



## Transport Delivery Committee

<b>Date</b>	6 February 2023
<b>Report title</b>	Capital Programme Delivery Monitoring Report
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<b>Report has been considered by</b>	Transport Lead Member for Finance & Performance - Councillor Pervez Akhtar

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

#### Transport Delivery Committee is recommended to:

- (1) Note achievements since the January meeting of the Transport Delivery Committee.
- (2) Note the progress of deliverables and outturn of the 2022/23 Capital Programme.
- (3) Note, where indicated, any variations from the baseline programme.

#### 1.0 Purpose

- 1.1 To provide this committee with a progress monitoring update on the approved TfWM led 2022/2023 programmes and projects.
- 1.2 The financial aspects of the TfWM Capital Programme are reported separately under the Financial Monitoring Reports to this committee.

## **2.0 Background**

- 2.1 The 2022/23 Capital Programme allocation was approved by WMCA Board as part of the draft capital and revenue budget in February 2022.
- 2.2 As with recent years, the ITB allocation for 2022/2023 has been fully utilised on continuing committed schemes and managing the existing asset base with respect to replacement and or renewal of life expired/obsolete equipment. Through this approach, a steady state of asset condition across the estate can be maintained.
- 2.3 Attached to this report (Appendix 1) is the detailed monitoring report for the TfWM Capital programme outlining deliverables, indicating the agreed baseline date with an indication of the current forecast date with a RAG indicator.
- 2.4 As the Committee will be aware, the reporting provided through this report has historically only focussed on schemes that had elements of funding allocated via the Integrated Transport Block (ITB). Further work is being undertaken by TfWM on broadening the capital reporting for Transport Delivery Committee to reflect the wider CRSTS programme as well other capital funded schemes. This work will inform a proposed reporting framework which will be shared with TDC Members. Work is continuing on this and it is expected that the new reporting arrangements will be implemented for the new financial year.

## **3.0 Achievements**

- 3.1 The following elements within the 2022/23 Capital Programme have been completed between November and January:
- Dudley Interchange – The CPO documents were sealed by DMBC on 9th November 2022.
  - Digital Panel Rollout - The first Waferlite units have recently arrived and are scheduled for installation towards the end of the January.
  - Cross City Package 3 Dudley to Druids Heath – SOBC completed for the DfT Better deal for Bus Users scheme and is currently awaiting approval.

## **4.0 Variations to Baseline Programme**

- 4.1 There are no variations to the baseline programme to note.

## **5.0 Financial Implications**

- 5.1 The detailed financial aspects of the TfWM 2022/2023 Capital Programme are reported within the Financial Monitoring Report with the next reporting coming to March Committee. A summary of the position in financial terms is, however, attached to this report as Appendix 2.

## **6.0 Legal implications**

- 6.1 There are no direct legal implications arising from the recommendations set out in this report. However, legal and procurement will support, as necessary, any deliverables that may arise throughout 2022/2023.

## **7.0 Equalities implications**

7.1 There are no equality implications arising from the recommendations set out in this report. The Equalities & Diversity Manager will support as project required any deliverables within the 2022/2023 capital programme.

## **8.0 Inclusive Growth Implications**

8.1 The transport interventions set out within this report form an integral part of an efficient and resilient transport system which support inclusive growth objectives by:

- Enabling wider labour markets,
- Providing access to skills, education and training
- Supporting regeneration and place making initiatives

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

9.1 The report deals with schemes to be funded through the Integrated Transport Block which are located within the Metropolitan Area but will serve to improve connectivity across the wider WMCA.

