (public iteration) as at 1 January 2023.

Resolved:

The report be noted.

#### **111. WMCA Brownfield Land and Property Development Fund (BLPDF) - Dashboard**

The board considered a report detailing the Brownfield Land and Property Development Fund dashboard as at 1 January 2023.

Resolved: The report be noted.

**112. WMCA Revolving Investment Fund (RIF) - Dashboard**

The board considered a report detailing the Revolving Investment Fund dashboard as at 1 January 2023.

Resolved: That the report be noted.

**113. Exclusion of the Public and Press**

Resolved:

That in accordance with Section 100A4 of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following items of business as they involve the likely disclosure of exempt information relating to the business affairs of any particular person (including the authority holding that information).

**114. Covanta, Fryers Road**

The board considered a report from West Midlands Development Capital (WMDC) that sought approval for loan funding from the Collective Investment Fund (CIF) for the sum specified in the report for the 'Company' to support the remediation of land and to allow for the subsequent redevelopment of the property into a waste to energy plant.

It was noted that once complete, the facility would provide power to 93,000 homes in the area as well as exporting heat in the form of steam or hot water to local users and would additionally create 450 indirect jobs during the construction phase and 50 direct jobs in operating the plant, regenerating 8.2 acres of vacant brownfield land.

In relation to the loan, this would represent a maximum of 70% loan to security value with a parental company guarantee from a suitable group counterpart and the WMCA would have first charge over the site/property.

The Director of Investment and Commercial Activities, Ian Martin reported that the parental company guarantee was a little unusual and this would need to be acceptable to Finance colleagues. He also requested that WMDC provide a back stop date to draw funds.

Councillor Simkins reported he supported taking forward this scheme but sought assurance on the financial arrangements and asked whether an update could be provided on the matter at the next meeting.

Nick Oakley (WMDC) advised that information had been received from the Company showing Net Tangible Assets of the guarantor counterparty at £620m, the proposed guarantee being £3.2m. WMDC were in the process of independently confirming the guarantor balance sheet. When completed this would be shared with WMCA's Finance colleagues shortly. He added that he would update the board at the next meeting if the matter had been concluded at that point and assured the board that with Covanta committing £13.7m of equity to the project and the security proposed, the loan was structured on a low-risk basis.

In relation to an enquiry from Gary Taylor regarding the Company funding

any additional costs associated with land remediation themselves and whether this would be covered by the guarantee, the Chair reported that this would be taken on board.

Resolved: That loan funding from the Collective Investment Fund for the sum specified in the report be approved to support the remediation of the property and to allow for the subsequent delivery of the development, subject to WMCA's Finance colleagues being satisfied with the loan guarantee.

**115. Change Request - Additional Bootcamp Funding**

The board considered a report of the Executive Director Economic Delivery, Skills and Communities that sought approval to allow the utilisation of an additional £15.1m from the Department of Education to continue to fund the Skills Bootcamp provision on the West Midlands during the period 2023/24.

The Senior Delivery Manager Higher Level Skills, Louise Phipps, outlined the key highlights from the report and informed the board that the request for funding follows an initial £5m award to test the design of bootcamps in 2018 and subsequent scale up awards totalling £3m and £11.25m for 2022/23 where the WMCA has proven its ability to deliver and has been instrumental in the design and delivery of the national programme.

It was noted that 4,000 residents have completed the programme and 75% have secured a positive outcome which includes a new job, entry into self-employment, a promotion within existing employment and significant additional responsibilities within existing employment.

Councillor Simkins reported on the need to ensure the programme targets those people who will benefit the most, in particular those people in deprived communities.

Councillor Piper reported that he would like to know the outcome of the additional £15.1m funding at the end of the programme and further to this, Councillor Grinsell enquired whether the Economic Growth Board would be advised of the outcomes from the programme.

The Chair asked that the Senior Delivery Manager Higher Level Skills, feedback to the board on the governance process for the programme.  
[Louise Phipps subsequently advised that the programme is governed by the Skills Advisory Board]

Resolved: Noting that the matter was now scheduled to go to WMCA Board, endorsement only was required and given to allow the utilisation of an additional £15.1m from the Department of Education to continue to fund the Skills Bootcamp provision in the West Midlands during the period 2023/24 be agreed.

**116. WMCA Collective Investment Fund (CIF) - Dashboard**

The board considered a report detailing the Collective Investment Fund dashboard (private iteration) as at 1 January 2023.

Resolved: That the report be noted.

**117. WMCA Brownfield Land and Property Development Fund (BLPDF) - Dashboard**

The board considered a report detailing the Brownfield Land and Property Development Fund (private iteration) as at 1 January 2023.

Nick Oakley provided an update on the undrawn funds and reported on the largest undrawn scheme, Shard End Yardley Brook, a residential scheme in Birmingham that was approved by the board in 2017. He advised that the scheme would be subject to a full review if it is taken forward and also that the contract dates had not been met meaning that this commitment had technically expired. Following a decision by the Board in relation to a paper concerning BLPDF considered 17<sup>th</sup> October 2022, revised proposals for Shard End Yardley Brook had been requested from Birmingham City Council to be submitted by the end of December 2022. It was reported that these had not been received to date.

It was noted BLPDF was currently fully committed and was unable to support other commercial job creation funding applications which had been received by West Midlands Development Capital.

If the Yardley Brook scheme did not proceed within the agreed timescales, funding could be re-allocated to support one or more these sites that would come forward within the next 3-6 months.

In relation to the recent clawback in respect of a scheme in Telford, the board noted an extension had been granted in the first instance before clawback was undertaken.

The board therefore agreed to extend the deadline in respect of WMCA's receipt of the detailed revised Yardley Brook proposals to the end of February 2023, with the Board to be in a position to make a decision as soon as possible after this date.

Resolved: That the report be noted.

**118. WMCA Revolving Investment Fund (RIF) - Dashboard**

The board considered a report detailing the Revolving Investment Fund dashboard (private iteration) as at 1 January 2023.

Resolved: That the report be noted.

**119. Land and Property Investment Fund (LPIF)**

The board considered a report detailing the Land and Property Investment Fund dashboard as at 1 January 2023.

Resolved: That the report be noted.

**120. Housing & Land Fund Dashboards**

The board considered a report detailing the Housing and Land Fund dashboards as at 1 January 2023.

The Executive Director Housing, Property and Regeneration provided updates with regards to the three funds; Brownfield Housing Fund, National Competitive Fund and the Land Fund.

Resolved: That the report be noted.

The meeting ended at 11.48 am.

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## WMCA Investment Board

<b>Date</b>	20th March 2023
<b>Report title</b>	Investment Programme Update
<b>Portfolio Lead</b>	Councillor Bob Sleigh - Finance & Investments
<b>Accountable Chief Executive</b>	Laura Shoaf Email: <a href="mailto:Laura.Shoaf@wmca.org.uk">Laura.Shoaf@wmca.org.uk</a> Tel 0121 214 7444
<b>Accountable Employee</b>	Ian Martin Email: <a href="mailto:Ian.Martin@wmca.org.uk">Ian.Martin@wmca.org.uk</a> Tel 0121 214 7926
<b>Report has been considered by</b>	N/A

### The WMCA Investment Board is recommended to:

1. Note approval under delegated authority by WMCA Officers of the business case submissions disclosed at **Section 3**.
2. Note the WMCA Investment Programme funding status and current affordable limit, as outlined at **Section 4**.
3. Note the Regional Investment Programme delivery update detailed within this report and appendices (including the project-level summary within the WMCA Investment Programme dashboard at **Appendix 4**).

## 1 Purpose

- 1.1 The Investment Board agreed on 26th March 2018 to receive a monthly report on the status of the Investment Programme to help set the context for any investment decisions being made by the Board. This report fulfils that requirement.

## 2 Background

- 2.1 The Investment Board was established by the WMCA Board as a key element of the approvals process across the Investment Programme.
- 2.2 The Investment Board considered and endorsed an enhanced Terms of Reference at its meeting on 20th April 2020. This set out an enhanced role supporting decision-making, greater post approval controls, performance management and effective delivery of monitoring & evaluation requirements.
- 2.3 The enhanced Terms of Reference included the following:
- To oversee and monitor all investments made through the Investment Programme.
  - To add conditions to any funding decision that falls within its delegated authority. Minimum conditions should specify the availability period, conditions to drawdown of funds, conditions for withdrawal of support and terms of clawback, start date and completion date for the project or programme.
  - Where oversight of monitoring and evaluation applies to the Investment Board, to consider whether a formal review of project or programme is required, and to consider this review itself or instruct the Investment Panel to do so on its behalf.
- 2.4 The WMCA Board considered and approved the enhancements to the role and Terms of Reference of the Investment Board on 24th July 2020.
- 2.5 Further to this, on 10th June 2022, WMCA Board approved extending the role and remit of WMCA Investment Board to cover all WMCA projects (including the CRSTS programme), allowing investment decisions to be made for values between £5m and £20m in line with the Single Assurance Framework.

## 3 Investment Programme Assurance Summary

- 3.1 An analysis of the overall Regional Investment Programme expenditure, (funded by both grants administered by WMCA from the “WMCA Investment Programme” and match funding sources), is provided at **Appendix 1**.
- 3.2 Approved grant funding awarded and administered by the WMCA to programmes within the Regional Investment Programme totals £853.7 million as at 28th February 2023 (£853.8 million as at 30th November 2022 – refer to **paragraph 3.5**).
- 3.3 These commitment values above exclude the provisional ‘ear-marked’ allocations agreed by WMCA Board in March 2021 that are yet to obtain formal approval. Commitments for some of these ear-marked items will be confirmed via the approval of further reports to WMCA Board.
- 3.4 WMCA Investment Programme funding actually drawn / incurred by projects against these funding commitments as at 31st December 2022 totals £502.8 million.

3.5 Since the previous WMCA Investment Board meeting on 12th December 2022, the following submissions have been approved:

- UK Central HS2 Interchange Programme - Highway Pinchpoint Improvements (NEC Longabout) – A change request to amend the project completion date to 31st December 2024 was approved by Statutory Officers. There is no change to the funding awarded from the Investment Programme to this project as a result of this change request submission.
- UK Central Infrastructure Package - Rowood House – An Outline Business Case was approved by Statutory Officers in December 2022. The funding awarded from Investment Programme was £495,060 to cover essential consultancy advice on a range of technical work including design and cost planning. There is no increase to the overall UKC commitment.
- Coventry UKC Plus - Coventry South Package - Coventry South Interchange – A change request to amend the project completion date to 31st March 2024 was approved by Statutory Officers. There is no change to the funding awarded from the Investment Programme to this project as a result of this change request submission.
- Sprint - A45 Birmingham to Airport and Solihull – A change request for a budget realignment within Phase 1 of the Sprint Programme to increase the A45 budget by £2.562m and decrease the A34 budget by the same amount for the purposes of reporting and balancing the internal budgets was approved by Statutory Officers.
- Rail - Sutton Coldfield Gateway - A change request to amend the project completion date to 31st March 2024 was approved by Statutory Officers. There is no change to the funding awarded from the Investment Programme to this project as a result of this change request submission.
- Net Zero Neighbourhood – A Business Justification Case was approved by Statutory Officers in November 2022. The funding awarded from Investment Programme was £1.65m from within the overarching £5.1m funding awarded to WM2041 in March 2021.

3.6 **Appendix 3** details the commitments made against the WMCA Investment Programme, summarised by programme, to the end of February 2023. The WMCA Investment Programme dashboard at **Appendix 4** discloses the sums committed against individual projects.

#### **4 Investment Programme Affordable Limit & Gateway Status**

4.1 At the WMCA Board meeting on 19th March 2021, WMCA Board approved an increase to the current WMCA Investment Programme affordable limit of £70 million, from £801 million to £871 million.

4.2 This is presently the limit whilst arrangements to secure additional funding sources into WMCA are developed and delivered.

4.3 Programmes which contain projects presently outside the current affordable limit include:

- Coventry UK Central Plus;
- Employment, Education and Skills;
- Innovation Programme;
- Land Reclamation and Remediation;
- Sprint Programme;
- Rail Programme;
- UK Central HS2 Interchange; and
- UK Central Infrastructure Package.

4.4 Investment Board is advised to note that WMCA are in contact with the Department for Levelling Up, Housing and Communities ('DLUHC') in respect of an Interim Gateway Review which is expected to complete in February 2024.

- WMCA are currently working with DLUHC appointed consultants SQW, to establish a list of projects within scope for evaluation.
- A Local Evaluation Framework will be established in May 2023.
- The 10 year Gateway Review is expected to complete in November 2025.

## **5 Investment Programme Delivery and Expenditure**

- 5.1 The Regional Investment Programme expenditure and underpinning funding summaries are provided at **Appendices 1 and 2**, respectively.
- 5.2 The amounts shown are the gross delivery totals, inclusive of expenditure funded by grants from the WMCA Investment Programme and match funding sources.
- 5.3 In respect of the full project costs to completion, the financial summary has been adjusted to reflect the revised budget based on the 2022-23 programme baseline. It should be noted that the impact of COVID-19 and other macro-economic events on projects within the regional Investment Programme is continuously being assessed by the accountable bodies, with each respective delivery organisation required to manage the schemes within the funding available to them.
- 5.4 Investment Board is advised to note the following programme updates:
- Coventry City Centre South – Investment Board approved the change to a residential led scheme and the re design of the project. As a result, construction costs scheduled to incur in FY22-23 have been deferred to FY23-24.
  - City of Wolverhampton Technical Centre – Actual v budget YTD variance due to legal issues now resolved.
  - UK Central HS2 Interchange Programme - Actual v budget YTD variance observed in FY22-23 is primarily due to the NEC Longabout sub-project. A change request has been submitted to re-scope the outputs of the project.
  - UK Central Infrastructure Package - This programme is made up of 24 sub-schemes which have had forecast reductions resulting in an overall actual v budget YTD variance. An overarching wide rebasing change request has been submitted to extend project completion dates for most projects within the programme. This has resulted in some current year spend being deferred because spend profiles have been amended accordingly.
  - Coventry Regeneration Friargate - Accelerated construction, plot acquisition and infrastructure costs and subsequently increased professional fees which are calculated as a percentage of the construction contract, have resulted in forecasted accelerated drawdown of Investment Programme funding.
- 5.5 The WMCA Investment Programme dashboard at **Appendix 4** provides a detailed summary by project of project completion dates and business case stage.

## **6 Investment Programme Dashboard**

- 6.1 The Investment Programme Dashboard is attached separately at **Appendix 4**.
- 6.2 The dashboard identifies whether project starts, and completions are as forecast when compared with the original business case, or funding documentation where this supersedes the business case.
- 6.3 There are eighty-two projects that have passed the Assurance Process and have received a financial commitment (noting that several projects have identified distinct sub-projects within the approval). Those projects with a RED status are brought to the attention of Investment Board.
- 6.4 Thirty-one schemes have a RED status for completion dates, with the Assurance and Appraisal team working with Sponsors to bring forward requests to extend dates to the relevant approval body.

- UKC Interchange - HS2 Parallel Designs - Roundabout Overtrace. A Change Request is awaited from Sponsor to extend the end date until second half of current calendar year.
- UKC Infrastructure – There are twenty schemes which are listed as RED status because the original completion date has expired without the project concluding. The Project sponsor has submitted a Change Request for eighteen of those schemes. The schemes currently RED status are:
  - A45 Damson Parkway Junction Improvements
  - A34 Stratford Road Enhancement Study
  - A452 Chester Road Enhancement Study
  - Solihull Town Centre Access Improvements
  - Birmingham Business Park Southern Access
  - Solihull Town Centre Public Realm Improvement scheme
  - Kingshurst Village Centre
  - Chelmsley Wood Town Centre
  - Accelerating Housing Delivery - Simon Digby
  - Walking, Cycling & Green Infrastructure Investment Programme
  - UKC Hub Access and Transport Modelling Programme
  - Solihull Station Integrated Transport Hub
  - Accelerated Housing Delivery - Utilising Solihull Assets
  - Playing Pitch Implementation Strategy
  - Inclusive Growth - Securing Social Value
  - Sustainable Energy - Enabling Clean Growth and Mobility
  - Sustainable Energy - UKC Hub Low Carbon Heat Network
  - Low Carbon Future Mobility
  - Sustainable Energy - Solihull Town Centre Low Carbon Energy Network
  - Local Strategic Network Resilience: Connectivity and Enhancements Programme
- Coventry City Centre First - Coventry Station Master Plan. Milestone for this project being “Site Works for NUCKLE 1.2 due to be completed March 2023”, has not yet started. Project Sponsor has submitted a Change Request to remove the end date. Discussions with project Sponsor to provide a covering report for Investment Panel and Board including an estimated end date are currently taking place.
- SPRINT - A Change Request is awaited from Sponsor to confirm current delivery for the following six schemes:
  - Sprint Hagley Road - Phase 2 Dudley & Halesowen
  - Sprint - Birmingham to Sutton Coldfield
  - Sprint - A34 Walsall to Birmingham
  - Sprint - Birmingham to Longbridge
  - Sprint - Hall Green to Interchange via Solihull
  - Sprint - A45 Birmingham to Airport and Solihull
- Metro Programme. There are two schemes which are listed as RED status as their forecast end date exceeds their approved end date. A Change Request would need to be formalized to reflect current delivery.
  - Metro Birmingham Eastside Extension.
  - Metro Wednesbury to Brierley Hill Extension.

- Rail - Walsall to Wolverhampton Local Enhancements (Package 1). A Change Request is awaited from Project Team as the project is being rebased to reflect a number of known project challenges.

## **7 Financial Implications**

7.1 There are no direct financial implications arising from the recommendations within this report.

## **8 Legal Implications**

8.1 There are no legal implications as a result of the recommendations within this report.

## **9 Equalities Implications**

9.1 There are no equalities implications as a result of the recommendations within this report.

## **10 Inclusive Growth Implications**

10.1 There are no inclusive growth implications as a result of the recommendations within this report.

## **11 Geographical Area of Report's Implications**

11.1 There are no geographical implications as a result of the recommendations within this report. The Regional Investment Programme comprises an array of programmes throughout each of the seven West Midlands constituent member areas. These programmes also have implications for some non-constituent areas and the wider local area beyond the constituent member regions.

## **12 Other Implications**

12.1 Not applicable.

## **13 Schedule of Background Papers**

**Appendix 1:** Total Regional Investment Programme Expenditure (as at 31st December 2022)

*This appendix discloses the total expenditure for programmes included within the Regional Investment Programme, including expenditure funded by grants from the WMCA Investment Programme and match funding sources.*

**Appendix 2:** Total Regional Investment Programme Funding Summary (as at 31st December 2022)

*This appendix summarises the expected funding underpinning the total expenditure forecast outturn shown at Appendix 1.*

**Appendix 3:** WMCA Investment Programme Commitments (as at 28th February 2023)

*This appendix summarises the total grant funding approved to date to be provided by WMCA from the WMCA Investment Programme, summarised by programme.*

**Appendix 4:** WMCA Investment Programme Dashboard Report (as at 28th February 2023)

*See separate attachment. This appendix summarises the WMCA grant funding commitments by project, as well as business case stage and expected project completion dates.*

APPENDIX 1: Total Regional Investment Programme Expenditure (as at 31st December 2022)

PROGRAMME	COST TO COMPLETION			
	PRIOR PERIOD SPEND	2022 / 2023 FORECAST	FUTURE YEARS FORECAST	TOTAL FORECAST OUTTURN
	£000	£000	£000	£000
COVENTRY UKC PLUS	194,177	14,074	427,274	635,524
SPRINT PROGRAMME	75,519	21,914	195,226	292,660
RAIL PROGRAMME	47,690	30,935	155,739	234,364
METRO PROGRAMME	488,958	120,621	1,094,767	1,704,346
UK CENTRAL INFRASTRUCTURE PACKAGE	88,655	87,229	1,180,342	1,356,226
UK CENTRAL HS2 INTERCHANGE	35,297	8,810	583,621	627,728
<b>HS2 GROWTH STRATEGY TOTAL</b>	<b>930,296</b>	<b>283,584</b>	<b>3,636,968</b>	<b>4,850,848</b>
COVENTRY CITY CENTRE SOUTH REGENERATION	55,370	33,558	245,659	334,587
INNOVATION PROGRAMME	37,876	5,412	151,711	194,999
LAND RECLAMATION AND REMEDIATION	55,918	10,630	133,452	200,000
COMMONWEALTH GAMES 2022	73,028	5,320	-	78,348
EMPLOYMENT, EDUCATION & SKILLS	1,023	290	18,687	20,000
BUSINESS AND TOURISM PROJECT - BATP	10,687	12,427	834	23,948
COVENTRY ELECTRIC BUS CITY	11,407	9,894	118,199	139,500
REGIONAL RECOVERY & RISKS	11,754	3,175	35,034	49,962
COLLECTIVE INVESTMENT FUND	87,111	43,589	869,300	1,000,000
<b>OTHER INVESTMENT PROGRAMME SCHEMES</b>	<b>344,173</b>	<b>124,293</b>	<b>1,572,877</b>	<b>2,041,343</b>
<b>GRAND TOTAL</b>	<b>1,274,468</b>	<b>407,877</b>	<b>5,209,846</b>	<b>6,892,191</b>

APPENDIX 2: Total Regional Investment Programme Funding Summary (as at 31st December 2022)

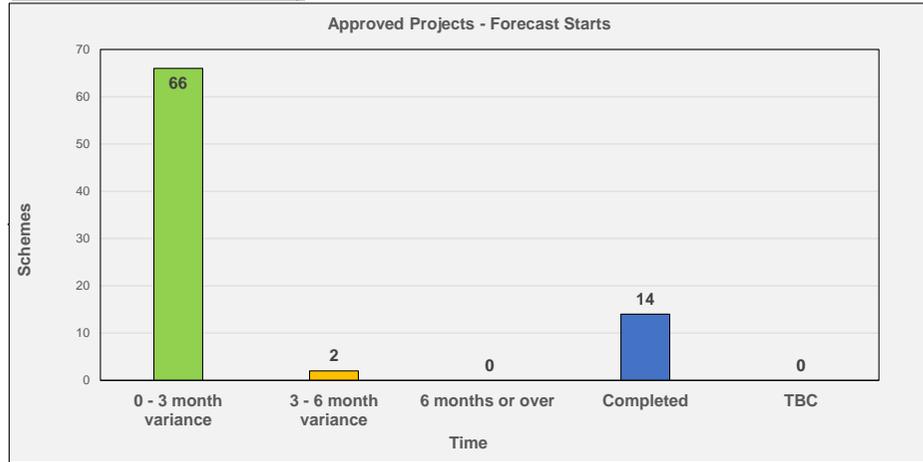
Portfolio £000		WMCA Investment Programme	WMCA (Prudential Borrowing)	Department for Transport	Enterprise Zone	Private Sector	Local Growth Fund	MHCLG	Highways England	Network Rail	Collective Investment Fund	Local Authority	Other	To Be Confirmed	Grand Total
HS2 Growth Strategy	Coventry UKC Plus	288,051	-	149,660	-	65,117	40,548	35,130	-	-	-	13,370	43,647	-	635,524
	Sprint Programme	190,133	-	61,500	-	18,235	4,700	3,100	-	-	-	1,652	13,341	-	292,660
	Rail Programme	113,907	-	59,518	-	-	1,600	14,200	-	15,668	-	11,551	35	17,885	234,364
	Metro Programme	227,030	128,255	417,148	204,434	3,671	34,040	-	-	-	-	63,883	11,898	613,987	1,704,346
	UK Central Infrastructure Package	288,000	-	-	-	753,346	-	-	-	-	-	32,265	282,614	-	1,356,226
	UK Central HS2 Interchange	398,000	-	50,000	-	47,802	460	-	-	-	-	180	636	130,650	627,728
<b>SUB TOTAL HS2 GROWTH STRATEGY</b>		<b>1,505,120</b>	<b>128,255</b>	<b>737,826</b>	<b>204,434</b>	<b>888,171</b>	<b>81,349</b>	<b>52,430</b>	<b>-</b>	<b>15,668</b>	<b>-</b>	<b>122,902</b>	<b>352,171</b>	<b>762,522</b>	<b>4,850,848</b>
Other Investment Programme Schemes	Coventry City Centre South Regeneration	149,954	-	-	-	-	-	-	-	-	-	184,633	-	-	334,587
	Innovation Programme	49,999	-	-	-	-	4,816	-	-	-	-	1,693	25,181	113,310	194,999
	Land Reclamation and Remediation	200,000	-	-	-	-	-	-	-	-	-	-	-	-	200,000
	Commonwealth Games 2022	25,000	-	-	-	-	20,000	-	-	-	-	10,000	23,348	-	78,348
	Employment, Education & Skills	20,000	-	-	-	-	-	-	-	-	-	-	-	-	20,000
	Business and Tourism Project - BATP	2,600	-	-	-	-	-	-	-	-	-	-	21,348	-	23,948
	Coventry Electric Bus City	5,000	-	50,000	-	78,400	-	-	-	-	-	6,100	-	-	139,500
	Regional Recovery & Risks	37,050	12,500	-	-	90	-	-	-	-	-	-	323	-	49,962
Collective Investment Fund	-	-	-	-	-	-	-	-	-	1,000,000	-	-	-	1,000,000	
<b>OTHER INVESTMENT PROGRAMME SCHEMES</b>		<b>489,603</b>	<b>12,500</b>	<b>50,000</b>	<b>-</b>	<b>78,490</b>	<b>24,816</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>202,426</b>	<b>70,199</b>	<b>113,310</b>	<b>2,041,343</b>
<b>Grand Total</b>		<b>1,994,723</b>	<b>140,755</b>	<b>787,826</b>	<b>204,434</b>	<b>966,660</b>	<b>106,165</b>	<b>52,430</b>	<b>-</b>	<b>15,668</b>	<b>1,000,000</b>	<b>325,327</b>	<b>422,370</b>	<b>875,832</b>	<b>6,892,191</b>

