



West Midlands  
Combined Authority

## Informal WMCA Board - WMCA Chief Executive's Consultation/Guidance

<b>Date</b>	14 January 2022
<b>Report title</b>	City Region Sustainable Transport Settlement Submission
<b>Accountable Chief Executive</b>	Anne Shaw, Interim Managing Director Transport for West Midlands email: anne.shaw@tfwm.org.uk
<b>Accountable Employee</b>	Mike Waters, Director of Policy, Strategy & Innovation email: mike.waters@tfwm.org.uk
<b>This report has been considered by</b>	Strategic Transport Officers Group (STOG)

### Recommendations for action or decision:

**The informal WMCA Board is recommended to propose that the WMCA's Chief Executive:**

- (1) Notes the progress made regarding the regional CRSTS bid since the original submission was approved by WMCA Board in September 2021.
- (2) Notes the approach to prioritisation and development of the final programme for submission to Government.
- (3) Approves the submission to HMG of the CRSTS programme level business case (Appendix 2), noting that the revised programme is within the Region's indicative allocation of £1.050bn.

- (4) Delegates to the Executive Director of Transport for West Midlands and WMCA Director of Finance, in consultation with the WMCA Mayor, the WMCA Portfolio Lead for Transport, any final adjustments which are required to the programme and associated documentation. The Board should note that changes may be developed to this documentation as the Local Authority and TfWM Officer team continue to liaise with DfT and HMT after submission in order to confirm the programme and secure a full grant confirmation from HMG, however, WMCA Board will formally consider the final programme and any funding conditions which are applied by HMG before accepting and adopting the final programme.
- (5) Approves the use of the WMCA Single Assurance Framework to provide assurance around investment decisions, noting the additional measures set out in the programme business case to ensure the ability to meet the CRSTS fund requirements. This includes the establishment of additional capacity for the Investment Panel to provide technical expert advice to the existing Investment Board on decisions to be made under the WMCA SAF.
- (6) Approves the approach to the establishment and management of a 'soft contingency' element to the CRSTS programme as set out in Section 4.
- (7) Approves the monitoring and reporting arrangements set out in section 5.
- (8) Notes the approach detailed in Section 5.5 regarding the replacement funding for Integrated Transport Block (Local Network Improvement Plan) and highway maintenance.
- (9) Notes the approach to managing a pool of reserve schemes which could be accelerated if required during the programme life, as detailed in Section 6.
- (10) Note the next steps detailed in Section 7.

## **1. Purpose**

- 1.1 To gain approval for the Programme Level Business Case of City Region Sustainable Transport Settlement (CRSTS) as required by Government and to agree local approaches to assurance, monitoring and governance.

## **2. Background**

- 2.1 As detailed in the report to September 2021 WMCA Board, CRSTS is a five-year capital settlement between April 2022 and March 2027 aimed at supporting the region in delivering a sustainable transport investment programme. The fund is overseen by DfT and provides an opportunity to plan transport investment over a longer time horizon than has previously been possible. This principle aligns well with the planned publication of a new Local Transport Plan (LTP). Following the Board meeting in September, WMCA submitted an ambitious, over-programmed bid to DfT for consideration which totalled £1.73bn. This included £262m of funding which had previously been awarded to the region or could have been expected anyway.

2.2 The Financial Monitoring Report to the November 2021 WMCA Board included an update on the settlement and confirmed the headline allocation awarded to WMCA was £1.050bn, resulting in £788m new money to the region. DfT subsequently issued further guidance and advised that the allocation was 'indicative'; to be firmed up as part of the review and acceptance of a final programme level business case.

### **3. Developing a revised West Midlands CRSTS programme and Business Case**

3.1 In parallel to guidance being issued the Secretary of State for Transport has also written to re-emphasise the importance of including extensive active travel and bus priority schemes within the programme, and that failure to do so could result in the initial funding allocation being reduced. It was also advised that areas eligible for CRSTS funding would be unlikely to also receive capital funding for bus infrastructure proposals included in their Bus Service Improvement Plan (BSIP) submissions, and that these projects should be considered for CRSTS funding where appropriate.