## **10.0 Other Implications**

10.1 No implications

## **11.0 Appendices**

11.1 APPENDIX 1 – Progress of Deliverables against 2022/23 Baseline Programme

11.2 APPENDIX 2 – Financial Summary

## **12.0 Glossary of Terms**

BCCI = Birmingham City Centre Interchange

CA = Combined Authority

CAZ = Clean Air Zone

CCTV = Closed Circuit Television

CRSTS = City Region Sustainable Transport Settlement

DfT = Department for Transport

DLUHC = Department of Levelling Up Housing and Communities

GRIP = Guide to Rail Investment Projects

HIL = Highway Improvement Line

HOPS = Host Operator or Processing System

HoT = Heads of Terms

HS2 = High Speed 2

ICT = Information and Communications Technology

IT = Information Technology

ITB = Integrated Transport Block

KRN = Key Route Network

LED = Light Emitting Diode

LTP = Local Transport Plan

NR = Network Rail

OBC = Outline Business Case

OJEU = Official Journal of the European Union

P & R = Park and Ride

RIBA = Royal Institute of British Architects

RTI = Real Time Information  
TBT = Transforming Bus Travel  
TCF = Transforming Cities Fund  
TfWM = Transport for West Midlands  
TWA = Transport and Works Act  
UAT = User Acceptance Group  
VE = Value Engineering  
WMCA = West Midlands Combined Authority  
WMM = West Midlands Metro  
WMT = West Midlands Trains  
ZEBRA = Zero Emission Bus Regional Areas

# Transport Delivery Committee Dashboard

## 2022/23 Capital Programme Summary

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Summary
<b>Major Works Programme</b>							
1	Longbridge Connectivity Project	Complete				Complete	Works to the car park are now complete with the new illuminated external sign being erected on 12 <sup>th</sup> August. Final testing of the payment systems has also been undertaken. The car park opened on 16 <sup>th</sup> August 2021.
2	Dudley Interchange	Procurement	September 2024	September 2024	Amber	Better	<p>The CPO documents were sealed by DMBC in November and formal notices erected/published on the 18<sup>th</sup> November. A 4 week objection period to be notified to the Department of Levelling Up Housing and Communities (DLUHC) expired in December with the applicant (DMBC) being notified of objections received 4 weeks after this date. Concurrently the S247 Highways Stopping Up Notices were erected by DMBC on 13<sup>th</sup> December with an expiry for objections being 12<sup>th</sup> January 2023. To date the only objections received are from utility companies which is normal and are being removed through discussion.</p> <p>Land acquisition discussions with remaining land interests is ongoing but no positive movement as yet but we expect to see some positive engagement now that the CPO has been formally made and the acquisition of land is now within a regulated formal process.</p> <p>The initial development of the detailed design (RIBA 4) has commenced with the appointed consultants convening a value engineering workshop with the project team to review the whole project and to develop potential cost savings and improvements with the aim to deliver a detailed design that works within the approved funding. The outcome of the Value Engineering (VE) review will be delivered by the consultants in January prior to moving forward with proper detailed design. Engagement with MMA and DMBC design teams is progressing well with detailed information exchanges and regular formal meetings to ensure all designs and programmes are aligned. This is also the same with the TfWM/MMA utilities teams to ensure that all existing utilities and any planned Metro utility diversions are considered such that when Interchange construction commences all existing utilities are removed /diverted from the plot.</p> <p>Key next steps: DMBC to maintain progress in acquiring land via Private Treaty; manage objections once informed by the DLUHC, maintain dialogue with DfT to complete the S247 Highways Stopping Up including the removal of objections; review output and recommendations from the VE exercise and progress with the detailed design (RIBA 4); maintain the regular meetings and discussion with MMA/DMBC/TfWM Utilities.</p>
3	Making the KRN Safer	Rolling Programme	December 2024	December 2024	Amber	Same	<p>Birmingham, Walsall, and Coventry are intending to submit their applications for the powers for civil enforcement of moving traffic contraventions by 15<sup>th</sup> February (Tranche 2 deadline). The remaining four authorities continue to work on their applications for a potential Tranche 3 later in 2023. There is a risk that due to the current and future legislative timetable, that Tranche 3 will not go ahead. We have met with DfT to request a third tranche so that all West Midlands met authorities can secure the powers, but this is dependent on providing confidence to DfT that the remaining four will be ready by the end of August 2023. Consultants and TfWM will continue to support local authorities formulate their applications on time.</p> <p>The Driving for Better Business scheme has now started, and we are currently looking to engage with interested fleet managers across the region. This includes the Fire Service and Local Authorities. There is a risk that only a limited number of fleet operators take up the offer of joining the initiative. As such, we are now developing a comms plan to raise awareness of the schemes and associated benefits. We have appointed a delivery consultant who has experience of implementing this in other parts of the UK.</p> <p>So-Mo has now been appointed to expand the young driver and passenger behaviour change team, engaging with community groups to identify targeted road safety issues and use relevant evidence to produce and implement campaigns that have proven to improve safety within this audience.</p> <p>The Refreshed Regional Road Safety Strategy is now being written following a series of engagement and consultation activities. There is a strong risk that this will not now be ready for launch by mid-March as hoped due to the level of</p>