APPENDIX 3: WMCA Investment Programme Commitments (as at 28th February 2023)

£m	Total Expected Approvals	Approved Commitments	Actual Spend (Dec-22)
Coventry UK Central Plus	288.1	94.8	92.9
Sprint Programme	217.4	47.0	39.3
Rail Programme	113.9	63.0	25.4
Metro Programme	222.8	222.8	106.0
UK Central Infrastructure Package	288.0	35.1	25.6
UK Central HS2 Interchange	398.0	57.5	40.9
<b>SUB TOTAL HS2 GROWTH STRATEGY</b>	<b>1,528.2</b>	<b>520.4</b>	<b>330.1</b>
Coventry City Centre South Regeneration	150.0	150.0	57.5
Innovation Programme	50.0	16.1	13.8
Land Reclamation and Remediation	200.0	103.0	62.1
Commonwealth Games 2022	25.0	25.0	25.0
Employment, Education & Skills	20.0	1.3	1.3
Business and Tourism Project - BATP	2.6	2.6	0.3
Coventry Electric Bus City	5.0	5.0	0.5
Regional Recovery & Risks	41.3	30.4	12.4
<b>OTHER INVESTMENT PROGRAMME</b>	<b>493.8</b>	<b>333.4</b>	<b>172.7</b>
<b>TOTAL</b>	<b>2,022.0</b>	<b>853.7</b>	<b>502.8</b>

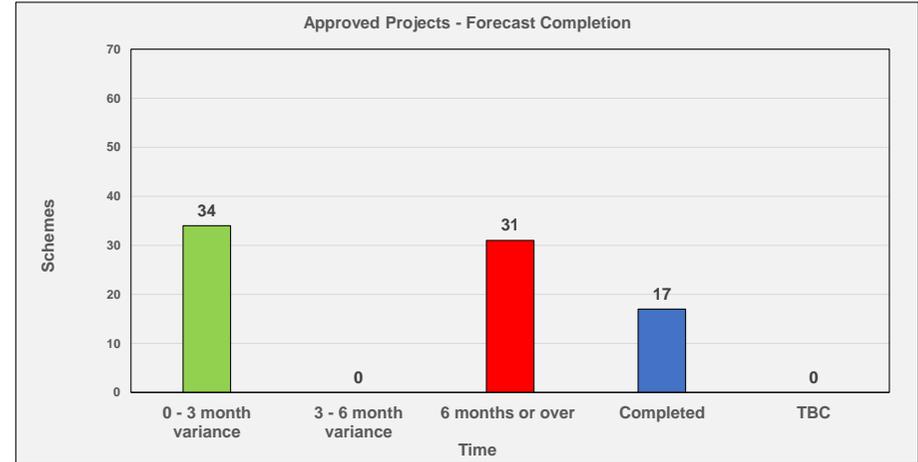
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**IP Milestone Baseline Summary**



**Key Movement**

Total number of schemes being reported to **82**  
**66** schemes report Green status  
**2** schemes continue to report Amber status  
**0** schemes report Red status  
**14** schemes completed



**Key Movement**

Of the **82** schemes being reported against:  
**34** schemes report a Green status.  
**0** schemes report an Amber status  
**31** schemes report a Red status  
**17** schemes completed

IN FLIGHT: Committed Projects (with committed funding)											
Project	Current Business Case Stage	Business Case Approval Level	BC Approval Date	Next BC & Date Expected	Committed Sum (£m)	Actual WMCA Spend to Sep-22 (£m)	Approved Start Date: BC / FA	Forecast / Actual Start Date	Approved Completion Date: BC / FA	Forecast / Actual Completion Date	Comment
<b>UKC Interchange</b>											
UGC Business Plan. UGC Operating Costs - 8 Years to 31/03/24.	SOC	Investment Board	13/02/2018	N/A	11.04	8.74	01/04/2016	01/04/2016	31/03/2024	31/03/2024	
HS2 Hybrid Act Change (HS2 Parallel Designs)	OBC	Investment Board	13/02/2018	N/A	9.80	7.75	13/02/2018	13/02/2018	31/12/2025	31/12/2025	
HS2 Parallel Designs - Automated People Mover Alignment and Capacity Upgrade	FBC	Investment Board	10/08/2020	N/A	5.75	0.00	10/08/2020	10/08/2020	31/12/2029	31/12/2029	
HS2 Parallel Designs - Hub Movement and Connectivity	SOC	SLT	26/08/2020	OBC TBC	1.99	0.52	26/08/2020	26/08/2020	31/12/2023	31/12/2023	Change Request approved 25/11/2022 extending end date into Dec23, and amount of management overheads of £297,750 to be withheld.
HS2 Parallel Designs - Arden Cross Multi-Storey Car Park & Balancing Ponds	OBC	WMCA Board	23/07/2021	FBC 2024	7.30	6.41	10/08/2020	10/08/2020	30/06/2024	30/06/2024	
HS2 Parallel Designs - Roundabout Overtrace	FBC	WMCA Board	13/09/2019	N/A	11.36	10.12	13/09/2019	13/09/2019	31/12/2022	31/08/2023	Forecast end date as per correspondence from project team. Change Request due to be submitted to WMCA Assurance to extend completion date.
HS2 Parallel Designs - Highway Pinch-Point Improvements [NEC Longabout]	FBC	WMCA Board	08/11/2019	N/A	3.38	0.53	02/12/2019	02/12/2019	31/12/2024	31/12/2024	Change Request approved 27/01/2023 extending the end date into Dec24.
Birmingham International Station - Integrated Transport Hub	OBC	Investment Board	30/04/2018	FBC Dec-22	6.38	6.10	30/04/2018	30/04/2018	31/12/2022	31/12/2022	Project concluded. Most of remaining funds have been reallocated into the MSCP project via CR.
Strategy: Utilities, Land Value, Car Parking	SOC	SLT	23/05/2017	OBC TBC	0.24	0.20	16/02/2017	16/02/2017	31/03/2023	31/03/2023	

Project	Current Business Case Stage	Business Case Approval Level	BC Approval Date	Next BC & Date Expected	Committed Sum (£m)	Actual WMCA Spend to Sep-22 (£m)	Approved Start Date: BC / FA	Forecast / Actual Start Date	Approved Completion Date: BC / FA	Forecast / Actual Completion Date	Comment
<b>UKC Infrastructure</b>											
2016/17 UKC PMO Expenditure	SOC				0.44	0.44	2016/17	2016/17	2016/17	2016/17	Management cost incurred by Solihull during the inception of UKC Infrastructure SOC Phase 1 and 2. Project closure process ongoing.
A45 Damson Parkway Junction Improvements	SOC	SLT	20/02/2019	OBC	1.30	0.81	06/10/2017	06/10/2017	31/07/2022	31/12/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Dec23 (Longstop Date 6 months later).
A34 Stratford Road Enhancement Study	SOC	SLT	19/09/2018	OBC	1.00	0.53	19/09/2018	19/09/2018	30/04/2022	30/09/2026	Change Request received in WMCA Assurance Dec22 to extend completion date into Sep26 (Longstop Date 6 months later).
A452 Chester Road Enhancement Study	SOC	SLT	19/09/2018	OBC	1.11	0.49	19/09/2018	19/09/2018	30/09/2022	31/12/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Dec23 (Longstop Date 6 months later).
Solihull Town Centre Access Improvements	SOC	SLT	19/09/2018	OBC	2.72	1.56	19/09/2018	19/09/2018	30/04/2021	30/09/2026	Change Request received in WMCA Assurance Dec22 to extend completion date into Sep26 (Longstop Date 6 months later).
Wildlife Ways (A45 to Town Centre Damson Parkway Cycle Link)	FBC	WMCA Board	28/09/2018	Closure	2.47	2.20	14/09/2018	14/09/2018	30/09/2023	31/12/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Dec23 (Longstop Date 6 months later).
Birmingham Business Park Southern Access	SOC	Investment Board	06/10/2017	Closure	0.05	0.03	06/10/2017	06/10/2017	31/12/2019	31/12/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Dec23 (Longstop Date 6 months later).
Solihull Station New location feasibility study	OBC	Investment Board	16/10/2017	Closure	0.07	0.07	16/10/2017	16/10/2017	31/03/2018	30/06/2023	This project has concluded. Confirmed that the rail station should stay in its existing location. Closure Report submission Jun23.
Solihull Town Centre Public Realm Improvement scheme	SOC	Investment Board	06/10/2017	OBC	0.53	0.46	06/10/2017	06/10/2017	31/07/2021	30/09/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Sep23 (Longstop Date 6 months later).
Kingshurst Village Centre	OBC	Investment Board	15/06/2020	FBC	5.69	5.23	15/06/2020	15/06/2020	30/09/2021	30/09/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Sep23 (Longstop Date 6 months later).
Chelmsley Wood Town Centre	SOC	Investment Board	06/10/2017	OBC	3.40	2.53	06/10/2017	06/10/2017	31/12/2022	30/09/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Sep23 (Longstop Date 6 months later).
Accelerating Housing Delivery - Simon Digby	OBC	Investment Board	06/10/2017	FBC	1.12	0.92	06/10/2017	06/10/2017	30/04/2021	29/02/2024	Change Request received in WMCA Assurance Dec22 to extend completion date into Feb24 (Longstop Date 6 months later).
Walking, Cycling & Green Infrastructure Investment Programme	SOC	Investment Board	20/08/2018	OBC *2	0.80	0.55	20/08/2018	20/08/2018	31/05/2021	31/12/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Dec23 (Longstop Date 6 months later).
UKC Hub Access and Transport Modelling Programme	SOC	Investment Board	20/08/2018	SOC	0.46	0.45	20/08/2018	20/08/2018	31/10/2020	30/09/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Sep23 (Longstop Date 6 months later).

Project	Current Business Case Stage	Business Case Approval Level	BC Approval Date	Next BC & Date Expected	Committed Sum (£m)	Actual WMCA Spend to Sep-22 (£m)	Approved Start Date: BC / FA	Forecast / Actual Start Date	Approved Completion Date: BC / FA	Forecast / Actual Completion Date	Comment
Solihull Station Integrated Transport Hub	SOC	Investment Board	20/08/2018	OBC	2.08	1.44	20/08/2018	20/08/2018	31/03/2021	31/03/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Mar23 (Longstop Date 6 months later).
Solihull Town Centre - Development & Investment	SOC	Investment Board	20/08/2018	OBC	1.85	1.83	20/08/2018	20/08/2018	31/10/2022	31/10/2022	Project complete. Project closure process ongoing.
Accelerated Housing Delivery - Utilising Solihull Assets	SOC	Investment Board	20/08/2018	OBC	2.82	2.28	20/08/2018	20/08/2018	31/01/2023		Change request due to be submitted to WMCA Assurance.
Playing Pitch Implementation Strategy	SOC	SOP	13/01/2022	OBC	0.34	0.00	13/01/2022	13/01/2022	31/08/2022		Spin-off of Project 31317_Accelerated Housing Delivery - Utilising Solihull Assets, with no additional funding commitment from WMCA. Change request due to be submitted to WMCA Assurance.
Middlewood House	OBC	SOP	04/10/2022	FBC	0.24	0.00	04/10/2022	04/10/2022	30/06/2023	30/06/2023	Spin-off of Project 31317_Accelerated Housing Delivery - Utilising Solihull Assets.
Rowood Drive	OBC	SLT	14/12/2022	FBC	0.50	0.00	05/12/2022	05/12/2022	31/01/2025	31/01/2025	Spin-off of Project 31317_Accelerated Housing Delivery - Utilising Solihull Assets.
Inclusive Growth - Securing Social Value	SOC	Investment Board	20/08/2018	BCJ / Evaluation	1.24	0.63	20/08/2018	20/08/2018	30/06/2022	31/03/2025	Change Request received in WMCA Assurance Dec22 to extend completion date into Mar25 (Longstop Date 6 months later).
Sustainable Energy - Enabling Clean Growth and Mobility	SOC	Investment Board	20/08/2018	TBD	0.63	0.52	20/08/2018	20/08/2018	31/03/2020	30/06/2024	Change Request received in WMCA Assurance Dec22 to extend completion date into Jun24 (Longstop Date 6 months later).
Sustainable Energy - UKC Hub Low Carbon Heat Network	SOC	Investment Board	20/08/2018	TBD	0.17	0.06	20/08/2018	20/08/2018	31/03/2019	30/09/2024	Change Request received in WMCA Assurance Dec22 to extend completion date into Sep24 (Longstop Date 6 months later).
Low Carbon Future Mobility	SOC	Investment Board	18/09/2018	OBC	0.52	0.42	18/09/2018	18/09/2018	31/12/2023	31/03/2025	Change Request received in WMCA Assurance Dec22 to extend completion date into Mar25 (Longstop Date 6 months later).
Sustainable Energy - Solihull Town Centre Low Carbon Energy Network	OBC	Investment Board	15/06/2020	FBC	2.47	1.39	15/06/2020	15/06/2020	30/06/2021	31/07/2023	Change Request received in WMCA Assurance Dec22 to extend completion date into Jul23 (Longstop Date 6 months later).
Local Strategic Network Resilience: Connectivity and Enhancements Programme	SOC	SLT	18/03/2020	OBC	1.12	0.77	18/03/2020	18/03/2020	28/02/2022	Paused / Part to be merged into 31320	Change Request received in WMCA Assurance Dec22 to pause two of the three FBCs and merge the third one into 31320_Low Carbon Future Mobility. Smart Resilient Assets FBC Paused. Significant Network Connections FBC Paused. Sustainable Mobility Management OBC Merged with Low Carbon Future Mobility.

Project	Current Business Case Stage	Business Case Approval Level	BC Approval Date	Next BC & Date Expected	Committed Sum (£m)	Actual WMCA Spend to Sep-22 (£m)	Approved Start Date: BC / FA	Forecast / Actual Start Date	Approved Completion Date: BC / FA	Forecast / Actual Completion Date	Comment
<b>Coventry City Centre First</b>											
City Centre First - Coventry Station Master Plan	FBC	WMCA Board	09/03/2018	N/A	39.40	39.27	30/06/2018	31/10/2018	31/03/2023	31/12/2031	Change Request received in WMCA Assurance Dec22 to extend completion date into Dec31.
Coventry City Centre First	FBC	WMCA Board	28/06/2019	N/A	31.60	31.33	28/06/2019	28/06/2019	31/05/2021	31/05/2021	Project complete. Project closure process ongoing.
<b>Coventry Regeneration</b>											
Coventry City Centre South	FBC	WMCA Board	08/02/2018	N/A	98.75	15.68	07/03/2018	07/03/2018	31/03/2033	31/03/2033	
Coventry Friargate Business District Phase1	FBC	WMCA Board	30/09/2018	N/A	51.20	41.79	30/09/2020	25/11/2020	31/12/2035	31/12/2035	Building C10 Practical Completion Date is 01/05/2023.
<b>Coventry South Interchange</b>											
A46 Stoneleigh Junction (A46 Link Road Phase1)	FBC	WMCA Board	14/09/2018	N/A	6.60	5.48	19/11/2020	19/11/2020	31/03/2023	31/03/2023	
A46 Link Road Phase 2 [Strategic Link]	SOC	SLT	26/06/2017	OBC Jun-21	0.35	0.00	15/06/2020	15/06/2020	31/03/2026	31/03/2026	
A46 Link Road Phase 3 [Solihull]	SOC	SLT	26/06/2017	OBC Q4 -21	0.10	0.06	26/06/2017	26/06/2017	31/03/2026	31/03/2026	
Coventry South Interchange	SOC	SLT	26/06/2017	OBC	0.05	0.04	26/07/2017	26/07/2017	31/03/2024	31/03/2024	Change Request approved 31/01/2023 extending end date into Mar24.
Tile Hill Station Improvements	SOC	SLT	26/06/2017	OBC Nov-21	0.30	0.30	26/07/2017	26/07/2017	31/03/2022	31/03/2022	Project complete. Project closure process ongoing.
<b>Coventry North</b>											
M6 Junction 3 improvements	SOC	SLT	20/02/2018	OBC Nov-20	0.10	0.10	02/04/2025	02/04/2025	30/03/2028	30/03/2028	
Kersley Link Road	SOC	SLT	21/02/2018	OBC Nov-20	0.10	0.10	01/04/2021	01/04/2021	29/03/2024	29/03/2024	
<b>Coventry VLR</b>											
Very Light Rail	SOC	WMCA Board	27/11/2017	OBC 10/09/2021	12.20	12.20	27/11/2017	27/11/2017	31/03/2022	31/03/2022	Project complete. Project Closure report received.
<b>Coventry Programme</b>											
City of Culture Trust 2021	FBC	WMCA Board	13/09/2019	N/A	4.00	4.00	13/09/2019	13/09/2019	31/03/2022	31/05/2022	Due to the pandemic the events started in May 2021 and finished in May 2022. Project complete. Project closure process ongoing.
UK Battery Industrialisation Centre [UK BIC]	FBC	WMCA Board	13/09/2019	N/A	Up to £2.80m Interest (£18.00m less)	18.00	31/03/2018	31/03/2018	31/12/2033	31/12/2033	
Coventry Electric Bus City	FBC	WMCA Board	19/03/2021	N/A	5.00	0.45	19/03/2021	19/03/2021	31/03/2025	31/03/2025	

Project	Current Business Case Stage	Business Case Approval Level	BC Approval Date	Next BC & Date Expected	Committed Sum (£m)	Actual WMCA Spend to Sep-22 (£m)	Approved Start Date: BC / FA	Forecast / Actual Start Date	Approved Completion Date: BC / FA	Forecast / Actual Completion Date	Comment
<b>Sprint</b>											
Sprint Hagley Road - Phase 2 Dudley & Halesowen	SOC	SLT	09/01/2018	OBC 01/12/2021	2.90	0.43	06/09/2022	01/12/2022	01/12/2025	01/12/2029	Forecast end date as per correspondence from project team. Change Request due to be submitted to WMCA Assurance to extend completion date.
Sprint - Birmingham to Sutton Coldfield	SOC	SLT	23/05/2017	OBC TBC	1.23	1.23	23/05/2017	23/05/2017	01/08/2022	01/12/2029	Forecast end date as per correspondence from project team. Change Request due to be submitted to WMCA Assurance to extend completion date.
Sprint - A34 Walsall to Birmingham	FBC	WMCA Board	14/02/2020	N/A	19.54	17.37	01/02/2020	01/03/2020	31/03/2022	30/06/2025	Change Request approved 08/02/2023 realigning funds between A34 into A45. Change Request due to be submitted to WMCA Assurance to extend completion date.
Sprint - Birmingham to Longbridge	SOC	SLT	17/08/2017	OBC 01/12/2022	0.30	0.14	01/12/2023	01/12/2023	01/12/2026	01/12/2029	Forecast end date as per correspondence from project team. Change Request due to be submitted to WMCA Assurance to extend completion date.
Sprint - Hall Green to Interchange via Solihull	SOC	SLT	22/11/2017	OBC 01/12/2023	0.30	0.09	01/12/2024	01/12/2024	31/03/2028	01/12/2029	Forecast end date as per correspondence from project team. Change Request due to be submitted to WMCA Assurance to extend completion date.
Sprint - A45 Birmingham to Airport and Solihull	FBC	WMCA Board	14/02/2020	N/A	22.76	20.05	01/02/2020	01/03/2020	31/03/2022	30/06/2025	Change Request approved 08/02/2023 realigning funds between A34 into A45. Change Request due to be submitted to WMCA Assurance to extend completion date.

Project	Current Business Case Stage	Business Case Approval Level	BC Approval Date	Next BC & Date Expected	Committed Sum (£m)	Actual WMCA Spend to Sep-22 (£m)	Approved Start Date: BC / FA	Forecast / Actual Start Date	Approved Completion Date: BC / FA	Forecast / Actual Completion Date	Comment
<b>Metro Programme</b>											
Metro East Birmingham - Solihull (EBS)	SOC	Investment Board	07/07/2017	OBC TBC	10.20	9.70	07/07/2017	07/07/2017	31/12/2019	31/12/2019	Project complete. Closure report to be received. There is a new project in the CRSTS programme to review the options on this corridor and develop a new OBC or even SOBC.
Metro: Bilston Road Track Replacement Phase 2	FBC	WMCA Board	17/02/2017	N/A	15.03	13.92	01/01/2017	01/01/2017	31/12/2017	31/12/2022	Project complete. Closure report to be received. There is a new project in the CRSTS programme to review the options on this corridor and develop a new OBC or even SOBC.
Metro Birmingham Eastside Extension	FBC	WMCA Board	14/02/2020	N/A	18.50	0.00	02/01/2020	01/06/2020	31/07/2025	31/03/2027	Change in completion date due to interface with HS2. Change Request due to be submitted to WMCA Assurance to extend completion date.
Metro Centenary Square Extension	FBC	WMCA Board	17/03/2017	N/A	63.10	63.10	07/04/2017	07/05/2017	21/12/2021	21/12/2021	Project complete. Closure report to be received.
Metro Wolverhampton Interchange	FBC	WMCA Board	01/12/2018	N/A	27.40	27.40	01/12/2018	01/12/2018	31/03/2022	30/04/2023	Forecast end date TBC due to third party approvals impacting on construction.
Metro Wednesbury to Brierley Hill Extension	FBC	WMCA Board	19/03/2019	N/A	103.00	0.15	04/11/2019	04/11/2019	31/12/2023	31/10/2024	Forecast end date change due to the pandemic, delays to the TWAO, Network Rail agreement completion, land acquisition and procurement issues. Change Request due to be submitted to WMCA Assurance to extend completion date.
<b>Rail Programme</b>											
Rail - Sutton Coldfield Gateway	SOC	SLT	12/10/2017	OBC	0.87	0.33	12/10/2017	12/10/2017	31/03/2024	31/03/2024	Change Request approved 24/01/2023 extending end date into Mar24.
Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	FBC	WMCA Board	15/01/2021	N/A	15.99	10.40	30/11/2019	30/11/2019	30/03/2023	30/04/2024	Forecast end date as per correspondence from project team. Change Request due to be submitted to WMCA Assurance to extend completion date.
Rail - Camp Hill Line Local Enhancements (Package 2)	FBC	WMCA Board	15/01/2021	N/A	36.35	9.13	30/11/2019	30/11/2019	31/12/2023	31/12/2023	
Perry Barr Railway Station and Bus Interchange	FBC	WMCA Board	15/01/2021	N/A	9.54	5.46	15/01/2021	15/01/2021	31/08/2022	31/08/2022	Project complete. Project closure process ongoing.

Project	Current Business Case Stage	Business Case Approval Level	BC Approval Date	Next BC & Date Expected	Committed Sum (£m)	Actual WMCA Spend to Sep-22 (£m)	Approved Start Date: BC / FA	Forecast / Actual Start Date	Approved Completion Date: BC / FA	Forecast / Actual Completion Date	Comment
<b>Land Remediation</b>											
Land Remediation (Black Country Consortium) [LPIF]	SOC	WMCA Board	15/01/2021	N/A	53.04	22.85	17/02/2017	17/02/2017	31/03/2025*	31/03/2025	*Programme management cost profiled to 31/03/2026.
Brownfield Land & property Development Fund (BLPDF)	SOC	WMCA Board	17/02/2017	N/A	50.00	39.23	17/02/2017	17/02/2017	31/03/2024	31/03/2024	
<b>Business Innovation</b>											
Innovation - West Midlands Innovation Programme	FBC	FBC	24/06/2019	FBC 18/01/2020	3.24	2.89	24/06/2019	24/06/2019	30/12/2022	31/03/2023	Forecast end date as per correspondence from project team.
Innovation - Urban Challenge	SOC	SLT	12/03/2018	N/A	0.20	0.20	12/03/2018	12/03/2018	01/06/2018	01/06/2018	Project concluded. Closure Report pending.
Innovation - West Midlands 5G	OBC	SLT	19/06/2019	FBC TBC	5.00	3.43	19/06/2019	19/06/2019	31/03/2024	31/03/2024	Rolling expiry date until funds are spent and outputs are delivered.
Innovation - Energy Capital (Energy Efficiency and Fuel Poverty)	SOC	SLT	20/03/2019	N/A	0.25	0.25	20/03/2019	20/03/2019	01/03/2023	01/03/2023	Project complete. Project closure process ongoing.
Innovation - Ultra Low Emission Vehicle (ULEV) Strategy	SOC	SLT	20/03/2019	N/A	0.25	0.25	01/06/2019	01/06/2019	30/09/2021	30/09/2021	Project complete. Project closure process ongoing.
Innovation - West Midlands Growth Company	FBC	Investment Board	19/11/2018	N/A	7.20	6.75	01/04/2019	01/04/2019	31/03/2023	31/03/2023	
<b>Employment Education &amp; Skills</b>											
Aspirations for All	SOC	SLT	21/08/2019	N/A	0.50	0.50	21/08/2019	21/08/2019	30/09/2023	30/09/2023	
HS2 Jobs and Skills Workstream	SOC	SLT	20/06/2018	TBC	0.81	0.78	20/06/2018	31/08/2018	31/03/2023	31/03/2023	
<b>Commonwealth Games</b>											
Commonwealth Games 2022 - Alexander Stadium Redevelopment	FBC	WMCA Board	30/11/2019	N/A	25.00	25.00	20/03/2020	20/03/2020	01/06/2022	01/06/2022	Project complete. Project closure process ongoing.