3.2 It is important to note that WMCA's overall ask against the BSIP fund was originally in the region of £450m, with £245m of bus priority capital measures. Together with the inclusion of Highway Maintenance, Integrated Transport Block and the final year of Transforming Cities into the CRSTS fund, the ability to fund the full extent of the aspirations of the region from the remaining CRSTS balance is severely constrained. Reaching a financially balanced programme has therefore required a significant degree of prioritisation.

3.3 To achieve this TfWM and LA officers have undertaken an exhaustive process to develop a revised CRSTS programme for submission to WMCA Board for approval in advance of submission to Government.

**Stage 1:** As BSIP capital funding was unlikely to be available bus infrastructure schemes were added to a refreshed list of CRSTS proposals. As CRSTS is the only significant source of funding available for transport projects over the next 5 years and construction cost inflation has increased significantly a further call was also made to ascertain whether any existing WMCA led schemes were experiencing costs pressures (noting that the WMCA only holds minimum levels of financial reserves). Once this revised "long-list" was compiled a further round of prioritisation was undertaken.

**Stage 2:** Based on both local (LTP) and national criteria the following prioritisation categories were then developed and used to generate the final programme:

<b>CRSTS Objectives</b>	Levelling-up	
	Economy	Economic outcome (VfM)
		Transport Inequality
		Sustaining economic success
		Other economic benefits
Contribution towards carbon objectives		
<b>Deliverability</b>	Physical deliverability	
	Number and significance of dependencies on and to other schemes	
	Scheme maturity (e.g. readiness)	

- 3.4 Stage 2 was an iterative process with Officers from each authority being charged with undertaking extensive liaison with their respective Members. The Strategic Transport Board also considered and agreed a number of planning principles early in the process which provided a framework for the process. This included confirmation of clear recommendations to include an uplift of 21% and 18% respectively in the Local Network Improvement Plan (the replacement for Integrated Transport Block) and highway maintenance funding.
- 3.5 The resulting schedule of funded schemes is summarised in Appendix 1 and follows the structure of the previous submission to ensure alignment with policies and objectives detailed in the new Local Transport Plan (LTP). The LTP sets out six “Big Moves” to transform the transport system and the CRSTS delivery themes are matched to these. The consultation draft of the LTP Core Strategy is also being considered under a separate report by the January CA Board meeting. The CRSTS programme represents the core element of a single integrated transport investment programme that will deliver the first 5 years of local transport activity under the statutory LTP.

#### **4. WMCA Financial and Delivery Resilience**

- 4.1 Throughout the process, DfT have been clear that CRSTS will be the only significant source of capital transport funding for the region until March 2027.
- 4.2 The financial monitoring report to WMCA Board in November 2021 noted that in developing the final CRSTS programme, there will need to be adequate consideration to ensure existing Transport programmes are managed in a way which allows prudent financial management to be exercised. This included noting that those programmes must remain financially resilient in the context of the current difficult delivery environment. This is an environment where all national and regional delivery bodies are seeing significant cost pressures as a result of various factors, including the on-going pandemic, global supply chain constraints, competition for labour, excess material and labour inflation and wider economic pressures.

