

West Midlands
Combined Authority



Transport for
West Midlands

City Region Sustainable Transport Settlement

West Midlands
Annual Monitoring Report 2022/23



Funded by
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Introduction



Introduction

This document sets out the position of the West Midlands City Region Sustainable Transport Settlement (CRSTS) programme as of the end of the financial year 2022/23.

CRSTS is a 5 year grant fund from government for Mayoral Combined Authorities aimed at delivering capital transport projects. The UK Government has allocated £5.7bn to invest in local transport networks across the 8 city regions in England over a 5-year period (financial year 2022/23 to 2026/27). Funding for small scale capital improvement schemes and highways maintenance have also been incorporated into the CRSTS allocation.

The objectives of the CRSTS programme are as follows:

- drive growth through infrastructure investment;
- level up services towards the standards of the best;
- promote modal shift from cars to public transport, walking and cycling;
- reduce carbon and particulate emissions from transport, aligned with the UK's legal commitments; and
- further the objectives of the national bus and cycling strategies, including ambitious bus and cycling priority measures, with decisions on Key Route Networks led by MCAs and mayors.

We are currently in year 2 of the 5 year programme. This review will set out the **key achievements** of the programme over most recent financial year (2022/23) both in terms of scheme development and delivery. It will also provide an overview of the **overall status** of the programme including a progress update, forecast development and delivery dates, key milestones, a funding overview and key risks and mitigations. The following section provides an overview of the **context** underpinning the CRSTS programme and provides an update on the latest **guidance**.



Context



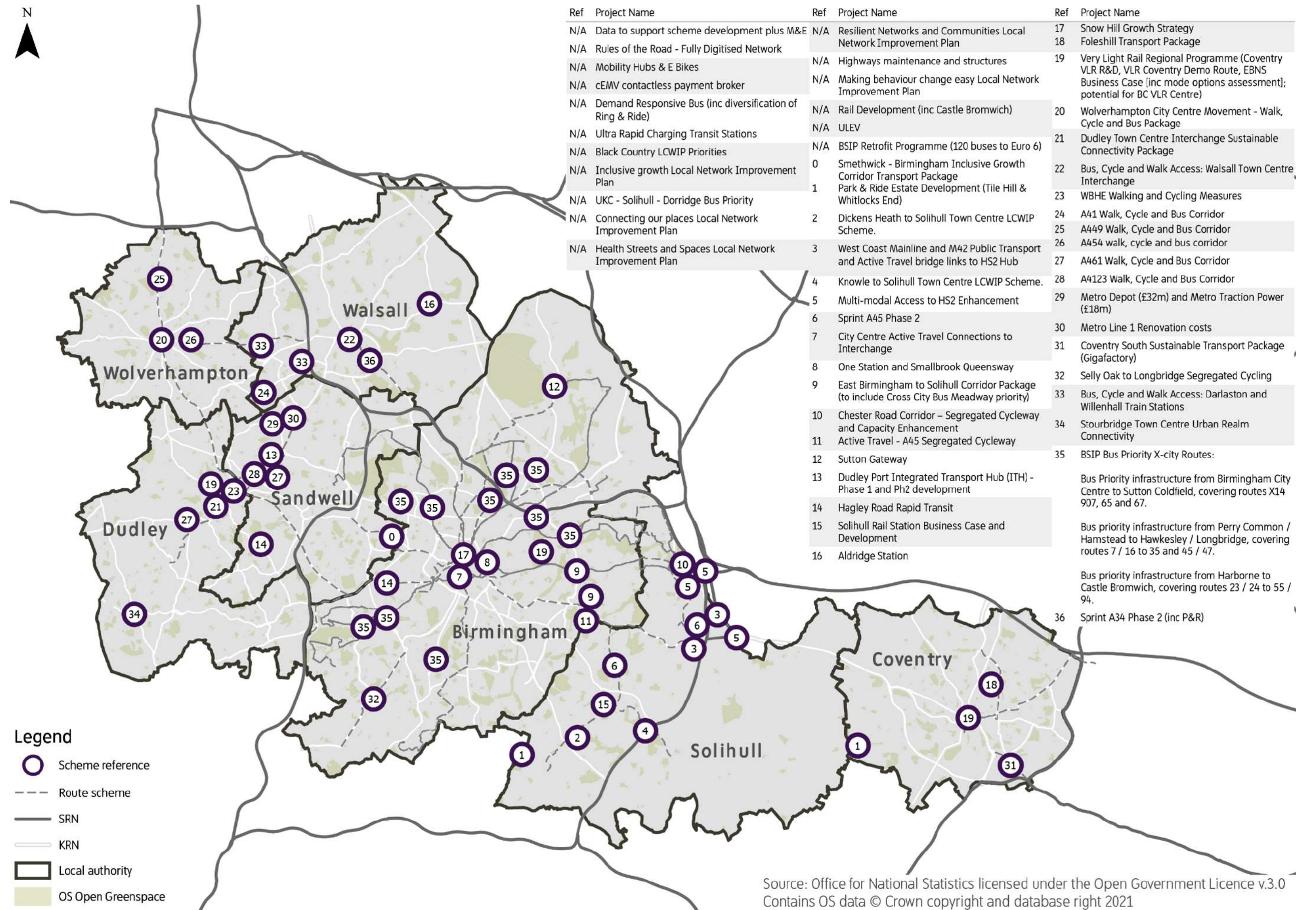
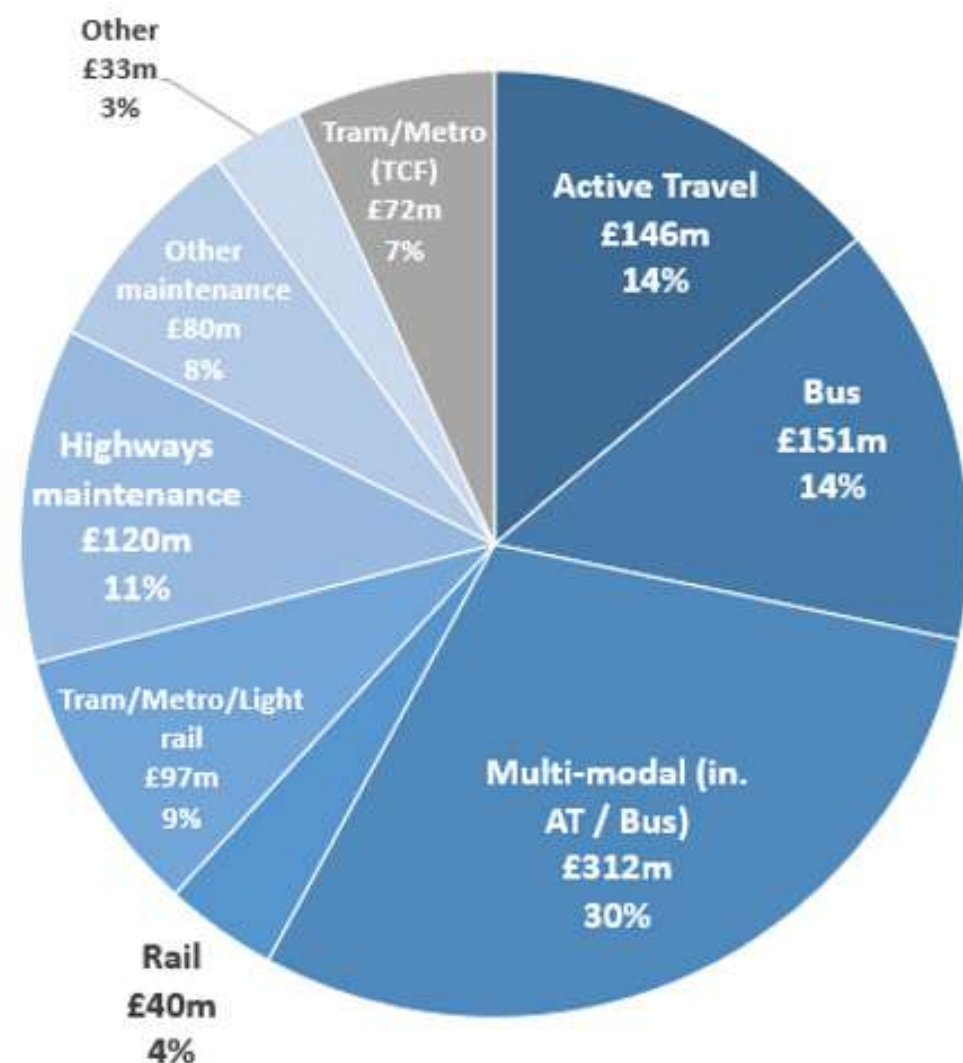
The West Midlands CRSTS programme

The West Midlands CRSTS programme consists of 66 projects with a contribution from government of £1.05bn. These are being delivered through Transport for West Midlands (TfWM) and our constituent Local Authorities.

The programme includes funding previously allocated through the highways maintenance fund and Integrated Transport Block which has been allocated to local authorities using historic allocation formulas.

Funding has also been top-sliced to cover project and programme monitoring & evaluation activity which includes data capture and analysis – which the Department for Transport (DfT) and HM Treasury consider a mandatory requirement for a programme of this size.

The programme is estimated to deliver over 50km of new bus lanes (doubling the amount in the West Midlands), over 100km of new cycle lanes and measures to help electrify our transport system and make it cleaner. We will also deliver innovative and transformational projects such as Coventry Very Light Rail, Bus Rapid Transit improvements and improvements to our public transport smart ticketing system. The breakdown of forecast spend by mode is given in the figure below.



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Transport Context

Travel in the region is dominated by car use and historically planning and policy has prioritised this mode rather than more sustainable options, contributing to wider issues such as poor air quality, physical inactivity and climate change. The mode split in the region reflects this: between 2016 and 2018 there were 2.3 billion trips made in the West Midlands, 70% of which were made by car, 10% via public transport, comprising bus (8%), rail including West Midlands Metro (2%), and 20% via active travel. This compares to 61% of trips being made by car nationally, alongside 7% via public transport, 29% via active travel and 3% via other modes in 2018 (based on National Travel Survey data).

Recent investments in the West Midlands have started to contribute to mode shift including investments in the West Midlands Metro and in our Sprint network but there are a number of issues which still need to be resolved before significant changes will be seen.

These are summarised below:

Accessibility and affordability of public transport

The quality of access to public transport varies considerably across our region and can be a significant barrier for lower income households and more vulnerable groups for accessing economic opportunities. Job accessibility declines significantly for residents who are reliant on public transport, with this being more pronounced in deprived areas where car ownership is less common, this is demonstrated by the figures on the right of this page.

Bus use within the West Midlands has experienced a long-term decline in patronage. The fall in services, alongside increased congestion, has resulted in reduced accessibility to key urban centres for those reliant on public transport. Complexity of ticketing and affordability is also seen as a major barrier to public transport use with the region ranking in the bottom quartile for public transport affordability of 66 major global cities.