Project	Current Business Case Stage	Business Case Approval Level	BC Approval Date	Next BC & Date Expected	Committed Sum (£m)	Actual WMCA Spend to Sep-22 (£m)	Approved Start Date: BC / FA	Forecast / Actual Start Date	Approved Completion Date: BC / FA	Forecast / Actual Completion Date	Comment
<b>Business and Tourism Project - BATP</b>											
Business and Tourism Project - BATP	FBC	WMCA Board	05/06/2020	N/A	2.60	0.29	05/06/2020	05/06/2020	30/11/2023	30/11/2023	Programme delivered by West Midlands Growth Company, with WMCA acting as Accountable Body.
<b>WM2041</b>											
WM2041 Five Year Plan	FBC	WMCA Board	19/03/2021	N/A	5.10	1.55	19/03/2021	19/03/2021	31/12/2026	31/12/2026	BJC Net Zero Neighbourhood Demonstrator – Brockmoor in Dudley MBC. Nov22 Approved £1.65m from within overarching £5.1m sum.
<b>City Learning Quarter</b>											
College of Wolverhampton Technical Centre [CoWTECHC]	FBC	WMCA Board	23/07/2021	N/A	7.75	0.00	23/07/2021	23/07/2021	31/03/2025	31/03/2025	
<b>West Midlands Co-Investment Fund [WMCO]</b>											
West Midlands Co-Invest Equity Fund	FBC	WMCA Board	14/01/2022	N/A	12.50	0.00	14/01/2022	14/01/2022	31/01/2033	31/01/2033	
<b>HS2 Programme Governance</b>											
HS2 Growth Delivery Programme Communications	SOC	SLT	20/06/2018	CRF/SOC TBC	0.33	0.33	01/04/2019	01/04/2019	30/03/2020	30/03/2020	Annual rolling programme. Reported at IB on 20/04/20, but SOC's were submitted and appraised and considered a support function. Closure Report pending.

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KEY				
Actual / Forecast Start Date	0 - 3 Month Variance	3 - 6 Month Variance	6 Months + or An Issue	Complete
Actual / Forecast Completion Date				

N.B.
<p><b>Approved Start &amp; Completion Dates:</b> Data source comes from 1 of 3 possible options depending on the stage the project has reached within the Governance Lifecycle and are:</p> <ol style="list-style-type: none"> <li>1. Business Case / Change Request</li> <li>2. Governance Board Approval</li> <li>3. Funding Agreement / Deed of Variation</li> </ol>

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## WMCA Investment Board

<b>Date</b>	20th March 2023
<b>Report title</b>	Update Report: City Region Sustainable Transport Settlement – Quarter 3 FY 2022-23
<b>Portfolio Lead</b>	Councillor Bob Sleigh - Finance & Investments
<b>Accountable Chief Executive/TfWM Director</b>	Anne Shaw (Executive Director of Transport for West Midlands)
<b>Accountable Employee</b>	Carl Beet (Head of Strategy & Intelligence)
<b>Report has been considered by</b>	N/A

**Recommendation(s) for action or decision: Report for information only**

**The WMCA Investment Board is recommended to: Acknowledge the contents of this Report, including:**

1. The City Region Sustainable Transport Settlement change control application submitted to Department for Transport, set out at **Section 4**.
2. The M&E and reporting requirements associated with the City Region Sustainable Transport Settlement set out at **Section 5**.
3. The programme monitoring plans set out at **Section 6**.
4. The Quarter 3 FY22-23 progress reported at **Section 7**.

## 1 Purpose

- 1.1 The Investment Board agreed on 14th November 2022 to receive a quarterly report on the status of the City Region Sustainable Transport Settlement ('CRSTS'), to help set the context for any investment decisions being made by the Board. This report fulfils that requirement.
- 1.2 The purposes of this report are to:
  - (a) Update Investment Board on any key events since the previous update report;
  - (b) Outline the requirements for monitoring & evaluation (M&E) and reporting of the CRSTS programme;
  - (c) Update Investment Board on the progress made across the programme to date; and
  - (d) Set the context for any investment decisions being made by the Board.

## 2 Background

- 2.1 The Investment Board was established by the WMCA Board as a key element of the approvals process across the WMCA Investment Programme.
- 2.2 On 10 June 2022, WMCA Board approved extending the role and remit of WMCA Investment Board to cover all WMCA projects (**including those within the CRSTS programme**), allowing investment decisions to be made for values between £5m and £20m in line with the WMCA Single Assurance Framework.
- 2.3 The Investment Board considered and endorsed an enhanced Terms of Reference at its meeting on 24th July 2020. This set out an enhanced role supporting decision-making, greater post approval controls, performance management and effective delivery of monitoring & evaluation requirements.
- 2.4 The enhanced Terms of Reference included the following:
  - To add conditions to any funding decision that falls within its delegated authority. Minimum conditions should specify the availability period, conditions to drawdown of funds, conditions for withdrawal of support and terms of clawback, start date and completion date for the project or programme.
  - Where oversight of monitoring and evaluation applies to the Investment Board, to consider whether a formal review of project or programme is required, and to consider this review itself or instruct the Investment Panel to do so on its behalf.

## 3 Overview of the CRSTS Programme

- 3.1 The National Infrastructure Strategy committed to investments in local transport networks to improve productivity in our largest cities. The national CRSTS programme aims to deliver transformational change through investments in public and sustainable transport infrastructure in some of England's largest city regions through grant funding of £5.7bn over five years (2022/23 – 2026/27).
- 3.2 The CRSTS funding is aimed at achieving the following objectives:
  - Driving growth and productivity;
  - Decarbonising transport; and
  - Levelling up services and areas.

- 3.3 The West Midlands submitted a programme level business case consisting of 50 projects and programmes totalling an investment of over £1bn in transport improvements. This investment includes a government grant of £1.05bn along with £120.1m as a local contribution from West Midlands Local Authorities, made up of:
- LA internal resources linked to ITB replacement programmes;
  - Enterprise Zone (Snow Hill Growth Strategy / Birmingham Victoria Square / One Station);
  - Private Sector inc. provision of new hydrogen vehicles & S.106;
  - Clean Air Zone and Bus Lane Enforcement; and
  - Local Authority borrowing.
- 3.4 The government have made it clear that they expect the CRSTS programme and its outputs to be delivered in full by the end of March 2027.

#### **4 CRSTS Change Control Submission**

- 4.1 WNCA officers provided a briefing to WMCA Board on 16th December 2022 advising of the extent of cost pressures emerging across the Transport for West Midlands capital programme.
- 4.2 There are presently limited options available to WMCA to meet these cost pressures. To meet the most urgent capital cost pressures totalling up to £17.8m across multiple projects, WMCA Board endorsed the recommendation to re-allocate funding within the Transforming Cities Fund to those projects subject to these urgent cost pressures.
- 4.3 WMCA Board subsequently also agreed to delegate authority to the WMCA Section 151 Officer and Executive Director of Transport for West Midlands (in consultation with the Mayor and the Portfolio Lead for Transport) to make a formal CRSTS change control application to the Department for Transport. This application is also required to follow WMCA Single Assurance Framework procedures.
- 4.4 WMCA have now submitted the CRSTS change control application to Department for Transport and a decision on the application is currently pending from Department for Transport.
- 4.5 The change control submitted requests to introduce those projects previously funded by Transforming Cities Fund within the CRSTS programme, as well as to introduce other projects also identified at risk of cost increases onto the CRSTS programme reserve list.
- 4.6 For commercial reasons, the specific projects subject to the urgent cost pressures noted at **paragraph 4.2**, and the CRSTS change control application at **paragraph 4.5**, are not stated within this report.
- 4.7 However, Investment Board are advised to note that an update on WMCA capital programme pressures will be presented to WMCA Board in March, with a further, comprehensive, update on the WMCA capital programme alongside a CRSTS annual monitoring report to be submitted to WMCA Board in June 2023.

#### **5 Monitoring & Evaluation and Reporting Requirements**

- 5.1 In addition to it being good practice to regularly monitor programme performance, part of the funding conditions associated with the CRSTS allocation is that West Midlands Combined Authority, acting as the accountable body, is required to undertake M&E of the West Midlands programme.

- 5.2 The Department for Transport (DfT) require a quarterly update on programme progress via an excel template and a fuller annual update containing updates on project progress. This annual update includes information on deliverables or key milestones and any changes to outputs or delivery start and end dates expected from projects within the programme.
- 5.3 WMCA submitted the Q3 FY22-23 update and annual report to DfT in early February 2023.
- 5.4 The quarterly update requires in-depth information on the programme covering aspects such as:
- Overall progress summary (at programme level);
  - Delivery confidence assessment (at project and programme level);
  - Programme level expenditure by funding source and financial quarter (both forecast and outturn);
  - Details of local contributions achieved, by source;
  - Details of project / programme change control requests and decisions;
  - Progress against key milestones for each project;
  - Key risks (at project and programme level); and
  - Progress against outputs delivery and outcomes.
- 5.5 The level of detail requested by DfT for monitoring purposes for CRSTS is much more expansive than any recent funding streams and will require significant levels of engagement with, and information from, project teams.

## **6 TfWM Programme Monitoring Plans**

- 6.1 Given the greater emphasis being placed on Monitoring and Evaluation (M&E), there is clearly the need for WMCA to implement a robust mechanism for meeting the requirements of DfT and to ensure that the programme is on track to deliver as required by the end of March 2027.
- 6.2 As a result of the enhanced monitoring & evaluation requirements, TfWM allocated a portion of the CRSTS allocation to establishing a small team to undertake both the monitoring and reporting to DfT and also to designing and undertaking an amount of M&E for each project within the programme. It was recognised particularly large or novel projects (e.g. Coventry Very Light Rail) would require additional M&E activity to be funded by that specific project directly from its allocated funding.
- 6.3 The TfWM M&E team have created excel based templates to capture project milestones and risk information which have been distributed to each CRSTS project team to enable a consolidated programme position to be captured and reported.
- 6.4 There is a separate spreadsheet which is distributed by WMCA finance to capture the financial information which is undertaken in order to secure S151 sign-off and is in a format which is already familiar with local authority finance teams. This information is being passed back to the TfWM M&E team for consolidation with the rest of the project information.
- 6.5 The use of excel spreadsheets to capture this information is not ideal and generates risks around version control, errors when transferring data and data formatting / consistency. For these reasons TfWM have been exploring the use of a cloud-based project & programme management tool. This will be developed and piloted initially for CRSTS monitoring and reporting, but a wider project has been initiated to see if this same tool could be applicable more widely across the WMCA portfolio.

6.6 For the first few reporting periods TfWM will be gathering project update information via spreadsheets and entering the returns into the management software. The aspiration is that once the system is fully set-up and tested, project teams will be able to provide updates directly into the system.

## **7 CRSTS Q3 2022-23 Progress Update**

7.1 The second round of updates from project teams has generally worked well, with responses from all teams in advance of the DfT Q3 reporting deadline.

7.2 A summary of the current capital Q3 position and forecast position is outlined below:

### *Programme Progress*

- 1 (Sub-)Programme Business Case has been approved;
- 8 Strategic Outline Cases have been approved;
- 4 Outline Business Cases have been approved;
- 8 Full Business Cases have been approved;
- 6 projects / programmes have reached delivery stage;
- £474.25m of CRSTS funding has been approved as at 31st January 2023; and
- £61.53m of expenditure incurred funded from the £1.05bn West Midlands CRSTS capital settlement as at 31st December 2022.

### *Funding Approved*

7.3 Since the previous Q2 CRSTS Update Report, the following submissions have been approved:

- Accelerator change request to award a maximum of c. £3.24m of development funding for early draw down across 11 projects, where the relevant promoters have shown that this would enable accelerated delivery. (Approved 25th November 2022 by WMCA Statutory Officer Panel).
- A454 Walk, Cycle and Bus Corridor – SOC submission to award £0.40m of CRSTS funding approved by WMCA Executive Director on 15th December 2022.
- Very Light Rail Regional Programme – A SOC submission to award at total of £36.88m CRSTS funding from the total allocation of £71.50m was approved on 13th January 2023 by WMCA Board. It should be noted that this project is retained by DfT, meaning that this funding awarded is not fully available to be drawn until DfT approval of the SOC has been obtained.
- Bus Service Improvement Plan Cross City Routes – Programme Business Case approved by WMCA Statutory Officers to award £4.00m of CRSTS funding from the £59.00m allocation for this programme.
- Foleshill Transport Package – A Programme Business Case was approved by WMCA Executive Director on 23rd December 2022 to award £0.45m of CRSTS funding from the total allocation of £4.50m.
- A461 Walk, Cycle and Bus Corridor – Two SOC submissions for the Dudley and Sandwell elements of the scheme were approved by WMCA Executive Director on 4th November 2023 and 3rd November respectively. Total CRSTS funding of £1.00m was awarded to the scheme within the £25.00m CRSTS programme allocation for this scheme.
- A4123 Walk, Cycle and Bus Corridor – CRSTS funding of £1.70m was awarded from within the total £29.00m in respect of a SOC submission approved by WMCA Statutory Officer Panel on 25th November 2022.

7.4 The funding approved from the £1.05bn West Midlands CRSTS programme totals £474.25m as at 31st January 2023. It should be noted that WMCA are required to maintain a 'soft contingency' of £100.00m of unapproved funding until the end of Year 3 of the programme, being 31st March 2025.

*Key risks*

- Inflationary pressure may result in cost overruns or the need to reduce the scope of some projects or the overall programme.
- Public objection to projects which reallocate road space or prioritise bus and active travel over cars
- Over half of projects (55%) are currently reported to finish delivery in the final year of the programme with 39% reported to complete in the final quarter of the programme.
- Potential for problems with supply chain and simultaneous disruption on the network.
- Potential for the CRSTS fund to be impacted by projects currently outside the programme but already in flight and experiencing cost inflation ultimately requiring them to be included within the CRSTS programme (following appropriate formal change control).

7.5 It is probable that some projects in the programme will incur several of the above risks, resulting either in an inability to deliver or in programme slippage beyond the current CRSTS funding period.

7.6 The reporting of projects as being currently planned to deliver relatively late in the programme is due to the relative early stage of development of many of the projects. Many projects have been dependent on the CRSTS funding programme commencing in order to be able to access capital development funding. As the next few quarters are reported it is expected that the currently reported delivery profile will evolve. Work will be undertaken with scheme promoters to identify how schemes can be accelerated and the risk of delays mitigated.

*Local Contribution*

As a condition of the CRSTS funding, the West Midlands programme business case was required to demonstrate a commitment to provide match funding towards the programme. The commitments made are outlined below:

<b>Authority</b>	<b>Local contribution (£m)</b>
Birmingham	32.30
Coventry	8.57
Solihull	3.00
WMCA	76.19
<b>Total</b>	<b>120.06</b>

7.7 A set of schemes which can be pulled forward without further explicit approval has been agreed with DfT. These could be used to off-set slippages or where a specific project is cancelled. The ability to trigger this change control process is also linked to the soft-contingency mechanism addressed below.

7.8 The outturn local contribution is a metric that the Department for Transport are asking WMCA to report on. To date £0.57m of local contributions have been secured. Whilst it is not essential that the split by authority is as shown in the table above, it is important to secure the total amount of local contribution agreed of c. £120.06m, over the five-year period to meet DfT funding terms and conditions. Promoters should be actively seeking contributions, in particular from the private sector, wherever possible.

*Capacity funding to Support CRSTS*

7.9 During FY 2021/22 DfT provided £8.9m of revenue capacity funding to enable scheme promoters to develop projects in advance of the full CRSTS funding. This £8.9m has been distributed amongst scheme promoters as directed, following WMCA Board approval (September 2021), although no scheme promoters have fully exhausted this funding to date.

7.10 In addition to the £8.9m received in FY 2021/22, DfT awarded a further £16.6m of revenue funding. Agreement as to how this funding will be distributed has been reached by WMCA Finance Directors and Strategic Transport Officer Group, and is subject to endorsement by WMCA Board on 17th March 2023.

*Programme Baseline and Future Updates*

7.11 This update is the second undertaken for the CRSTS programme since the bid was submitted. A considerable number of projects are still very early in their development cycle with some project teams still in the mobilisation phase after completion of other projects over the summer. This means that there is a degree of uncertainty in some of the forecasts presented in this update report.

7.12 It is envisaged that as more engagement takes place with project teams and as projects become more mature, it is likely that timescales and funding profiles are likely to change and become more certain.

7.13 As such it would be inadvisable to rely solely on this programme update for use as a baseline against future programme performance.

*Anticipated progress during Q4 FY 22/23*

7.14 Based upon the latest information provided by scheme promoters the following milestones were expected in Q4 of FY 22/23:

<b>Submission expected</b>	<b>Project</b>	<b>Business Case Stage</b>
Mar-23	Dudley Port ITH - Phase 1 and Phase 2 Development	PBC
Mar-23	Aldridge Station	SOC
Mar-23	Dudley Town Centre Interchange	SOC
Mar-23	Smethwick to Birmingham Inclusive Growth Corridor	SOC
Mar-23	A449 Walk, Cycle and Bus corridor	SOC
Mar-23	Mobility Hubs and E-bikes	SOC
Mar-23	Coventry South Sustainable Transport (GIGA Factory Links)	SOC
Mar-23	Factory Links)	SOC
Mar-23	Demand Responsive Bus	SOC
Feb-23	ULEV - Black Country	OBC

<b>Submission expected</b>	<b>Project</b>	<b>Business Case Stage</b>
Mar-23	Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	FBC

## **8 Financial Implications**

8.1 There are no direct financial implications arising from the recommendations within this report.

## **9 Legal Implications**

9.1 There are no legal implications as a result of the recommendations within this report.

## **10 Equalities Implications**

10.1 There are no equalities implications as a result of the recommendations within this report.

## **11 Inclusive Growth Implications**

11.1 There are no inclusive growth implications as a result of the recommendations within this report.

## **12 Geographical Area of Report's Implications**

12.1 There are no geographical implications as a result of the recommendations within this report. The CRSTS Programme comprises an array of projects throughout each of the seven West Midlands constituent member areas. These programmes also have implications for some non-constituent areas and the wider local area beyond the constituent member regions.

## **13 Other Implications**

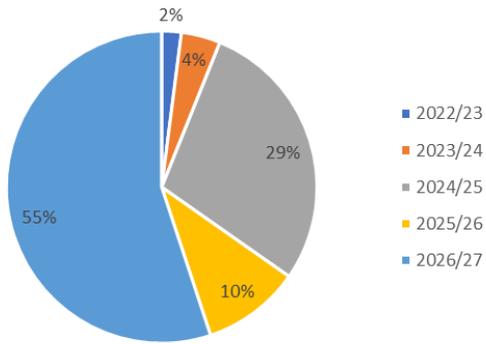
13.1 Not applicable.

## **14 Schedule of Background Papers**

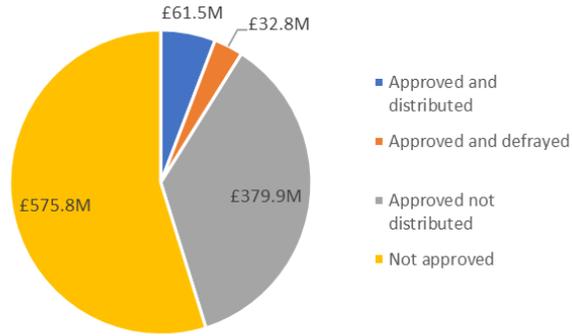
14.1 Appendix 1 – CRSTS Reporting Charts

## APPENDIX 1: CRSTS Reporting Charts

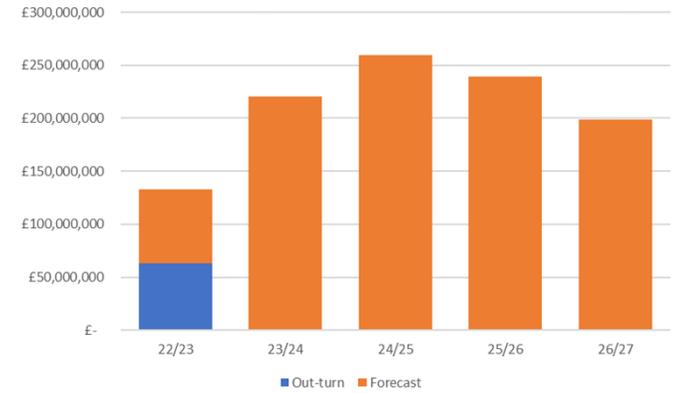
Forecast project delivery by year



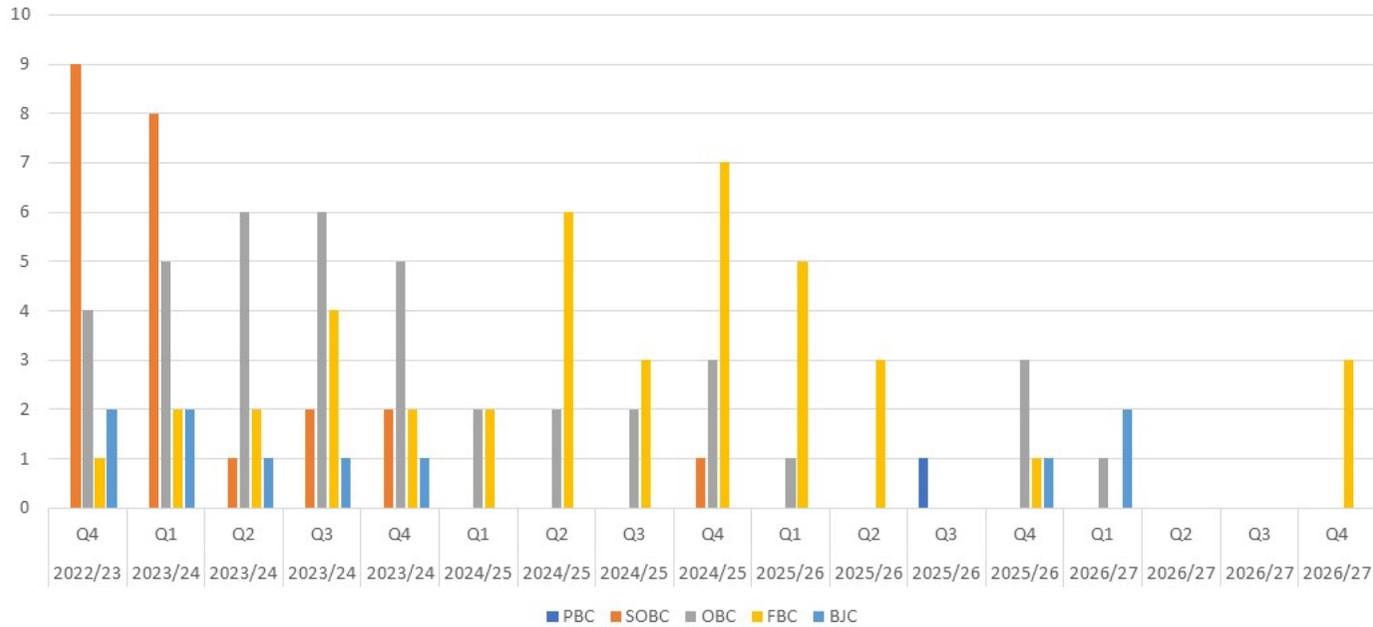
CRSTS funding status



CRSTS Spend profile



Development profile



\*Based on previous financial forecast – finalized Q2 financials not available at time of writing

## WMCA Collective Investment Fund (CIF) - Dashboard

01 March 2023

### Contents

Page 1 - Investments committed

Page 2 - Investments repaid

Page 3 - Dashboard

## WMCA CIF - Investments committed and completed funds

Opportunity - Location	Industry	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Local Authority	Loan Amount	Drawn Amount
Complex Development Projects - Telegraph, Far Gosford 2	Residential Property	90	2.56	0	80,000	£70,000	Coventry CC	£4,290,000	£4,158,526
Craig Watts - Aliaxis Site	Commercial Property	200	5.3	0	100,000	£0	Cannock Chase DC	£2,500,000	£2,404,000
Holbrook Lane Investment LLP - Holbrook Lane	Commercial Property	200	5.6	0	105,000	£450,000	Coventry CC	£8,800,000	£8,198,203
St Francis Group - Parallel 113	Commercial Property	198	6.6	0	113,000	£370,000	Walsall DC	£6,400,000	£6,235,443
Kinrise - Citadel	Commercial Property	359	0	0	47,470	£500,000	Birmingham CC	£9,500,000	£8,212,260
Redsun Projects Ltd - Halesfield - Investment	Commercial Property	0	0	0	0	£0	Telford & Wrekin	£4,000,000	£4,000,000
Holbrook Lane LLP - Phase 2	Commercial Property	295	6.74	0	149,458	£650,000	Coventry CC	£15,000,000	£2,179,207
Complex Developments - Leamington	Commercial Property	140	0.03	0	18,198	£179,000	N Warwickshire	£3,000,000	£0
KMN Investments Ltd - Drywall Steel Sections - Mayank Gupta	Commercial Property	75	4.5	0	83,174	£290,000	Wolverhampton CC	£7,590,000	£750,000
Barberry - Coventry	Commercial Property	112	2.57	0	43,500	£189,312	Coventry CC	£3,650,000	£0
Barberry - Rugby	Commercial Property	236	4.75	0	91,500	£910,425	Rugby	£13,050,000	£0
Barberry - i54	Commercial Property	265	5.83	0	102,500	£338,368	Wolverhampton CC	£5,250,000	£0
Dean Wilson - Halesfield	Commercial Property	99	3.8	0	50,300	£210,000	Telford & Wrekin	£4,000,000	£0
Morris & Co - Stadium Point - Phase 1	Commercial Property	305	6.81	0	118,310	£596,000	Shropshire	£14,020,000	£0
Covanta Hope / Encyclis	Commercial Property	50	8.2	0	123,462	£2,500,000	Walsall DC	£7,500,000	£0

Live outputs	Transaction	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Loan Amount	Drawn Amount
	15	2,624	63	0	1,225,872	£7,253,105	£108,550,000	£36,137,639

Repaid	Transaction	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Loan Amount
	19	3,071	73	513	1,238,468	£4,595,993	£78,795,000

Total	Transaction	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Loan Amount
	34	5,695	137	513	2,464,340	£11,849,098	£187,345,000