- 4.3 WMCA are particularly exposed to these macro-economic factors due to it having severely limited financial resources which it can direct at its own discretion. This means cost escalations on directly delivered programmes are difficult or impossible to accommodate. In essence, whilst the WMCA is a recipient of significant sums of grant funding, all future incomes and grants are completely committed / tied to the delivery of specific outputs; including direct delivery of projects and grants to Local Authorities made as part of the Investment Programme. The relatively modest value of reserves WMCA did hold to manage fiscal shocks against the capital programme were fully committed against cost escalations which were documented in the November report.
- 4.4 As the WMCA has no other source of funding or long-term income, should any of these macro-economic pressures manifest themselves in additional cost to existing WMCA delivery programmes, the only available options to fund these pressures are:
- The CRSTS grant funding (subject to appropriate programme change control processes at a regional level and via any HMG governance); and/or
  - To release resources by revisiting the commitments made to fund schemes funded as part of the investment programme; and/or
  - Direct financial resource from the seven Constituent Local Authorities as under-writers of the Combined Authority.
- 4.5 Following discussion by the Financial Directors and Section 151 Officers of the WMCA and constituent local authorities it was concluded that in such an event, where unavoidable cost pressures emerge on WMCA transport schemes, these should be imported into the CRSTS programme to ensure the delivery of existing programmes. This would be undertaken in a transparent manner using the Single Assurance Framework to provide the necessary assurance and governance for such decisions. There is also likely to be a requirement for HMG approval through a change control mechanism which has not yet been specified by HMG.
- 4.6 The consequence of any re-programming of the CRSTS portfolio may mean that schemes towards the later part of the programme will be deferred into the post 2027 CRSTS period, but will remain as priorities for delivery as and when funding becomes available.
- 4.7 In practice with the CRSTS programme financial resilience will be managed through the operation of a broad 'soft-contingency' policy across the programme which means that ALL Final Business Case approval is subject to programme affordability. This will be implemented so that:
- Up to the end of year three of the programme no Full Business Case will be approved if the total hard contractual programme commitments would reduce the uncommitted programme value to below £100m (after the whole programme life TCF, Local Network Improvement Plan and highway maintenance allocations have been accounted for); and

- During years four and five of the CRSTS programme Full Business Cases will only be approved beyond the £100m soft-contingency threshold on the basis of a formal programme risk analysis. This will be informed by recommendations from the WMCA Finance Directors group and approved through the WMCA SAF governance. This will adopt the principles of a tapering down of the soft contingency sum from £100m towards zero in a way that will ensure the full programme allocation can be spent within the programme delivery period.

4.8 The status of the above process will be included in the quarterly and annual reporting and monitoring to STB, CA Board and HMG respectively.

4.9 The recommendations within this report request that WMCA Board accept the principle of managing the programme with a 'soft contingency' to ensure existing WMCA programmes are delivered.

## 5. Assurance, Governance and Monitoring

5.1 The CRSTS fund will be operated through and be fully compliant with the WMCA Single Assurance Framework (SAF).

5.2 It is proposed that the WMCA SAF will be augmented by requirements for additional transport information. This is in order to ensure compliance with the CRSTS funding objectives and to provide additional assurance over the ability to make the right interventions at the delivery pace required over the five year programme. These are detailed in the appended full programme business case, but include the requirements for each scheme to demonstrate as appropriate:

- **Alignment with Local Transport Plan and national CRSTS funding objectives:** Each business case will provide a specific analysis of impact against the objectives for the regional transport policy and of the funding.
- **Direct benefits to cycling and active travel:** Specific emphasis has been placed by HMG on accelerating cycling and active travel measures. These are reflected in West Midlands LTP policy and recognised as the type of measures required to help de-carbonise the transport system. Each project will set out how it can, where appropriate, provide a relative advantage to pedestrians and cyclists over other modes, evidencing how it achieves this in compliance with HMG's formal LTN1/20 guidance.
- **Direct benefit to public transport and in particular bus travel:** Specific emphasis has been placed by HMG on providing priority measures to support reliable and effective bus services. These are reflected in West Midlands LTP policy and recognised as the type of measures required to help de-carbonise the transport system. Where not providing another targeted CRSTS or LTP outcome each CRSTS funded project will seek to provide a relative advantage to public transport over other modes and evidence how it achieves this, detailing where appropriate specific bus priority measures and their impact on journey time reliability and traveller experience.

- **Support measures for behaviour change, road safety and network resilience:** The CRSTS bid included specific line items for funding to support a number of joint regionwide initiatives which would improve the road safety, behaviour change and network resilience impact and outcomes of individual projects and programmes. These outcomes remain critically important, but in response to the pressures of reaching a financially balanced programme it is has now proposed that each funded scheme will allocate an element of its delivery activity to achieving these outcomes. In developing each project business case the scheme promoters will liaise with the relevant TfWM teams and regional groups. Each project business case will set out what engagement has been undertaken and what specific measures will be implemented to deliver the relevant outcomes.