							<p>engagement now required to secure ownership and consensus. This may push the launch to June 2023 following local elections.</p> <p>Confirmed road casualty data has been released for 2021. This shows a 16% reduction in killed and seriously injured casualties in the West Midlands Metropolitan Region in the second reporting period (2019-2021), up from 13.2% in the first reporting period (2018-2020). Pedestrians remain the most at-risk road user group.</p> <p>The Regional Road Safety Strategy and Action Plan refresh process has begun. This will take approximately 6 months to complete and will include the integration of Vision Zero. Partners are currently being consulted on its varying components with a view to launching in March 2023.</p> <p>We are working with all local authorities, WMP and BCT to consider a single service level agreement for average speed enforcement across the region. This will set out the plans for managing the programme and look to secure economies of scale for issues, such as maintenance. The desire for this across the region is currently mixed. The Assistant Chief Constable is leading for the police and TfWM are facilitating partnership meetings to discuss.</p>
4	Perry Barr Rail Station and Bus Interchange	Design & Delivery	May 2022	May 2022 (Station) July 2022 (Bus Interchange)	Green	Same	<p>The station is in operation and is working well. The handover of the station to Network Rail is currently underway and this is expected imminently. Only a short snagging list remains, and no further major works are expected. Work ongoing with BCC to agree how a final piece of permanent kerb line is to be installed to replace the existing temporary protection measures.</p> <p>The bus interchange is also functioning well. Some further activities are required to address issues identified post opening which are being worked through by the team and we expect they will be dealt with as defects under the contract.</p>
5	University Station	Design & Delivery	August 2022	July 2022 (interim state) TBC (full)	Amber/Red	Same	<p>In Summer 2022 wider platforms with canopies were opened to support the Commonwealth Games. These remain in use and are delivering a significant element of the economic benefit identified in the original business case for the scheme.</p> <p>Since then, it was advised last Autumn that the fully completed station would be opened in Spring 2023. This was as a result of a number of factors including supply chain impacts, industry resource shortages, and the decision to focus on CWG scope.</p> <p>Since then we have encountered further challenges particularly with the supply of cladding from subcontractors, and the impact of rail strikes. This has resulted in further schedule impact. Work is ongoing on developing the programme for this and will be reported in due course.</p>
<b>Minor Works Programme</b>							
6	TfWM Asset Renewal Programme	Design & Delivery	March 2023	March 2023	Green	Same	<p>TfWM are making progress with the delivery of the 2022/23 programme. These include various asset upgrades to Bus Stations, Highway, Cycle and P&amp;R infrastructure. There are some packages of work that have been carried over from last financial year, and these include areas of shelter replacement (orders for these shelters are now being placed after a delay in digital advertising requirements from Clear Channel) and all LED light heads have now been received following supply chain delays. Work has started on the 2023/24 programme using condition assessments, whole life costs and customer operational feedback. 40 shelters have been processed for upgrade most of which will be installed before April 2023 along with 8 new digital sites. TfWM are aiming to deliver the upgrade of Tame Bridge P&amp;R access road and Wolverhampton Bus Station to LED in the next couple of months.</p>
7	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	March 2020	March 2023	On Hold	On Hold	<p>Following an evaluation of existing Park &amp; Ride schemes, a decision has been made to place the majority of development works for Park &amp; Ride expansion on hold as we understand the impacts on demand for Park &amp; Ride of Covid-19 and analyse whether that changes our priorities for investment. Assessment for schemes will be undertaken against the Park &amp; Ride Strategy. Tile Hill and Whitlocks End have been identified within the CRSTS Programme for development activity. Updates on this will be provided once a programme has been developed.</p>
8	Walsall Town Centre Interchange	On Hold			On Hold	On Hold	<p>The Black Country Transport major projects 'pipeline' reflects three distinct phases to deliver the ambition for Walsall Town Centre Interchange: -</p> <p>Phase 1: Connected Gateway – a Future High Streets Fund (FHSF) project that seeks to improve access to the rail station from the main shopping street (Park St); improve access to/from Platform 1; better connect the rail station to St Paul's Bus Station, including public realm improvements. This is fully funded, and concept design has been completed. Expected delivery by 2025.</p> <p>Phase 2: Walk, Cycle and Bus Access Walsall Town Centre Interchange – this project has the ambition to remove vehicular traffic from the area between St Paul's Bus Station and Park St and realise the Town Centre Masterplan vision for this part of the town centre that is not included in the scope of the Connected Gateway project. This is included in the CRSTS 2022-27 programme for <u>development only</u> and work is at an early stage.</p>