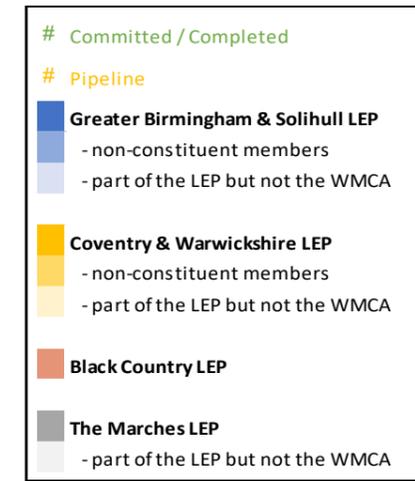
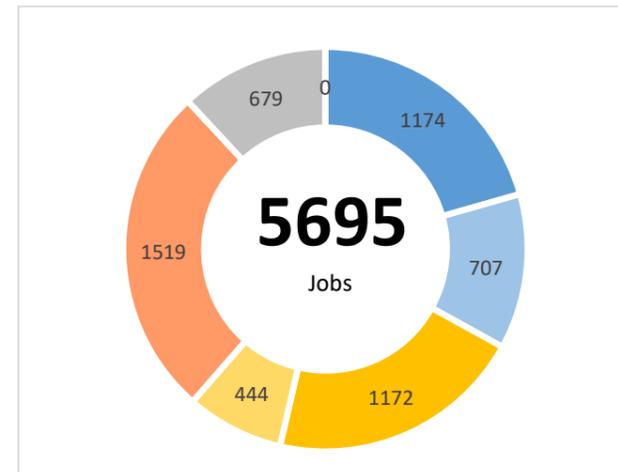
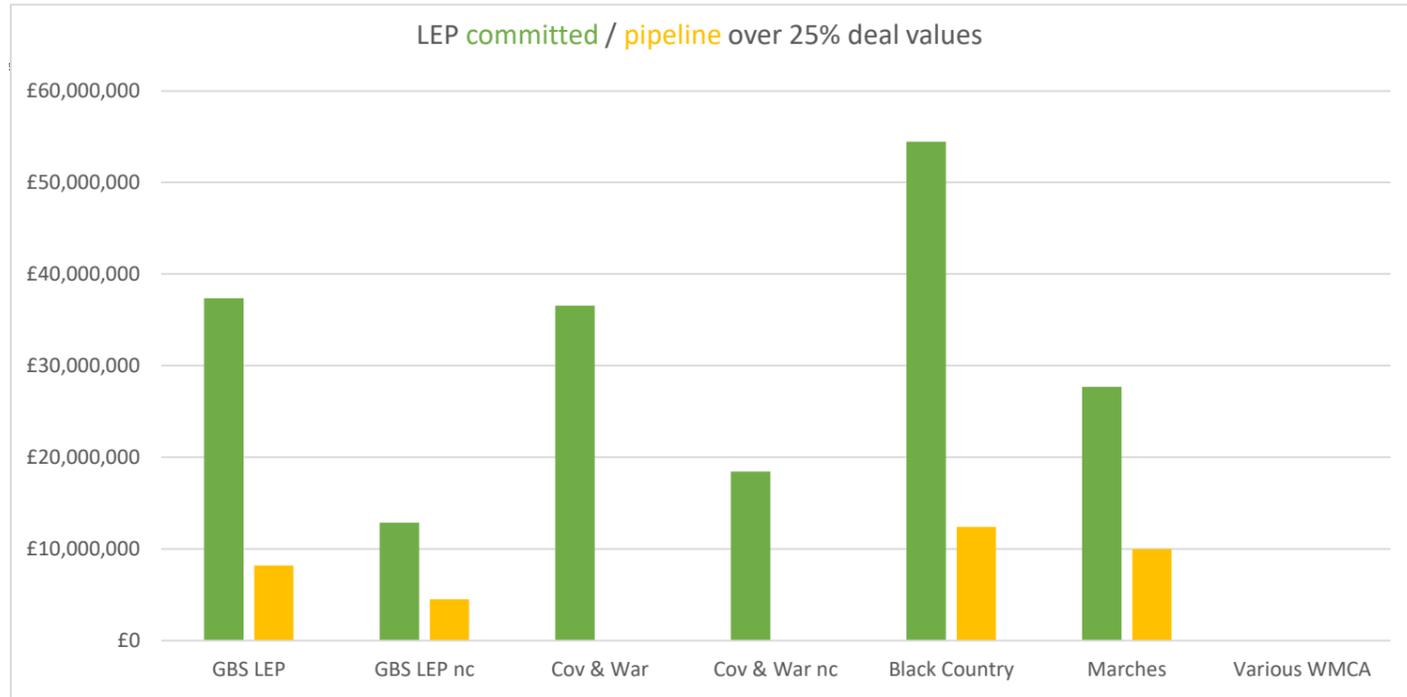
## WMCA CIF - Investments Repaid

Opportunity - Location	Industry	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Local Authority	Loan Amount
Barberry - 57 AMH	Industrial	230	2.37	0	56,800	£270,000	Birmingham CC	£5,030,000
Barberry - 65 AMH	Commercial Property	80	2.9	0	60,000	£208,545	Birmingham CC	£3,680,000
Barberry - Kingswood Lakeside	Commercial Property	82	3.45	0	61,600	£177,038	Cannock Chase DC	£3,350,000
Barberry - Perry Barr	Commercial Property	75	2.5	0	48,000	£149,448	Birmingham CC	£2,900,000
Chase Midlands - Sheldon	Commercial Property	230	1	0	45,140	£374,578	Birmingham CC	£7,905,000
Complex Development Projects - Telegraph, Far Gosford (Ref'd)	Commercial Property	200	2.7	423	0	£0	Coventry CC	£2,820,000
Cordwell Lesiure - Walsall	Commercial Property	130	1.2	0	35,400	£257,223	Walsall DC	£6,950,000
Expert Holdings Ltd	Commercial Property	275	4	0	82,000	£257,223	Coventry CC	£2,000,000
Goold Estates Ltd - Steel Park	Commercial Property	165	5.5	0	69,025	£198,378	Wolverhampton CC	£3,700,000
Macc Care - Sutton	Residential Property	60	1.78	10	25,833	£287,000	Birmingham CC	£2,350,000
Opus Land - Kingswood Lakeside	Commercial Property	425	14	0	283,185	£807,120	Cannock Chase DC	£7,000,000
Opus Land - Seven Stars	Commercial Property	203	6.35	0	120,000	£360,000	Sandwell MBC	£5,500,000
Warmflame Developments Ltd - Nuneaton	Commercial Property	68	0.74	0	35,000	£90,000	Nuneaton & Bedworth	£2,400,000
WD (Calmore) Ltd	Commercial Property	107	2.75	0	54,000	£200,000	Dudley MBC	£3,600,000
Chancery Gate - Minworth	Commercial Property	140	3.13	0	72,010	£300,000	Birmingham CC	£6,000,000
Redsun Projects Ltd - Halesfield	Commercial Property	200	5	0	77,000	£209,000	Telford & Wrekin	£3,400,000
Morris & Company Ltd - Paragon Point	Commercial Property	75	2.54	0	37,900	£113,000	Telford & Wrekin	£2,265,000
Stoford Properties - Sandvik	Commercial Property	182	8.26	80	20,000	£165,000	Dudley MBC	£4,945,000
Barberry - Well Lane, Wolverhampton	Commercial Property	144	3.31	0	55,575	£172,440	Wolverhampton CC	£3,000,000

Repaid

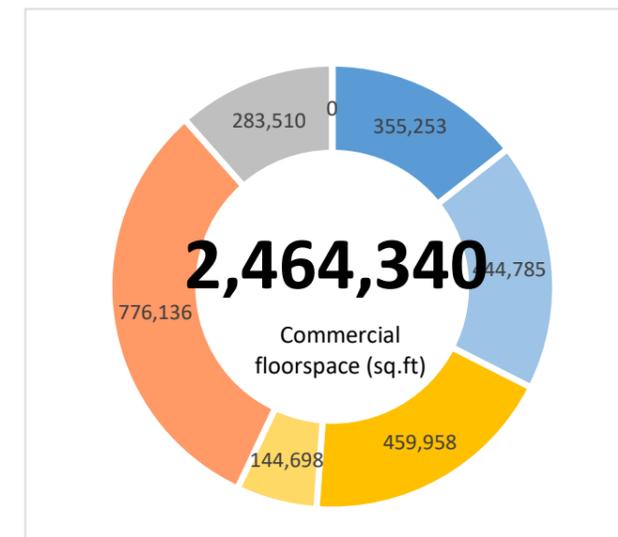
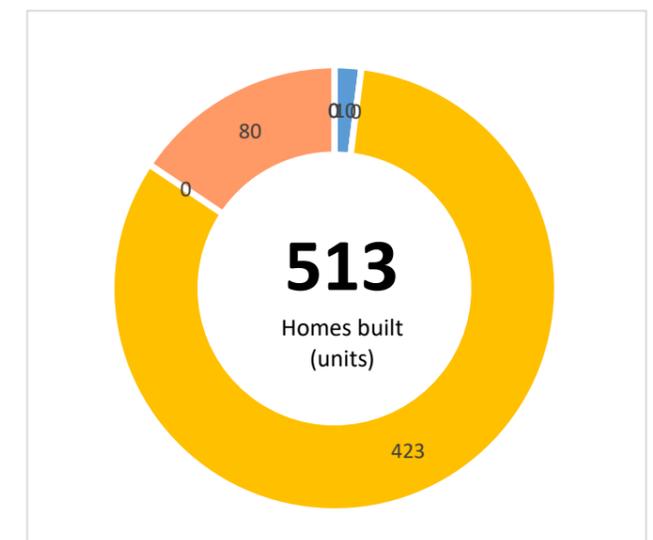
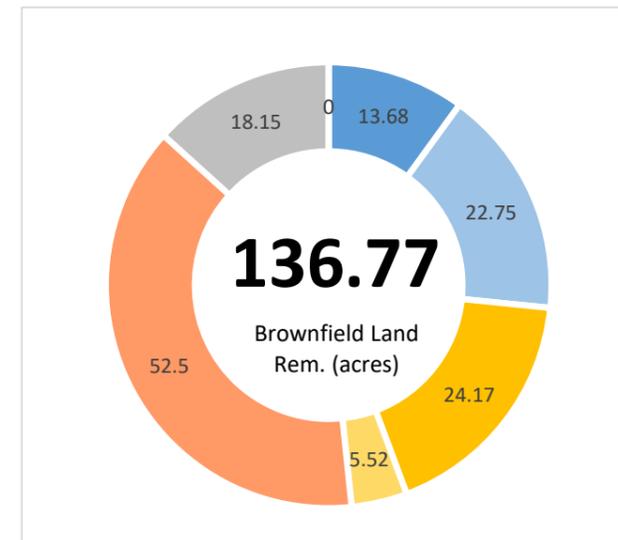
Transaction	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Loan Amount
19	3,071	73	513	1,238,468	£4,595,993	£78,795,000

### WMCA CIF - Dashboard



#### Geography of committed deal values - committed / pipeline over 25%

<b>Birmingham</b>	<b>Solihull</b>			
£37,065,000	£0			
£8,200,000	£0			
<b>Cannock</b>	<b>Redditch</b>	<b>Tamworth</b>	<b>Lichfield</b>	
£12,850,000	£0	£0	£0	
£4,500,000	£0	£0	£0	
<b>Coventry</b>				
£36,560,000				
£0				
<b>N Warwickshire</b>	<b>Nuneaton</b>	<b>Rugby</b>	<b>Stratford</b>	<b>Warwick</b>
£3,000,000	£2,400,000	£13,050,000	£0	£0
£0	£0	£0	£0	£0
<b>Walsall</b>	<b>Dudley</b>	<b>W'hampton</b>	<b>Sandwell</b>	
£20,850,000	£8,545,000	£19,540,000	£5,500,000	
£0	£1,400,000	£8,500,000	£2,500,000	
<b>Telford</b>	<b>Shropshire</b>	<b>Various WMCA</b>		
£13,665,000	£14,020,000	£0		
£10,000,000	£0	£0		



# WMCA Brownfield Land and Property Development Fund (BLPDF) - Dashboard

01 March 2023

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Page 1 - Investments committed

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Agenda Item 8

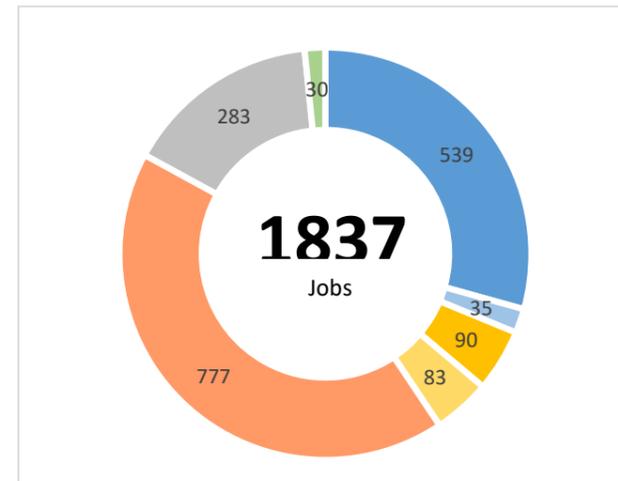
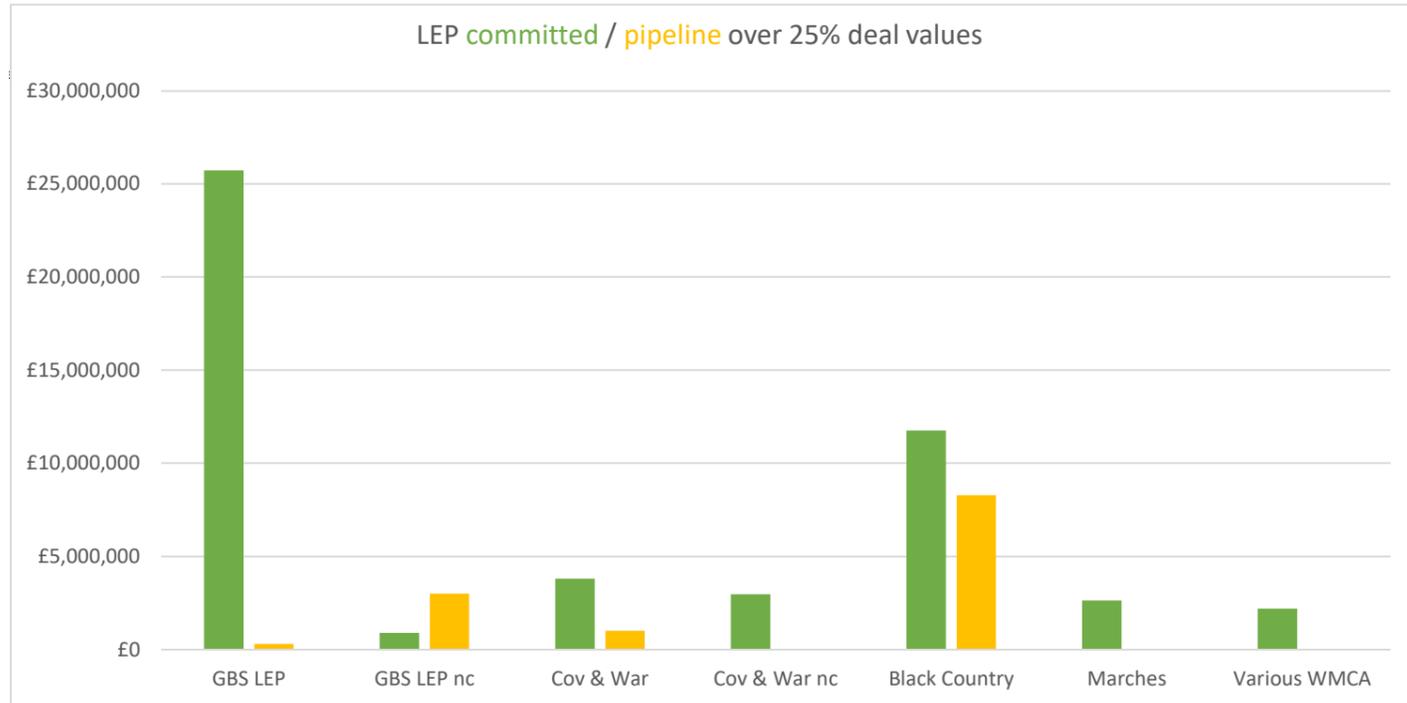
## WMCA BLPDF - Investments committed and completed funds

Opportunity - Location	Industry	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Local Authority	Grant Amount	Drawn Amount
Cavendish House, Portersfield Phase 1, Dudley (Avenbury) - WMCA Scheme *Fully Drawn*	Residential Property	0	2	28	0	£0	Dudley MBC	£724,000	£654,945
Symphony Hall - WMCA Scheme *Fully Drawn*	Commercial Property	21	0	0	0	£0	Birmingham CC	£256,920	£256,261
Anchor Meadow, Aldridge - WMCA Scheme	Commercial Property	27	0.49	0	0	£0	Walsall DC	£400,000	£388,500
Pipe Hall, Bilston - WMCA Scheme	Residential Property	0	0.327	0	0	£0	Wolverhampton CC	£1,249,500	£201,436
EVCATS - WMCA Scheme	Commercial Property	30	5.5	0	100,000	£250,000	Various WMCA	£2,200,000	£0
Mucklow Park, Tyseley *Fully Drawn*	Commercial Property	350	20	0	255,000	£436,489	Birmingham CC	£1,011,500	£1,011,500
Opus Land Seven Stars *Fully Drawn*	Commercial Property	143	6.3	0	120,000	£342,000	Sandwell MBC	£2,630,000	£2,627,773
Telegraph, Far Gosford Developments *Fully Drawn*	Commercial Property	90	2.56	0	80,000	£70,000	Coventry CC	£3,800,000	£3,800,000
Vistry Partnerships Ltd *Fully Drawn*	Residential Property	0	4.6	0	0	£0	Walsall DC	£615,000	£615,000
BCC Commonwealth Games *Fully Drawn*	Residential Property	125	13.34	256	269,097	£0	Birmingham CC	£20,075,000	£20,075,000
Dudley College *Fully Drawn*	Commercial Property	150	2.6	0	51,130	£0	Dudley MBC	£2,121,000	£2,121,000
Stoford Properties - Shidas Lane *Fully Drawn*	Commercial Property	450	7	0	55,000	£0	Sandwell MBC	£3,450,000	£3,450,000
Cannock District Council - Hawks Green *Fully Drawn*	Residential Property	35	2.22	44	0	£0	Cannock Chase DC	£900,000	£900,000
Redsun Projects Ltd *Fully Drawn*	Commercial Property	200	5	0	78000	£209,000	Telford & Wrekin	£1,746,080	£1,746,082
Nuneaton & Bedworth Borough Council *Fully Drawn*	Commercial Property	30	5.7	28	56457	£300,000	Nuneaton & Bedworth	£775,000	£775,000
Nuplace - South Waterway *Fully Drawn*	Residential Property	6	5.9	46	0	£0.00	Telford & Wrekin	£460,000.00	£460,000.00
Anthem Lovells - Caparo	Residential Property	7	16.53	0	0	£0	Walsall DC	£575,000	£287,500
Central & Country - Telford & Wrekin (House Building Programme)	Residential Property	77	12.22	96	0	£0	Telford & Wrekin	£430,000	£0
Yardley Brook, Shard End	Residential Property	43	33	149	0	£0	Birmingham CC	£4,386,000	£0
Mira Technology Park Limited	Commercial Property	53	1.5	0	57759	£296,000	N Warwickshire	£2,195,000	£0

Total

Transaction	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Grant Amount	Drawn amount
20	1,837	147	647	1,122,443	£1,903,489	£50,000,000	£39,369,996

### WMCA BLPDF - Dashboard



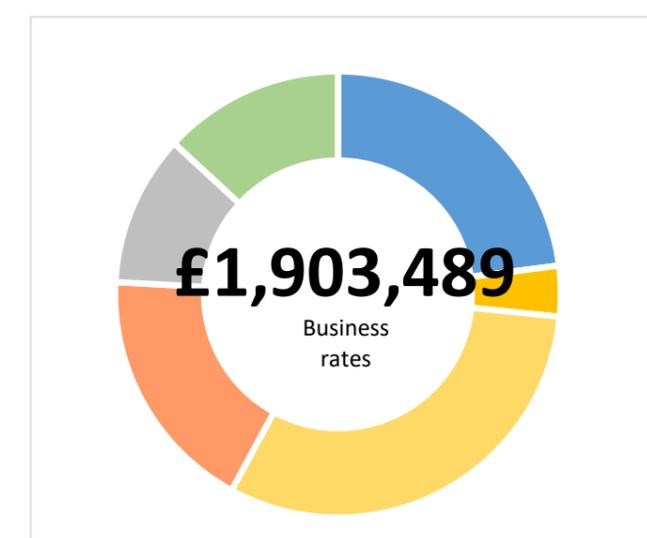
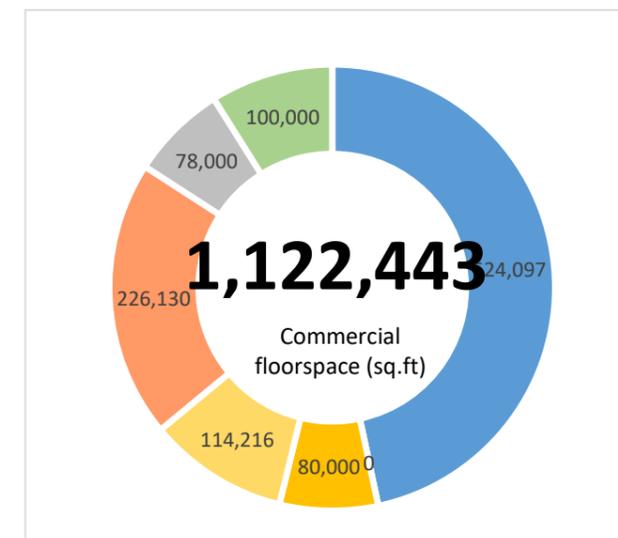
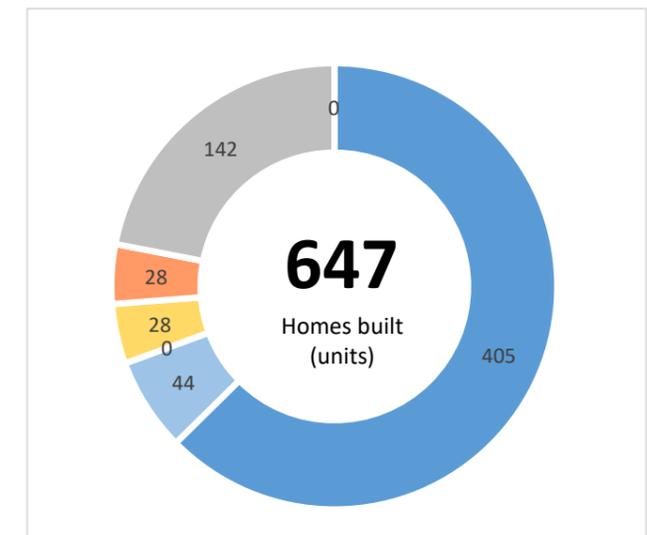
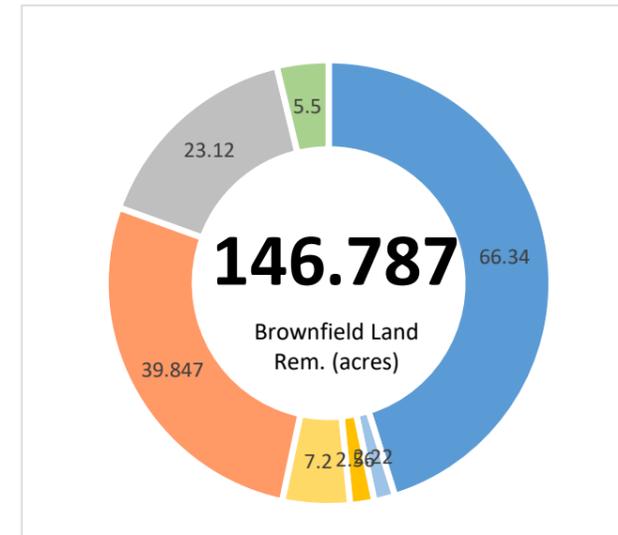
# Committed / Completed

# Pipeline

- Greater Birmingham & Solihull LEP
  - non-constituent members
  - part of the LEP but not the WMCA
- Coventry & Warwickshire LEP
  - non-constituent members
  - part of the LEP but not the WMCA
- Black Country LEP
- The Marches LEP
  - part of the LEP but not the WMCA

#### Geography of committed deal values - committed / pipeline over 25%

<b>Birmingham</b>	<b>Solihull</b>			
£25,19,420	£0			
£300,000	£0			
<b>Cannock</b>	<b>Redditch</b>	<b>Tamworth</b>		
£900,000	£0	£0		
£3,000,000	£0	£0		
<b>Coventry</b>				
£3,800,000				
£1,000,000				
<b>N Warwickshire</b>	<b>Nuneaton</b>	<b>Rugby</b>	<b>Stratford</b>	<b>Warwick</b>
£2,195,000	£775,000	£0	£0	£0
£0	£0	£0	£0	£0
<b>Walsall</b>	<b>Dudley</b>	<b>W'hampton</b>	<b>Sandwell</b>	
£1,590,000	£2,845,000	£1,249,500	£6,080,000	
£0	£0	£4,280,000	£4,000,000	
<b>Telford</b>	<b>Shropshire</b>			<b>Various WMCA</b>
£2,636,080	£0			£2,200,000
£0	£0			£0



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## WMCA Revolving Investment Fund (RIF) - Dashboard

01 March 2023

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Page 1 - Investments committed

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## WMCA CIF - Investments committed and completed funds