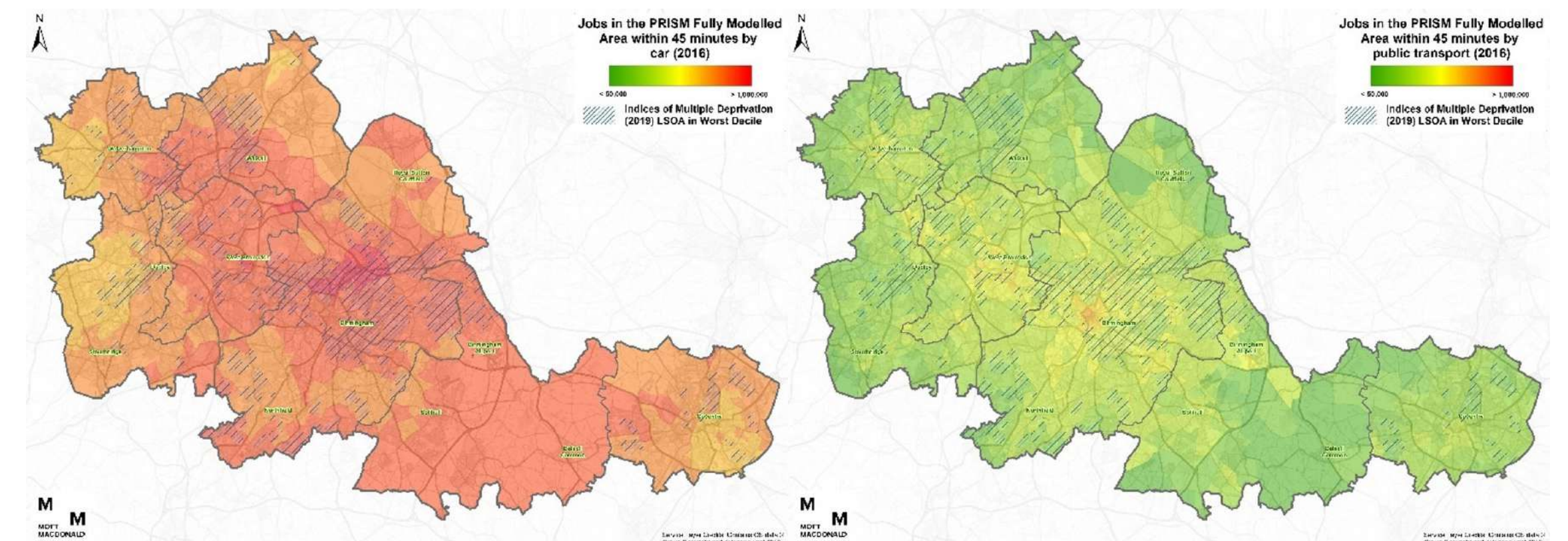
Growing reliance on road travel

Despite recent investments in sustainable transport alternatives, car mileage has continued to grow. Across the area, two in five journeys under two miles are made by car. This reliance results in congestion, poor air quality and negative environmental consequences and contributes to declining health outcomes by reducing the share of walking and cycling and active travel associated with public transport. Modal share varies considerably throughout the West Midlands ranging from an 8.1% public transport mode share in the morning peak in 2019 in Dudley to a 61.2% mode share in the same period in Birmingham. Without investment, historic trends are set to increase over the next 20 years with the share of households not owning a car expected to fall from 22% to 18% in 2040. This reliance on road travel has been exacerbated by the COVID-19 pandemic and without investment to support the recovery in public transport demand we risk seeing a permanent shift in behaviour.

Congestion, air quality and the environment

Reliance on private transport has led to a built environment which prioritises car-based travel and has resulted in a legacy of a hazardous, unattractive environment for pedestrians and cyclists. Air pollution is one of these negative consequences and impacts approximately 2.8m people in the West Midlands, reducing life expectancy by up to 6 months. The reliance on cars also generates congestion in city centres and on key transport corridors which constrains economic growth potential in the region. The average driver in Birmingham lost 134 hours in congestion in 2018, with congestion costing £2.3bn per annum across the West Midlands metropolitan area. There are also implications for climate change: WMCA has an ambitious target to be net zero by 2041 which will require significant modal shift as well as an increase in zero emission vehicles. Under business as usual forecasts, without intervention, it is predicted that we will fall short of our zero emission ambitions. Currently, TfWM are developing a Local Transport Plan to provide a framework to make progress against these issues. CRSTS provides a significant opportunity to fund this progress.

Job accessibility in WM region with a car vs with public transport (2016)



Local Transport Plan

Transport for West Midlands (TfWM) is currently developing its 5th Local Transport Plan (LTP): Reimagining transport in the West Midlands which will set out the overall strategy and policy framework for transport and seek to make progress against the issues outlined in the transport context section of this document. The overall vision for travel in the West Midlands for a place **where people can thrive without having to drive or own a car**.

At the heart of the LTP is the West Midlands Combined Authority's (WMCA's) ambitions for Inclusive Growth which means that all citizens can shape, contribute and benefit from advancement in the region. The LTP is being developed to support this by delivering equitable improvement of access to opportunity in a way that creates great places, healthy habits and low emissions.

Two key components in the development of the LTP are the motives for change (why we need to change the way we travel) and the six big moves (the changes needed to make progress against the motives).



Motives for change

In 2021, to support the development of the LTP, TfWM published a Green Paper which set out five Motives for Change. These are reasons why we should consider changing the way we travel and are summarised in the figure on the right.

These motives for change form the basis for the objectives of the LTP. They capture a range of different, but related, issues including how we can sustain economic successes, how we can have a more equitable transport system, how we can ensure transport supports better quality of places and a healthier population, and how we can support global efforts to decarbonise.

These motives overlap with the national priorities for the CRSTS programme and have helped shape our CRSTS programme.



6 Big Moves

In 2023, TfWM published the proposed Core Strategy for the LTP. This document set out the 'avoid, shift, improve' framework which identified the behaviour changes needed to make progress against the motives for change:

- **Avoid travel** e.g. by accessing services online and consolidating trips
- **Shifting travel** e.g. to places more accessible by sustainable modes
- **Improve travel** e.g. by adopting zero emission vehicles

This framework has been used to develop six big moves which detail the principles, policies and in some cases specific interventions to achieve the goals of the LTP. These are shown in the figure on the right.

CRSTS Investment Themes

The CRSTS programme has been designed to meet the vision and objectives of the Local Transport Plan as well as deliver on national priorities around delivering jobs and growth, levelling-up deprived communities and meeting our decarbonisation targets. With this in mind we have identified six themes to guide investment through the CRSTS programme:

- **Connecting our places** - investment in public transport connectivity by boosting connections across key centres and corridors
- **Supporting Inclusive Growth** – driving economic growth, levelling up and housing delivery in six priority corridors
- **Healthy Streets and Spaces** – encouraging active travel and reducing volume of trips made by car
- **Creating Resilient Networks and Communities** – junction and corridor route improvements to highways and the key route network
- **Delivering a Green Revolution** – decarbonisation of the largest sources of carbon emissions
- **Making behaviour change easy** – provision of frictionless access to sustainable transport across the region

The link between these investment themes and the objectives of the emerging LTP are summarised in the table to the right.

Motive for Change	LTP Objective	LTP Objective	Link to CRSTS theme
Sustaining economic success	Inclusive economy	We will inclusively grow our economy by reducing the economic costs of transport’s externalities, maintaining the network, and levelling up access to opportunities for those less mobile.	Supporting Inclusive Growth
	Mobility market transformation	We will position the West Midlands as a global leader in future transport by creating a local transport market that enables innovation, development and deployment of transport products and services.	Making Behaviour Change Easy
Creating a fairer society	Fair access	We will improve equity of access to opportunity by ensuring everyone has safe, usable and affordable travel choices.	Supporting Inclusive Growth Connecting Our Places
	Fair impacts	We will reduce the impact of traffic on people’s health and wellbeing by improving road safety, reducing air pollution, and reducing noise.	Creating Resilient Networks and Communities
Supporting local communities and places	Local access	We will improve local sustainable travel connectivity and reduce severance within and between neighbourhoods.	Healthy Streets and Spaces Connecting Our Places Creating Resilient Networks and Communities
	Streets for communities	We will reduce the dominance of motorised traffic in local neighbourhoods to enable repurposing of streets.	Healthy Streets and Spaces Creating Resilient Networks and Communities
Becoming more active	Physically active	We will enable safe, convenient and accessible walking and cycling opportunities, to increase active travel, improving health, wellbeing and productivity.	Healthy Streets and Spaces
Tackling the climate emergency	Transport decarbonisation	We will rapidly reduce transport carbon emissions at a rate consistent with WM2041 ambitions.	Making Behaviour Change Easy Delivering a Green Revolution

CRSTS Guidance: Update from DfT

Overview

Previous CRSTS guidance has been distributed to the Combined Authorities in the form of a number of letters from the Secretary of State for Transport to Mayors. As such, there has not been one comprehensive place to easily access guidance related to the fund. Furthermore, products related to the guidance e.g. change control templates, branding guidance etc. have not been available or readily accessible to scheme promoters. To address this, the DfT has consolidated CRSTS guidance into one Memorandum of Understanding (MoU).

Key points

The key points of the document, as previously shared on determination of the settlement in 2022, are summarised below:

- The Combined Authority must be able to satisfy the DfT that delivery commitments will be clear to residents, and that the Combined Authority is responsible for sourcing any additional funding required to deliver the agreed schemes.
- The agreed funds will be issued to the Combined Authority as grant payments under Section 31 of the Local Government Act 2003 for capital expenditure as agreed in the settlement.
- The Combined Authority is expected to make a contribution of at least 15-20 percent of the funding granted for capital enhancements, fully additional to the sum granted by HMG and raised locally, not derived from other central government funding sources. Failure to provide this proposed local contribution will see future years' enhancements funding reduced in proportion to any ongoing shortfall.
- The Combined Authority accepts responsibility for meeting any costs over and above DfT's contribution.
- The Combined Authority must spend all grant funding for scheme development and delivery by the end of the funding period, 31 March 2027. Any instances where funding is expected to be used beyond the funding period must be discussed and agreed with DfT.
- The s.31 capital grant funding can be used for the development of agreed schemes, where Chief Finance Officers are satisfied that such costs can be capitalised. Outline and Full Business Case development costs can be funded, but Strategic Outline Business Case ('SOBC') development costs would be classified as revenue.
- The Combined Authority is accountable for the delivery of agreed schemes within its settlement budgets and maintains responsibility for managing locally any development costs drawn against its capital allocations. Where a scheme does not proceed due to a business case being rejected, DfT would not look to recover development costs incurred. However, where the Combined Authority delivers below required standards, the full amount of CRSTS funding for that scheme, less a cost not exceeding 10 per cent for development costs, would be repayable or deducted from future years' allocations.

Updates

The overall **objectives** of the scheme have remained largely the same but now include an explicit reference to mode shift, particulate emissions and key national bus and cycling strategies. The general **aim** that 'Schemes should: promote the use of active travel and public transport; not lead to overall increases in car use or car modal share; tackle traffic congestion; and improve air quality' has been retained. The MoU reiterates the need to adhere to **national guidance** including Local Transport Note 1/20 (Cycle Infrastructure Design) and bus priority policy including meeting the objectives of the National Bus Strategy (including DfT's expectation that bus lanes should be provided on any roads where there is a frequent bus service, congestion and physical space to install them). **Consultation and branding** requirements remain the same with additional guidance available on branding and the use of the 'funded by government' logo. **Monitoring and evaluation requirements** are also largely unchanged and have a clear requirement for an annual monitoring update. **Delivery progress** will be published annually on GOV.UK.

Programme re-base

In acknowledgement of inflationary pressures across transport and the construction industry DfT has proposed a one-off **rebaselining exercise** to MCAs in 2023/24 with a proposed submission date of 29th September 2023. This provides an opportunity to reassess the affordability of individual schemes and recast the programme accordingly.

CRSTS 2

In the Spring Budget it was announced that £8.8bn would be available for a second round of the CRSTS. This represents an increase on the £5.7bn available in round 1. WMCA will seek to start to plan and prepare for this delivery period through our work on the LTP.