5.3 All the above requirements can reasonably be accommodated by scheme promoters as part of the production of their scheme business cases and considered as the scheme progresses through the WMCA SAF Governance.

5.4 In view of the volume of work that is likely to be generated by CRSTS it is also proposed to create a capacity for the Investment Panel function to consider all transport decisions being progressed through the SAF. This will be developed in conjunction with the WMCA Director of Law & Governance and will ensure recommendations to the WMCA Investment Board are informed by appropriate technical transport expertise. This will include representatives from finance and transport from each of the constituent authorities.

5.5 Two key elements of the CRSTS programme will be subject to a simplified en-bloc approval process which the WMCA will process through the system at the earliest opportunity following confirmation of the CRSTS grant by HMG.

- **Highway Maintenance Block:** This is effectively a doubled devolved £120.4m funding component of CRSTS which will be delivered through the local highway authorities (representing an 18% uplift). Each LHA will lead on any procurement in line with Public Sector Procurement Guidelines. An annual monitoring report will be required (as per DfT guidance) from each LHA setting out how the funding has been spent and how the condition of the network has improved. These will be compiled to form a regional view as part of the overall CRSTS monitoring and reporting. An annual allocation will be confirmed by the WMCA Board in-line with the overall five year programme allocation.
- **Local Network Improvement Plan:** The replacement funding for the Integrated Transport Block. A light-touch approach is required for this to reflect the typically low complexity/low risk projects and often reactive nature of the works undertaken under this funding. A single WMCA SAF application will be processed by TfWM for the full £107.5m 5 year allocation (representing an 21% uplift), allowing it to be released in annual grants to each constituent LHA. A signed declaration will be required by each LA S151 Officer with a simple funding agreement setting out delivery reporting requirements. This will include basic quarterly financial returns and a short

annual monitoring report against a standardised format. This will set out what has been delivered supported by a small number of case studies showing how delivery aligns to Local Transport Plan and CRSTS funding objectives, as well as proposed delivery for the next period. These will be compiled to form a regional view as part of the overall CRSTS monitoring and reporting. An annual allocation will be confirmed by the WMCA Board in-line with the overall five year programme allocation.

- 5.6 The financial and WMCA SAF processes for the LNIP and highway maintenance funding cannot be progressed until HMG confirms the CRSTS funding and any specific funding conditions, and funding cannot be released until the funding is received by the WMCA. However, LHAs should proceed to plan their own activity and budgets on the basis of the above and the full programme business case appended to this report.
- 5.7 The final year of Transforming Cities Funding has also been subsumed into CRSTS. No changes have been proposed to the funding mix previously agreed by WMCA Board. This component of the funding will continue to be delivered compliantly to the WMCA SAF, as it has been thus far. The existing monitoring and evaluation approached required by DfT for this element of the funding will continue to be delivered by TfWM.
- 5.8 The CRSTS approach and guidance from HMG places considerable emphasis on public transparency over delivery, and on regional accountability for the delivery. There is clear direction that any lack of delivery pace and programme content could adversely impact funding during the latter part of the programme and in subsequent delivery periods. To help manage this a number of monitoring and governance mechanisms are proposed:
- **Monthly Officer review:** The existing Strategic Transport Officers Group (comprising the senior Transport Directors from TfWM and the LHAs) will consider a delivery, risks and exceptions update from each delivery body. This will take a programme level view across all the projects that each delivery body is progressing. Members and the Mayor will be informally briefed by respective Officers following this collective review. The Strategic Transport Officers Group will be supported in undertaking this work by a working group of delivery team representatives (the existing Transport Support Group).
  - **Quarterly Formal reporting:** Each delivery body will formally provide a quarterly monitoring return covering spend, delivery, risk and programme updates for each scheme which it is the promoter for and that has an indicative CRSTS funding allocation. This will be compiled, and a summary report formally considered by the Strategic Transport Board (Chaired by the WMCA Transport Portfolio holder and including Cabinet Members for each LHA as well a representation from the WMCA Transport Scrutiny Committee and Transport Delivery Committees). This reporting will also be shared with the Mayoral Office.