							Phase 3: Cenotaph Square – a major transport scheme is envisaged to deliver the ambition for the Cenotaph/Bradford Place area in the Walsall Town Centre Area Action Plan and Town Centre Masterplan. It is expected that such a project would involve replacing the existing Bradford Place on-street bus interchange with a new facility and creating a fitting and dignified public realm scheme around the Cenotaph, thereby creating a new gateway into the town centre. This project is currently unfunded and is likely to be promoted for development and delivery in the next CRSTS period (2027-32).  This work is being led on by Walsall MBC.
9	West Midlands Cycle Hire Scheme	Complete				Complete	West Midlands Cycle Hire has now been implemented across the region, with the initial scheme delivery now complete. The scheme has now moved into a BAU / general operations setting, with a Contract Manager now in place within TfWM to oversee the ongoing scheme management carried out by Serco. Work is underway to agree moving station infrastructure within the scheme to ensure that currently underperforming docking stations are moved to higher-usage areas in order to increase the financial sustainability of the scheme. Work remains ongoing to source a scheme sponsor.
10	Digital Panel Rollout	Rolling Programme	March 2023	March 2023	Green	Same	Working with Clear Channel, there is a list of 22 shelters that have planning approved for digital advertising and these are being considered. Orders for the replacement shelters will be ordered following discussions with Clear Channel to discuss modification requirements to the shelters to accommodate the new Waferlite screens. Further sites have now been submitted for planning which generally is an 8-week turnaround from district council planners. The first Waferlite units have recently arrived and are scheduled for installation towards the end of this month. In total 50 sites have now been earmarked and planning permission approval sought.
11	Coventry Electric Bus City	Delivery	December 2025	December 2025	Green	New	NXWM: As of 31 December 2022, 106 of the 130 double decks ordered by National Express have been delivered with 50 vehicles in service. National Express has provided completion certificates for all delivered vehicles so far as per the grant funding agreement and are drawing down the grant against the agreed milestone schedule.  Charging infrastructure installation is progressing at pace with 90 chargers installed and 50 fully operational in the depot and the remaining 40 on test.  National Express have secured a temporary lease with Coventry City Council for the additional land required for vehicles within Cox Street car park, with National Express taking possession on Friday 23rd December when they completed the license and erected Heras type fencing to secure the site. Both parties are now working towards the permanent lease.  Stagecoach: Regular update meetings are ongoing with Stagecoach with this to develop into positive forward steps in the New Year. A draft grant funding agreement was issued to Stagecoach on 1 September, with a reminder sent in September. Stagecoach confirmed in November they had appointed their legal representative and they hoped to have initial feedback on the draft agreement before the Christmas break; this was not achieved but we were informed the response would be issued early in the New Year.  Subsidised Bus: A network review was concluded in early October with tenders for TfWM supported bus service contracts reviewed and issued. The Peak Vehicle Requirement for these tenders is 21, which equates to 24 allowing for maintenance spares. However, this does not necessarily mean that this number of buses will be ordered, as the actual contracts being awarded are still to be confirmed with the procurement process ongoing. Given the All Electric requirement from 2025, the contracts have been issued for a period of two years, until the end of 2024, and therefore the final TfWM 'share' of the fleet remains subject to change.
12	Cross City Package 1 (City Centre)	Contract Awarded	September 2023	September 2023	Green/Amber	New	The Tender process is now completed, and a Contractor has successfully been appointed to progress the delivery of Alcester Road, starting the end of February to June 2023. The sign off of the PBC for Cross City Package 1 and 3 is pending and as soon as this is completed, Package 1 will be added to the Contractor's Scope as a pre-priced (the price at Tender stage, plus the price fluctuations due to inflation) Compensation Event. Assuming that the PBC appraisal and sign off will be completed in a timely manner, the indicative dates for the start of delivery and completion are – June to September 2023.
13	Cross City Package 1 (Birmingham City Centre)	SOBC	March 2026	March 2026	Green/Amber	New	DfT Better deal for Bus Users (and CAZ funded) scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.  Detailed design and TRO Consultations completed for Margaret St, Snow Hill Queensway, Newhall St, Summer Hill Road scheme elements. Contractor shortlisted (to be appointed following SOBC and advanced works approval), works to start Mid 2023.  Key next steps: Road space booking approval, Contractor mobilisation, review of bus stop infrastructure outside of highway priority areas, completion of design and consultation on remaining scheme elements.
14	Cross City Package 3 Dudley to Druids	SOBC	March 2026			New	DfT Better deal for Bus Users (and CAZ funded) scheme to provide bus priority and infrastructure upgrades enabling a



