

Appendix 1: Transport Capital Portfolio Dashboard

Version 2: June 2024

N.B: Summary info, metrics and RAG statuses are **indicative only** based on recent updates from projects and programmes, whilst criteria is agreed for next iteration (V3).

EXECUTIVE SUMMARY

3-6 MONTH LOOKAHEAD (Milestones)

Indicative Summary Status: Overall, the portfolio for transport capital delivery is flagging and AMBER status. This is due to several factors across programmes and projects. Most notably, pressures to budget, time and dependency management. However, this is reflective of a portfolio with an increasing number of major projects reaching and progressing through their main construction stage, where an increase in risk is expected and common. For the portfolio to maintain or improve on this RAG status, decisions need to be taken on mitigations proposed for critical/programme level risks, further work is planned to strengthen programme level visibility, and partnership integration between authorities to ensure full scope is delivered within time and budget. Criteria for assessing performance will be agreed and implemented for the next version of this Dashboard, which can then be taken forward as an agreed representation cross-programmes of performance.

CRSTS: Generally positive progress has been made across the programme. Much of the programme is still in the development phases with a significant number of OBCs expected in the 2024 calendar year which will demonstrate the maturing of the schemes and provide delivery confidence. Some development only projects have had initiation delayed to enable focus on development and delivery activities, although development still forecast to conclude prior to end of CRSTS period in March 2027. Some projects which are in the delivery phase have encountered issues on-site which have necessitated some re-design and have adjusted their programme accordingly.

ATF: Most ATF 2 schemes are now complete, and the remainder will complete by March 2025. ATF3 and ATF 4/4e are progressing well and added programme and delivery resources from TfWM are enabling efficiencies in processes, partnership working and improved stakeholder management. Three new schemes have just completed feasibility studies and are being added to ATF4e. Next quarter will see an increase in spend profile as schemes progress through delivery.

KEY ACHEIVEMENTS AND HIGHLIGHTS:

- New design process implemented for Active Travel schemes, across the programme, well received and enabling faster decision making and improved quality.
- All pavement testing for Sprint Phase 2 completed in May as part of the enabling works for the scheme.
- WBHE Phase 2 Business Case was submitted to DfT for Approval.
- SOBC approved for Selly Oak to Longbridge segregated cycling scheme.
- SOBC approved for one part of the ‘City Centre Active travel Connections to Interchange’ scheme.

AT: Bradford street cycle improvement scheme begins ground works.
AT: Rosehill – Pinson Road (Walsall) Cycle route concludes design .
AT: Cycle lanes between Birmingham City Centre and Yardley begin to complete.
AT: Construction of cycle lanes begins between Smethwick and Birmingham City Centre starts.
AT: Introduction of Coventry Contraflow.
Rail - Darlaston & Willenhall Station detailed design concludes.
Rail: Commence sheet piling at Willenhall and Darlaston.
Rail: Agreement of flood mitigation requirements (S73, Package 1).
Rail: Installation of Ducting, Drainage and backfill (Package 2).
 -Cast lighting/CCTV foundations at Kings Heath and Pineapple Road.
 - Excavation and removal of retaining wall at Moseley Village.
Metro Ln 1: Paralleling works between Substations 6,7,8&9.
Metro BEE: Traffic Management Phase 2 to commence .
Sprint Ph2: TM Permit for Sprint 2 to be approved allowing the project to progress
Dudley Int: Structural demolition of three buildings at Dudley Interchange as part of the enabling work
Hagley Rd: New CRSTS Design Review Panel trial.
Sprint Ph 2: Main works contract for Sprint 2 and Dudley Interchange to be agreed and signed with PC
Metro WBHE Ph 2: Full Business Case Approval (DfT).