Key achievements



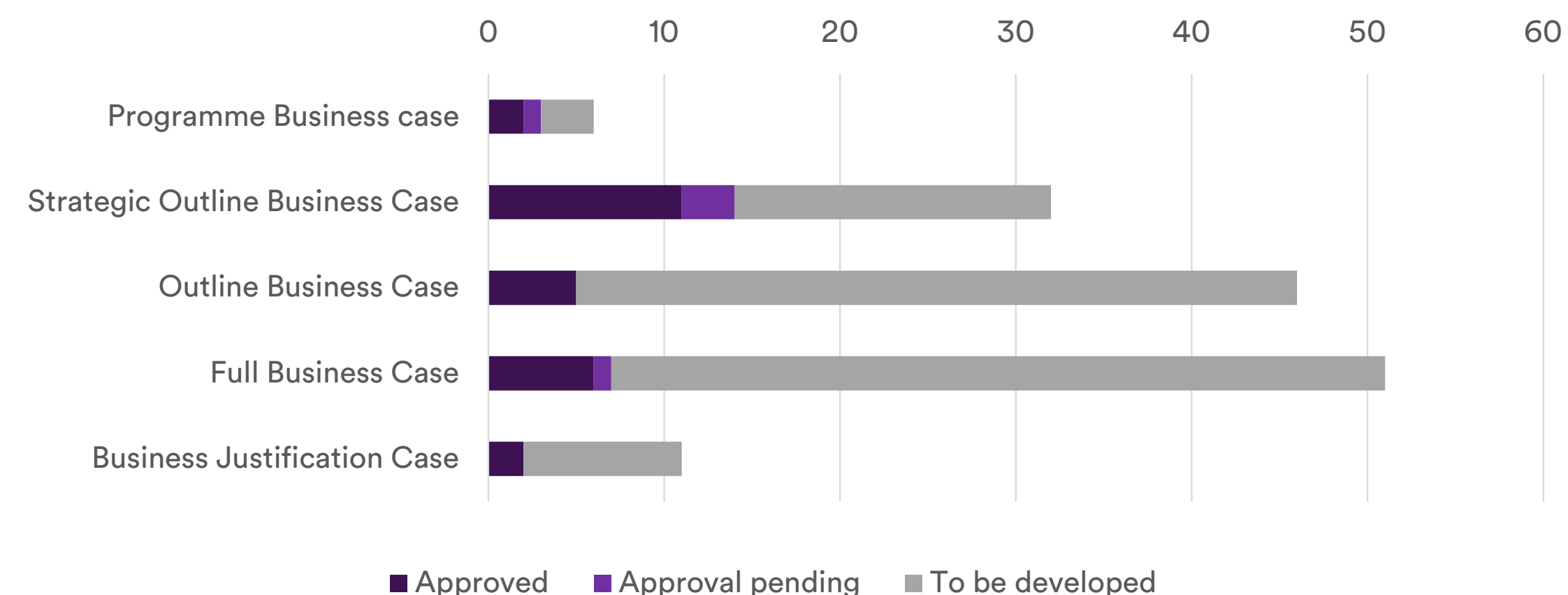
Development

The CRSTS is comprised of 66 components. Three of these are activities which will continue throughout CRSTS (Highways Maintenance, Local Network Improvement Plans and data to support scheme development plus monitoring and evaluation). The remaining 63 components are schemes: 38 individual schemes and 25 schemes which are part of 9 programmes. 8 of the schemes are classified as ‘development only’ and will not progress to the delivery / construction phase as part of round 1 of CRSTS, instead CRSTS will be used to fund activities such as research and development and business case preparation.

The business case process has been specified by HM Treasury. Specific guidance for transport schemes is provided by the Department for Transport. Scheme promoters are required to develop five cases (strategic, economic, commercial, financial and management) to demonstrate the value for money associated with the project. The process is generally sequential with scheme promoters first submitting a Strategic Outline Business Case (SOBC), then an Outline Business Case (OBC) and finally a Full Business Case (FBC). Less complex schemes may only be required to produce a Business Justification Case (BJC). Where multiple schemes form a ‘package’ a Programme Business Case (PBC) may be produced.

Some of the schemes had already progressed through some business case development stages prior to CRSTS funding allocated and therefore all schemes are not expected to pass through the standard business case process as part of CRSTS e.g. a scheme may proceed straight to FBC rather than being required to produce a new SOBC and OBC for CRSTS funding.

Progress in the development of business case documents is given in the figure below.



Recent development milestones

Over the last financial year 6 projects have reached their final milestone of the development phase (Full Business Case of Business Justification Case) and are now within the delivery phase. The total funding approved is £206.6m.

Metro WBHE funding, traction power, metro depot and line renovation Full business cases approved

- £71.5m for Brierley Hill extension work approved in April 2022. Delivery began in March 2020 and is forecast to complete in October 2024.
- £12.6m for traction power upgrades approved April 2022. Delivery forecast to commence May 2023 and complete in September 2025.
- £37.4m for depot upgrades approved in April 2022. Delivery commenced in October 2022 and is forecast to complete in April 2025.
- £27.85m for line 1 renovation approved in March 2023. Delivery began in November 2022 and is forecast to complete in March 2025.

Segregated cycle way - Burnt Tree to Lower City Road Business Justification Case Approved

- £1.2m approved November 2022 to deliver 1.7km of segregated cycleway as an early deliverable as part of the bigger £29m A4123 Walk, Cycle and Bus corridor programme of scheme, crossing Sandwell, Dudley and Wolverhampton.
- Early delivery of this section enables continuity with the recently delivered Burnt Tree to Tipton Road cycle scheme funded by Active Travel Fund 2. Delivery dates to be confirmed.

Sprint - A45 Phase 2, A34 Phase 2 Full business cases approved

- £25.4m approved April 2022 to deliver bus priority measures, new bus shelters and cycling and walking enhancements along the A45 from Birmingham City Centre to Solihull Town Centre / Birmingham Airport. Delivery forecast to begin November 2023 and complete in January 2025.
- £30.6m approved April 2022 to deliver bus priority measures, new bus shelters, cycling enhancements, pedestrian crossings and traffic signal optimisation along the A34 from Birmingham City Centre to Walsall Town Centre. Delivery forecast to begin in January 2024 and complete in June 2025.

Delivery

Currently, 55 schemes are programmed to be delivered over the CRSTS funding period (this doesn't include development only schemes or ongoing work such as LNIPs and highways maintenance). As of the end of the financial year 2022/23:

- Construction / delivery had started for four schemes
- Construction / delivery had completed for one scheme

In addition to the above, Highways Maintenance delivery has been ongoing. Delivery milestones reached over the last year are shown below.



WBHE Metro Phase 1 Delivery ongoing

Delivery is ongoing on the Wednesbury to Flood Street (Dudley) phase of the 11km extension of the metro line between Wednesbury and Brierley Hill. This has included the installation of a new bridge over Sedley Road and the installation of track on Castle Hill in Dudley.



Metro Line 1 Renovation Delivery started

Metro Line 1 is over 20 years old and therefore key components of overhead line equipment (OLE) and track are nearing life expiry and are due for renewal. The current OLE system is prone to repeated failures.



Metro Depot Delivery started

This depot upgrade will support a more than doubling of tram fleet capacity and an increase in maintenance, welfare, office and storage capacity. It is key for supporting the Metro extension programme.



J9 Radford Road Cycleway Delivery complete

Provision of a high quality LTN 1/20 compliance 2-way segregated cycleway at Junction 9 of Coventry Ring Road. Constructed to provide a safer connection for cyclists between the canal basin, Foleshill Road and the city centre.

Local Network Improvement Plans

Local Network Improvement Plans work will continue throughout the CRSTS programme. Examples of key schemes using LNIP funding in 2022/23 are given below.

Birmingham e-cargo bike trial

Procurement of 20 e-cargo vehicles being used by 10 project partners



Bristol Road Enhancement Scheme

This scheme aims to deliver several measures through the Bristol Road Selly Oak local centre. LNIP funding has supported the following:

- Reconfiguration of the existing road from four to two lanes
- Formalising on-street parking bays
- Inclusion of a two-way segregated cycleway that connects the A38 route to Chapel Lane junction

Places for People

Development and delivery of road safety schemes, school streets, ward level minor transport improvements, 20mph zones and speed reduction schemes in the Birmingham local authority area.

Oakham Road Local Safety Scheme

Provision of an intelligent warning sign at a blind bend / junction. This scheme won Road Safety Scheme of the Year 2022 at the National Highways Awards.



Commonwealth Way

Improved entrance to the Arboretum extension path on Sutton Road with modified barrier with radar key for disabled cyclists. The Commonwealth Way is an off-road cycle route being implemented in Walsall Borough with a longer term ambition to link Walsall town centre with the Alexander Stadium in Perry Bar, Birmingham. The new facilities are designed to encourage cyclists of all abilities along this key leisure route.



National Cycle Network Route 5 Veolia Trust path improvements

The NCN5 route is part of a strategic cycle network linking Walsall to Lichfield in the north. The Veolia Trust path improvements complemented earlier improvement works delivered as part of the WMCA Better Streets programme, providing safe and accessible connectivity from Ryecroft to Walsall town centre and the Arboretum.



Coventry

Key LNIP schemes in Coventry include:

- Average Speed Enforcement on:
 - A4114 Holyhead Road
 - B4106 Allesley Old Road
 - A429 Kenilworth Road
- Signal improvement schemes at Sewell Highway / Blackberry Lane and Sewell Highway / Bell Green Lane

Solihull

Development and delivery of community driven network improvement and road safety schemes, including the introduction of school based 20mph speed limits at 10 schools across the borough and delivery of parking displacement works to aid network operation in residential areas.

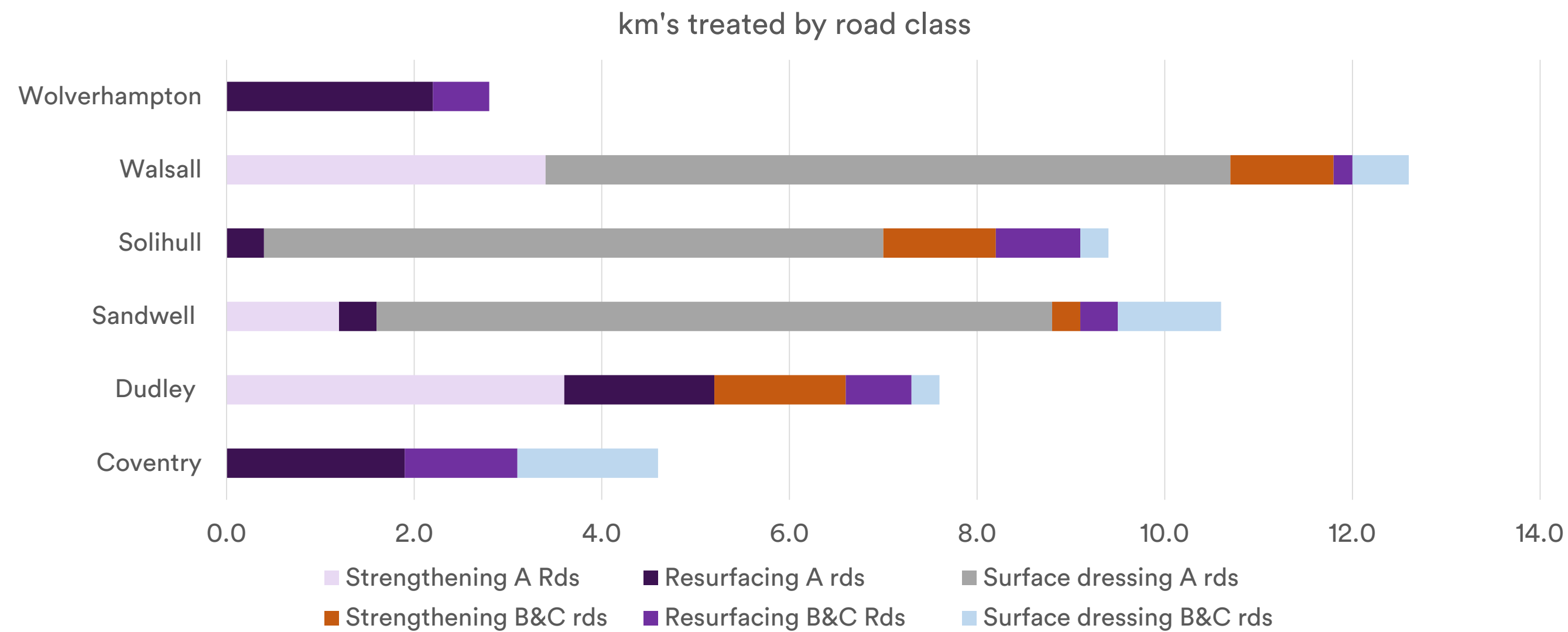


Highway Maintenance

This slide presents statistics and data provided by the 6 constituent local authorities as per the Department of Transport's requirements for its annual road conditions in England report. ([Road conditions in England to March 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/road-conditions-in-england-to-march-2022))

Due to data collection requirements the tables below show road condition and work done for year ending March 2023. It is WMCA's intention to report the same statistics and data on an annual basis, therefore there will be a year on year comparison & view of condition against the estimated steady state condition for (A,B & C class roads) post investment period.

The monies awarded via this portion of the grant are expended on maintenance of key assets including roads, footways, bridges & structures, street lighting and drainage. The tables and statistics below are for roads only. It should be noted that there is no data presented for Birmingham City Council as their funding is via a Private Finance Initiative arrangement, and not funded through CRSTS.