	Heath			March 2026	Green/Amber		<p>new cross city bus service to be introduced providing direct access from Dudley, Oldbury and Cape Hill to Digbeth, Moseley &amp; Kings Heath and corresponding access from Kings Heath and Moseley to Colmore Business District, Jewellery Quarter, Midland Metropolitan Hospital, Oldbury etc. SOBC completed and awaiting approval.</p> <p>Preliminary design and public consultation completed at Burnt Tree Island (Dudley) and Druids Heath/Kings Heath (Birmingham). Preliminary design completed for A457 Dudley Rd from Halberton St to Icknield Port Rd.</p> <p>Preliminary design undertaken for Oldbury and Cape Hill (further development work with Sandwell MBC required).</p> <p>This scheme is also part funding bus priority works in Balsall Heath (A435). These works have been detailed designed and TROs approved. Contractor appointed, works to commence February 2023.</p> <p>Key next steps: Review designs in Kings Heath following consultation – agree amendments with BCC – move to detailed design – communicate outcomes of consultation. Commence detailed design for Burnt Tree Island (noting interface with A4123 and A461 active travel &amp; bus priority corridors).</p> <p>Finalise consultation plan for A457 Dudley Rd – Halberton St to Icknield Port Rd. – Finalise proposals in Sandwell. Review bus stop infrastructure along the route and determine upgrade plan (shelters, real time information, selected use of CCTV).</p>
15	Cross City Package 2 Longbridge to Hamstead (Pershore Rd 45/47 & 16)	OBC	December 2026	December 2026	Green/Amber	New	<p>CRSTS funded scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.</p> <p>Programme Business Case Approved, design consultant appointed.</p> <p>Key next steps: Commence preliminary design, necessary surveys and modelling.</p>
16	Cross City Package 4 Longbridge to Sutton Coldfield/Castle Vale (Bristol Rd 61/63 to Lichfield Rd 67, X14)	OBC	December 2026	December 2026	Green/Amber	New	<p>CRSTS funded scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.</p> <p>Programme Business Case Approved, design consultant appointed and preliminary design well progressed. Modelling underway for key interventions.</p> <p>Key next steps: Complete preliminary design and modelling, develop Outline Business Case and plan public consultation.</p>
17	Cross City Package 5 Bartley Green to Castle Bromwich	OBC	December 2026	December 2026	Green/Amber	New	<p>CRSTS funded scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.</p> <p>Programme Business Case Approved, design consultant appointed.</p> <p>Key next steps: Commence preliminary design, necessary surveys and modelling.</p>
18	Cross City Package 6 West	OBC	December 2026	December 2026	Green/Amber	New	<p>CRSTS funded scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.</p> <p>Programme Business Case Approved, design consultant appointed.</p> <p>Key next steps: Commence preliminary design, necessary surveys and modelling.</p>
19	Cross City Package 6 East	OBC	December 2026	December 2026	Green/Amber	New	<p>CRSTS funded scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.</p> <p>Programme Business Case Approved, design consultant procurement complete – appointment imminent.</p> <p>Key next steps: Complete designer appointment. Commence preliminary design, necessary surveys and modelling.</p>
20	ZEBRA (Zero Emission Bus Regional Area)	Procurement	December 2024	December 2024	Red	New	<p>Competition has been undertaken to formally appoint an operator partner. Concerns around risks of proposed approach by operator and deliverability within timescales required by DfT. Operator is refining the proposal to mitigate risk and depending on the outcome of this exercise, a change request will be progressed.</p>