- **Annual Formal WMCA Board reporting:** An annual CRSTS progress and programme monitoring report will be prepared and submitted for consideration. This will address the delivery progress made and review the overall programme issues. It will set out any formal programme change proposals required to re-balance the overall programme (such as acceleration or deferral of elements of the programme). It will also make any recommendations for entry of new schemes to the programme. It will also agree the formal annual monitoring report return which HMG are understood to require, including any formal requests to HMG for programme changes. HMG's requirements have not yet been specified. In advance of understanding these the above process will notionally be undertaken to allow a report to be made to each January WMCA Board.
- **Exception reporting:** It is likely that during the life of the programme some matters will arise and need addressing outside of the above processes. These will be dealt with on an ad-hoc basis and escalated through the above chain to WMCA Board if required. These are likely to be triggered by changes within individual schemes which are identified and submitted through the WMCA SAF process (which sets limits and escalation points for changes in project scope, cost and delivery). It is only if any such project level issues create a programme wide issue that the exception route for the CRSTS programme will be exercised.

5.9 It should be noted that HMG is placing considerable emphasis on the monitoring of delivery and on project and programme outcomes. The WMCA will be required to sign up to any DfT requirements arising from their national evaluation programme. To support this a small allocation has been made within the overall programme which is equivalent of under 1% of the total new funding contained within the CRSTS programme. This will be used to undertake a single centrally operated Monitoring and Evaluation (M&E) programme for all activity and will provide data to support project development and delivery. This will enable delivery teams to focus solely on delivery, but will require each local authority to commit to engage with the central M&E function at an early stage during project planning. This will allow critical baseline data which is aligned to the project objectives to be collected in advance of delivery activity. Some particularly large or novel schemes may require additional M&E activity to be funded via the project, which will be identified and agreed as required through the various WMCA SAF decision points.

## 6. Reserve scheme list

6.1 The process of reaching a proposal for a financially balanced programme of £1.05bn has left a number of potentially impactful projects which were originally hoped to be funded by CRSTS seeking funding from other sources. In response to this a list will be maintained of high priority schemes to be held as 'reserve schemes'. These are schemes that if not funded from other sources could be accelerated into the core programme should a scheme in the core programme fail to deliver for some reason, or indeed deliver more cheaply than the indicative budget allocated to it.

- 6.2 These schemes will be reviewed and updated as part of the monitoring and programme governance and formally updated on an annual basis alongside the main review of the programme. No development money has been formally allocated to these schemes at this stage as many reflect a phased delivery approach where development activity is already covered in the core programme. In these cases, the scheme has been split with the remaining delivery to be prioritised for the subsequent delivery period. This has been proposed by the scheme promoter in order to enable a financially balanced programme to be achieved. However, several specific schemes merit mention as set out below.
- 6.3 The Balsall Common transport package (access enhancements and housing delivery) unlocks a significant amount of new homes which provide a regional contribution to housing need, supports the deliverability of the Solihull local plan and the continuing positive performance of the regional housing deal with government. Whilst not brownfield it does meet the core requirements of the WMCA Single Commissioning Framework (SCF), including the market failure test of our devolved housing and land fund monies, housing outputs and positive BCR and deliverability. An application for devolved land fund monies has been made by Solihull MBC through submission to WMCA in December 2021 of a Strategic Outline Business Case and an Expression of Interest. The process has begun with WMCA Housing and Regeneration team of working that through the necessary due diligence and appraisal requirements with an aim of it going to Investment Board for approval later in 2022. In the event that the SCF does fund the scheme it will be removed from the reserve list.
- 6.4 The Kerseley sustainable transport access scheme is similar to the Balsall Common scheme above in that it unlocks a significant number of new homes which provide a regional contribution to housing need. It is at a relatively less mature level of business case development, but also appears to have real potential to meet the core requirements of the WMCA Single Commissioning Framework (SCF), including the market failure test of our devolved housing and land fund monies, housing outputs and deliverability. An application for devolved land fund monies will be made by Coventry City Council with an aim of it going to Investment Board for approval later in 2022. In the event that the SCF does fund the scheme it will be removed from the reserve list.
- 6.5 Aldridge Station scheme has been included in the core programme for complete delivery by the back end of the programme. Over the first one to two years of the programme detailed development and programme work will be completed on the scheme alongside the development of a detailed programme business case. Following this work if there appears to be risk that the project may actually be better delivered in the subsequent delivery period then the A41 Moxley Junction scheme in Walsall (a phased delivery scheme with later elements of the project in the reserve list) will be accelerated to allow a higher level of delivery within the current programme period.