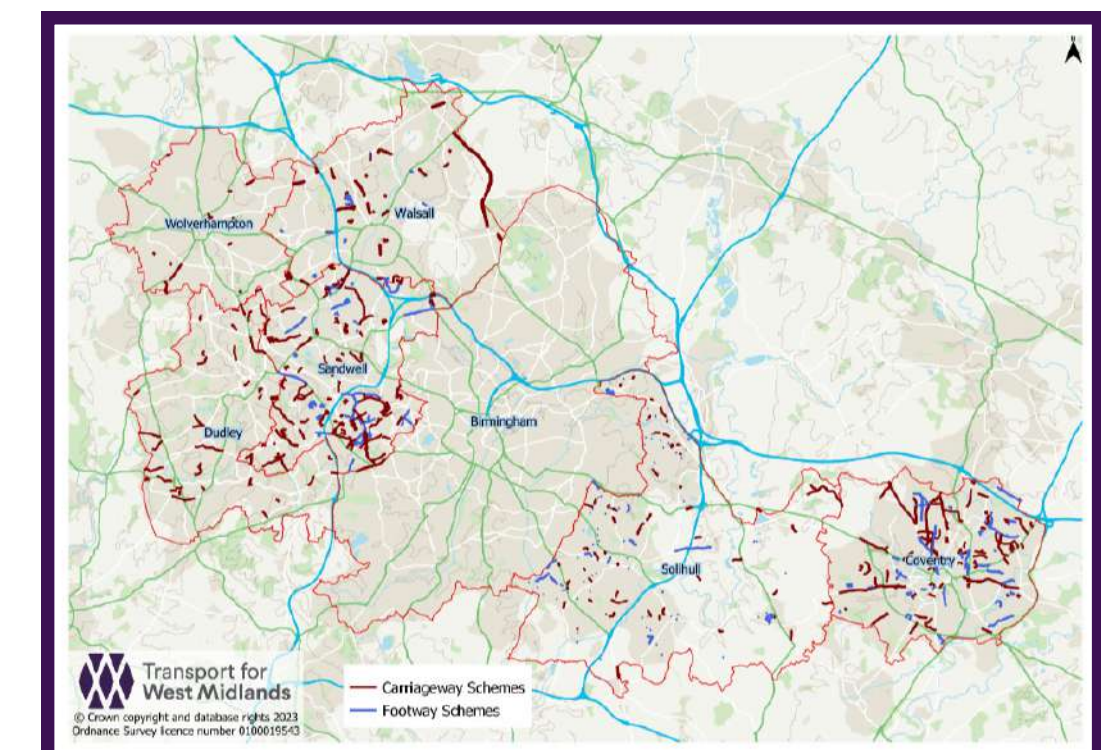


Local Authority	Highways Maintenance £
Birmingham	-
Coventry	4,086,400
Dudley	4,486,100
Sandwell	4,741,300
Solihull	3,872,100
Walsall	3,568,700
Wolverhampton	3,325,400
Annual Allocation from April 2022	24,080,000
Total for 5 years (same distribution)	120,400,000

Funding Allocation

Current Road Condition percentages in the West Midlands – March 2021 (pre-CRSTS funding)

	England	Coventry City Council	Dudley MBC	Sandwell MBC	Solihull MBC	Walsall MBC	Wolverhampton City Council
% of principal 'A' roads where maintenance should be considered	4%	2%	2%	2%	4%	2%	3%
% of non-principal roads 'B' & 'C' where maintenance should be considered	7%	2%	2%	3%	2%	1%	2.5%
% of unclassified roads where maintenance should be considered	17%	19%	28%	18%	17%	25%	34%



Roads & footway sites treated in 2022/23

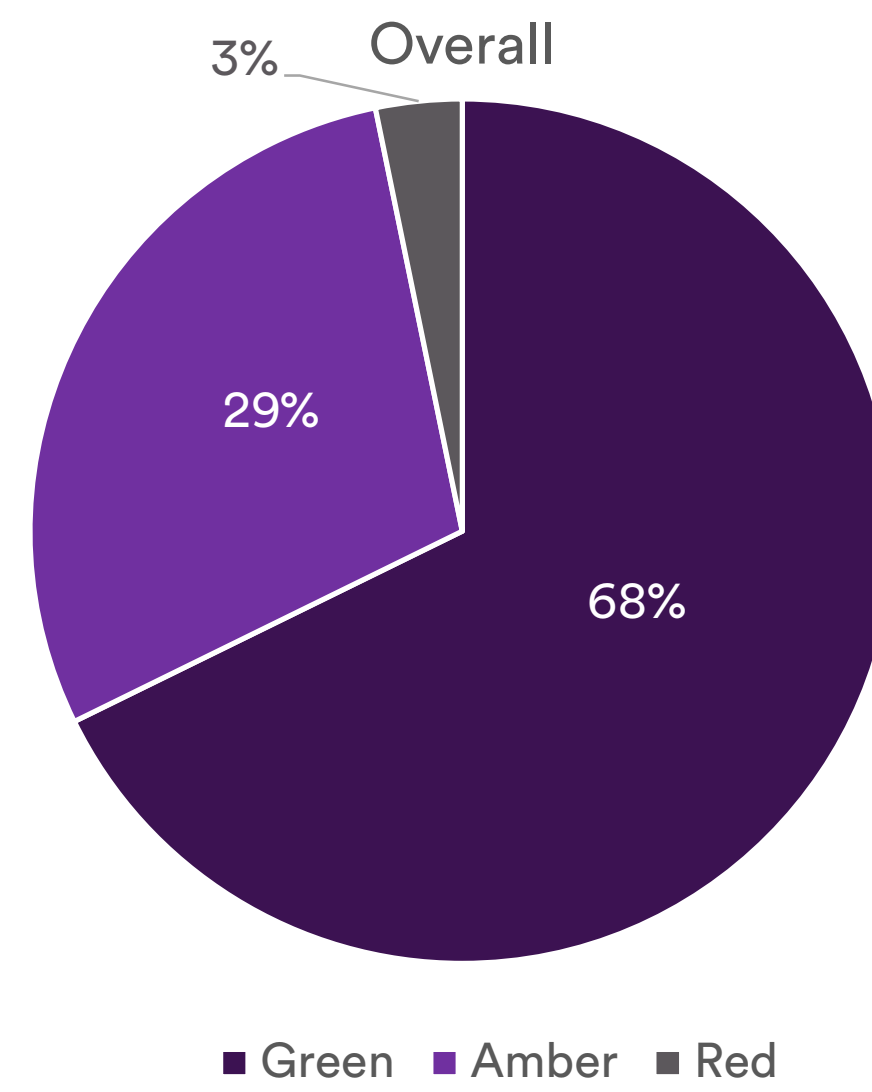
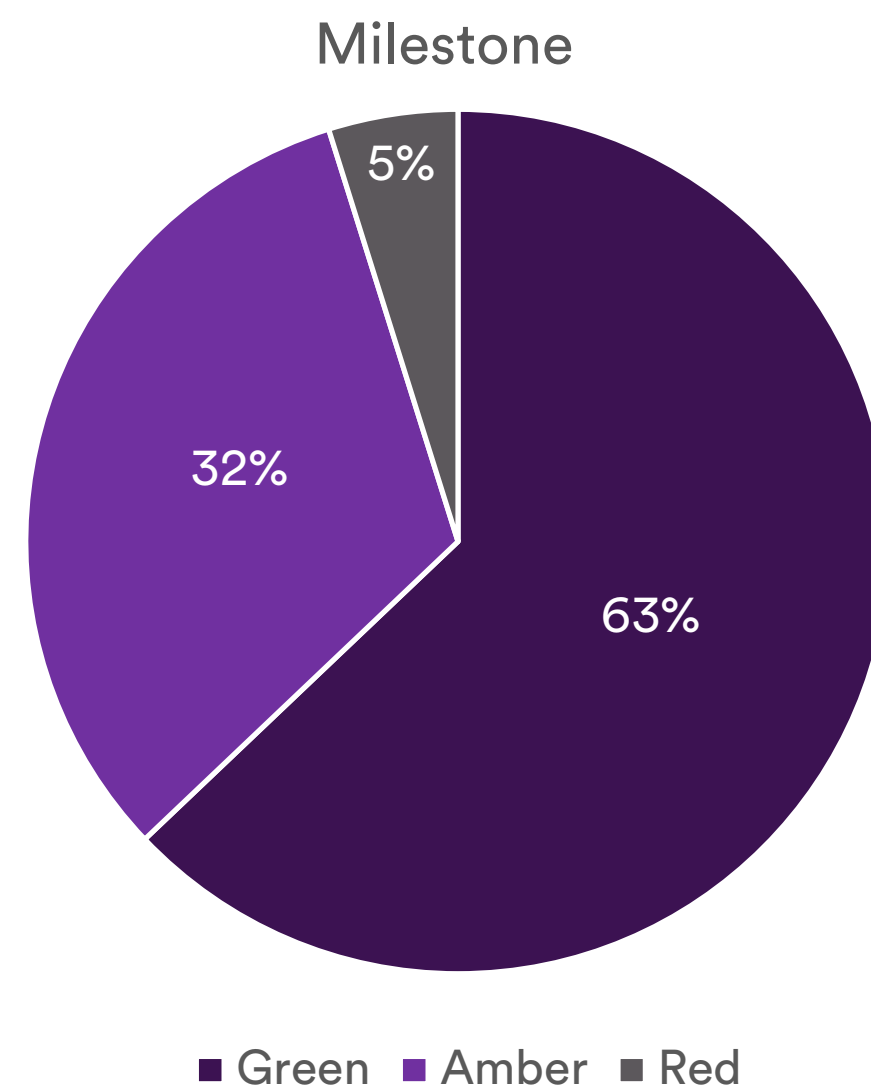
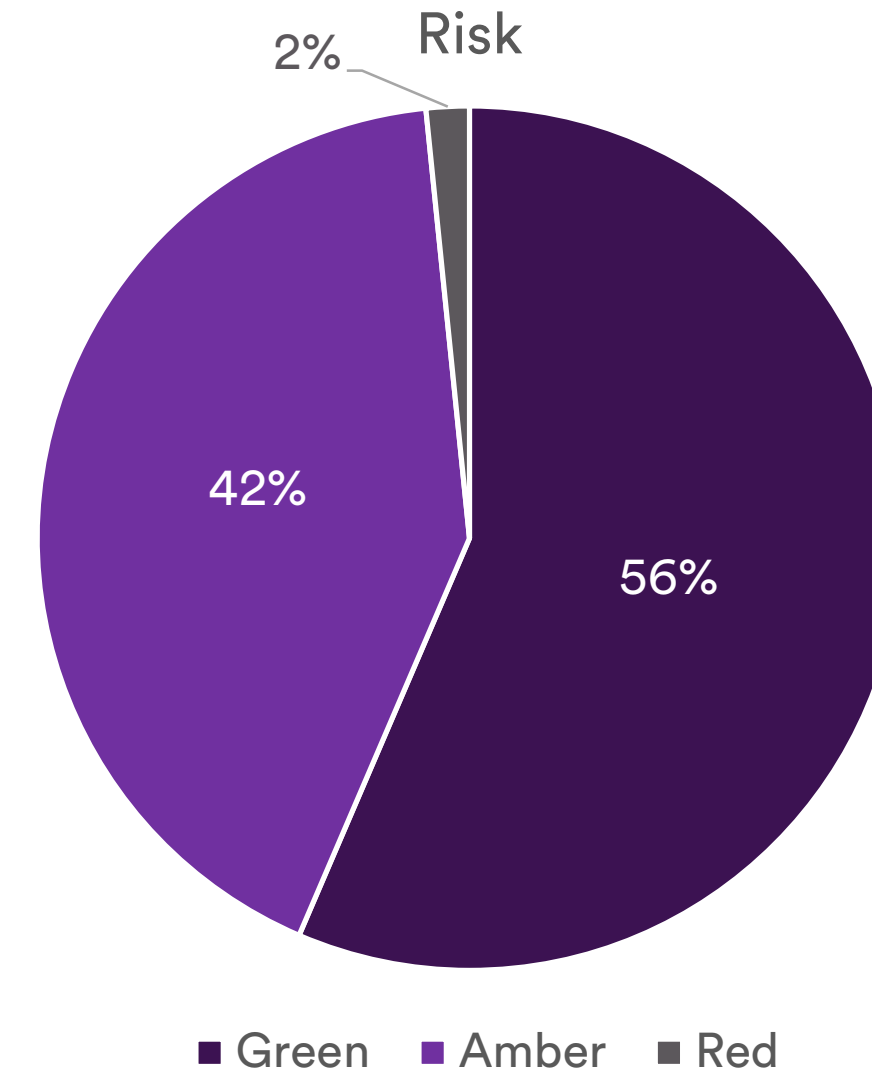
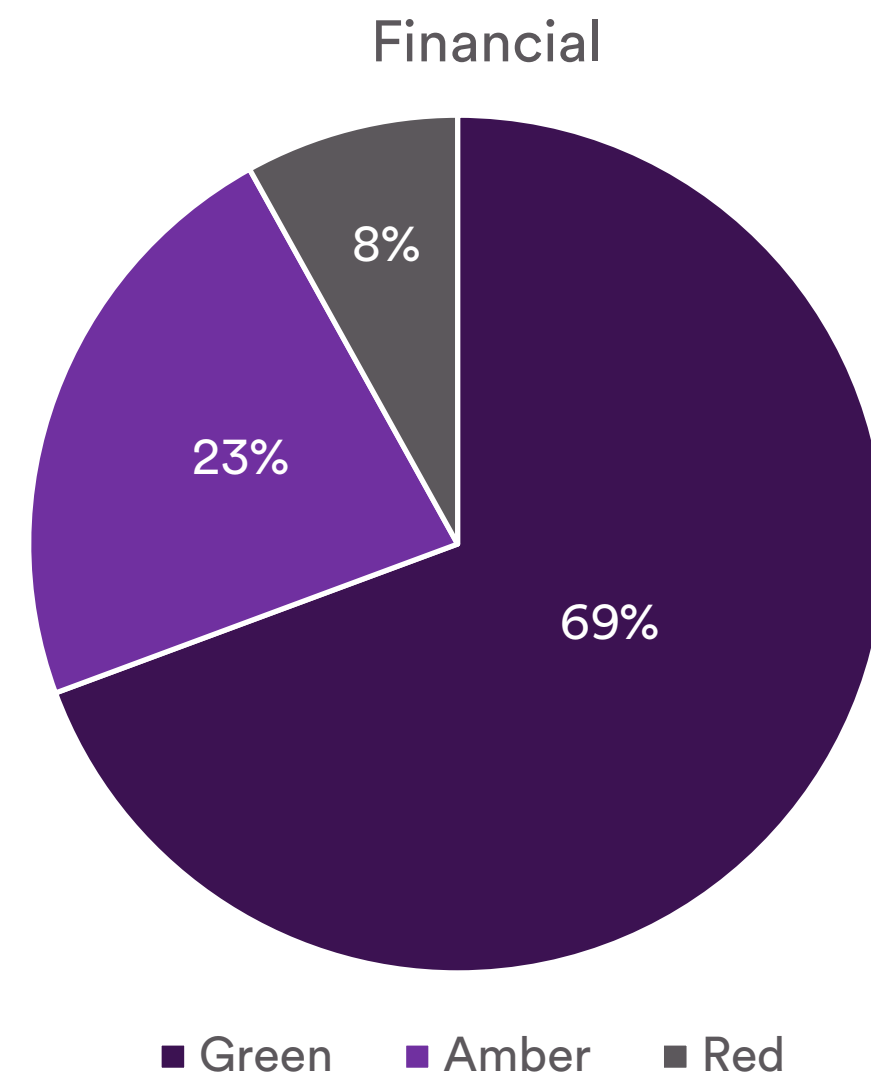
Status update