#### Project Delivery Confidence Assessment (DCA) Definitions

<b>G</b>	Successful delivery of the project/programme to time, cost and quality appears highly likely and there are no major outstanding issues that at this stage appear to threaten delivery significantly
<b>G/A</b>	Successful delivery appears probable however constant attention will be needed to ensure risks do not materialise into major issues threatening delivery
<b>A</b>	Successful delivery appears feasible but significant issues already exist requiring management attention. These appear resolvable at this stage and if addressed promptly, should not present a cost/schedule overrun
<b>A/R</b>	Successful delivery of the project/programme is in doubt with major risks or issues apparent in a number of key areas. Urgent action is needed to ensure these are addressed, and whether resolution is feasible



**R**

Successful delivery of the project/programme appears to be unachievable. There are major issues on project/programme definition, schedule, budget required quality or benefits delivery, which at this stage do not appear to be manageable or resolvable. The project/programme may need re-baselining and/or overall viability re-assessed

# Appendix 2

TRANSPORT PROGRAMME	YEAR TO DATE - DECEMBER 22			FULL YEAR				
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE		
	£000	£000	£000	£000	£000	£000		
Investment Programme	94,836	130,075	35,239	197,316	205,285	7,969		
CWG Programme	41,822	61,759	19,937	56,320	61,535	5,215		14%
Other Major Programmes	9,250	17,154	7,904	25,451	38,878	13,427		18%
Minor Work Programme	1,989	4,753	2,764	6,808	8,595	1,787		20%
Grants to Local Authorities	4,109	4,625	516	13,359	36,757	23,398		15%
CRSTS	28,962	41,265	12,283	61,374	77,663	16,289		16%
<b>TOTAL</b>	<b>180,988</b>	<b>259,631</b>	<b>78,643</b>	<b>360,628</b>	<b>428,713</b>	<b>68,085</b>		<b>16%</b>