## **7. Next steps**

- 7.1 HMG have asked for the full programme business case for CRSTS to be submitted by the 14 January or shortly thereafter for their further consideration.
- 7.2 Securing confirmed funding of £1.05bn would provide a great opportunity for the WMCA area to bring forward schemes which would not otherwise have been possible. There is a significant amount of delivery work contained within the programme and local delivery teams will need strengthening to do this within a timely fashion to the delivery profile which the region will be committed to. Monitoring and Evaluation will also be important as we will need to demonstrate impact of funding and delivery progress to inform future settlement rounds.
- 7.3 It is important to note that the programme level business case indicates only indicative allocations to schemes and does not constitute the final approval of any individual scheme. In most cases, scheme approvals will be carried out locally via the WMCA's Single Assurance Framework. Some larger or more complex schemes (typically those over £50m) are likely to be retained by DfT for final sign-off and approval. This will be advised formally by HMG in due course. For retained schemes, a separate Final Business Case will be required for DfT sign off.
- 7.4 It is expected that following submission of the programme level business case HMG will revert with further questions and clarifications. Addressing these may require some changes to the programme business case and programme schedule. It is not likely that HMG will issue a formal Grant settlement letter or statement until any questions have been resolved, and this is likely to be later in February or early March 2022.
- 7.5 The process of resolving any HMG queries is not likely to fit with the formal WMCA Board reporting timescales, Officers across the TfWM and the Local Authorities will continue to work as one team and each Officer will continue to brief their respective Members throughout this period and take direction as responses are formulated. Additionally, the Strategic Transport Board will be briefed on progress at each of its scheduled meetings throughout this period. This report formally seeks delegated authority to the Executive Director of Transport for West Midlands and WMCA Finance Director, in consultation with the WMCA Mayor and the Portfolio Holder for Transport, for any final adjustments which are required to the programme and associated documentation. These will be made as required as the WMCA continue to liaise with DfT and HMT after submission in order to confirm the programme and secure a full grant confirmation from HMG.
- 7.6 A report is planned to the 18<sup>th</sup> March WMCA Board to provide an update on the process and seek approval to confirmed programme and formal acceptance of a grant settlement from HMG.

## **8. Financial Implications**

- 8.1 The Financial Implications are set out in the report.

## **9. Legal implications**

- 9.1 There are no direct legal implications arising in regard to the recommendations set out in the report. Notwithstanding this, Legal notes that the capital projects identified in respect of the Settlement will require legal support and assistance to facilitate the delivery of those projects. Given this, legal will assist and support as necessary particularly in ensuring that funding agreements between the parties set out terms and conditions on which the funding is being made available by WMCA. The WMCA will need to ensure that decisions around programming after agreed allocation follow the usual principles of good governance including transparency, equitability and proportionality.