A health check RAG assessment has been undertaken for each project within the CRSTS programme regarding project delivery milestones, financials, risks and the project overall.

The graphs on the right show the health status for the overall CRSTS programme as of the end of the 2022/23 financial year. The majority of projects are reporting a green status in terms of deliverability, risks and financials and 68% of projects are reporting green status overall;. However there are issues starting to emerge for some projects in the programme particularly around financials/affordability, of which 8% of projects have reported a red status.

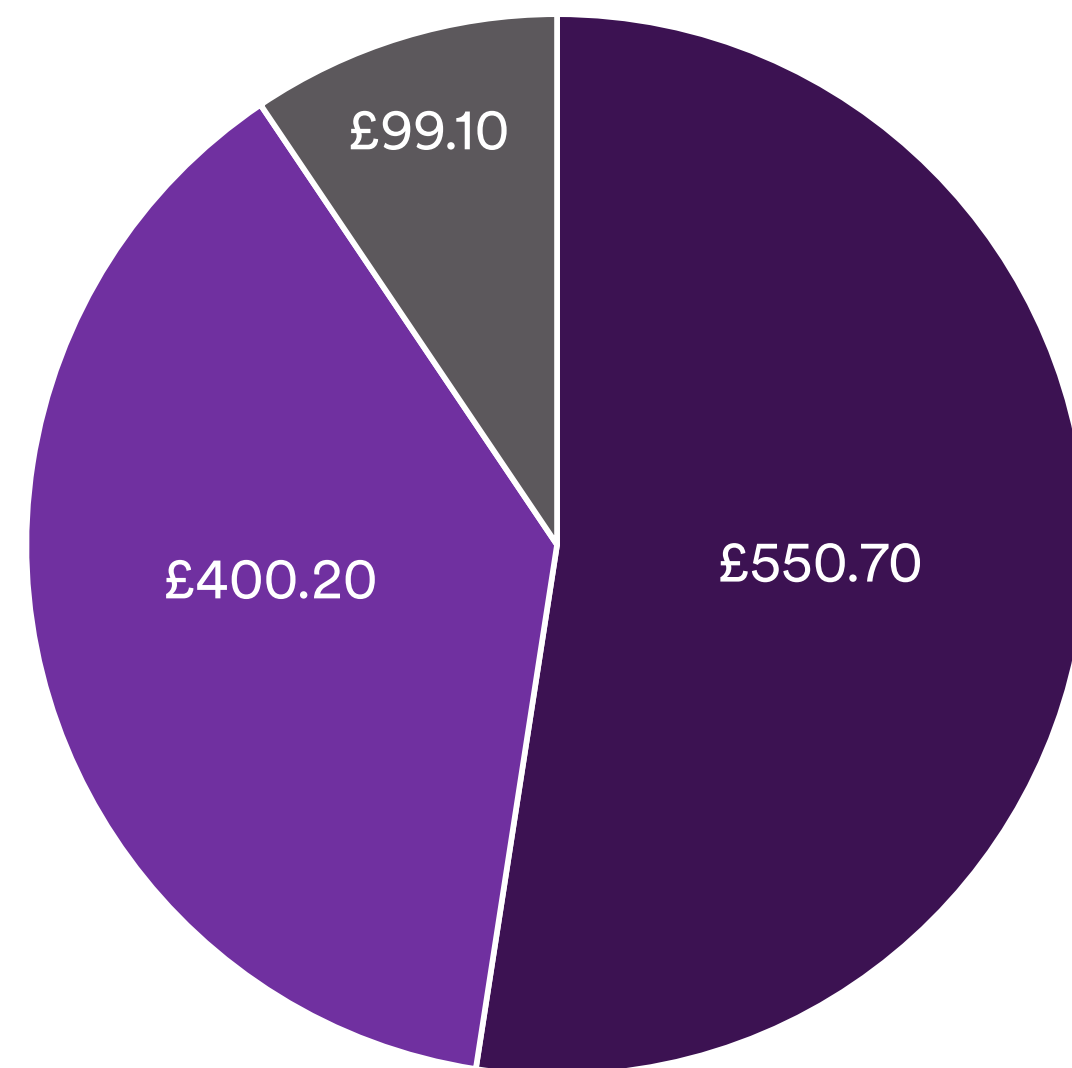
A more detailed breakdown of financials, risks and milestones are given in the remainder of this section.



Funding update

Funding spent

The funding status for the overall programme is shown in the graph below. Up to this point, £499.3m of CRSTS funding has been approved through SAF (including Local Authority Highways Maintenance budgets, Local Network Improvement Programmes and the final year of TCF for Wednesbury to Brierley Hill Metro). The total spent to date is £99.1m. The remaining £550.7m of the budget remains unapproved. Funding approvals made over the 2022/23 financial year are summarised in the table below.



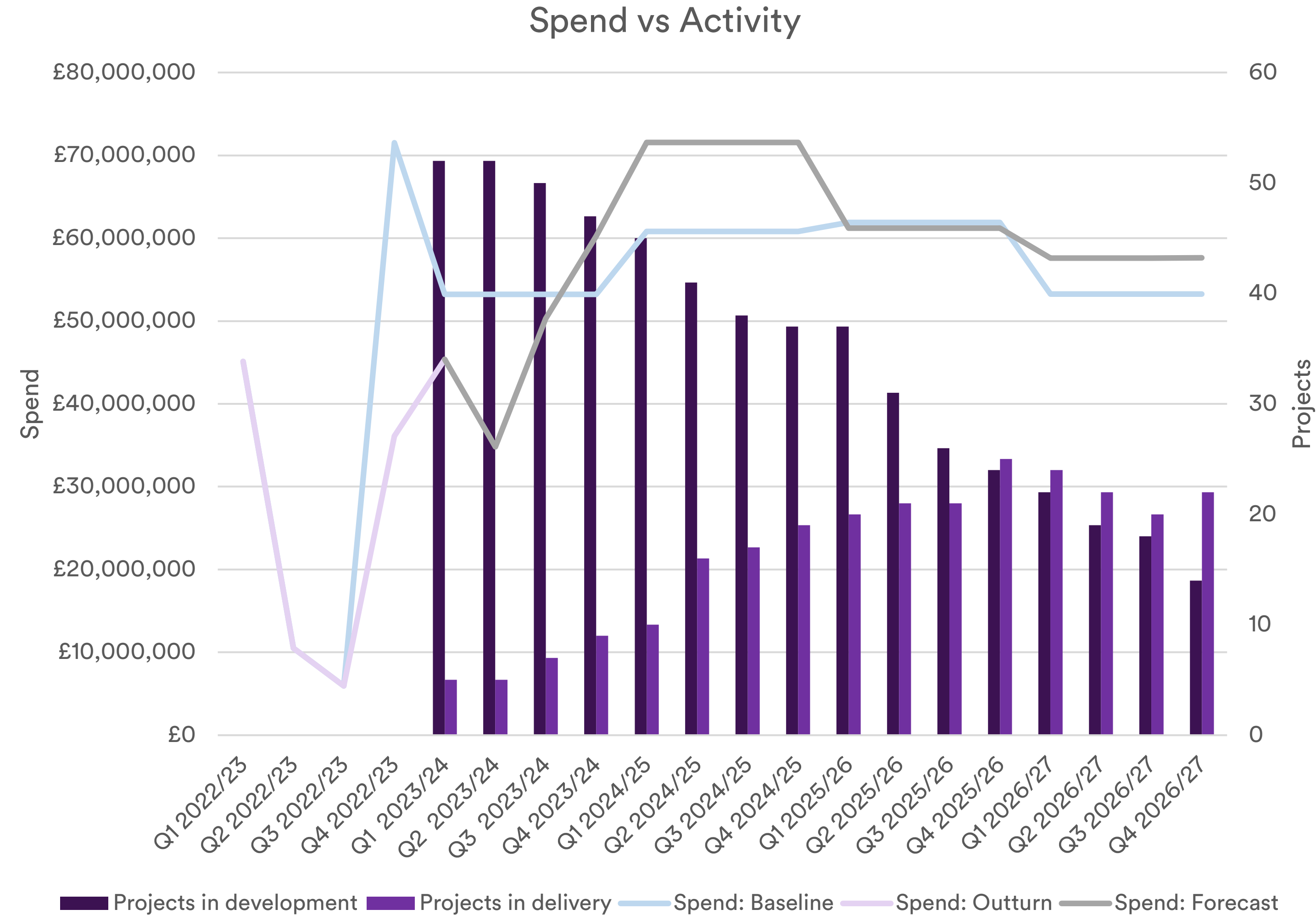
■ Not approved ■ Approved not spent ■ Approved and spent

Project / package	Funding amount	Date approved	Funding use
Metro Line 1 Renovation	£27.85m	Mar-23	Scheme delivery
Metro Line 1 Renovation	£2.2m	Sep-22	Preparation of Full Business Case
ULEV – Black Country	£0.2m	Mar-23	Preparation of Full Business Case
Foleshill Transport Package	£0.5m	Dec-22	Preparation of Business Justification Cases for 3 projects
BSIP Bus Priority Cross City Routes	£4m	Dec-22	Preparation of Outline Business Case
A454 Walk, Cycle and Bus Corridor	£0.4m	Dec-22	Preparation of Outline Business Case for Phases 1 and 2
A4123 Walk, Cycle and Bus Corridor	£0.5m	Nov-22	Preparation of Outline Business Case
East Birmingham to Solihull Corridor Package	£1m	Nov-22	Preparation of Outline Business Cases for 2 schemes
A461 Walk, Cycle and Bus Corridor package	£1m	Nov-22	Preparation of Outline Business Cases for 2 schemes
Segregated cycleway from Burnt Tree to Lower City Road	£1.2m	Nov-22	Scheme delivery
Ultra Rapid Charging Transit Stations (EVCATS)	£8.5m	Sep-22	Preparation of Full Business Case
Swift cEMV contactless payment broker	£4.6m	Aug-22	Preparation of Full Business Case
Sprint A45 Phase 2	£25.4m	Apr-22	Scheme delivery
Sprint A34 Phase 2	£30.6m	Apr-22	Scheme delivery
WBHE Metro	£71.5m	Apr-22	Scheme delivery
Metro Upgrades package	£50m	Apr-22	Scheme delivery
Data to support scheme development & M&E	£7m	Apr-22	Ongoing data gathering
Highways Maintenance	£120.4m	Apr-22	Ongoing highways maintenance
Local Network Improvement Plans	£107.5m	Apr-22	Ongoing planning

Funding update

Funding forecast

The graph below shows the forecast funding spend as well as delivery profiles of the CRSTS schemes.