INVESTMENT PROGRAMME	YEAR TO DATE - DECEMBER 22			FULL YEAR				
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE		
	£000	£000	£000	£000	£000	£000		
<b>Rail</b>								
Rail - Camp Hill Line Local Enhancements - Package 2	7,727	15,284	7,537	31,370	26,923	(4,447)		
Rail - Walsall to Wolverhampton Local Enhancements - Package 1	4,523	7,756	3,233	10,501	15,348	4,847		
Rail - Sutton Coldfield Gateway	0	51	51	14	165	151		
<b>Metro</b>								
Metro Birmingham Eastside Extension	29,326	35,574	6,248	57,130	48,548	(8,582)		
Metro Wolverhampton City Centre Extension	8,821	5,610	(3,211)	5,610	5,610	0		
Metro Wednesbury to Brierley Hill Extension	35,524	42,075	7,451	69,246	73,676	4,430		
Metro Centenary Square/Edgbaston Extension	5,048	5,414	366	7,068	7,068	0		
Bilston Road Track Replacement Phase 2	0	865	865	865	865	0		
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	412	1,908	1,396	1,982	2,563	581		
WIP Station and Car Park works	0	58	58	0	58	58		
Metro Network Enhancements - Wednesbury Depot Upgrades	806	6,305	5,499	1,983	8,544	6,561		
Metro Network Enhancements - Comms and Control	309	642	333	620	1,118	498		
Buy Before Boarding	65	1,511	1,446	2,130	5,647	3,517		
Wolverhampton WIP Public Realm	0	909	909	833	909	56		
Wolverhampton WIP Contingency	0	2,092	2,092	1,896	2,092	196		
Project Support	3	0	(3)	0	0	0		
MML Life Cycle Projects	489	529	340	1,016	1,118	102		
SCT Car-Body Works	228	208	(20)	228	228	0		
OLE Paraffin Work	1,449	1,776	327	1,776	1,776	0		
Traction Power Phase 2	0	100	100	219	219	0		
<b>Sprint</b>								
Sprint - Hagley Road Phase 1	19	28	9	2,266	2,266	0		
Sprint - Longbridge to Birmingham	8	115	107	168	168	0		
Sprint - Hall Green to interchange via Solihull	0	69	69	208	208	0		
Sprint - Hagley Road Phase 2 - with Halesowen and Dudley to Birmingham	80	113	33	167	167	0		
Sprint - Sutton Coldfield to Birmingham - via Langley	0	1	1	0	1	1		
<b>TOTAL</b>	<b>94,837</b>	<b>130,073</b>	<b>35,236</b>	<b>197,316</b>	<b>205,285</b>	<b>7,969</b>		<b>4%</b>

COMMONWEALTH GAMES PROGRAMME	YEAR TO DATE - DECEMBER 22			FULL YEAR				
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE		
	£000	£000	£000	£000	£000	£000		
University Station Improvement Project	15,983	20,633	4,640	19,588	20,890	1,312		
Perry Barr Rail Station	3,253	7,668	4,415	7,668	7,668	0		
Sprint - A45 Birmingham to Airport and Solihull	12,566	16,551	3,985	13,818	12,256	(1,562)		
RTCC - Design and Layout/Commercialisation	6,252	10,752	4,500	7,704	10,851	3,147		
RTCC-Data - Tactical and Operational Intelligence	327	511	184	468	662	114		
RTCC - ICT Equipment	0	0	0	446	540	94		
RTCC-Operations	104	153	49	177	370	193		
RTCC-Customer Information	31	44	13	65	65	0		
RTCC-Highway Interventions	2,242	3,790	1,548	4,801	5,863	1,062		
Birchley Island - Sandwell MBC	(35)	226	261	487	487	0		
RTCC NWM Customer Interface Tool - Journey planner/Website	340	327	(13)	500	1,114	614		
Perry Barr Mitigation Package	5	42	37	7	250	243		
Commonwealth Games Public Realm - Local Authority	589	590	1	590	590	0		
<b>TOTAL</b>	<b>41,820</b>	<b>61,759</b>	<b>19,939</b>	<b>56,320</b>	<b>61,537</b>	<b>5,217</b>		<b>8%</b>