## **10. WMCA Assurance & Appraisal Implications**

- 10.1 An assurance and appraisal exercise was completed on the draft programme level business case in accordance with the WMCA SAF protocol. A further review will be conducted when an updated business is available following any further negotiation with HMG.
- 10.2 The potential risks brought forward by this programme are detailed in the appended draft programme business case. There are a number of risks that have been highlighted by the Appraisal team and shared with TfWM based on the draft Business Case. These would need to be considered further and appropriate mitigations developed. Reassuringly, it is expected that detailed project risk registers will be developed by the individual projects and these will be monitored regularly by the Programme SRO and Programme team. Key risks identified at this stage include:
- Uncertainty of travel behaviour in the context of a post Covid-19 where public transport patronage is generally suppressed
  - Ambitious programme – the PBC recognises that its scope is ambitious. In order to enhance deliverability, the strategies and tools within the management case (i.e. risk register, schedule and Costs, M&E plan) need to be actively monitored through to project implementation.
- 10.3 The potential opportunities of this programme are:
- Foreign Direct Investment (FDI) - As the third most attractive region in terms of FDI further improvements are essential to the WM transport system in order to remain attractive for future investors.
  - Emerging regional sectors – Both Low Carbon Technology and Rail Technology are ever-growing sectors within the WM. This expertise can both channelled and improved during the delivery of this programme is WM suppliers are used.
  - Contribution to #WM2041– between 2016 and 2018, 70% of trips (2.3 bn trips) were made by car, in order to reach the objectives of #WM2014 this figure will need to decrease. Better-connected, improved and greener transport initiatives can contribute to these objectives.

- Better-connected region – If all projects are delivered, the West Midlands will be a better-connected region which aligns to the Strategic Objectives of the WMCA.
- Future funding for transport – Successful programme delivery will demonstrate to Central Government that the WMCA and its partners is spending funding effectively, this can be used as evidence to leverage future funding.

#### 10.4 Assurance and Appraisal Recommendations:

- Assurance and Appraisal to review again prior to the CA Board adopting the final programme and accepting the CRSTS grant, with findings used to update the programme documentation.
- A critical success factor of the programme should be to minimise trips made by car (currently at 70%). This measurement should be included within the Monitoring & Evaluation plan and annual reporting to WMCA Board.

### 11. Equalities implications

- 11.1 The proposed programme is likely to help support connectivity and improve the transport network, with a subsequent positive equality impact. At design stage individual schemes would need to undergo equality impact assessment to ensure equality considerations are embedded. Following confirmation of the funding allocation a full programme level business case will be required by HMG and this will include a comprehensive equalities assessment.

### 12. Inclusive Growth Implications

- 12.1 The schemes for investment have been selected by theme and location and ensure that many of the region's most underinvested places are prioritised. This potentially covers several of the inclusive growth fundamentals:
- Climate resilience: resulting from investment into low carbon modes of transport and demand reduction.
  - Connected Communities: creating the right sort of mobility for the right places, based on social links as well as economic ones.
  - Health and Wellbeing: making it easier to choose active travel modes and improving air quality.
  - Equality: ensuring that people can access mobility regardless of where they live in the WMCA area.
  - Inclusive Economy: ensuring that people can travel quickly and conveniently to employment opportunities.
- 12.2 As this proposal will not be funded in full, it is important consider the programme match against the final allocation, to ensure that areas with the greatest need are not disadvantaged. Any areas not benefiting from direct CRSTS investment should be considered for application of other funding pots wherever possible.

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

- 13.1 The report encompasses the West Midlands region. The Settlement is specifically targeted at the constituent authority area, with existing Integrated Transport Block and maintenance funding for this area being wrapped in and the fund being attached to a requirement for a refreshed LTP.
- 13.2 Notwithstanding this many of the identified initiatives provide significant benefit to the wider travel to work area, and as the LTP is refreshed continued dialogue will be held with non-constituent Transport Authorities to ensure good alignment and synergy between priorities and investment proposals.

### **14. Other Implications**

- 14.1 There are no other implications

#### **APPENDICES:**

- **Appendix 1:** Summary of the West Midlands CRSTS programme
- **Appendix 2:** Copy of the draft CRSTS programme level business case for submission to HMG