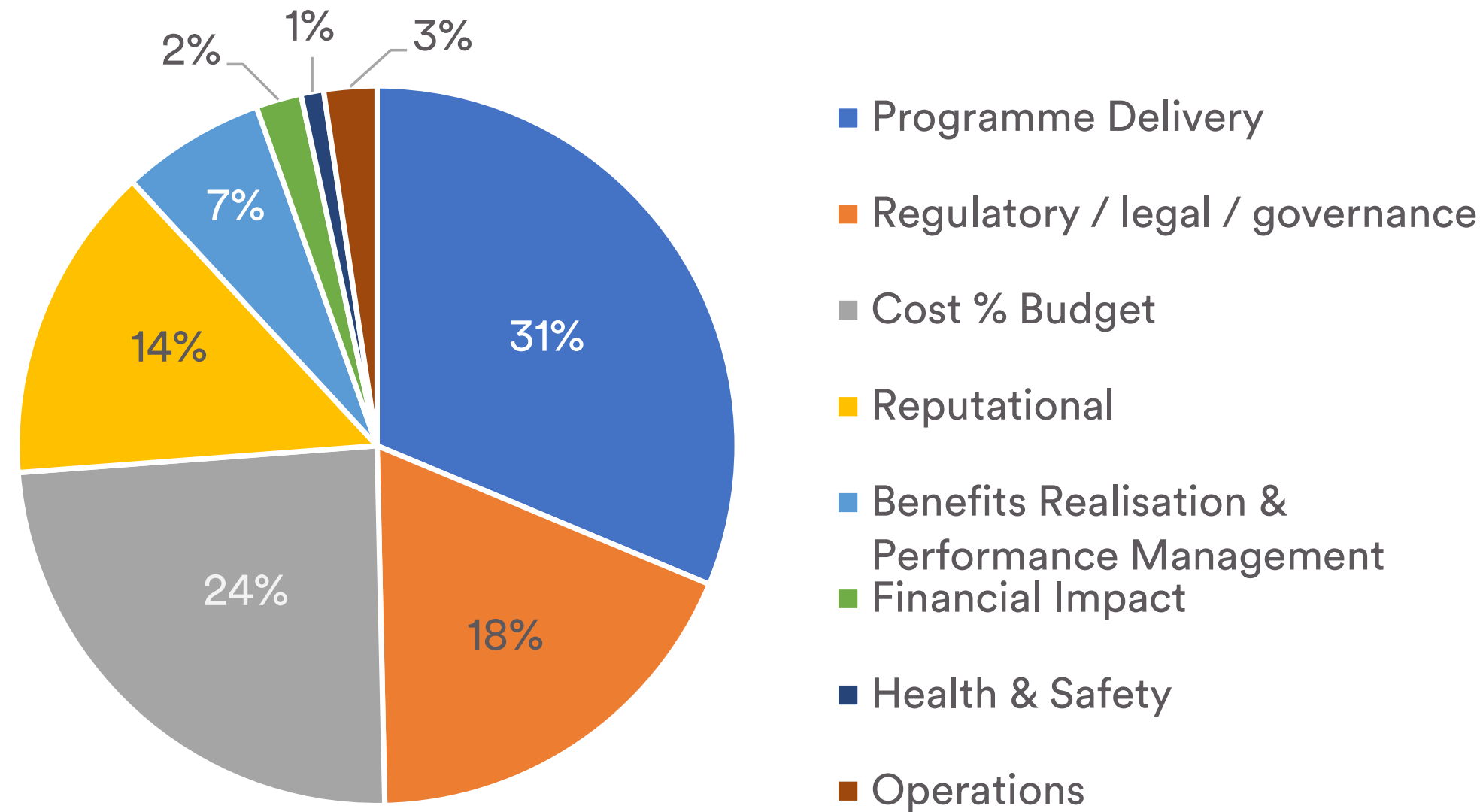
The highest forecast spend is predicted to occur between the first quarter of 2024/25 and the final quarter of 2024/25 with just over £70m forecast to be spent each quarter. Over the next financial year forecast spend is predicted to increase considerably with a forecast of approximately £45m in the first quarter, dropping to £35m in the second quarter and then increasing to £50m in the third quarter and £60m in the final quarter.

A significant amount of spend is predicted in the final year of the CRSTS programme with approximately £60m forecast to be spent in each quarter.

Programme risks

Risk categories

The figure below shows risks for all projects in the programme grouped into WMCA risk categories.



The most common risks raised relate to programme delivery whereby the risk raised could have an impact on the quality or timescales of the outputs (31% of risks). The second most common risks were categorised as ‘Cost % Budget’ whereby if the risk is realised it is likely to result in an increase in cost.

The key risks for the programme are as follows:

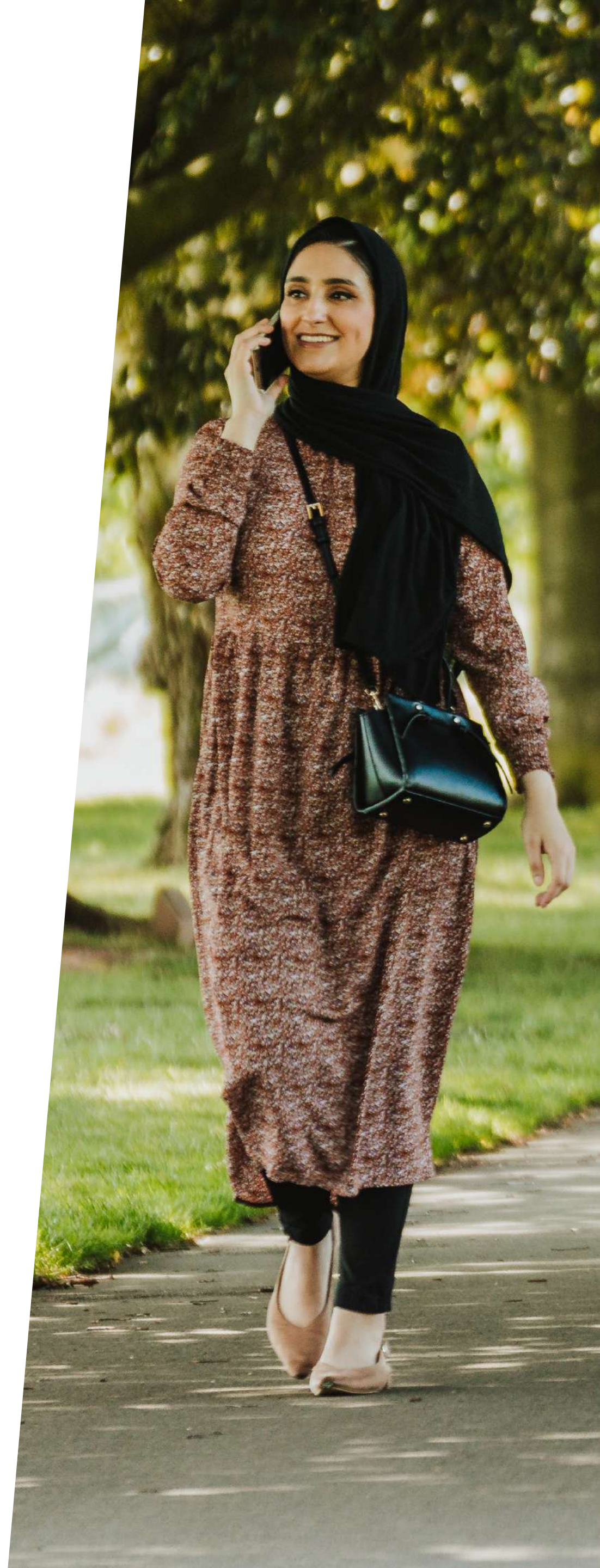
1. Capital cost of schemes is higher than originally predicted (due to non-inflationary reasons e.g. unforeseen design elements, utilities etc.)
2. Costs of the schemes is higher than forecast due to due to inflationary pressures
3. Disruption on the network as a result of simultaneous delivery of projects
4. Lack of stakeholder support for interventions
5. Disruption on the network as a result of the intervention itself will damage the reputation of local authorities

Risk mitigation

The following actions are proposed to mitigate the impact of some of the key risks:

- Develop a network disruption mitigation plan
- Ensure regular engagement with project promoters
- Ensure regular engagement with the DfT
- Make sure suppliers are engaged as early as possible
- Ensure regular dialogue with Active Travel England
- Ensure regular engagement with local politicians
- Ensure early engagement with members of the public

As referenced previously the inflationary pressures risk will be dealt with through a one-off re-baselining exercise to MCAs in 2023/24 with a proposed submission date of 29th September 2023. Other costing risks (e.g. due to unforeseen design elements, utilities etc.) will become more apparent as each individual scheme progresses through the development process and on to design work. The overall risk profile of the programme, and the mitigations required, will continue to evolve throughout the CRSTS process.



Future development profile

Over two thirds of the projects in the programme have actively engaged with TfWM regarding the development of the schemes thus far (outside of providing quarterly updates). This has either been through the CRSTS early engagement process (which helps promoters start to consider business case development through problem identification and logic mapping) or through the submission of business case documentation.

Based on the information provided by scheme promoters we forecast that 54 business case documents will be submitted over the next financial year, 10 of which are predicted to be Full Business Cases and 5 of which are predicted to be Business Justification Cases. Should these be approved, 16 additional schemes are forecast to proceed to the delivery phase next year.

The forecast profile of submissions over the next year is shown in the table on the right. The graph on the right shows the forecast of business case submissions for the remainder of the programme.