PROGRAMMES	SCHEDULE	BUDGET	SCOPE	RISKS	ORG	UPCOMING KEY MILESTONES (programme)	BASELINE FINISH	STATUS
City Regional Sustainable Transport Settlement (CRSTS)	Amber	Amber/Red	Amber	Amber				
Active Travel Fund (AT)	Amber	Green	Green	Amber				
Investment Programme (IP)	Future report	Future report	Future report	Future report				
KEY ISSUES		KEY RISKS						
None for escalation		<ul style="list-style-type: none"> • CRSTS: Budget • CRSTS: Delivery Performance • CRSTS: Dependency Management • CRSTS: Concurrent Project Delivery 						

Currently under review for V3 outputs

CITY REGIONAL SUSTAINABLE TRANSPORT SETTLEMENT (CRSTS) – SUMMARY DASHBOARD

AMBER

Indicative RAGs only

DELIVERY PROGRAMMES	PROGRESS SUMMARY	SCHEDULE	BUDGET	SCOPE	RISKS
BIRMINGHAM (BCC)	<ul style="list-style-type: none"> • Delivery of the City Centre Active Travel Connections commence 2025 with its OBC approval due this year. • Majority of schemes commence delivery in 2026 and all are forecast to complete delivery March 2027, risks associated with Sutton gateway relate to dependencies with broader regeneration work outside CRSTS. 	AMBER	GREEN	AMBER	AMBER
COVENTRY	<ul style="list-style-type: none"> • VLR currently progressing to OBC, with some early activities due to commence August 2024. Some slippage noted for CCST where commencement is delayed. All projects due to complete by Dec 2026, except for VLR, due to complete Mar 2027. 	AMBER	AMBER	AMBER	AMBER
DUDLEY/BCT	<ul style="list-style-type: none"> • All business cases are due to be approved this year with some schedule slippage noted for Innovation Centre activities (related to VLR). A461 work is scheduled to commence this month. 	GREEN	GREEN	GREEN	GREEN
SANDWELL/BCT	<ul style="list-style-type: none"> • Both SOBCs approved and FBCs due this year. Early works on schemes due to commence this month (Jun 24), with both projects scheduled to conclude Mar 2027. 	GREEN	GREEN	GREEN	GREEN
SOLIHULL	<ul style="list-style-type: none"> • Solihull Station OBC still completing with FBC due Jan 2027. OBC’s progressing for all other schemes and both OBC and FBC for Damson Pkwy due Dec 24. 	AMBER	GREEN	AMBER	GREEN
WALSALL/BCT	<ul style="list-style-type: none"> • Rebaseline of Rail Package 1 works active travel and highways works due to start Nov 2024 but will still complete within programme. A41 OBC due Aug 2024 and remaining schemes will complete development work (OBCs) by July 2026. 	GREEN	GREEN	GREEN	GREEN
WMCA (TFWM)	<ul style="list-style-type: none"> • TfWM has progressed furthest into the programme with 17 projects in their development stage and 12 in delivery. There are pressures being actively mitigated for Rail package 2, Metro Depot, Sprint Phase 2 and Dudley interchange related to commercial outputs and unforeseen issues putting pressure on budget and time. • Metro’s WBHE Phase 2 full business case, is making its way through DfT assessment, with approval due in the summer. 	AMBER	AMBER /RED	AMBER	AMBER /RED
WOLVERHAMPTON/BCT	<ul style="list-style-type: none"> • All projects currently in their development stage except for the Noose Ln to Pinson Rd works started for A454 Walk, Cycle and Bus Corridor project. • A54 is a contribution toward a larger pot of funding provided by DfT for the project, which is a major dependency. 	AMBER	AMBER	AMBER	AMBER

CITY REGIONAL & SUSTAINABLE TRANSPORT SETTLEMENT (CRSTS) – SUMMARY DASHBOARD

Key Programme Risk/Issues	RAG	Action/Mitigations
RISK: CRSTS BUDGET PRESSURES: There is a risk that the full programme of projects cannot be delivered within budget	AMBER /RED	<ul style="list-style-type: none"> Project escalating issues/risks with mitigations strategies and actions for approval. Seek support to manage challenges by taking a cross-programme approach to mitigations.
RISK: CRSTS DELIVERY PERFORMANCE: There is a risk that the full scope of the programme cannot be delivered within the funding envelope.	AMBER	<ul style="list-style-type: none"> Work cross-programme to identify any risks to delivery (time, scope, budget). Identify and agree appropriate mitigation strategies to allow the programme to manage remaining deliverables in an agile way, minimising the risk of failure to deliver maximum benefits for the region.
RISK: DEPENDENCY MANAGEMENT: There is a risk that the programme does not adequately manage dependencies resulting in missed opportunities or impacts between dependent projects.	AMBER	<ul style="list-style-type: none"> Establish a dependency register. Establish a roadmap identifying all critical level 0 & 1 milestones. Improve transparency and communication between partners.
RISK: CONCURRENT PROJECT DELIVERY: There is a risk that the programme cannot successfully mitigate/manage concurrent delivery of major schemes on the network.	AMBER	<ul style="list-style-type: none"> Establish cross-programme level view of planning and delivery milestones to enable visibility to any concurrent activity (particularly in the same local boundary/corridor)to minimise impacts on the network during the build phases. Implement more robust programme level management to facilitate mitigations and increase integrated working.