Opportunity - Location	Industry	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Local Authority	Loan Amount	Drawn Amount
Complex Development Projects Ltd. - Abbotts Lane	Residential Property	35	5.5		0	£0	Coventry CC	£1,021,429	£1,021,429
Rainier Developments - Tenby St	Residential Property	2	0.33		6,800	£0	Birmingham CC	£6,950,000	£395,197
Urban Splash Homes - Port Loop	Residential Property	0	3		0	£0	Birmingham CC	£10,000,000	£0
Parkes Homes - Various	Residential Property	13	1		4,240	£0	Various WMCA	£1,000,000	£237,655
Cornerstone Partnership Ltd	Residential Property	8	2		0	£0	Tamworth CC	£9,000,000	£6,282,750
Build 55 - Housing 21	Residential Property	0	12		0	£0	Birmingham CC	£3,000,000	£0
Cordia Blackswan Bradford Works Shared Living Scheme	Residential Property	0	0.25		0	£0	Birmingham CC	£3,200,000	£0
Central & Country	Residential Property	0	7		0	£0	Telford & Wrekin	£4,000,000	£0

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Transaction	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Loan Amount	Drawn Amount
8	58	31	1,158	11,040	£0	£38,171,429	£7,937,030
2	87	1	40	0	£0	£5,340,000	
<b>Total</b>	<b>145</b>	<b>32</b>	<b>1,198</b>	<b>11,040</b>	<b>£0</b>	<b>£43,511,429</b>	

## WMCA RIF - Investments Repaid

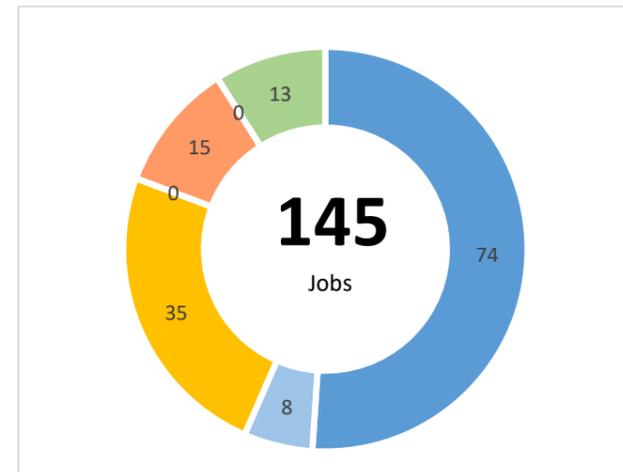
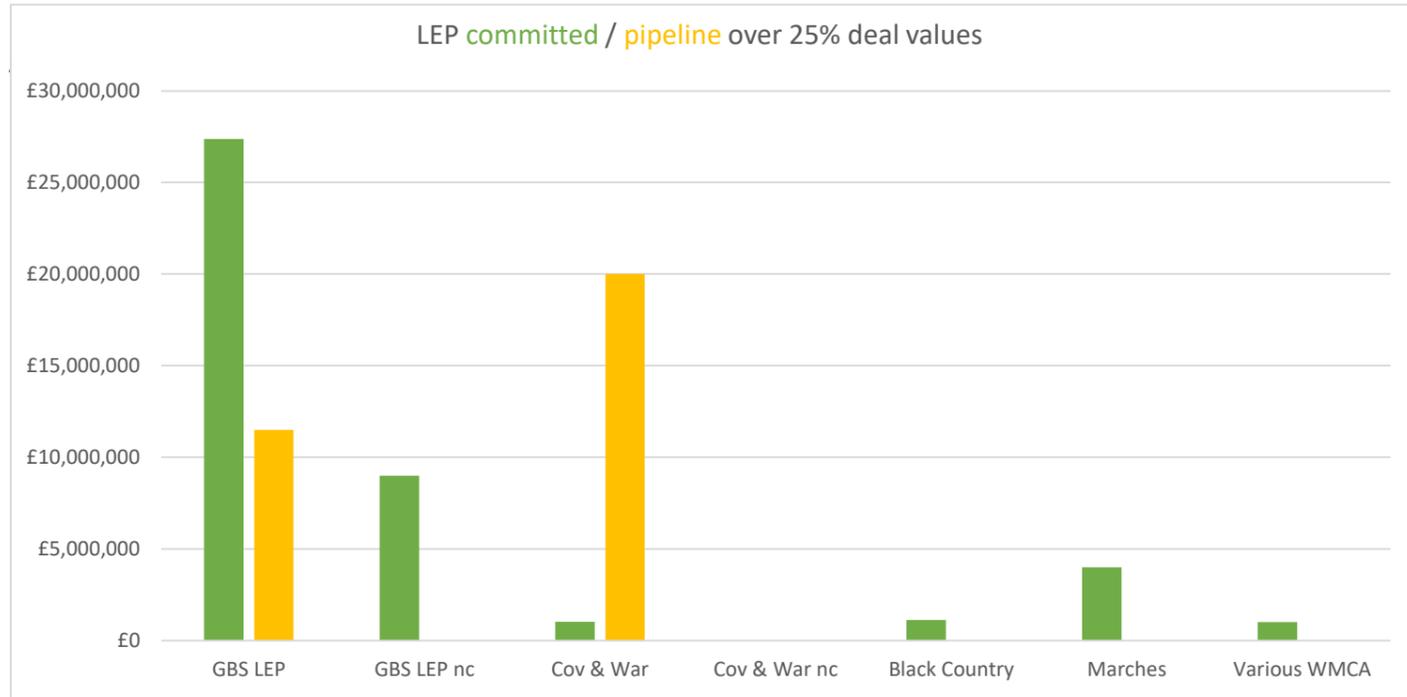
Opportunity - Location	Industry	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Local Authority	Loan Amount
Complex Development Projects Ltd. - Carver Street	Residential Property	72	0.22		0	£0	Birmingham CC	£4,220,000
Parkes Homes - Gornal	Residential Property	15	0.5		0	£0	Dudley MBC	£1,120,000

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Repaid

Transaction	Jobs Created	Brownfield Land - Acres	Homes Created	Com. Space sq ft	Business Rates pa	Loan Amount
2	87	1	40	0	£0	£5,340,000

### WMCA RIF - Dashboard



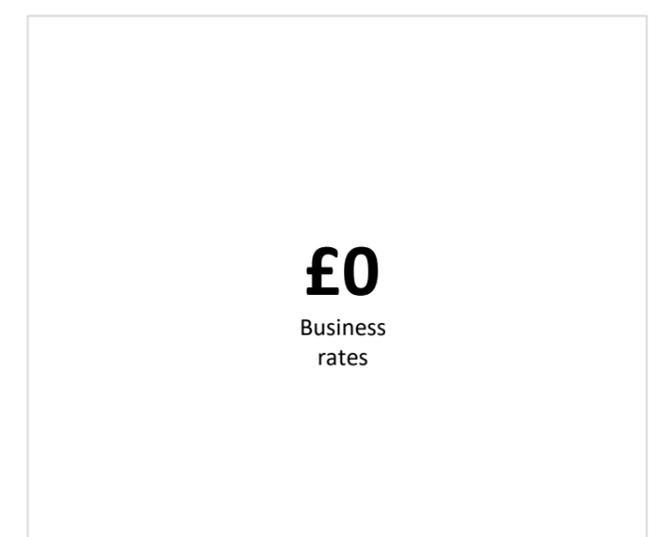
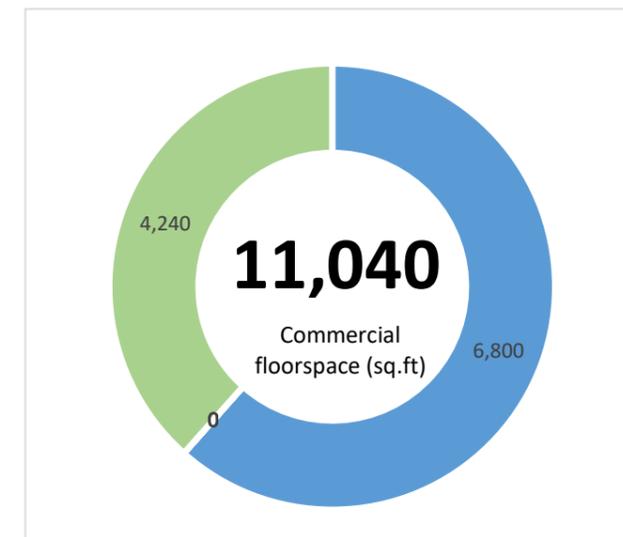
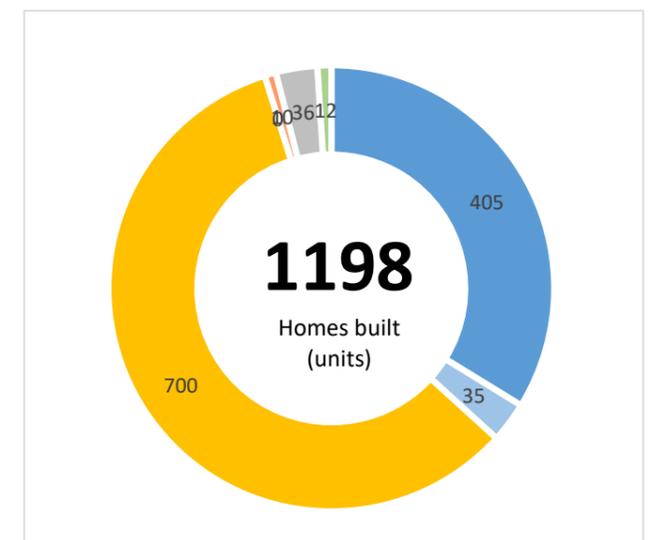
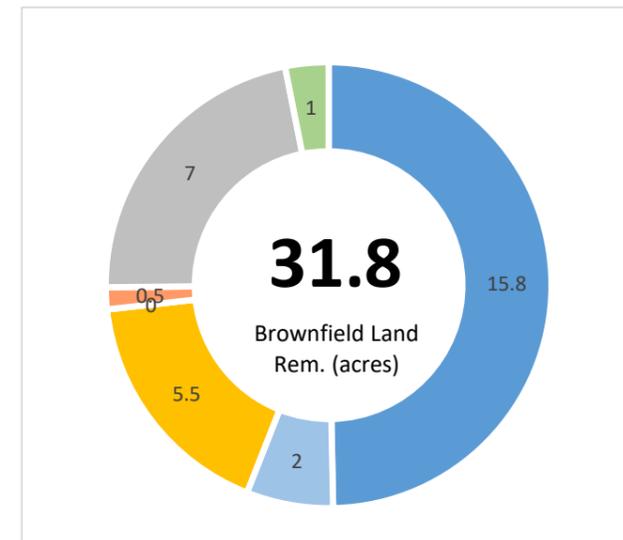
# Committed / Completed

# Pipeline

- Greater Birmingham & Solihull LEP
  - non-constituent members
  - part of the LEP but not the WMCA
- Coventry & Warwickshire LEP
  - non-constituent members
  - part of the LEP but not the WMCA
- Black Country LEP
- The Marches LEP
  - part of the LEP but not the WMCA

Geography of committed deal values - committed / pipeline over 25%

<b>Birmingham</b>		<b>Solihull</b>	
£27,500,000	£0	£11,500,000	£0
<b>Cannock</b>		<b>Redditch</b>	<b>Tamworth</b>
£0	£0	£9,000,000	£0
£0	£0	£0	£0
<b>Coventry</b>			
£1,021,429			
£20,000,000			
<b>N Warwickshire</b>		<b>Nuneaton</b>	<b>Rugby</b>
£0	£0	£0	£0
£0	£0	£0	£0
<b>Walsall</b>		<b>Dudley</b>	<b>W'hampton</b>
£0	£1,120,000	£0	£0
£0	£0	£0	£0
<b>Telford</b>	<b>Shropshire</b>		<b>Various WMCA</b>
£4,000,000	£0	£1,000,000	£0
£0	£0	£0	£0





## WMCA Investment Board

<b>Date</b>	20 <sup>th</sup> March 2023
<b>Report title</b>	SMBC UK Central Investment Programme Rebasing Change Request
<b>Portfolio Lead</b>	Councillor Bob Sleigh - Finance & Investments, SMBC
<b>Accountable Chief Executive</b>	Paul Johnson – Acting Chief Executive, SMBC
<b>Accountable Employee</b>	Alan Smith – Head of Growth Programmes, SMBC
<b>Report has been considered by</b>	<p>In accordance with Solihull Council’s adopted UK Central governance framework, this Change Request was considered and approved by the UKC Programme Board on 07/12/22.</p> <p>This report has been considered by Councillor Bob Sleigh as the Portfolio Lead and Paul Johnson as the Accountable Chief Executive both of whom are comfortable with the report and supportive of the approach.</p> <p>This report has been considered and approved by the WMCA Investment Panel at their session on the 27/02/23</p>

### The WMCA Investment Board is recommended to:

Approve the SMBC UK Central Infrastructure Programme - Programme Wide Rebasing Change Request

#### 1. Purpose

The SMBC UK Central Infrastructure Programme (UKC IP) is a collection of projects under one “umbrella” or programme of sub-projects. The purpose of UKC IP SMBC - Programme Wide Rebasing Change Request (The Change Request) is to update and re-schedule individual project business case reporting timelines. This correction is necessary due to the disruption primarily caused by impact of the 2020 to 2022 COVID-19 emergency. The Change Request also streamlines and prioritises the programme given the limited

available Investment Programme funding and the award of City Region Sustainable Transport Settlements (CRSTS) funding. This is a technical and non-material change request to 're-base' the UKC IP and inform the WMCA of the latest timescales for business case submissions. There are therefore no material changes of scope or additional cost to the WMCA resulting from The Change Request. The revised timings of individual project business case submissions are detailed in Section 3B of The Change Request and Appendix B to The Change Request, together with the reasons for any movement.

## **2. Background**

The SMBC UK Central Infrastructure Programme (UKC IP) is a collection of projects under one “umbrella” or programme of sub-projects.

At its inception in 2016/17 it was envisaged that the WMCA Investment Programme would provide £288.000million of grant funding to the UK Central Infrastructure Programme (UKC IP). Of this, £43.639million is included within the current affordable limit (which is part of the overall £106.642million which has been ring-fenced for the UK Central Programmes overall).

To date £34.239 of the £43.639million included within the current affordable limit has been approved for use within the UKC IP with £25.582million of this having been claimed from the WMCA (as of 31.12.2022).

Throughout the COVID-19 pandemic, the SMBC UK Central Project Management Office has closely managed the impact and risks to the UKC IP, integrating COVID-19 monitoring into reporting mechanisms, streamlining governance arrangements, and establishing an overarching COVID-19 Resilience Plan to prioritise and manage resources to maintain momentum across the programme.

Projects within the UKC IP have been impacted both directly and indirectly by COVID-19, the main impacts can be summarised into the three key areas below:

1. Resource constraints both internally and externally (contractors and key stakeholders).
2. Re-phasing of activity due to limitations on stakeholder and public engagement.
3. Limitations of survey work due to short term impact on travel demand patterns/behaviour.

Recognising the constraint of available WMCA Investment Programme funding and the successful allocation of City Region Sustainable Transport Settlement (CRSTS) funding, the UKC IP has been both streamlined and prioritised to maintain momentum and support overall delivery. The updated timing of individual UKC IP project business case submissions together with the reasons for any movement are detailed in Appendix 1 to The Change Request. Longstop dates have been identified to provide a reasonable time allowance for the approvals process, finalisation of any technical work, project closure/pause if next stage funding is not approved and payment of any retention/final invoices. The latest high-level programme is contained in Appendix 2 to The Change Request.

The budgetary movements between projects which are being request as part of The Change Request are outlined in section 3A of The Change Request and detailed in full in the appendices(available on request) and the Change Request.

### 3. Strategic Aims and Objectives

The alignment of the UK Central Investment Programme (UKC IP), that is the subject of this Change Request, with each of the WMCA aims (in bold font) is below:

#### **WMCA Aim 1. Promote inclusive economic growth in every corner of the region**

The adopted Solihull Council Plan states: 'We will ... continue to seek to deliver Inclusive Growth that takes advantage of Solihull's economic opportunities, such as HS2 and Arden Cross, based on its unique position and characteristics. Part of this is improving transport and connectivity, to ensure that everyone can benefit from economic opportunities.' Solihull Council's UK Central Investment Programme (UKC IP), that is the subject of The Change Request, is one of the Council's primary mechanisms of achieving this inclusive economic growth. UKC IP has a specific workstream supporting Inclusive Growth and the delivery of Social Value across the overall programme, working closely with WMCA Inclusive Growth Team on the development of individual projects.

In the UKC Team's presentation to WMCA's Investment Board in August 2018, with the benefit of the HS2 investment and WMCA's support, we stated that the key economic benefits from delivering the vision and ambition for the UKC IP are expected to include:

- The creation of 88,900 gross full-time equivalent jobs, many of which will be in high value sectors, such as advanced manufacturing.
- Some 51,317 net additional jobs (including 8,596 net additional operational jobs associated with Arden Cross).
- Generating £3.0 billion of net additional GVA per annum, once all developments are fully complete and operational.
- Creating approximately 990,000 sq m of new employment floorspace.

The UKC IP drives inclusive growth through its roles as:

- Employer - taking an inclusive approach to recruitment and development
- Procurer - building social value into our activities to drive greater benefits for the community
- Service provider - delivering contracted services that directly support inclusive growth
- System influencer - working with key anchor organisations to influence the development and delivery of services to our communities and businesses to support inclusive growth.

Inclusive economic growth is integrated into all UKC IP activity in the design, delivery monitoring and evaluation of its projects. The UKC IP has a robust and comprehensive approach to ensuring best value in procurement: inclusive growth outcomes are central to the assessment process. These Social Value outcomes include local supply chain, training and skills programmes that broaden the skill base of the region, help businesses grow and our citizens secure good jobs.

The UKC IP has geared to towards maximising the potential of the forthcoming HS2 Interchange in Solihull and its associated investment opportunities.

**WMCA Aim 2. Ensure everyone has the opportunity to benefit**

As stated above, UKC IP has a specific workstream embedding Inclusive Growth and Social Value across the overall programme, ensuring that, through our project development, procurement and delivery procurement, we maximise the potential to give our communities access to training and employment support to secure and succeed in new opportunities.

Several of the UKC IP projects include strong elements of social innovation to tackle complex and longstanding challenges facing our communities. These include the redevelopment of Kingshurst village centre to maximise the health and community outcomes and the transformational redevelopment of Chelmsley Wood town centre.

**WMCA Aim 3. Connect our communities by delivering transport and unlocking housing and regeneration schemes**

Much of the UKC IP is aimed delivering safe, effective, accessible, affordable, reliable and sustainable transport systems, including those that directly maximise the potential of HS2. These include active travel projects that form part of the Council's strategy to encourage modal shift.

The UKC IP transport projects include several that either directly, or indirectly, unlock housing and regeneration schemes.

The housing and regeneration schemes that feature in The Change Request include the following: Simon Digby new brownfield land housing development, regeneration of Kingshurst local centre and redevelopment of Chelmsley Wood Town Centre.

**WMCA Aim 4. Reduce carbon emissions to net zero and enhance the environment and boost climate resilience**

All our projects in the UKC IP seek to contribute to reduction of carbon emissions, in line with the Solihull Council Plan and its net zero commitments. The UKC IP includes transport projects that reduce congestion, encourage public transport, enable more active travel and improve air quality. Through the UKC IP, Solihull Council is a leading local authority in the development of electrically powered autonomous vehicles that will reduce the cost and increase the accessibility of public transport. This technology will also reduce congestion, reduce carbon emissions and maximise the potential of HS2.

Solihull Council is committed to ensuring that its UKC IP projects pioneer advanced methods of construction, zero carbon housing and brownfield regeneration and delivery.

The design and deliver of all UKC IP projects, the Council seeks to work with partners to maximise investment in nature and our surroundings.

**WMCA Aim 5. To secure new powers and resources from central government, and demonstrate the strength of our regional partnership**

In the design and delivery of the UKC IP, Solihull Council works with partners to understand their priorities, convene around shared opportunities, and deliver together. These partners include the following: HS2, National Highways, TfWM, NHS, Network Rail,

Homes England, industrial partners, housing developers, retailers, educational institutions etc.

There are no strategic implications associated with the recommendations within this report (The Change Request)

#### **4. Financial Implications**

There are no financial implications or overall cost impacts because of the recommendations within this report (The Change Request) as there is no change to the overall funding for the UKC IP. However, several changes to the individual project funding allocations within the UKC IP are being proposed. These are outlined in section 3A of the change request and detailed in full in appendices available on request.

The Financial Implications section has been provided by SMBC (Ian Riley UK Central Finance Manager). The report has also been shared with colleagues from the WMCA (Ian Monks – Senior Major Programme Accountant) for review with no additional comments or input being suggested

#### **5. Legal Implications**

The changes to timescales and project funding allocations being requested through The Change Request, which this report is recommending be approved, will require deeds of variation (supported by revised Project Delivery Plans (PDPs)) to be executed, which will vary the existing funding agreements for a number of projects within the UKC IP.

As The Change Request is not asking for any change in scope to the UKC IP, there are no wider legal implications because of the recommendations within this report (The Change Request).

This report has been reviewed by colleagues from both SMBC (Andrew Kinsey – Legal Services Manager and Solicitor to the Council) and WMCA (Peter Geach - Interim BP Solicitor) neither of whom had anything to add but confirmed the legal implications reflected their expectations.

#### **6. Single Assurance Framework Implications**

There are no Single Assurance Framework implications resulting from the recommendations within this report. (The Change Request). There is no overall cost impact resulting from The Change Request, furthermore there is no requirement or expectation that the sources of funding being utilised for the UKC IP be varied in any way.

#### **7. Equalities Implications**

There are no equalities implications because of the recommendations within this report (The Change Request).

#### **8. Inclusive Growth Implications**

There are no Inclusive Growth implications resulting from the recommendations within this report (The Change Request).

The UKC IP has a specific workstream piloting Inclusive Growth, benefits realisation and Social Value across the overall programme, working closely with WMCA Inclusive Growth Team on the development of individual projects. Recognising the constrained WMCA Investment Programme funding position, we will look to utilise this extended pilot phase through to March 2025 to review, streamline processes and build capacity to fully embed and integrate Inclusive Growth and Social Value into programme/project delivery / BAU activity, ensuring long term sustainability and lasting impact.

## **9. Geographical Area of Report's Implications**

This report relates directly to the Metropolitan Borough of Solihull, with the projects within the UKC IP all being based within this area. However, the overall programme and projects within are expected to benefit the whole of the WMCA region and beyond.

There are no geographical area implications associated with the recommendations within this report (The Change Request), as The Change Request is not asking for any change in scope to the UKC IP.

## **10. Other Implications**

There are no other implications as a result of the recommendations within this report (The Change Request).

## **11. Schedule of Background Papers**

SMBC UKC IP - Programme Wide Rebasing Change Request (Investment Panel)



# Change Request Form

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## WHAT CONSTITUTES A WMCA CHANGE REQUEST?

**Change Control** is the process through which all requests to change the approved baseline of a project, programme or portfolio are captured, evaluated, and then approved, rejected or deferred. This **Change Request Form** is required when the tolerances that were set out in the approved Business Case are or will be breached. These include changes to Time, Cost and Scope.

The Change Control Process should be initiated by the Project Team in the following circumstances:

- There is a cost implication that cannot be managed within the existing contingency budget and results in the requirement of 10% or more of the originally approved budget
- There is movement of over 10% of total project/programme timings (measured in months) which impacts key milestones, the project start/end date and any associated dependencies
- The scope of the project/programme has changed and the outputs, outcomes and benefits which were approved have been impacted (if an output is to be changed, this is also known as a material change)

## CHANGE REQUEST FORM GUIDANCE

- Text shown in **grey** is to be used as guidance in the writing of this form, it should be deleted prior to submission.
- Parts 1 and 2 should be completed by the Applicant / Project Team
- Parts 3 and 4 should be completed by the Programme Assurance and Appraisal Team / Finance Business Partner
- Please refer to the original WMCA approved Business Case when detailing any variance within this form
- Requested appendices will be shown in **orange** to support this form, these are to be attached with the submission
- If a partial or full Business Case re-write is required, you will be informed by WMCA

*For further information regarding the Change Request Process or to submit this form for review, please contact [ProgrammeAssuranceandAppraisal@wmca.org.uk](mailto:ProgrammeAssuranceandAppraisal@wmca.org.uk)*



## 1 CHANGE REQUEST DETAIL

CHANGE SUMMARY	
<b>Project Name:</b>	UK Central Infrastructure Programme
<b>Programme Name (if applicable)</b>	UK Central Infrastructure Programme
<b>Directorate (if WMCA internal):</b>	
<b>Organisation (if WMCA external):</b>	Solihull Metropolitan Borough Council (SMBC)
<b>This Change Request is seeking additional WMCA funding of:</b>	<i>If applicable, insert amount in £m</i> None
<b>This Change Request is seeking a time extension of:</b>	<i>If applicable, insert amount in months</i> Various as detailed in <b>Appendix B</b> : Extensions range from 3 months (to allow for closure reports to be finalised) to as much as 6 years (where projects are effectively being paused to allow for efforts to be directed towards agreed priorities) across 21 projects.
<b>This Change Request is seeking the following change to the scope:</b>	<i>If applicable, detail scope change</i> None

STAKEHOLDER INVOLVEMENT	
Provide the names of the following stakeholders who have been sighted on this business case prior to submission, note this is a mandatory requirement:	
<b>Governance:</b>	Considered and approved by the SMBC UKC Programme Board on 07/12/22 and subsequently ratified by Paul Johnson (S151 Officer) on the 14/12/22.
<b>Senior Responsible Owner (SRO):</b>	Alan Smith, Head of Growth Programmes
<b>Programme SRO (if applicable)</b>	Perry Wardle, Assistant Director Growth & Development
<b>WMCA Executive Director:</b>	Ian Martin, Investment and Commercial Activities Director
<b>Finance Lead:</b>	Ian Riley, UKC Programme Finance Manager
<b>Legal Representative:</b>	Andrew Kinsey, Legal Services Manager and



	Solicitor to the Council
<b>Procurement Lead:</b>	N/A
<b>Other (i.e., HR / Health &amp; Safety):</b>	N/A

VERSION CONTROL			
<b>Version:</b>	<b>V1.1</b>	<b>Date:</b>	<b>20/12/2022</b>
<b>Change Prepared by:</b>	<b>Alexander Heath</b>	<b>Job Title:</b>	<b>Group Manager Programme Development</b>

## 2 BASELINE ASSESSMENT, CHANGE REQUEST DESCRIPTION AND RATIONALE

2A WHICH BUSINESS CASE STAGE IS THIS CHANGE AGAINST? (SELECT ONE OPTION BELOW)

Business Justification Case (BJC)

Strategic Outline Case (SOC)

Outline Business Case (OBC)

Full Business Case (FBC)

Programme Business Case (PBC)

Project Case

## 2B ROOT CAUSE

Determine the root cause of this change request i.e. the source of the change requirement from the list below:

<b>Table 1</b>		
<b>Root Cause Categories</b>		<b>Tick if Applicable</b>
<b>Political</b>	This is due to the need for WMCA to demonstrate to Central Government that WMCA is working towards its Strategies and Policies i.e., Strategic Economic Plan (SEP)	<input type="checkbox"/>
<b>Governance</b>	WMCA must spend in accordance with agreed terms and conditions and abide by public sector procurement requirements and devolved funding assurance frameworks as approved by Central Government	<input checked="" type="checkbox"/>



<b>Reputational</b>	There is a high chance of repercussion for organisations' reputation due to the potential of it leading to destruction of trust and relations	<input type="checkbox"/>
<b>Operations</b>	Disruption to delivery of key business functions that support wider business operations	<input checked="" type="checkbox"/>
<b>Delivery</b>	Impact on delivery and performance against delivery commitments in the area	<input checked="" type="checkbox"/>
<b>Economic</b>	Uncertainty with external factors such as inflation and interest rates	<input checked="" type="checkbox"/>
<b>Financial</b>	Seeking safe delivery options with little residual financial loss only if it could yield upside opportunities.	<input type="checkbox"/>
<b>Opportunity</b>	The ability to deliver more outputs, outcomes, and benefits	<input type="checkbox"/>

## 2C CHANGE DESCRIPTION AND RATIONALE (MAX 500 WORDS)

The UK Central Infrastructure Programme (UKC IP) is a collection of projects under one "umbrella" or programme of sub-projects. The purpose of this Change Request is to update and re-schedule individual project business case reporting timelines. This is necessary due to the disruption primarily caused by impact of the COVID emergency. This Change Request also streamlines and prioritises the programme given the limited available Investment Programme funding and the award of City Region Sustainable Transport Settlements (CRSTS) funding. This is a technical and non-material Change Request to 're-base' the UKC IP and inform the WMCA of the latest timescales for business case submissions. There are therefore no material changes of scope or additional cost to the WMCA resulting from this Change Request. The revised timings of individual project business case submissions are detailed in Section 3B and **Appendix B**, together with the reasons for any movement.