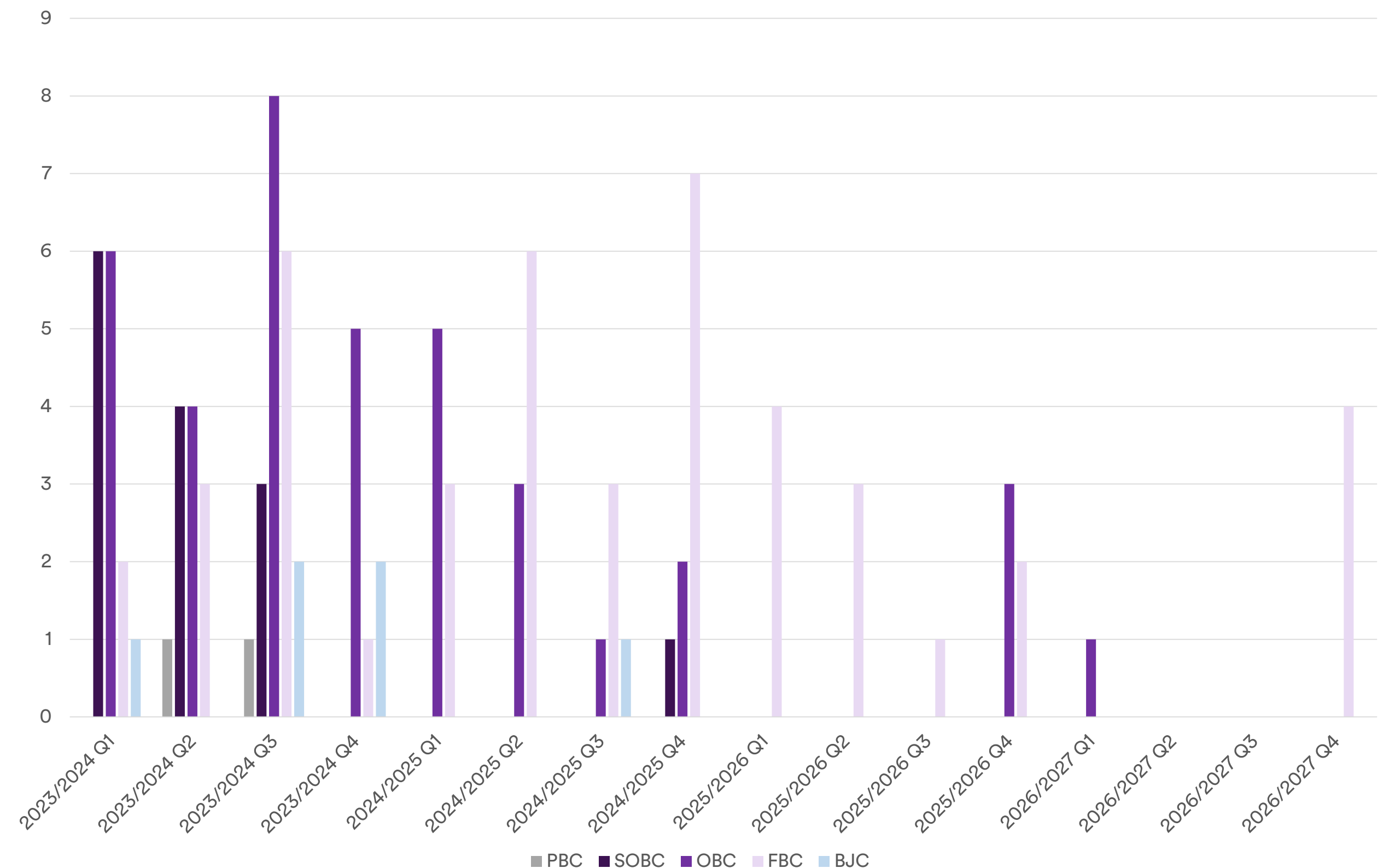
Full Business Cases expected over the next financial year are summarised below.

- Wolverhampton City Centre Movement – Walk, Cycle and Bus Package
- East Birmingham to Solihull Corridor – Damson Parkway active travel / Sprint improvements
- ULEV Infrastructure – Black Country
- Ultra Rapid Charging Transit Stations (EVCATS)
- A449 Walk, Cycle and Bus Corridor
- Coventry South Sustainable Transport (GIGA Factory Links)
- Dickens Heath to Solihull Town Centre LCWIP
- Knowle to Solihull Town Centre LCWIP
- Swift cEMV contactless payment broker
- Mobility Hubs & E-bikes

Our current information forecasts that there will be a substantial level of Outline Business Case development over the next financial year (with a peak in quarter 3). Full Business Case Development is forecast to increase in 2024/25 with a peak in the final quarter. In the final year of the programme we are currently predicting a small amount of OBC development in quarter 1 and a moderate level of FBC submissions in the final quarter.

Forecast business case submissions over the next financial year

	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
Programme Business Case	0	0	0	1	0	0	1	0	0	0	0	0
Strategic Outline Business Case	1	3	2	2	2	0	1	1	1	0	0	0
Outline Business Case	0	0	6	1	1	2	3	4	1	2	3	0
Full Business Case	1	1	0	1	1	0	1	1	4	1	0	0
Business Justification Case	0	1	0	0	0	0	1	1	0	1	1	0



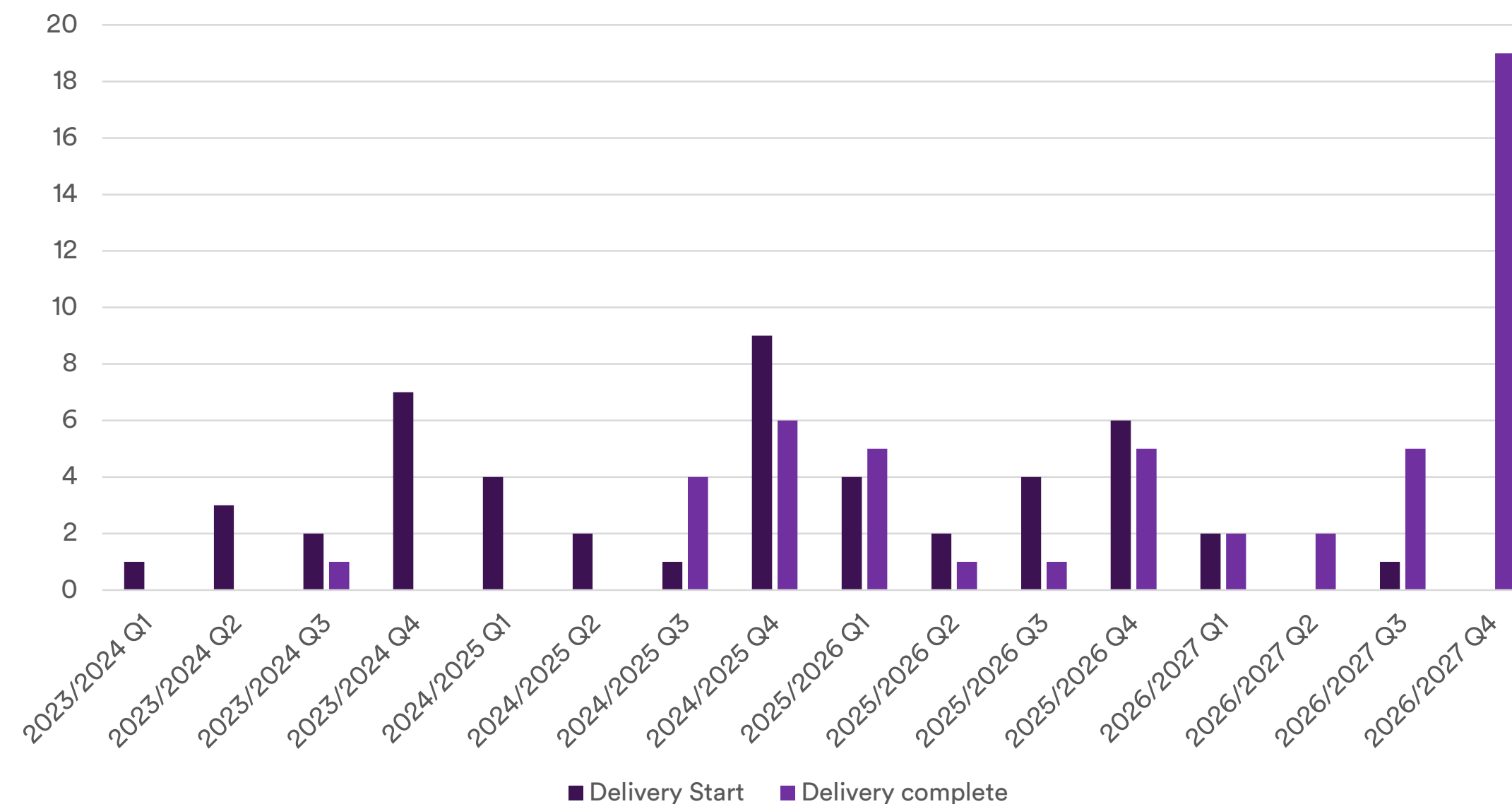
Delivery Profile

The table on the right presents the projects which are forecast to start, compete or continue delivery over the next financial year.

Construction of the WBHE metro extension will continue over the next financial year and is forecast to complete in October 2024. 16 new projects are predicted to commence delivery over the next financial year. One of these schemes: Foleshill Transport Package: A422 roundabout is predicted to be completed in 2023/24.

The graph on the right shows the forecast delivery profile for the remainder of the programme. In terms of delivery start this is shown to be spread throughout the programme with peaks at the end of 2023/24, the end of 2024/25 and the end of 2025/26. Delivery completion on the other hand shows a large peak in 2026/27 quarter four (the final quarter of the programme) with 19 projects forecast to be delivered that quarter.

	Delivery / Construction Start	Delivery / Construction Complete
WBHE Metro (Final Year of TCF)	Jun-22	Oct-24
Swift cEMV contactless payment broker	Jan-24	Apr-25
Dickens Heath to Solihull Town Centre LCWIP Scheme.	Feb-24	Feb-25
Knowle to Solihull Town Centre LCWIP Scheme.	Feb-24	Feb-25
East Birmingham to Solihull Corridor: Damson Parkway active travel / Sprint improvements	Jan-24	Jan-25
Dudley Port ITH - Phase 1 and Phase 2 Development	Jan-24	Dec-24
Foleshill Transport Package: Foleshill Rd Bus Gate & Cycleway	Dec-23	May-25
Foleshill Transport Package: A444 J2 Roundabout	Aug-23	Nov-23
Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	Sep-23	Dec-24
Wednesbury to Brierley Hill Extension Sustainable Access Measures	Jan-24	Mar-27
Metro upgrades: Metro Traction Power	Jun-23	Sep-25
Metro upgrades: Metro Depot	Apr-22	Apr-25
Metro Line 1 Renovation costs	Apr-23	Mar-25
Coventry South Sustainable Transport (GIGA Factory Links)	Aug-23	Mar-26
Bus, Cycle and Walk Access: Darlaston and Willenhall Train Stations	Feb-24	Feb-25
ULEV Infrastructure: ULEV - Black Country	Oct-23	Mar-25



Summary



Summary

This report has set out the position of the West Midlands CRSTS programme as of the end of the financial year 2022/23 (the end of the first year of the CRSTS programme). It has provided the context for CRSTS investment including setting out the transport challenges faced in the area as well as the policy environment in which these issues will be resolved. An update on CRSTS guidance has also been provided including that a re-basing exercise will be undertaken in 2023/24 in acknowledgement of inflationary pressures.

A summary of the key achievements over the last financial year has been provided including both development milestones (with Full Business Cases or Business Justification Cases being approved for 7 projects) as well as delivery milestones (with delivery ongoing for one project, complete for one project and starting for two further projects). We have also provided an update on work done regarding our Local Network Improvement Plans allocation (including an award-winning safety scheme and a trial of e-cargo bikes) and our Highways Maintenance allocation.

This report has also presented a health check for the overall programme and demonstrates that the majority of projects are reporting as 'green' in terms of deliverability, risks and financials. However, it is clear that issues are beginning to emerge, particularly regarding financials which is also apparent in our programme risks (along with concerns about network disruption and stakeholder support).

The funding update for the programme has shown that up to this point just under £500m of CRSTS funding has been approved with approximately a fifth of this already spent. The remaining £550m is yet to be approved. The forecast of future spending suggests that the period with the highest expenditure will be over the financial year 2024/25. Spend is also forecast to climb significantly over the next financial year.

In terms of scheme development, over two thirds of the projects in the programme have currently engaged in the business case development process (from early engagement to approval of the Full Business Case or Business Justification Case). It is forecast that 55 business case documents will be submitted over the next financial year including 10 Full Business Cases and 5 Business Justification Cases. If these are approved then 15 schemes would be permitted to progress to delivery stage next year.

In terms of forecast delivery, 16 new projects are projected to commence delivery / construction over the next financial year and one project is forecast to be completed. A large number of projects (just under a third of the total) are forecast to reach delivery completion in the final quarter of the programme. The table overleaf presents the current forecast delivery dates for all of the CRSTS schemes along with the forecast dates included in the original submission.



Summary - Scheme List

The table below summarises the forecast timescales vs the original timescales for packages of schemes.