CRSTS Financial Summary	CRSTS Project Summary
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	Funding Allocated	Funding Approved	Funding Not Yet Approved			Spent as At 31 March 2024	Local Authority	In Development	In Delivery	Complete
			Versus £1.050bn	Versus £1.050bn + £160.2m	% Vs £1.050bn					
WMCA Sponsored & Delivered	£387.6m	£283.6m	£103.9m	£267.1m	27%	£119.6m	Birmingham	8	0	0
Local Authority Delivered							Coventry	5	0	2*
ALL 7 LAs	£107.5m	£107.5m	£0.0m	£0.0m	0%		Dudley	4	0	0
Black Country Transport	£96.2m	£5.9m	£90.3m	£90.3m	94%		Sandwell	3	0	0
Birmingham	£88.7m	£0.9m	£87.8m	£87.9m	99%		Solihull	8	0	0
Coventry	£213.4m	£159.9m	£53.5m	£53.5m	25%		Walsall	5	0	0
Dudley	£10.5m	£3.0m	£7.5m	£4.5m	72%		Wolverhampton	9	1	0
Sandwell	£19.0m	£0.4m	£18.7m	£18.7m	98%		WMCA (TfWM)	17	12	0
Solihull	£45.1m	£1.5m	£43.6m	£39.6m	97%		Black Country Transport	1	0	0
Walsall	£23.0m	£0.5m	£22.6m	£22.6m	98%		(Cross-programme) Highways Works	0	1	0
Wolverhampton	£17.5m	£1.2m	£16.3m	£16.3m	93%					
WMCA & Joint with Other LA	£41.5m	£1.6m	£39.9m	£43.9m	96%					
Sub Total (LA Delivered)	£662.4m	£282.3m	£380.1m	£377.2m		£91.1m				
TOTAL	£1,050.0m	£565.9m	£484.0m	£644.3m		£210.7m				
<i>Spend as a percentage of £1.050bn</i>						20%				
<i>Spend as a percentage of £1.210bn</i>						17%				

Executive Summary

Status: All live schemes were rebase lined in Pulse 8 which has led to an updated delivery status for some projects which are now completed.

Development: A total of 25 Projects are currently within the design phase with varying levels of completion. Six of these Projects have completed Detailed Design and are transitioning into the Construction phase. The majority of ATF4 Projects remain in the earlier design stages which is reflected in the spend vs budget figures.

Delivery: Several Projects have reached practical completion in the last reporting period and will now be closed out subject to ATF England and SAF approval following rebaselining. 20 schemes (primarily ATF 3) are forecasting completion FY24/25 with the last completion date forecast in 2026.

ATF Summary Stats and commentary

Round	Live Schemes	Funded to Construction	Design	Construction Commenced	Completed	Forecast Completion
ATF2	27	27	4	1	22	31/03/2025
ATF3	29	29	13	3	13	31/06/2026
ATF4	9	8	8	1	0	30/09/2026

- Some completed schemes show an underspend against their allocated budget, this is largely due to change in scope between funding rounds which is yet to be formally recognised.
- Projects transitioning into delivery next reporting period will likely accelerate spend profile of programme.

Three new schemes have completed feasibility and are due to be added to ATF4e:

- Coventry – Foleshill Rd Cycleway - £2.179m
- Wolverhampton - City Centre Cycleway - £2.607m
- Sandwell – Blackheath to Oldbury Cycleway - £1.355m