Should this programme level Change Request to rebase the UKC IP not be approved, then multiple interrelated individual project level Change Requests would need to be submitted now and throughout the year with an associated administrative burden and cost to UK Central PMO and WMCA, impeding delivery of both individual projects and the programme as a whole.

## 3 IMPACT ASSESSMENT

Complete the following sections to determine the impact of this Change Request, if a section is deemed not applicable, briefly explain why.

### 3A COST IMPACT (£)

There is no overall cost impact resulting from this Change Request however several changes to the individual project funding allocations within the programme are being proposed.



At its inception, it was envisaged that the WMCA Investment Programme would provide £288.000million of grant funding for the UKC IP. This is split between three distinct categories:

- Approved - £34.633 million - This is funding which has been awarded and made available for the UKC IP to date.
- Affordable - £9.006 million - This is the additional funding which has been earmarked for the UKC IP from within the overall Investment Programme affordable limit. This funding, when combined with the approved funding, totals £43.639million. This is the current affordable limit for the UKC IP.
- Unaffordable - £244.361 million - This is the balance of the overall £288.000million of funding which is currently understood not to be available.

### **Approved funding (£34.633million)**

Because of the changing timescales, prioritisation and requirements for each project, a number of proposals to adjust the approved funding for individual projects (whilst remaining within the overall £34.633million of approved funding) are being made. These are detailed in **Appendix A1**.

It is proposed that the continuing elements of the Local Strategic Network (LSN) project be combined with the Low Carbon Future Mobility (LCFM) project, with £411,000 of remaining funding moving from LSN to LCFM. This change is appropriate because of close alignment of their project objectives and activity, and it provides efficiencies through streamlining and integrating project delivery.

### **Affordable funding (£9.006million)**

As with the approved funding, several proposals to adjust the funding allocated to individual project in the UKC IP are being made. Again, these remain within the £9.006million which remains within the affordable limit. The proposed changes are detailed in **Appendix A2** and outlined below:

#### *Accelerated Housing Discrepancy*

The WMCA is currently working to the funding allocations as set out in the WMCA's UK Central Programme Update report (29 Jun 2021). That report stated in error that £6.800million of affordable funding was allocated against the Accelerated Housing – Simon Digby project. Instead, the funding should correctly be allocated against the Accelerated Housing – Utilising Solihull Assets project.

#### *UKC Hub Access drawdown against Balsall Common sub-project*

There is a proposal to assign £550,000 that is earmarked to the UKC Hub Access and Transport Modelling Programme to the NEW UKC Hub Access - Balsall Common Multimodal Transport Package. This is the first of several specific sub-projects which are envisaged to be required as part the UKC Hub Access and Transport Modelling Programme. It is intended that this proposal will be supported by the submission of a SOC for full consideration by the WMCA.

### **Unaffordable funding (£244.361million)**



It is understood that the balance of the original £288.000million (being £244.361million) is currently not available (or at least not from the WMCA's devolution deal-based Investment Programme as was originally envisaged). It is however recognised that in many cases the indicative allocations from this original £288.000million are no longer reflective of current priorities and expectations for delivery.

An attempt to develop an updated picture of the funding needs of each project has been undertaken. As with the approved and affordable funding, several proposals to adjust the funding allocation are being made and are detailed in **Appendix A3**.

When reviewing the allocation of the unaffordable funding, the following principles have been adopted:

- Where there is agreed and accepted estimates arising from professional appraisals of the costs of a scheme, indicative allocations have been adjusted.
- Where projects are at an early stage of development and there is no evidence, or insufficiently robust evidence to support adjusting the project costs, no adjustment has been made. Whilst it is recognised current estimates may now be inaccurate and need to be reviewed, they will only be updated once a robust evidence-based estimate is available.
- Historically, for some projects there have been (relatively minor) discrepancies between the unaffordable funding figures within the SMBC and WMCA records. For projects where no substantive changes to funding are being requested, it is being proposed the funding be adjusted to align with the SMBC position.

Whilst figures have been updated with more considered estimates, there are still some allocations where projects are at a less developed stage and will require further refinement in future. Having completed the exercise to review the allocations and to ensure the original funding envelope is maintained, there is a residual balance of £12.493million. This balance has been assigned to the Kingshurst Village Centre Redevelopment project with the rationale being that as a key priority for SMBC, if any further funding from the WMCA were to become affordable, then this project would be a priority recipient.

### **WMCA Consultation**

The approach to varying the funding allocations within the programme to reflect revised needs and priorities has been discussed with colleagues at the WMCA (Serena Dhanoa & Nicholas Alamanos) and it was agreed this was a sensible and proportionate response to address the value of changes required.

### **Financial Profile and Cost Composition**

The intention (based on discussions with the WMCA) is that full details of the revised financial profile and cost composition (including any key cost assumptions) will be developed for inclusion in updated PDPs to support the agreement of variations to project funding agreements. The latest detailed UKC IP forecast as contained in the UKC Infrastructure (SMBC) 2022/23 Period 8 return which was submitted to WMCA on 22/12/22 will be used to inform this work.

### **NPV and VFM assessment**



As most projects are still at a developmental stage, calculations of project Net Present Values (NPVs) and Value for Money (VfM) assessments are still to be completed in full, however these will be developed as part of the business case development.

### **Resourcing**

The proposed funding allocations for each project are based on the current best estimates of the resourcing required to achieve the required outputs to reach the agreed milestones. It is (and has always been) incumbent on those officers managing project finances to ensure this is done in a disciplined manner ensuring value for money is maximised and that outputs and outcomes are delivered at the lowest cost to the programme.

### **Inflation**

It is recognised that in the current economic climate, inflationary pressure has become a significant challenge to delivering projects within the finite resources available. The prevailing and future forecast rates for inflation have been given full consideration in the development of the revised cost estimates which the proposed funding allocations are based on. Further consideration of the longer terms inflationary impact on the costs of project delivery will be given as part of the individual business case development and submission.

### **Project Extensions**

Whilst it is not envisaged that there should be any need for further extensions to the timelines for the delivery of the project milestones being proposed here, it is accepted that in the event of any delays, these will need to be proactively managed and funded from within the proposed funding allocation for each project.

## **3B TIME IMPACT**

Throughout the COVID-19 pandemic, the UK Central PMO closely managed the impact and risks to the UK Central Infrastructure Programme. This work included the integration of COVID-19 monitoring into reporting mechanisms, streamlining governance arrangements and establishing an overarching COVID-19 Resilience Plan to prioritise and manage resources to maintain momentum across the programme.

Projects within the UKC IP have been impacted both directly and indirectly by COVID-19, the main impacts can be summarised into the three key areas below:

- Resource constraints both internally and externally (contractors and key stakeholders).
- Re-phasing of activity due to limitations on stakeholder and public engagement.
- Limitations of survey work due to short- and medium-term impact on travel demand patterns/behaviour.

Recognising the constraint of available Investment Programme funding and the successful allocation of CRSTS funding, the UKC IP has been both streamlined and prioritised to maintain momentum and support overall delivery.



The updated timing of individual UKC IP project business case submissions are detailed in **Appendix B** together with the reasons for any movement. Longstop dates have been identified to provide a reasonable time allowance for the approvals process, finalisation of any technical work, project closure/pause if next stage funding is not approved and payment of any retention/final invoices.

The UKC IP latest High-Level Programme is contained in **Appendix C**. Project extensions range from 3 months (to allow for closure reports to be finalised) to as much as 6 years (where projects are effectively being paused to allow for efforts to be directed towards agreed priorities) across 21 projects. A full breakdown of the time extensions across the programme on a project-by-project basis are included in **Appendix B** to this request.

### 3C SCOPE IMPACT

There are no changes of scope related to this Change Request.

### 3D DEPENDENCIES IMPACT

A detailed review of both internal and external programme interdependencies (direct and indirect) has identified no material impact resulting from the Change Request.

An updated UKC Interdependencies Matrix is contained in **Appendix D**.

### 3E STAKEHOLDER IMPACTS AND STRATEGY CHANGE IMPACTS

There are no stakeholder or strategy change impacts relating to this Change Request.

### 3F OUTPUTS, OUTCOMES AND BENEFIT IMPACTS

There are no changes to Outputs, Outcomes or Benefits related to this Change Request.

*Table 2*

Previously Approved Outputs	Change to Outputs (+/-)	Planned delivery and measurement

*Table 3*

Previously Approved Outcomes	Change to Outcomes (+/-)	Planned delivery and measurement



### 3G RISK IMPACT

*(UNCERTAIN EVENT(S) THAT SHOULD THEY OCCUR WILL HAVE AN EFFECT ON THE ACHIEVEMENT OF OBJECTIVES)*

There are no risk impacts relating to this Change Request.

This programme level Change Request will re-base the UKC IP, thus negating the need for multiple interrelated individual project level Change Requests throughout the year and avoiding the associated administrative burden and cost to UK Central PMO and WMCA.

### 3H ISSUE IMPACT

*(EVENT(S) THAT HAVE OCCURRED WHICH WERE NOT PLANNED AND REQUIRE MANAGEMENT ACTION)*

This Change Request addresses reporting issues relating to project delays, primarily caused by the COVID pandemic, and streamlines and prioritises the programme given the constraint of available Investment Programme funding and the successful allocation of CRSTS funding.

### 3I PROCUREMENT IMPACT

There are no procurement impacts relating to this Change Request. Furthermore, all existing contracts have been reviewed and there are no ramifications arising because of this Change Request.



**4 GOVERNANCE AND DECISION – INTERNAL USE ONLY**

**TO BE COMPLETED BY WMCA PROGRAMME ASSURANCE AND APPRAISAL / FINANCE BP**

**4A APPRAISAL RECOMMENDATION**

<b>Change Reference Number:</b>	038
<b>Has this change been reviewed by WMCA Appraisal?</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<b>Appraisal Recommendation:</b>	
<p>The purpose of this Change Request (CR) is to update and re-schedule individual project business case reporting timelines within the UK Central Infrastructure Programme (UKCIP).</p> <p>Although the CR was approved by the UKC Programme Board on 07/12/22, the Appraisal recommends that the Change is referred to Investment Panel &amp; Investment Board for endorsement due to the significant time extensions for some of the projects within the programme:- The extensions range from 3 months to 6 years across 21 projects.</p> <p>Please note: Without approval of the programme-level CR (to re-base the UKCIP), then multiple interrelated individual project-level Change Requests would need to be submitted now, and throughout the year. Individual submissions would have an associated admin burden and cost to UK Central PMO as well as the WMCA, requiring separate approvals for each CR. This would impede delivery of both individual projects and the programme as a whole.</p> <p><b>Ian Martin approved the recommendation to share the CR with Investment Panel and Investment Board for a decision in January 2023.</b></p>	

**4B STAKEHOLDER INVOLVEMENT**

<b>WMCA Finance Business Partner Name:</b>	Ian Monks
CR sent to Ian Monks for review. No feedback received.	
<b>WMCA Legal Representative Name:</b>	SMBC Legal
<p><b>Observations and Legal Statement:</b></p> <p>There has been no input from WMCA Legal. Andrew Kinsey from SMBC has had oversight of the CR. The appraisal has not sought feedback from Andrew Kinsey.</p> <p>The Investment Panel report has had input from Peter Geach.</p>	
<b>Other (i.e., HR/ Health and Safety):</b> If external to WMCA, state any other WMCA stakeholders who have input or had oversight of this change?	Serena Dhanoa and Nicholas Alamos & Investment Programme SRO



Observations and Comments:

S Dhanoa & N Alamos: The approach to varying the funding allocations within the programme to reflect revised needs and priorities has been discussed with colleagues at the WMCA (Serena Dhanoa & Nicholas Alamanos) and it was agreed this was a sensible and proportionate response to address the value of changes required.

Ian Martin (Investment Programme SRO) queried a figure within the appendix regarding the proposed allocation for Kingshurst. This was resolved during the Appraisal.

4C DECISION AND GOVERNANCE

	Approval Body	Date of Meeting
G O V E R N A N C E	<b>Executive Director (state if Delegated Authority or SRO)</b>	Email authorisation required from Linda Horne (Exec Director Delegated Authority) & Ian Martin (SRO) by 18/01/2023.  Ian Martin approved the recommendation to share the CR with Investment Panel and Investment Board for a decision in January 2023.
	<b>Statutory Officer Approval</b>	N/A
	<b>Investment Panel</b>	27/02/2023
	<b>Investment Board</b>	20/03/2023
	<b>WMCA Board</b>	N/A

	Approved <input type="checkbox"/>	Rejected <input type="checkbox"/>	Deferred <input type="checkbox"/>
D E C I S I O N	<b>Decision Maker and Comments:</b>		
	<b>Date of Decision:</b>		
	<b>If rejected, what was the reason for this?</b>		



	<b>If deferred, what was the reason and what are the next steps?</b>	
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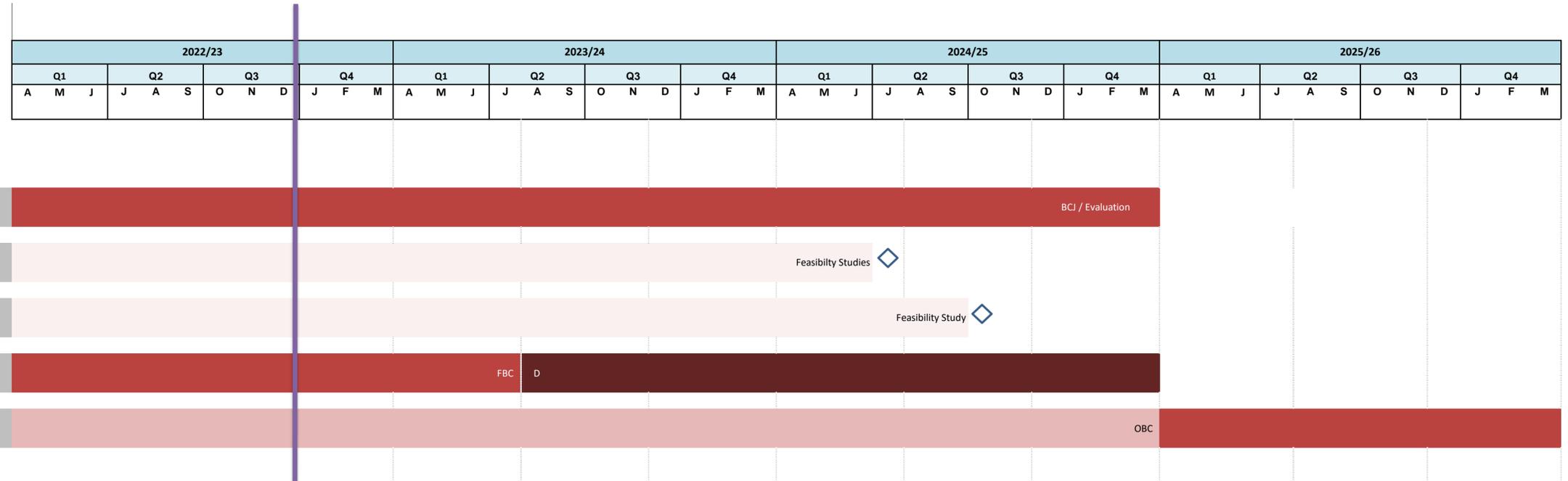
WMCA Project No.	Project Name	Next WMCA SAF Stage Approval	Previously Forecast Date	Latest Forecast WMCA Submission Date	Longstop Date (+6 months)	Programme Update / Reason for Movement
31307	A34 Stratford Road Enhancements (Phase 1)	OBC	Apr-22	Sep-26	Mar-27	Delayed to take account of post COVID travel patterns and to coordinate with the emerging WMLTP, refresh of Solihull Connected and TfWM SPRINT. Recognising the constrained WMCA Investment Programme funding position, the project was de-prioritised as a result of CRSTS negotiations and approved capital funding allocations. Development work will continue to ensure scheme readiness for consideration as part of CRSTS 2.
31303	A45 / Damson Parkway Multi-modal Junction Improvements (Phase 1)	FBC/OBC	Jul-22	Dec-23	Jun-24	Contractual issues associated with the appointment of contractors to undertake intrusive survey work has delayed development of the scheme. An OBC has been developed, and detailed design work is underway to inform the FBC. Delivery of the project is supported through the approved CRSTS capital allocation.
31304	A452 Chester Road Corridor Enhancements (Phase 1)	OBC	Sep-22	Dec-23	Jun-24	Changes to highways design standards (particularly relating to cycle provision) during scheme development phase has meant elements of design work having to be revisited resulting in delays to the programme. Delivery of the project is supported through the approved CRSTS capital allocation.
31310	Accelerating Housing Delivery – Simon Digby	FBC / Appointment of Developer	Aug-22	Feb-24	Aug-24	Delayed due an extended OBC approval process, resourcing constraints and more complex and lengthy procurement process through Homes England's new Dynamic Framework than was originally anticipated. Procurement of a development partner is now underway with selection of a preferred bidder expected mid 2023.
31301	UKC Hub Access – Birmingham Business Park Southern Access	Closure	-	Dec-23	Jun-24	Delayed whilst awaiting for road adoption. Construction of pedestrian and cycle link to be undertaken in conjunction with Wildlife Ways during 2023 with an allowance made for financial close and completion of Closure Report.
31309	Chelmsley Wood Town Centre Regeneration & Growth	OBC	Dec-21	Sep-23	Mar-24	Resourcing constraints during COVID and uncertainty around future working patterns impacted on the ability of partner organisations to progress the feasibility work. A preferred masterplan has now been developed for consultation in the new year.
31319	Inclusive Growth - Securing Social Value	BCJ / Evaluation	Jun-22	Mar-25	Sep-25	Piloting inclusive growth, benefits realisation and social value within the overall programme. Social Value Framework established, Covid and wider programme delays have impacted delivery of the pilot. An extended pilot phase through to March 25 is required to enable the full evaluation of the impact of embedding inclusive growth, benefits realisation and social value through construction phases of programme. Recognising the constrained WMCA Investment Programme funding position, we will look to utilise the pilot phase to review, streamline processes and build capacity to fully embed and integrate inclusive growth and social value into programme delivery / BAU activity, ensuring long term sustainability and lasting impact of the project.
31308	Kingshurst Village Centre Redevelopment	FBC	Sep-21	Sep-23	Mar-24	Significant progress has been made with an unopposed CPO, site assembly, full planning permission and the appointment of Willmott Dixon (D&B contractor) through the Constructing West Midlands Framework. However each of these key activities were delayed due to resourcing constraints during COVID, impacting the overall programme. Additional governance for approval of the Health & Wellness Hub is required through the newly established ICB which has also effected timescales.
31313	Local Strategic Network Resilience Connectivity and Enhancements Programme	Smart Resilient Assets FBC	Feb-22	PAUSED	N/a	Recognising the constrained WMCA Investment Programme funding position and approved CRSTS capital allocations, further project development beyond the approved OBC has been PAUSED until alternative funding sources can be identified.
		Significant Network Connections FBC	Jun-23	PAUSED	N/a	Recognising the constrained Investment Programme funding position and approved CRSTS capital allocations, further project development beyond the approved OBC has been PAUSED until alternative funding sources can be identified.
		Sustainable Mobility Management OBC	Feb-22	Merged with Low Carbon Future Mobility	N/a	Delayed to take account of post COVID travel patterns and coordinate with emerging WMLTP and refresh of Solihull Connected. Due to close alignment of project objectives and activity, it is prosed to merge this workstream with the Low Carbon Future Mobility project, providing efficiencies through streamlining and integration of project delivery.
31320	Low Carbon Future Mobility	OBC	Dec-23	Mar-25	Sep-25	A number of future mobility pathfinder trials are being undertaken, as outlined within the SOC. THE FOLLOWING IS STRICTLY EMBARGOED NEWS UNTIL SOMETIME IN JANUARY 2023 - of note is the work relating to autonomous mobility services, SMBC, alongside TfWM, have leveraged their position as the UK's leading local authority in autonomous vehicle development to facilitate the securing £15,178,000 of additional funding to further develop commercial autonomous public transport operations within the Borough and the West Midlands, alongside the private sector, through to 2025. By extending the programme and OBC submission to 2025, the opportunity for the WMCA to invest into a significant, cutting-edge, commercial CAV service linked to HS2 will be presented. The intervening time will be spent developing the precise nature of the routes and commercial models with which to realise these and evaluating the results of the future mobility / sustainable mobility management research and trials to develop a compelling OBC(s) to secure future public and private sector investment.
31314	Solihull Rail Station (Integrated Transport Hub)	OBC	Mar-21	Mar-23	Sep-23	Public consultation postponed due to COVID / until after lockdown. Extended and additional consultation / engagement activities have resulted in delays to the programme. Next stage of project development is supported through the approved CRSTS allocation.

31305	Solihull Station New Location Feasibility Study	Closure	-	Jun-23	N/a	Completion of Closure Report to formally close the project.
31306	Solihull Town Centre Access Improvements	OBC	Apr-21	Sep-26	Mar-27	Delayed to take account of post COVID travel patterns and coordinate with the emerging WMLTP, refresh of Solihull Connected and TfWM SPRINT. Recognising the constrained Investment Programme funding position, the project is de-prioritised as a result of CRSTS negotiations and approved capital funding allocations. Development work will continue to ensure scheme readiness for consideration as part of CRSTS 2.
31311	Solihull Town Centre Public Realm Improvement Scheme	OBC	Jul-21	Sep-23	Mar-24	Initially paused to coordinate with Solihull Town Centre Development & Investment workstream and development of Solihull's Local Cycling & Walking Implementation Plan. Public realm feasibility work now well underway, a significant amount of stakeholder engagement has led to an elongated programme, public consultation to be held in the new year with OBC due Sept 2023.
31312	Solihull Train Station to Town Centre Accessibility Improvements (Phase 1)	Closure	-	Jun-23	N/a	Completion of Closure Report to formally close the project.
31321	Sustainable Energy - Enabling Clean Growth and Mobility	Feasibility Studies associated with delivery of the NZAP	-	Jun-24	Dec-24	Development of the Net Zero Action Plan (NZAP) has identified areas where the development of feasibility studies of renewable energy related projects are required and the Plan has embedded net zero activities across the Council. Next steps to be determined following completion of feasibility studies in June 24.
31322	Sustainable Energy - Solihull Town Centre Low Carbon Energy Network	FBC	Jun-21	Jul-23	Jan-24	Procurement of technical, commercial and legal advisors and preparation of DBOM tender documentation took longer than initially anticipated during COVID. Following a lengthy and complex procurement process, a preferred bidder was identified in March 2022. Further delays have resulted from the unprecedented volatility in the construction, finance and energy markets affecting the affordability of the project which are being robustly assessed as part of the concluding stages of the FBC.
31323	Sustainable Energy - UKC Hub Low Carbon Heat Network	Feasibility Study	-	Sep-24	Mar-25	Delayed whilst partner masterplans were being updated and development type/ quantum confirmed. Being progressed in conjunction with proposals for UK Central Energy Innovation Zone, next steps to be determined following completion of Heat Network Techno-Economic Feasibility Study.
<b>31315</b>	<b>UKC Hub Access - Transport &amp; Modelling Programme</b>	SOC	Oct-20	Sep-23	Mar-24	Changes to HS2 demand (particularly car parking) and growth proposals within the UKC Hub, and a need to align with developing UGC workstreams, has led to delays in SOC development.
	UKC Hub Access - Balsall Common Multimodal Transport Package	SOC OBC	-	Dec-22 July-24	31/06/23 07/07/24	First scheme to emerge through UKC Hub Access programme to connect with east Solihull and south Warwickshire as detailed within the SOC submitted alongside this Change Request. Discussions are taking place with WMCA's Housing & Regeneration team to support delivery through the Housing Fund.
	UKC Hub Access - Birmingham Airport / NEC / HS2 Interchange Station - Solihull - Dorridge Bus Priority (Bus Lozenge)	SOC	-	Dec-23	Jun-24	Aligned with the UKC Hub Access Programme this scheme emerged through the CRSTS negotiations with TfWM and DfT. It's inclusion within the Change Request is to formalise the project within the UK Central Infrastructure Programme and set out the timetable for future business case submissions.
<b>31316</b>	<b>Walking &amp; Cycling Infrastructure Investment Programme</b>					Public consultation and adoption of Local Cycling & Walking Implementation Plan delayed due to COVID. The need for resource to focus on temporary Active Travel Fund (ATF) scheme delivery has delayed development of the LCWIP schemes. However, the ATF schemes are along the same corridors, so work undertaken as part of their development will support the development of the LCWIP schemes. Delivery of the first two LCWIP schemes are supported through the approved CRSTS capital allocation.
	Walking & Cycling Infrastructure Investment Programme - LCWIP Dickens Heath to Solihull Town Centre permanent cycle scheme	OBC	May-21	Dec-23	Jun-24	
	Walking & Cycling Infrastructure Investment Programme - LCWIP Knowle to Solihull Town Centre permanent cycle scheme	OBC	May-21	Dec-23	Jun-24	
31302	Wildlife Ways	Closure	Dec-23	Dec-23	Jun-24	An allowance made for financial close and completion of Closure Report.