Package	Description	Sub-project	Original Forecast		Current Forecast		Difference (months)	
			Delivery start	Delivery complete	Delivery start	Delivery complete	Delivery start	Delivery complete
Very Light Rail	Further research and development of VLR along with the construction of a route from Coventry Station to University Hospital Coventry & Warwickshire	Coventry Demonstration Route	Nov-2022	Sep-2025	Mar-2023	Mar-2027	4	17
		Innovation Centre (Dudley)			Jul-2024	Mar-2026		
		R&D / Development			n/a	n/a		
Metro Upgrades	Upgrades to Line 1 depot and traction power	Metro Traction Power	Oct-2022	Sep-2025	Jun-2023	Sep-2025	8	0
		Metro Depot	Started	Mar-2025	Apr-2022	Apr-2025		0
A4123 Walk, Cycle and Bus Corridor	Multi-modal corridor improvements, including LTN 1/20 compliant cycleway and bus priority measures.	Multi-modal corridor improvements, including cycleway and bus priority measures	Jan-2025	Mar-2027	Jan-2025	Mar-2027	0	0
		Segregated cycleway from Burnt Tree to Lower City Rd			TBC	TBC		
East Birmingham to Solihull Corridor	Short to medium-term options for transport enhancements in the East Birmingham to Solihull Corridor.	Bus Priority	Jun-2024	Mar-2027	Jan-2026	Dec-2026	-5	0
		Damson Parkway active travel / Sprint improvements			Jan-2024	Jan-2025		
		First-mile / Last-mile			Apr-2026	Mar-2027		
A454 Walk, Cycle and Bus Corridor	Multi-modal corridor between Wolverhampton and Walsall including high quality walking and cycling infrastructure and improving bus journey time reliability.	Phases 1 & 2	Sep-2024	Mar-2027	Sep-2024	Sep-2026	0	0
		East Park active travel			Jul-2025	Mar-2026		
		Phase 3			Apr-2026	Mar-2027		
		Willenhall Core Walking Zone			Development only in CRSTS - Delivery beyond 2027			
		Bentley active travel						
		Birchills active travel			Apr-2025	Mar-2027		
ULEV Infrastructure	Delivery of on-street residential chargepoints in areas with no off-street parking, as well as other EV charging facilities around the West Midlands.	ULEV - Rest of West Midlands	Apr-2023	Mar-2027	May-2025	Mar-2027	6	0
		ULEV - Black Country			Oct-2023	Mar-2025		
Park & Ride Estate Development	Delivery of improved park and ride at Tile Hill accompanied by improved access by bus and active travel. Development of park and ride sites at Whitlocks End, Minworth and Walsall.	P&R development	Aug-2024	Oct-2026	n/a	n/a	9	1
		Tile Hill delivery			May-2025	Dec-2026		
Foleshill Transport Package	Junction improvements, PT priority measures and walking & cycling infrastructure.	Foleshill Rd Bus Gate & Cycleway	Jul-2023	Dec-2024	Dec-2023	May-2025	-8	4
		A444 J2 Roundabout			Aug-2023	Nov-2023		
		J9 Radford Rd Cycleway			Nov-2022	Mar-2023		

Summary - Scheme List

The table below summarises the forecast timescales vs the original timescales for packages of schemes.

Scheme name	Description	Original Forecast		Current Forecast		Difference (months)	
		Delivery start	Delivery complete	Delivery start	Delivery complete	Delivery start	Delivery complete
Snow Hill Growth Strategy	Improvements to the Snow Hill area of the city centre including the usage of the ring road. Project could see expansion of development areas for residential and employments sites.	Jan-2023	Sep-2026	Mar-2026	Mar-2027	37	5
Black Country Walking and Cycling Package	Delivery funding for various LTN 1/20 compliant walk and cycle corridors within the Black Country, as identified in the WM LCWIP.	Oct-2023	Mar-2027	Nov-2025	Mar-2027	25	0
Mobility Hubs & E Bikes	Full roll-out of Mobility Hubs including different variants providing a variety of mobility solutions e.g. cycle hire and parking, travel information, micromobility, PT pick up and drop off etc.	Apr-2024	Mar-2027	Mar-2026	Mar-2027	23	0
Sprint A45 Phase 2	Phase 2 enables completion of the full project include priority measures in Solihull.	Jun-2023	Nov-2024	Feb-2025	Jun-2025	20	6
BSIP Bus Priority X-city Routes	Bus priority infrastructure on 8 radial routes into / out of Birmingham creating four cross-city routes.	Sep-2024	Sep-2026	Jan-2026	Dec-2026	16	2
Hagley Road Rapid Transit	Further work and analysis of rapid transit options along this corridor followed by initial stages of delivery.	Sep-2024	Dec-2026	Jan-2026	Dec-2026	16	0
Aldridge Station	New station at Aldridge and reintroduction of passenger services to the station along a short section of the existing Sutton Park rail line.	Jan-2025	Mar-2027	Apr-2026	Mar-2027	15	0
Swift cEMV contactless payment broker	To deliver a 'broker' that will enable integrated cEMV contactless payment capping across operators and modes	Nov-2022	Dec-2025	Jan-2024	Apr-2025	14	-8
A449 Walk, Cycle and Bus Corridor	Bus priority measures along with walking and cycling infrastructure via reallocation of available highway space.	Apr-2023	Sep-2024	May-2024	May-2026	13	19
Active Travel - A45 Segregated Cycleway	The provision of a segregated cycle way between Birmingham City centre and the Airport.	Mar-2025	Apr-2026	Jan-2026	Mar-2027	10	10
Ultra Rapid Charging Transit Stations (EV-CATS)	Delivery of 10 EV charging stations located on or in close proximity to the Key Route Network for the West Midlands and Warwickshire.	Aug-2023	Jun-2025	Apr-2024	Dec-2025	8	5
Sprint A34 Phase 2	Phase 2 enables completion of the full project include priority measures in the Black Country.	Jun-2023	Nov-2024	Jan-2024	Jun-2025	7	6
Coventry South Sustainable Transport (GIGA Factory Links)	Improvements along London Rd, including a LTN 1/20 segregated cycle link.	Jan-2023	Mar-2025	Aug-2023	Mar-2026	7	12
Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	LTN 1/20 compliant high quality continuous cycle route and additional walking infrastructure will be created through the city, creating a high quality walking and cycling environment in the heart of Wolverhampton City Centre	Mar-2023	Apr-2024	Sep-2023	Dec-2024	6	7
Selly Oak to Longbridge Segregated Cycling	Completion of the Selly Oak to Longbridge section of the high-quality A38 segregated cycle route.	May-2025	Jan-2027	Oct-2025	Mar-2027	5	1
One Station and Smallbrook Queensway	Upgrade of strategic walking routes between Birmingham New Street, Birmingham Moor Street, Birmingham Curzon Street and Birmingham Snow Hill	Oct-2025	Mar-2027	Jan-2026	Mar-2027	3	0
City Centre Active Travel Connections to Interchange	Upgrade, restoration and renovation of walking and cycling links public realm across Birmingham City Centre, between key public transport interchanges.	Sep-2025	Mar-2027	Nov-2025	Mar-2027	2	0
Smethwick - Birmingham Inclusive Growth Corridor Transport Package	Dudley Road corridor improvements, (cycling and walking / PT / Smart Mobility)	Mar-2025	Mar-2027	Mar-2025	Mar-2027	0	0
Wednesbury to Brierley Hill Extension Sustainable Access Measures	Active travel upgrades on key links between trip attractors and new metro stops.	Jan-2024	Mar-2027	Jan-2024	Mar-2027	0	0
Dickens Heath to Solihull Town Centre LCWIP Scheme.	Segregated cycleway connecting the large residential area of Dickens Heath to the south of the borough with the town centre.	Feb-2024	Feb-2025	Feb-2024	Feb-2025	0	0
Demand Responsive Bus (inc diversification of Ring & Ride)	New assets and improved IT systems to support wider Demand Responsive Transport deployment across the region.	Sep-2025	Mar-2027	Sep-2025	Mar-2027	0	0

Summary - Scheme List

The table below summarises the forecast timescales vs the original timescales for packages of schemes.

Scheme name	Description	Original Forecast		Current Forecast		Difference (months)	
		Delivery start	Delivery complete	Delivery start	Delivery complete	Delivery start	Delivery complete
Knowle to Solihull Town Centre LCWIP Scheme.	Segregated cycleway connecting Solihull town centre to Knowle, a key settlement in the rural east of Solihull.	Feb-2024	Feb-2025	Feb-2024	Feb-2025	0	0
Dudley Town Centre Interchange Sustainable Connectivity Package	Walk / cycle connectivity project within Dudley town centre, improving perceptions of safety. Integration with WBHE Metro and Dudley Interchange urban realm enhancements.	Jan-2025	Mar-2027	Jan-2025	Mar-2027	0	0
Chester Road Corridor – Segregated Cycleway and Capacity Enhancement.	Delivery of LTN 1/20 compliant cycle infrastructure and a modest increase of highway capacity on a heavily congested section of the A452 Chester Road through Chelmunds Cross, just north of the HS2 Interchange station.	Jun-2025	Dec-2026	Jun-2025	Dec-2026	0	0
UKC - Solihull - Dorridge Bus Priority	Cross Solihull bus route, with priority infrastructure to connect the UKC Hub area with Solihull Town Centre, Cranmore and Blythe Valley Business Parks and Knowle / Dorridge.	Mar-2026	Mar-2027	Mar-2026	Mar-2027	0	0
Stourbridge Town Centre Sustainable Connectivity Package	Walk / cycle connectivity project within Stourbridge town centre, improving perceptions of safety and making permanent changes made for EATF.	Jun-2024	Sep-2026	Jun-2024	Sep-2026	0	0
BSIP Retrofit Programme (120 buses to Euro 6)	Retrofitting of 120 older buses to get them to Euro 6 emissions standards.	Jun-2025	Mar-2026	Jun-2025	Mar-2026	0	0
Dudley Port ITH - Phase 1 and Phase 2 Development	Delivery of infrastructure at Dudley Port to improve integration and interchange between bus, rail and metro.	Jan-2024	Dec-2024	Jan-2024	Dec-2024	0	0
WBHE Metro (Final Year of TCF)	Extension of the Metro to Brierley Hill	Started	May-2025	Jun-2022	Oct-2024	0	-7
Metro Line 1 Renovation costs	Asset renewal of Line 1 to enable continued reliable and safe operation	Started	Dec-2025	Apr-2023	Mar-2025	0	-9
A461 Dudley Walk, Cycle and Bus Corridor	Multi-modal LTN 1/20 compliant infrastructure improvements for active travel and bus priority for various bus routes identified in the WM BSIP.	Mar-2025	Mar-2027	Jan-2025	Mar-2027	-2	0
A461 Sandwell Walk, Cycle and Bus Corridor	Multi-modal LTN 1/20 compliant infrastructure improvements for active travel and bus priority for various bus routes identified in the WM BSIP.	Mar-2025	Mar-2027	Jan-2025	Mar-2027	-2	0
Bus, Cycle and Walk Access: Darlaston and Willenhall Train Stations	Walk, cycle, bus & general highway improvements to help unlock regeneration/jobs/homes	Apr-2024	Mar-2025	Feb-2024	Feb-2025	-2	-1
Sutton Gateway	Improved walking and cycling access to and through Sutton Town Centre and associated changes to highway layouts to support regeneration.	Mar-2026	Mar-2027	Oct-2025	Mar-2027	-5	0
A41 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor (Phase 1)	Multi-Modal junction and corridor improvements for walking, cycling and buses.	Apr-2026	Mar-2027	Mar-2025	Mar-2027	-13	0
Highways Maintenance	Five year programme of maintenance and renewals.	Started	Mar-2027	Started	Mar-2027	0	0
Local Network Improvement Plans	Five year programme of minor transport schemes determined and delivered by each authority.	Started	Mar-2027	Started	Mar-2027	0	0
Data to support scheme development plus M&E	Funding to collect, interpret and analyse data to determine the outcomes and impacts of the CRSTS projects and overall programme.	Started	Mar-2032	Started	Mar-2032	0	0
Solihull Rail Station	Development of a multi-modal interchange incorporating increased capacity at the station, alongside significantly improved bus interchange facilities and enhanced public realm and provision / facilities for cyclists and pedestrians.	Nov-2022	Mar-2027	n/a	n/a	0	0
Rail Development	Funding for the development of a number of new stations in anticipation of subsequent delivery funding.	Jan-2023	Mar-2027	n/a	n/a	0	0
Multi-modal Access to HS2 Enhancement.	Interventions at key junctions on the highways network to improve upon the schemes proposed by HS2 including provision of LTN 1/20 compliant infrastructure.	Jan-2023	Mar-2027	n/a	n/a	0	0
West Coast Mainline and M42 Public Transport and Active Travel bridge links to HS2 Hub	The construction of a bridge over the M42 to provide sustainable access to the HS2 Interchange site. (WCML Bridge to follow with subsequent funding).	Jan-2023	Mar-2027	n/a	n/a	0	0
Bus, Cycle and Walk Access: Walsall Town Centre Interchange	Development funding for Walsall Town Centre Interchange, which involves Reconfigured access to St Paul's Bus Station and delivery of town centre masterplan.	Jan-2024	Mar-2027	n/a	n/a	0	0