OTHER MAJOR WORKS PROGRAMME	YEAR TO DATE - DECEMBER 22			FULL YEAR				
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE		
	£000	£000	£000	£000	£000	£000		
Clean Bus Technology Fund 2017-2019	85	124	39	247	247	0		
Cross City Bus - City Centre Package	86	712	626	273	1,661	1,388		
Cross City Bus - Dudley - Druids Heath Package	34	1,854	1,820	362	4,340	3,978		
Coventry Electric Bus City	6,090	8,513	2,423	16,215	16,196	(19)		
Zero Emission Bus Regional Area (ZEBRA)	0	0	0	0	5,742	5,742		
West Midlands Cycle Hire	67	88	21	311	311	0		
Dudley Interchange	443	715	272	1,058	942	(116)		
Future Mobility Zone - Human Centered Data	73	22	(51)	99	112	13		
Future Mobility Zone - Enabling Data Exploitation	344	1,267	923	1,193	1,611	418		
Future Mobility Zone - Innovation Showcases	156	931	775	1,056	1,591	535		
Future Mobility Zone - Programme Mgmt and Monitoring Evaluation	250	372	122	509	553	44		
5G	716	824	108	1,101	1,101	0		
Future Mobility Zone - Enhanced Ticket Platform	33	219	186	360	626	266		
Future Mobility Zone - Transport Network Data	863	1,482	619	2,666	3,844	1,178		
<b>TOTAL</b>	<b>9,250</b>	<b>17,153</b>	<b>7,903</b>	<b>25,450</b>	<b>38,877</b>	<b>13,427</b>		<b>35%</b>

MINOR WORKS PROGRAMME	YEAR TO DATE - DECEMBER 22			FULL YEAR				
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE		
	£000	£000	£000	£000	£000	£000		
<b>Bus</b>								
DfT Tackling Nitrogen Dioxide - Dudley MBC	26	26	0	26	26	0		
DfT Tackling Nitrogen Dioxide - Wolverhampton MBC	89	68	(21)	153	153	0		
Air Quality Grant Scheme 2021-	0	495	495	578	990	412		
NPIF 2 Birmingham Growth Point	1	59	58	59	59	0		
Alcester Road North- Highgate Middleway to Augusta Rd East	57	703	646	494	1,218	724		
<b>Rail</b>								
Snow Hill Public Realm	0	109	109	109	109	0		
Dudley Port Integrated Transport Hub	0	76	76	176	176	0		
Aldridge Rail Station Study	0	1	1	1	1	0		
<b>Sprint</b>								
Electric Vehicle - EV - Charging	53	0	(53)	53	53	0		
<b>Cycling</b>								
Better Streets Community Fund	180	218	38	342	385	43		
Priority One Development Workstream	294	581	287	572	1,035	463		
<b>Highway</b>								
Key Route Network Safety	4	306	302	613	613	0		
ADEPT Live Lab	(31)	34	65	(31)	34	65		
M6 Toll - In Vehicle Messaging	433	404	(29)	732	781	49		
<b>Asset Replacement</b>								
IDOX - Asset Management System	0	6	6	10	10	0		
Asset Management Programme	683	1,347	664	2,037	2,040	3		
Real Time Information Upgrades	135	104	(31)	160	160	0		
<b>Other</b>								
Asset Management- RTI Upgrades	35	199	164	621	621	0		
Top Slice	28	0	(28)	100	100	0		
H52 Modelling Framework	3	15	12	3	30	27		
<b>TOTAL</b>	<b>1,990</b>	<b>4,751</b>	<b>2,761</b>	<b>6,808</b>	<b>8,594</b>	<b>1,786</b>		<b>21%</b>