# UK Central High Level Programme

## WMCA Key Milestone Submission Dates December 2022 Baseline Change Request Update





## Investment Board

<b>Date</b>	20 <sup>th</sup> March, 2023
<b>Report title</b>	Change request for Coventry Station Masterplan Phase 3
<b>Portfolio Lead</b>	Cllr Jim O'Boyle, Cabinet Member for Jobs, Regeneration and Climate Change
<b>Accountable Chief Executive</b>	Barry Hastie & Kirston Nelson (Interim Joint Chief Executives, Coventry City Council)
<b>Accountable Employee</b>	Colin Knight, Director of Transportation & Highways, Coventry City Council
<b>Report has been considered by</b>	Investment Panel

### Recommendation(s) for action or decision:

#### Following *Investment Panel*, the **Investment Board** is recommended to:

- (1) Approve the replacement of the long stop date of March 2023 for delivery of the NUCKLE 1.2 bay platform element from the Coventry Station Masterplan funding agreement and agree to a revised long stop date of December 2031
- (2) Note that the provision of the bay platform remains a committed output of the Coventry Station Masterplan which Coventry City Council are accountable for delivering and will ensure that £10m allocated for that element of the project is available if required or will recredit the Investment programme by that amount.

Coventry City Council request that recommendation 2 is replaced with:

- (3) Note that the provision of the bay platform remains a committed output of the Coventry Station Masterplan which Coventry City Council are accountable for delivering and will recredit the Investment programme by £10 million if the bay platform, or an equivalent piece of infrastructure delivering the same benefit to the Coventry-Nuneaton line, is not completed by the revised delivery date.

## 1. Purpose

The change request is seeking removal of the long stop date of March 2023 for delivery of the NUCKLE 1.2 bay platform element from the Coventry Station Masterplan funding agreement. While the City Council and partners are still very much committed to increasing rail services between Coventry and Nuneaton, it is proposed that an alternative strategy will achieve this through timetable changes, removing the immediate need for the bay platform infrastructure at Coventry Station. It's recommended that a revised target delivery date of December 2031 is agreed, noting that Coventry City Council and Warwickshire County Council will continue to work with the rail industry and lobby for an interim solution to increase service capacity through timetable changes. The infrastructure that will be in place by December 2031 will be the bay platform or an alternative piece of infrastructure that delivers the same outputs in terms of creating capacity to support increased rail service provision between Coventry and Nuneaton.

## 2. Background

The original approved Coventry Station Masterplan Full Business Case set out to deliver an ambitious package of improvements at Coventry Railway Station as part of the Coventry Station Masterplan project. Phases 1 and 2 are now complete, and the new infrastructure became operational in March 2022. This provides a much-enhanced station facility with sufficient capacity to handle projected increases in patronage in future years as the rail industry recovers from the impacts of the pandemic and the adjacent Friargate business quarter takes shape (with the planned opening of Friargate Two and a new hotel both programmed during 2023).

A project change was approved by the WMCA in December 2020, which set out an alternative delivery model for the programme in order to mitigate against significant budget challenges. The approved change reallocated £10m funding originally allocated for Phase 3 (the bay platform scheme) to Phases 1 and 2 of the programme. The rationale for the change was that the tender returns for the bay platform saw it almost doubling in cost against the original construction budget, unfortunately making the scheme unviable. The Council committed to working with the rail industry to develop an alternative viable scheme for the bay platform, with the objective of aiming for delivery by the end of March 2023 if the revised scheme could generate a positive business case against which funding could be sought from the Department for Transport (DfT).

The bay platform project is also known as NUCKLE 1.2 (Nuneaton-Coventry-Kenilworth-Leamington phase 1 part 2). Currently there is only one hourly rail service between Coventry and Nuneaton due to the limitations of the existing rail infrastructure restricting line capacity resulting in timetabling constraints. The project's aim was to deliver an additional platform at Coventry Station alongside new track and signalling infrastructure to remove these limitations and enable additional rail services between Coventry and Nuneaton to be timetabled, including additional shuttles for major events at the CBS Arena. The bay platform was also required to support a wider Midlands Connect-led project to provide direct rail connectivity from Coventry to the East Midlands.

Following the approval of the last change request, Network Rail were appointed to undertake a further GRIP 3 options selection stage study, funded by Coventry City

Council and Warwickshire County Council. The main objective of the GRIP 3 study was to develop alternative lower cost options for the bay platform, with a target budget envelope of £10-£15m. At the time of the project change in December 2020, Network Rail had already presented some conceptual options which appeared to fit the budget requirements and DfT had added the project to their Integrated Project Pipeline, which meant it would be fully funded, subject to business case. The Council commissioned a business case based on the GRIP 3 report, which has been completed by professional services consultancy, Systra.

Disappointingly, the GRIP 3 study outputs identify scheme options which remain well outside the budget envelope, with cost estimates from Network Rail coming in at £20-£25m. The business case appraisal shows that the scheme is predicted to generate a BCR of between 1.09 and 1.12, representing low value for money. This scenario also performs poorly in both the demand and revenue sensitivity tests, including tests reflecting lower passenger numbers resulting from changing travel and work patterns following the pandemic. Consequently, the scheme is not economically viable in its current form, which will prevent it being taken forward to the DfT to bid for funding, and therefore the bay platform cannot be delivered by the longstop date of March 2023 as per the funding agreement.

In parallel to the GRIP 3 study, Network Rail have been developing a strategic service review, looking at timetabling and new station options in Coventry and across the West Midlands. Network Rail's initial conclusions identify a package of measures needed to remove capacity constraints focussed on Coventry Station including re-modelling track layouts on either side of the station and constructing a new station at Coventry East in the Binley area of the city. Network Rail have also advised that delivering the bay platform in advance of these works would result in abortive works, and spend, being incurred. Their advice is that the Coventry East station would serve additional services between Coventry and Nuneaton and facilitate direct trains to the East Midlands in the future by providing a turnback facility. While the strategy is welcome, it does remove the short-term requirement for the bay platform at Coventry Station. It should be noted that a Council motion was approved in 2020 that supported, in principle, the development of new station proposals for Coventry East, alongside other locations within the city.

As a result of this advice, it seems clear that the bay platform requirement needs to be considered in the context of the wider package of rail infrastructure improvements focussed on Coventry Station, and the reduction of passenger demand for rail travel that has resulted from the pandemic and subsequent changes in travel patterns. An increase in rail services between Coventry and Nuneaton is not something that is being promoted by rail companies in the current round of planned timetable changes, and certainly not prior to March 2023. Therefore, whilst the City Council still supports the aim of increasing rail services and feels that the bay platform still has a role to play in this, it accepts the reasoning that early delivery of the bay platform is not feasible by March 2023.

The impact of this change request not being approved is potential clawback of grant from WMCA. However, the Council believes that the December 2020 change request was very clear that the project could only be taken forward if the revised scheme generated a compelling business case in order to obtain funding from the DfT, or alternative sources.

The reallocated £10m for Phases 1 and 2 has been spent and currently the last grant claim will be submitted to WMCA at the end of this financial year (23/24). The Council

has used its own resource and best endeavours, working alongside the rail industry to try and reach a solution for the scheme in order to take it forward to delivery, but unfortunately this could not be achieved in the timescales.

The previous approved project change stated that 'in the event that funding cannot be secured, the project would still need to be delivered to provide the infrastructure needed to support the Midlands Connect-led work to directly connect Coventry and Leicester, therefore it's expected funding would be sought through this route and the project delivered as part of the wider scheme'.

The previous project change stated that this scenario would result in significant delays to delivery which are likely to be 5 years+. This remains the case however the options for achieving the output have widened and could now also include the new station proposals for Coventry East which would have wider benefits than the original scheme.

The positive impact of this change is that, given Network Rail's plans, the bay platform could have been at worst abortive, and at best would have provided additional capacity but would have not addressed the other physical constraints to create the capacity at Coventry Station that Network Rail have identified is needed on the network to facilitate increased services.

The negative impact of this change is while Network Rail are proceeding with developing Coventry East, the timescale for implementation is likely to be post-HS2. In the interim this will not address the infrastructure necessary to increase the frequency of services between Coventry and Nuneaton. This isn't currently an issue as rail patronage continues to slowly recover from the pandemic, with demand currently running at around 70% of the pre-pandemic level, but demand is expected to continue to rise which may create capacity issues in the future.

In terms of next steps, the Council has commissioned Midlands Connect as part of their Business Plan to undertake a study to review opportunities for an interim solution using timetable changes to increase the frequency of services on the line between Coventry and Nuneaton with the aim of implementation as soon as feasibly (likely 2025 onwards). Doubling the frequency of services between Coventry and Nuneaton would significantly improve connectivity of services to Leicester. Post HS2 this option could provide further opportunities with a reduction in services on the West Coast Main Line creating more capacity which could enable the direct service between Coventry to Leicester to be delivered without any additional infrastructure being required.

The Council will continue to work with partners and lobby the rail industry for the interim solution to be delivered via timetable changes, and support delivery of the infrastructure to provide a more permanent and flexible solution which could also cater for events at Coventry Arena, from 2031.

### **3. Strategic Aims and Objectives**

Phases 1 and 2 of the Coventry Station Masterplan is now complete. This includes an improved station facility with greater capacity to handle projected increases in rail patronage. Phase 3 of the Masterplan included proposals to construct a new platform, new track and signalling infrastructure. This would allow additional rail services between Leamington Spa and Nuneaton and support plans to provide direct rail connectivity between Coventry and the East Midlands.

As a result of research carried out by Network Rail as part of the strategic service review, it was identified that a station at Coventry East could be constructed and changes to the track layout at Coventry Station are required to increase more platform capacity the station. It has been advised that these should come forward prior to the bay platform in order to avoid abortive works and costs. This is reinforced by the GRIP 3 study that identified that the bay platform was cost prohibitive in its current form and the business case produced a low benefit cost ratio. Therefore, it will not be delivered by March 2023.

Coventry City Council and Warwickshire County Council still very much support the aim of increasing rail services and improving rail connectivity. This aspiration is supported by national, regional, and local policy, as detailed in this section.

### National Policy

The **Decarbonising Transport Plan** details the Government aspirations for decarbonising all forms of transport, including cars, buses, and railways. There is an ambition for the rail network to be net zero by 2050, with all diesel-only trains removed from the network by 2040. This would improve air quality and increase growth and jobs. There is also an aspiration for a greater number of journeys to be made by rail instead of car, which would reduce congestion.

The **Levelling Up White Paper** aspires to end geographically inequality and drive growth across the whole country. It states that good transport can boost productivity, connect people to jobs, supports wider quality of life and can help to regenerate local centres. Increasing the number of rail services and destinations will contribute to meeting these goals.

### Regional Policy

The **West Midlands Plan for Growth** identifies industry clusters that have high potential for economic growth. Several of these clusters are located in Coventry, including the manufacturing of electrical light vehicles and associated battery storage devices, professional and financial services and supply chains, manufacturing of future housing and modern and low carbon utilities.

To enable the high growth potential in these industry clusters to come forward, it is crucial that local transport works well, including non-car transport such as rail. This will allow customers, workers, and goods to move more efficiently around the region. Rail service improvements will subsequently assist to achieve the economic growth detailed within the Plan for Growth.

The emerging **WMCA Local Transport Plan** identifies five 'motives for change' for the West Midlands. These are: tackling the climate emergency, reducing transport inequality, reducing physical inactivity, enhancing local communities and places, and building a strong inclusive economy. Improving rail services and connectivity from Coventry in the long-term will contribute to these objectives by allowing a greater number of people to access transport services. It is likely that once improved rail services are in place, a portion of car journeys will be replaced by rail journeys.

### Local Policy

The Coventry City Council Transport Strategy was adopted in December 2022. The objectives of this strategy were:

1. Supporting the city's economic recovery and enabling long-term growth
2. Delivering a sustainable, low carbon transport system
3. Ensuring equality of opportunity
4. Maximising health and wellbeing and reducing health inequalities

Improving rail services and connections from Coventry Station, and other local stations, will contribute towards meeting these objectives. This is because improved rail connectivity allows access to a greater number of employment opportunities, greater footfall in local areas and improvements to the local economy.

#### 4. Financial Implications

**Coventry City Council notes:** The cost assumption relative to the change was to identify an alternative solution for the bay platform which was in the £10-£15m envelope to generate a compelling business case to obtain funding. This was not achieved, with Network Rail's revised scheme estimated to be £20-£25m generating a BCR of between 1.09 and 1.12, representing low value for money as set out in the full business case in Appendix D. This scenario also performs poorly in both the demand and revenue sensitivity tests. Consequently, the scheme is not economically viable in its current form which will prevent it being taken forward to the DfT to bid for funding.

Whilst it is disappointing that the strategy for the DfT to fund an alternative bay platform scheme has not come to fruition, the Council are not seeking any further funding from WMCA, therefore there is no financial impact on the organisation. The financial profile of the scheme remains as per the last approved change request. All works are completed, and the final grant claim application is due to be submitted to WMCA for Quarter 4 23/24. It should be noted that WMCA are withholding the Council's most recent application for grant funding payment subject to the approval of this change request, which equates to £2,577,136.36

**WMCA notes:** £10m funding was provided to Coventry City Council to deliver the bay platform. This funding was subsequently used for other elements of the Masterplan on the understanding that Coventry City Council would obtain funding from DfT, but the requirement to provide the bay platform was retained. It is considered that the delivery of a bay platform is a firm commitment against the £10m funding provision.

Following approval of this Change Request, the funding agreement can be finalised and agreed with Coventry City Council, which will allow the remaining grant funding to be released.

#### 5. Legal Implications

**Coventry City Council notes:** The Council have undertaken the Works in accordance with the Grant Agreement and approved Project Change request [dated 3<sup>rd</sup> December, 2020] having completed all Outputs as set out and agreed, with the exception of the Bay Platform. The Council complied with the terms and conditions including following all regulations including but not limited to Procurement Regulations and Subsidy Control Act (formerly known as State Aid).

As set out in this report the Bay Platform Output has not been achieved due to its viability, but the Council remain committed to achieve the recommendations which capture the medium-long term strategy to achieve the outputs.

**WMCA notes:**

WMCA Legal does not comment on the Coventry Legal Implications above

WMCA Legal confirms it would appear as if a further agreement is required setting out: (a) how the project will be managed until 2032, (b) how utilised grant monies either repaid or accounted for and (c) how some allocated funds may now be retained by WMCA.

WMCA Legal will need to receive formal instructions on the above required agreement

## **6. Single Assurance Framework Implications**

**Coventry City Council notes:** The funding source that this request relates to is Devolution Deal funding, part of Coventry's City Centre First Package, for which £39.4m was awarded in total for the Coventry Station Masterplan programme. The funding was subject to a grant funding agreement between the City Council and WMCA, which was varied at the time of the last change request on the basis of the change of how the bay platform was proposed to be delivered and had an end date of March 2023. The reallocated WMCA funding agreed at the time of the last project change request and as per the funding agreement is all spent on committed on Phases 1 and 2 of the Station Masterplan programme, which has been completed.

**WMCA notes:** WMCA provided £10m funding towards the provision of a bay platform. Although this funding was reallocated to other elements of the project, this was on the understanding that Coventry City Council would obtain funding from elsewhere to complete the bay platform.

It is noted that Coventry City Council have used their best endeavours to progress this, and delivery is currently dependent on rail industry processes and funding. Regardless, WMCA's position remains that the bay platform is a required output and Coventry have received funding to provide this.

It is recommended that the change is approved, and that Coventry City Council are asked to regularly update WMCA regarding progress.

## **7. Equalities Implications**

The project change does not have any impact on equalities considerations.

## **8. Inclusive Growth Implications**

Coventry City Council's aspirations to improve rail services in the city aligns with the WMCA Inclusive Growth Framework. This framework focuses on ensuring that growth is

created and shared across the whole population and place and measured by the social and environmental outcomes it realises for everyone.

The framework contains eight missions which will help to achieve economic strength. These are:

- Climate resilience – Reducing CO<sub>2</sub>
- Affordable and safe places – designing out homelessness
- Connected communities – improving accessibility of resources and opportunities
- Education and learning – increasing skills levels
- Health and wellbeing – reducing health inequalities
- Equality – reducing employment inequalities
- Inclusive economy – increasing household income
- Power, influence, and participation – citizens feeling that they have influence and agency

The framework states that if these eight missions are achieved, then economic strength can also be achieved. This project contributes to several of these missions.

The Decarbonising Transport Plan details how diesel-only trains will be removed by the network by 2040 and the entire rail network will be net zero by 2050. This means that pollutant emissions from rail will decrease, contributing to climate resilience and improving health and wellbeing. This will make the rail network greener and healthier.

Improved rail connectivity will improve the accessibility of resources and opportunities for everyone, reduce employment inequalities and potentially increase household income as a result of improved access to employment. This contributes to the connected communities, equality and inclusive economy missions and will result in a fairer rail network.

## **9. Geographical Area of Report's Implications**

This report relates to Coventry and Nuneaton, Warwickshire.

## **10. Other Implications**

There are no further implications in addition to those covered above.

## **11. Schedule of Background Papers**

WMCA Coventry Station Masterplan Full Business Case (2017)  
WMCA Investment Board Project Change Request CSMP Phase 3 (2020)  
Network Rail Option Selection Report Coventry Bay Platform (GRIP 3) (2022)  
Coventry Bay Platform Full Business Case (Draft) (2022)  
Network Rail West Midlands Strategic Advice (2022)  
Network Rail Coventry Strategic Advice (2022)

# Change Request Form

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## WHAT CONSTITUTES A WMCA CHANGE REQUEST?

**Change Control** is the process through which all requests to change the approved baseline of a project, programme or portfolio are captured, evaluated, and then approved, rejected or deferred. This **Change Request Form** is required when the tolerances that were set out in the approved Business Case are or will be breached. These include changes to Time, Cost and Scope.

The Change Control Process should be initiated by the Project Team in the following circumstances:

- There is a cost implication that cannot be managed within the existing contingency budget and results in the requirement of 10% or more of the originally approved budget
- There is movement of over 10% of total project/programme timings (measured in months) which impacts key milestones, the project start/end date and any associated dependencies
- The scope of the project/programme has changed and the outputs, outcomes and benefits which were approved have been impacted (if an output is to be changed, this is also known as a material change)

## CHANGE REQUEST FORM GUIDANCE

- Text shown in **grey** is to be used as guidance in the writing of this form, it should be deleted prior to submission.
- Parts 1 and 2 should be completed by the Applicant / Project Team
- Parts 3 and 4 should be completed by the Programme Assurance and Appraisal Team / Finance Business Partner
- Please refer to the original WMCA approved Business Case when detailing any variance within this form
- Requested appendices will be shown in **orange** to support this form, these are to be attached with the submission
- If a partial or full Business Case re-write is required, you will be informed by WMCA

*For further information regarding the Change Request Process or to submit this form for review, please contact [ProgrammeAssuranceandAppraisal@wmca.org.uk](mailto:ProgrammeAssuranceandAppraisal@wmca.org.uk)*

**1 CHANGE REQUEST DETAIL**

<b>CHANGE SUMMARY</b>	
<b>Project Name:</b>	Coventry Station Masterplan
<b>Programme Name (if applicable)</b>	City Centre First
<b>Directorate (if WMCA internal):</b>	
<b>Organisation (if WMCA external):</b>	Coventry City Council
<b>This Change Request is seeking additional WMCA funding of:</b>	£0
<b>This Change Request is seeking a time extension of:</b>	N/A
<b>This Change Request is seeking the following change to the scope:</b>	The change request is seeking removal of the long stop date of March 2023 for delivery of the NUCKLE 1.2 bay platform element from the Station Masterplan funding agreement. While the Council and partners are still very much committed to increasing rail services between Coventry and Nuneaton, it is proposed that an alternative strategy will achieve this, removing the immediate need for the bay platform infrastructure at Coventry Station.

<b>STAKEHOLDER INVOLVEMENT</b>	
Provide the names of the following stakeholders who have been sighted on this business case prior to submission, note this is a mandatory requirement:	
<b>Governance:</b>	The Coventry Station Masterplan programme was approved Coventry City Council in 2017, with partners Warwickshire County Council and Network Rail. Members and partners have been briefed on the project change to the business case.
<b>Senior Responsible Owner (SRO):</b>	Colin Knight, Director of Transportation & Highways, Coventry City Council
<b>Programme SRO (if applicable)</b>	
<b>WMCA Executive Director:</b>	
<b>Finance Lead:</b>	Phil Helm
<b>Legal Representative:</b>	Gurbinder Singh Sangha
<b>Procurement Lead:</b>	
<b>Other (i.e., HR / Health &amp; Safety):</b>	

VERSION CONTROL			
<b>Version:</b>	<b>1.0</b>	<b>Date:</b>	<b>15/12/2022</b>
<b>Change Prepared by:</b>	<b>Rhian Palmer</b>	<b>Job Title:</b>	<b>Head of Infrastructure Delivery</b>

## 2 BASELINE ASSESSMENT, CHANGE REQUEST DESCRIPTION AND RATIONALE

2A WHICH BUSINESS CASE STAGE IS THIS CHANGE AGAINST? (SELECT ONE OPTION BELOW)

Business Justification Case (BJC)

Strategic Outline Case (SOC)

Outline Business Case (OBC)

Full Business Case (FBC)

Programme Business Case (PBC)

Project Case

## 2B ROOT CAUSE

Determine the root cause of this change request i.e. the source of the change requirement from the list below:

<b>Table 1</b>		
<b>Root Cause Categories</b>		<b>Tick if Applicable</b>
<b>Political</b>	This is due to the need for WMCA to demonstrate to Central Government that WMCA is working towards its Strategies and Polices i.e., Strategic Economic Plan (SEP)	<input type="checkbox"/>
<b>Governance</b>	WMCA must spend in accordance with agreed terms and conditions and abide by public sector procurement requirements and devolved funding assurance frameworks as approved by Central Government	<input type="checkbox"/>

<b>Reputational</b>	There is a high chance of repercussion for organisations' reputation due to the potential of it leading to destruction of trust and relations	<input type="checkbox"/>
<b>Operations</b>	Disruption to delivery of key business functions that support wider business operations	<input type="checkbox"/>
<b>Delivery</b>	Impact on delivery and performance against delivery commitments in the area	<input type="checkbox"/>
<b>Economic</b>	Uncertainty with external factors such as inflation and interest rates	<input checked="" type="checkbox"/>
<b>Financial</b>	Seeking safe delivery options with little residual financial loss only if it could yield upside opportunities.	<input type="checkbox"/>
<b>Opportunity</b>	The ability to deliver more outputs, outcomes, and benefits	<input type="checkbox"/>

## 2C CHANGE DESCRIPTION AND RATIONALE (MAX 500 WORDS)

- Provide an executive summary of the original approved business case and explain which elements of the baseline this change requests impacts. (Attach **original WMCA approved Business Case** as an appendix)
- What is the opportunity being delivered resulting from this change request?
- Please include (where possible) evidence based and numerical information to show why the change is required.
- What will be the consequences if this change is not approved?
- Are there any possible collateral effects (positive or negative) as a result of this change?

The original approved full business case in March 2018 for the Coventry Station Masterplan programme (see Appendix A) and approved project change in December 2020 (see Appendix B) is detailed in Table 1 below:

**Table 1: CSMP FBC Delivery Programme and Proposed Change**

Original Delivery Programme as per FBC (2018)	Deliverables	Funding Sources	Approved Change to Delivery Programme (2020)	Deliverables	Funding Sources	Current Status
Phase 1	Footbridge & Canopies, access tunnel, substation upgrade, bay platform all by Spring 2021	CWLEP Local Growth Deal, WMCA, CCC ITB, DfT	Phase 1	Footbridge & Canopies, access tunnel, substation upgrade by 2021	CWLEP Local Growth Deal, WMCA, CCC ITB	Complete
Phase 2	MSCP, second station entrance, transport interchange, highways & public realm all by Spring 2021	CWLEP Local Growth Deal, WMCA, CCC ITB & prudential borrowing	Phase 2	MSCP, second station entrance, transport interchange, highways & public realm by 2021	CWLEP Local Growth Deal, WMCA, CCC ITB & prudential borrowing	Complete
			Phase 3	Bay platform by March 2023	CWLEP Local Growth Deal, DfT, CCC/WCC	Delayed

The original approved business case set out to deliver an ambitious package of improvements at Coventry Railway Station as part of the Coventry Station Masterplan project. Phases 1 and 2 are now complete, and the new infrastructure became operational in March 2022. This provides a much-enhanced station facility with sufficient capacity to handle projected increases in patronage in future years as the rail industry recovers from the impacts of the pandemic and the adjacent Friargate business quarter takes shape (with the planned opening of Friargate Two and a new hotel both programmed during 2023).