## Appendix 1: Summary Schedule of the West Midlands CRSTS programme

Programme Title	Value Award sought (% of CRSTS)	Programme Overview
Supporting Inclusive Growth	£192m (18%)	<p>Programme focused on driving inclusive growth and jobs, levelling up and housing delivery on six high priority corridors. Elements include:</p> <ul style="list-style-type: none"> <li>- Corridor improvements to support connectivity between Smethwick and Birmingham.</li> <li>- East Birmingham to Solihull transport investment including sustainable travel improvements, A45 segregated cycle route, improved access to major employment locations and development work to progress Rapid Transit options</li> <li>- A package of improvements between Walsall and Wolverhampton including improvements to the A454, sustainable access enhancements to the new Darlaston and Willenhall Stations and improvements to walking and cycling in Wolverhampton City Centre.</li> <li>- Sprint A34/A45 Phase 2 to deliver the full priority measures in the Black Country and Solihull.</li> <li>- Improve interchange facilities at Dudley Port and sustainable access improvements to the new Metro stops on the Wednesbury to Brierley Hill line.</li> </ul>
Connecting our Places	£416m (40%)	<p>Programme to build on public transport investment and boost connections across our key centres and corridors. Deliverables include:</p> <ul style="list-style-type: none"> <li>- Developing our Metro ambitions with a package of investment comprising essential renewals to sustain operations on Line 1 between Wolverhampton and Birmingham and work to develop the case and begin delivery on new routes across Birmingham and the Black Country.</li> <li>- First Coventry VLR route from Coventry Rail Station to City Centre (subject to R&amp;D phase).</li> <li>- Support for the Very Light Rail Innovation Centre in Dudley.</li> <li>- Delivery of bus priority measures on a number of Cross City routes supporting the ambitions set out in the Bus Service Improvement Plan (BSIP).</li> <li>- Improved bus connections between Solihull Town centre and UKC.</li> <li>- A package of transport infrastructure enhancements to support Sutton Coldfield Town Centre</li> <li>- Enhanced Demand Responsive Transport Services.</li> <li>- A new station at Aldridge.</li> <li>- Developing the case for a number of new stations across the conurbation including key priorities such as Tettenhall in Wolverhampton.</li> <li>- New P&amp;R facilities</li> <li>- Development work on Solihull and Snow Hill Stations</li> </ul>
Healthy Streets and Spaces	£103m (10%)	<p>Package contains measures aimed at encouraging more active travel and reducing the volume of trips made by car to improve health and reduce environmental impacts. Highlights include:</p> <ul style="list-style-type: none"> <li>- A range of walking and cycling improvements (including segregated cycleways) across a number of corridors in the Black Country, Birmingham, Solihull and Coventry.</li> <li>- Sustainable access improvements at a number of key locations across the West Midlands including Birmingham, Dudley and Stourbridge.</li> </ul>

Creating Resilient Networks and Communities	£238m (23%)	A programme to ensure our highway networks utilise the latest technology and methods to operate and function effectively and safely. Initiatives include: <ul style="list-style-type: none"> <li>- The maintenance of our highways and structures.</li> <li>- Improvements to key corridors such as A444, A461, A41, A4123 and A449 for walking, cycling and bus users.</li> </ul>
Delivering a Green Revolution	£46m (4%)	This programme builds on the many other de-carbonisation initiatives across the other programme themes (including public transport and active travel measures) and delivers a series of critical new capabilities. It aims to accelerate green technology by working with the private sector to deliver infrastructure to build consumers' confidence in zero-emission vehicles such as Ultra-Rapid Charging Stations, on-street charging points and charging points in key centres. This programme also directly supports the EV agenda and wider regional priorities for a Gigafactory, providing enhanced access to this key development location.
Making Behaviour Change Easy	£48m (5%)	Programme of initiatives to build upon and scale-up work supporting behaviour change. There is a focus on initiatives which aid transport interchange between modes and services and make sustainable travel choices easier and more accessible for all. Significant initiatives under this theme include: <ul style="list-style-type: none"> <li>- Delivery of contactless payment capping using debit card or phones across all public transport operators and modes ensuring passengers get the best value fare possible.</li> <li>- Delivery of Mobility Hubs which bring all relevant transport choices into one accessible place with other key services such as pop-up businesses or community services. These particularly support local neighbourhoods and local centres with sustainable travel options and more choice.</li> </ul>
Data and Programmes	£7m (1%)	Programme to support the monitoring and evaluation of CRSTS programme. Investments made will help to unlock future funding by enhancing the evidence base to justify future scheme development and delivery.