A project change was approved by the WMCA in December 2020, which set out an alternative delivery model for the programme in order to mitigate against significant budget challenges. The approved change reallocated £10m funding originally allocated for Phase 3 (the bay platform scheme) to Phases 1 and 2 of the programme. The rationale for the change was that the tender returns for the bay platform saw it almost doubling in cost against the original construction budget, unfortunately making the scheme unviable. The Council committed to working with the rail industry to develop an alternative viable scheme for the bay platform, with the objective of aiming for delivery by the end of March 2023 if the revised scheme could generate a positive business case against which funding could be sought from the Department for Transport (DfT).

The bay platform project is also known as NUCKLE 1.2 (Nuneaton-Coventry-Kenilworth-Leamington phase 1 part 2). Currently there is only one hourly rail service between Coventry and Nuneaton due to the limitations of the existing rail infrastructure restricting line capacity resulting in timetabling constraints. The project's aim was to deliver an additional platform at Coventry Station alongside new track and signalling infrastructure to remove these limitations and enable additional rail services between Coventry and Nuneaton to be timetabled, including additional shuttles for major events at the CBS Arena. The bay platform was also required to support a wider Midlands Connect-led project to provide direct rail connectivity from Coventry to the East Midlands.

Following the approval of the last change request, Network Rail were appointed to undertake a further GRIP 3 options selection stage study (Appendix C), funded by Coventry City Council and Warwickshire County Council. The main objective of the GRIP 3 study was to develop alternative lower cost options for the bay platform, with a target budget envelope of £10-£15m. At the time of the project change in December 2020, Network Rail had already presented some conceptual options which appeared to fit the budget requirements and DfT had added the project to their Integrated Project Pipeline, which meant it would be fully funded, subject to business case. The Council commissioned a business case based on the GRIP 3 report, which has been completed by Systra (Appendix D).

Disappointingly, the GRIP 3 study outputs identify scheme options which remain well outside the budget envelope, with cost estimates from Network Rail coming in at £20-£25m. The business case appraisal shows that the scheme is predicted to generate a BCR of between 1.09 and 1.12, representing low value for money. This scenario also performs poorly in both the demand and revenue sensitivity tests, including tests reflecting lower passenger numbers resulting from changing travel and work patterns following the pandemic. Consequently, the scheme is not economically viable in its current form, which will prevent it being taken forward to the DfT to bid for funding, and therefore the bay platform cannot be delivered by the longstop date of March 2023 as per the funding agreement.

In parallel to the GRIP 3 study, Network Rail have been developing a strategic service review, looking at timetabling and new station options in Coventry (Appendix E) and across the West Midlands (Appendix F). Network Rail's initial conclusions identify a package of measures needed to remove capacity constraints focussed on Coventry Station including re-modelling track layouts on either side of the station and constructing a new station at Coventry East in the Binley area of the city. Network Rail have also advised that delivering the bay platform in

advance of these works would result in abortive works, and spend, being incurred. Their advice is that the Coventry East station would serve additional services between Coventry and Nuneaton and facilitate direct trains to the East Midlands in the future by providing a turnback facility. While the strategy is welcome, it does remove the short-term requirement for the bay platform at Coventry Station. It should be noted that a Council motion was approved in 2020 that supported, in principle, the development of new station proposals for Coventry East, alongside other locations within the city.

As a result of this advice, it seems clear that the bay platform requirement needs to be considered in the context of the wider package of rail infrastructure improvements focussed on Coventry Station, and the reduction of passenger demand for rail travel that has resulted from the pandemic and subsequent changes in travel patterns. An increase in rail services between Coventry and Nuneaton is not something that is being promoted by rail companies in the current round of planned timetable changes, and certainly not prior to March 2023. Therefore, whilst the City Council still supports the aim of increasing rail services and feels that the bay platform still has a role to play in this, it accepts the reasoning that early delivery of the bay platform is not feasible by March 2023.

The impact of this change request not being approved is potential clawback of grant from WMCA. However, the Council believes that the December 2020 change request was very clear that the project could only be taken forward if the revised scheme generated a compelling business case in order to obtain funding from the DfT. The reallocated £10m for Phases 1 and 2 has been spent and currently the last grant claim is with WMCA for approval. The Council has used its own resource and best endeavours, working alongside the rail industry to try and reach a solution for the scheme in order to take it forward to delivery, but unfortunately this could not be achieved in the timescales.

The previous approved project change stated that in the event that funding cannot be secured, the backstop position is that the project still needs to be delivered to provide the infrastructure needed to support the Midlands Connect-led work to directly connect Coventry and Leicester. It's therefore expected funding would be sought through this route and the project delivered as part of the wider scheme. The previous project change stated that this scenario would result in significant delays to delivery which are likely to be 5 years+. This remains the case however the options for achieving the output have widened and could now also include the new station proposals for Coventry East which would have wider benefits than the original scheme.

The positive impact of this change is that, given Network Rail's plans, the bay platform could have been at worst abortive, and at best would have provided additional capacity but would have not addressed the other physical constraints to create the capacity at Coventry Station that Network Rail have identified is needed on the network to facilitate increased services.

The negative impact of this change is while Network Rail are proceeding with developing Coventry East, the timescale for implementation is likely to be post-HS2. In the interim this will not address the infrastructure necessary to increase the frequency of services between Coventry and Nuneaton. This isn't currently an issue as rail patronage continues to slowly recover from the pandemic, with demand currently running at around 70% of the pre-pandemic level, but demand is expected to continue to rise which may create capacity issues in the future. Network Rail continue to explore interim options, including reviewing the timetable to identify opportunities to increase the frequency of services on the line if capacity can be identified.

### 3 IMPACT ASSESSMENT

Complete the following sections to determine the impact of this Change Request, if a section is deemed not applicable, briefly explain why.

#### 3A COST IMPACT (£)

*Detail the following elements to outline any impacts upon cost:*

- **Revised financial profile (compared with baseline)**
- *Detail any discussions held with WMCA Finance Business Partners*
- *List of cost assumptions relative to the change*
- *Variance from baseline cost*
- *Revised NPV (net present value) of project*
- *Outline key elements of requested cost composition*
- *VFM (value for money) assessment*

*If this section is not applicable, please state why?*

The financial profile of the scheme hasn't changed since the last approved change request.

The cost assumption relative to the change was to identify an alternative solution for the bay platform which was in the £10-£15m envelope to generate a compelling business case to obtain funding. This was not achieved, with Network Rail's revised scheme estimated to be £20-£25m generating a BCR of between 1.09 and 1.12, representing low value for money as set out in the full business case in Appendix D. This scenario also performs poorly in both the demand and revenue sensitivity tests. Consequently, the scheme is not economically viable in its current form which will prevent it being taken forward to the DfT to bid for funding.

#### 3B TIME IMPACT

*Detail the following elements to outline any impacts upon time:*

- *Variance to original approved schedule*
- **Revised Project/Programme Schedule**
- *Revised list of milestones impacted*
- *Planning assumptions*

*If this section is not applicable, please state why*

Phases 1 and 2 of the programme are now complete and all associated milestones have been achieved. However, the target date for completion of Phase 3, the bay platform, has not been met for the reasons stated in section 2.

#### 3C SCOPE IMPACT

*Detail the following elements to outline any impacts upon scope:*

- *Scope variance from original approved submission*

- *Quality impacts and mitigations*
- *Resource implications*

*If this section is not applicable, please state why?*

*Table 1 in Section 2 sets out the scope variance from the original approved submission.*

As stated in Section 2, the impact of the scope variance is that only one hourly service can operate on the Coventry-Nuneaton line until such time other interventions are delivered. Mitigation includes Network Rail exploring an interim measure where services could be increased through changes to the timetable, with a planned reduction in Birmingham – Coventry – Northampton services from three trains to two trains per hour potentially provided headroom on existing platform capacity to enable additional Coventry – Nuneaton services to be accommodated should passenger demand justify this. The Council are continuing to work with Network Rail and Warwickshire County Council colleagues to explore alternative more permanent solutions in the future, including the Coventry East station, which would solve a lot of the other infrastructure challenges around Coventry Station, releasing capacity and would serve to enable direct trains to the East Midlands in the future, supporting the aspirations of Midlands Connect and local authority partners.

### 3D DEPENDENCIES IMPACT

*Detail the following elements to outline any impacts upon dependencies:*

- *List any new dependencies created as a result of this change (if applicable, each dependency needs to be labelled as internal or external)*
- *Identify dependencies that may have now been closed as a result of the change*
- *Identify dependencies that now have a lower probability and impact as a result of this change*
- *In a separate section, identify all dependencies that have a high probability of triggering a change request in the future and state how these dependencies will be monitored and controlled*

*If this section is not applicable, please state why?*

#### **External Dependencies**

Dependencies as a result of this change include stakeholder West Midlands Rail who would be the operator of additional services between Coventry and Nuneaton. At present there is not sufficient demand for a second service and as the business case demonstrates the revenue case for the current proposed scheme is poor. The December 2022 rail timetable update does not make provision for increased rail service frequency between Coventry and Nuneaton, and West Midlands Rail have not indicated that they have any plans to introduce additional services in the short-term.

Given the reduction in regional services operated by WMR's London NW Trains between Birmingham, Coventry and Northampton from three trains per hour to two trains per hour, it is considered likely that, should increased demand on the Coventry to Nuneaton services increased to justify the two trains per hour pattern that is the target frequency, then those

trains can be accommodated within the existing station layout without the need for the bay platform, subject to availability of rolling stock.

Midlands Connect's plans to provide direct rail connectivity between the West and East Midlands continue to be a dependency on the project, albeit the physical interventions required to achieve this may well change based on Network Rail's latest advice and developing business case for Coventry East.

### Internal Dependencies

The new infrastructure delivered as part of the Station Masterplan Phases 1 and 2 do not rely on the bay platform infrastructure, other than it has been future proofed to accommodate an additional platform in the future. If the bay platform does not proceed there are no abortive works required to be carried out as a result.

There will not be any future dependencies triggering a change request, as subject to approval of this request the project can be closed out with respect to the WMCA funding agreement.

## 3E STAKEHOLDER IMPACTS AND STRATEGY CHANGE IMPACTS

*Detail the following elements to outline any impacts upon stakeholders or strategy:*

- **Revised stakeholder Communication and Engagement Strategy**
- **Revised stakeholder Impact/Influence matrix (where applicable)**
- *Detail if the approval of this change will impact the projects contribution towards WMCA's Strategic Objectives, Inclusive Growth and/or related policy such as #WM2041?*

*If this section is not applicable, please state why?*

The Station Masterplan Phases 1 and 2 have been successfully completed and provide key infrastructure to create additional capacity at Coventry Station that will support WMCA's Strategic Objectives, Local Transport Plan and related policy including achieving net zero by 2041. The approval of this project change shouldn't impact on the ability to achieve WMCA's Strategic Objectives and #WM2041, as the rail industry and key stakeholders including Midlands Connect and the West Midlands Rail Executive alongside partner local authorities continue to work together to find the right solution in order to increase rail connectivity between Coventry and Nuneaton and onto the East Midlands.

The previously submitted Stakeholder Communication and Engagement Strategy focussed on the programme delivery of Phases 1, 2 and 3, all activities have been completed apart from those associated with Phase 3. Given that the delivery strategy for Phase 3 is still to be developed in more detail by Network Rail, it is felt too early to develop a specific Stakeholder strategy at this stage. However, consideration has been given to the stakeholder matrix

which has been updated from the original business case for Phase 3 specifically, as set out below in Table 2:

Stakeholder	Role	Attitude	Interest/Consultation	Influence /Stakeholder Analysis
Department for Transport (DfT) (Rail)	UK Government Department	Positive	<p>DfT have long been a supporter of providing better connectivity between Coventry and Nuneaton and welcome the Midlands Rail Hub aspiration to provide a direct rail connection to the East Midlands.</p> <p>DfT previously committed to providing £5m funding for the original bay platform scheme and were open to potentially funding the revised bay platform scheme, subject to business case. Will potentially be a funder for Network Rail's proposed alternative scheme as it moves through scheme development process and a business case is developed. They will continue to be engaged via Network Rail, Midlands Connect and Coventry City Council.</p>	Very High
Network Rail (Primary stakeholder)	Scheme Sponsor, Rail Infrastructure Provider	Positive	<p>Network Rail have long been a key stakeholder in Phase 3, originally as Scheme Sponsor and more recently taking on the project management and design lead for GRIP3, whilst in parallel also delivering the strategic rail review for Coventry and the West Midlands which has generated the Coventry East preferred option.</p> <p>Network Rail will continue to lead on the project, working closely with Midlands Connect, Coventry City Council and Warwickshire County Council.</p>	Very High



**SINGLE ASSURANCE FRAMEWORK**

<p>Coventry City Council</p>	<p>Will continue to be key stakeholder on project and work in partnership with Network Rail, WCC and engage with other partners and stakeholders to drive the project forwards.</p>	<p>Positive</p>	<p>Coventry City Council have championed the project from inception and continue to play an important role in driving it forwards. Previously CCC have taken a direct role and project lead, but going forwards this will fall to Network Rail and Midlands Connect with CCC a key stakeholder that will lobby and work with partners to drive both the interim and permanent solutions forwards to delivery. CCC sit on the Strategic Board and are a partner of the Midlands Rail Hub.</p>	<p>Very high</p>
<p>Midlands Connect/ Midlands Rail Hub</p>	<p>Midlands Connect are a sub-national transport body leading on strategy, research and development of transport projects in the Midlands</p>		<p>Midlands Connect lead the Midlands Rail Hub project, an ambitious £2bn programme that will deliver significant improvements to the rail network and boost connectivity in the Midlands, as well as benefitting areas far beyond this.</p> <p>A key part of the project will be to improve the connectivity between Coventry and Nuneaton in order to deliver direct services between the East and West Midlands.</p> <p>Coventry form part of the Midlands Rail Hub Board and have a close working relationship with Midlands Connect.</p>	<p>Very High</p>
<p>Avanti West Coast  (Primary stakeholder)</p>	<p>Manage station and train operator  (Affected by disruption)</p>	<p>Positive</p>	<p>Avanti West Coast are the current Coventry Station Franchise Operator are supportive of the project and manage the day to day running of the station and operate existing services on the line. Avanti West Coast are a statutory Station Change Consultee.</p>	<p>High</p>



**SINGLE ASSURANCE FRAMEWORK**

Warwickshire County Council	Key stakeholder, working with other partners on development and delivery of project	Positive	WCC are supportive of the scheme and have worked alongside CCC to fund and provide strategic leadership to development of the project. Involvement at Member and Officer level. WCC are a partner in the Midlands Rail Hub.	High
West Midlands Rail Executive	Organisation responsible for overseeing rail services in the West Midlands	Positive	WMRE are supportive of the scheme and will be a key stakeholder that we continue to work with to identify the interim and longer term solution to increasing rail services between Coventry and Nuneaton. They are an important body to influence policy and lobbying. CCC are a member of WMRE.  WMRE manage the WMT contract.	High
West Midlands Trains	Train operator	Very Positive	West Midlands Trains, currently operate existing services along the Coventry – Nuneaton and Birmingham – Coventry – London train line have been very positive towards the original scheme. WMT will remain an important stakeholder as the scheme develops, with the potential for them to run an additional hourly service between Coventry and Nuneaton subject to capacity being created in the rail timetable and rolling stock availability.	High
Cross Country Trains	Train Operator	Neutral	Cross Country operate the existing services along the Leamington – Coventry – Birmingham train line. Cross Country are a statutory Station Change consultee.	Low



**SINGLE ASSURANCE FRAMEWORK**

West Midlands Combined Authority	WMCA devolution deal funds part of Coventry Railway Station Master Plan	Positive	WMCA have been very supportive of the Coventry Station Masterplan Programme and are a key funding partner. Their interest is strategic, as well as operational for the transport interchange.	Very High
Transport for West Midlands	Determine transport strategy for West Midlands	Positive	TfWM is very supportive of the aspirations of the Midlands Rail Hub and improving rail connectivity between Coventry and Nuneaton, which is supported by the Local Transport Strategy.	Very High
Rail Users	Rail users who use services between Coventry & Nuneaton.	Positive	The scheme will enable more frequent services between Coventry and Nuneaton which will benefit passengers.	Low
Local Businesses/line side neighbours	May be affected by construction (but benefits on completion)	Neutral (Positive)	Local businesses face the environmental impact of construction works and new infrastructure, but realise the benefits that the development works will bring for new enhanced facilities for their customers and an improved level of service.	Medium
Local Residents	Potential to be affected by construction (but benefits on completion)	Neutral (Positive)	Local residents may be affected by disruption during construction of the Coventry East station. Further work will be done to develop a stakeholder comms and engagement strategy and identify residents and key community groups to engage with as the project develops.	Low



**SINGLE ASSURANCE FRAMEWORK**

Freight Transport Association	Represents the transport interests of companies moving goods by road, rail, sea and air	Neutral	The station redevelopment will involve track modifications to Coventry North sidings, a new freight loop is required at Three Spires Junction to replace capacity and create flexibility.	Low
Land Owners	Land Owners	Neutral (dependent on desire to sell)	Owners of land around development that may be required.	Very High
Coventry University	Local University	Positive	Staff and students use rail links and good transport infrastructure will attract more students to the city.	Low
Warwick University	Local University	Positive	Staff and students use rail links and good transport infrastructure will attract more students to the city.	Low
Accessibility Users Group	Partnership activities on DDA at Stations	Neutral	General improvements to accessibility on the railway route.	Medium
Passenger Focus	Rail User Lobby Group	Positive	Quality of rail facility provision and train service to passengers.	Medium
Rail Future	Rail Lobby Group	Positive	General improvements to the national railway network.	Low

Table 2: Coventry Station Masterplan Project Stakeholders

**3F OUTPUTS, OUTCOMES AND BENEFIT IMPACTS**

*Detail the following elements to outline any impacts upon outputs, outcomes, and benefits:*

- *List of the outputs impacted and the revised table showing planned delivery and measurement – see Output table below and complete, add additional rows if required*
- *List of the outcomes impacted and the revised table showing planned delivery and measurement – see Outcome table below and complete, add additional rows if required*
- *If this section is not applicable, please state why?*
- *List any new benefits being achieved as a result of the change request*
- *List any benefits that are now not being delivered as a result of the change request*
- *Updated benefits profile for new benefits (measurement & owner)*
- *Revised Benefits Realisation plan (only at FBC stage)*
- *Revised Monitoring & Evaluation plan (only at OBC and FBC stage)*

*If this section is not applicable, please state why?*

Refer to Appendix G for the updated Schedule 2 to the funding agreement which sets out the current status to project milestones and outputs in further detail, alongside Appendix H for a revised Evaluation and Benefits Realisation Strategy.

*Table 2*

Previously Approved Outputs	Change to Outputs (+/-)	Planned delivery and measurement
New platform, track and signalling	Delayed	<ul style="list-style-type: none"> <li>• Strategy to be agreed, led by Network Rail regarding future infrastructure requirements in order to deliver outcome of additional services between Coventry and Nuneaton. Network Rail to develop business case for Coventry East.</li> <li>• Midlands Connect to continue leading on developing direct link to East Midlands, with support from Coventry</li> </ul>

		<p>City Council and other key partners.</p> <ul style="list-style-type: none"> <li>• Interim option for providing additional service between Coventry and Nuneaton using timetable gaps to be delivered by Network Rail</li> <li>• Delivery of physical infrastructure at Coventry East to facilitate increased services</li> </ul>
New footbridge & station building	None	Delivery of physical infrastructure & entry into operational service
New MSCP	None	Delivery of physical infrastructure & entry into operational service
New bus interchange	None	Delivery of physical infrastructure & entry into operational service
Revised land ownership	None	Legal agreement via negotiation under overarching agreement; CPO process
Highways access improvements	None	Delivery of physical infrastructure and highway adopted by Highways Authority; new infrastructure operational.

*Table 3*

<b>Previously Approved Outcomes</b>	<b>Change to Outcomes (+/-)</b>	<b>Planned delivery and measurement</b>
Nun-Cov service 1tph to 2 tph	Delayed	See table 2, measurement of outcome will be by timetable change and additional services in operation

Increased capacity and quality at Coventry Station	Updated to reflect increased capacity and improved accessibility at Coventry Station	Delivery of physical interventions, complemented by new wayfinding, tactile paving and step free access. Customer satisfaction surveys.
High quality gateway at Coventry Station, with enhanced passenger facilities in new and existing station buildings	New	Investment in the existing station building using match funding to deliver refurbishment of waiting rooms and heritage features, public art, improved wayfinding, alongside visitor information hub located on new public realm delivered as part of the scheme.
Increase bus usage and access to city and station	Same	Delivery of transport interchange, network service review, timetable changes
Unlock access to development for land, retail and new homes	Same	Delivery of developments as part of the Friargate Masterplan2, planning applications, physical construction, occupation.

The majority of benefits generated by the scheme will still be delivered through Phases 1 and 2. However, benefits associated with the additional service between Coventry and Nuneaton will not be realised at present due to the associated delays with the project however these will still be realised in the future through the interim and longer-term options set out in this change request to address this.

**3G RISK IMPACT**

*(UNCERTAIN EVENT(S) THAT SHOULD THEY OCCUR WILL HAVE AN EFFECT ON THE ACHIEVEMENT OF OBJECTIVES)*

*Detail the following elements to outline any impacts upon project risk:*

- *New risks relevant to the change being requested (including mitigating actions)*
- *Previous risks which have been mitigated or the scoring has changed as a result of the change*
- **Revised Risk Register encompassing the above**

*If this section is not applicable, please state why?*

The project change has generated one new major risk to the project with regards to the risk that WMCA don't approve this project change and seek clawback of grant funding. Mitigation measures include the previous project change approval in 2020, supported by Coventry seeking to deliver all mitigation measures under the revised delivery strategy for Phase 3, alongside continuing to work with the rail industry and partners to identify the best solution to increasing service frequency between Coventry and Nuneaton. The project change hasn't generated any new risks other than this as there was always a risk that the Phase 3 scheme would not be delivered by March 2023 as set out in the previously approved project change and the risk profile reflects this, which can be found in Appendix I. It should be noted that the majority of previous risks reported on the project have been closed out upon completion of Phases 1 and 2.

### 3H ISSUE IMPACT

*(EVENT(S) THAT HAVE OCCURRED WHICH WERE NOT PLANNED AND REQUIRE MANAGEMENT ACTION)*

*Detail the following elements to outline any impacts upon project issues:*

- *New issues relevant to the change being requested (including management actions)*
- *Previous issues which have been or will be resolved as a result of the change*
- **Revised Issue Log encompassing the above**

*If this section is not applicable, please state why?*

There are no new issues or events that have occurred requiring management action.

### 3I PROCUREMENT IMPACT

*Detail the following elements to outline any impacts upon procurement:*



- **Revised procurement strategy** (including procurement outputs changes, sourcing approach, procurement requirements, procurement constraints)
- List the impacts to the procurement process
- Market testing relevant to the change request
- If this section is not applicable, please state why?

There is no procurement impact as this request does not relate to activities that require procurement in relation to WMCA funding.

**4 GOVERNANCE AND DECISION – INTERNAL USE ONLY**

**TO BE COMPLETED BY WMCA PROGRAMME ASSURANCE AND APPRAISAL / FINANCE BP**

**4A APPRAISAL RECOMMENDATION**

<b>Change Reference Number:</b>	
<b>Has this change been reviewed by WMCA Appraisal?</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

<b>Appraisal Recommendation:</b>
<p>This change is needed because rail industry plans for Coventry Station will result in the bay platform being delivered later than originally planned.</p> <p>Funding has previously been provided to Coventry City Council for elements of the Coventry station programme. This included £10m for construction of the bay platform. This funding was later diverted to other phases of the programme on the expectation that funding would be obtained from other sources.</p> <p>WMCA consider that the bay platform is a required output and would seek to clawback the £10m funding if it is not provided.</p> <p>Following discussions with the project team, it is suggested to change the long stop date for this project to March 2031.</p> <p>It is recommended that this change is approved.</p>

**4B STAKEHOLDER INVOLVEMENT**

<b>WMCA Finance Business Partner Name:</b>	Ian Monks
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All monies have been provided to Coventry City Council for earlier stages of the project. If the bay platform is not provided, WMCA may seek clawback of the £10m provision for the bay platform element of the project.

**WMCA Legal Representative Name:**

Observations and Legal Statement:

**Other (i.e., HR/ Health and Safety):**  
If external to WMCA, state any other WMCA stakeholders who have input or had oversight of this change?

Observations and Comments:

4C DECISION AND GOVERNANCE

G O V E R N A N C E	Approval Body	Date of Meeting
	Executive Director (state if Delegated Authority or SRO)	
	Statutory Officer Approval	
	Investment Panel	27/2/23
	Investment Board	20/3/23
	WMCA Board	

D	Approved <input type="checkbox"/>	Rejected <input type="checkbox"/>	Deferred <input type="checkbox"/>
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<b>E C I S I O N</b>	<b>Decision Maker and Comments:</b>	
	<b>Date of Decision:</b>	
	<b>If rejected, what was the reason for this?</b>	
	<b>If deferred, what was the reason and what are the next steps?</b>	

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