

Appendix 1: Transport Capital Portfolio Dashboard

Version 3: October 24

N.B: Summary info, metrics and RAG statuses are **indicative only** based on most recent updates from projects and programmes, whilst criteria is agreed for next iteration (V4). CRSTS information has not changed since V2 of this dashboard as updated returns from the programme are not concluded yet for Q2.

EXECUTIVE SUMMARY

3-6 MONTH LOOKAHEAD (Milestones)

Indicative Summary Status: Overall, the portfolio for capital transport projects remains at an amber status though significant progress has been made in some areas. Pressures relating to budget, schedule and dependencies remain as many projects enter the early delivery phase. Some of these pressures have been alleviated following the attendance of West Midlands Combined Authority (WMCA) Board which sought to achieve additional capital investment into schemes facing challenges. Work is underway in with the Mayor's Transport review. In addition, the Strategic Transport Officers Group is working through a number of actions together to improve transparency, integrated working, managing progress as we look to the remainder of work on major programmes such as City Regional Sustainable Transport Settlement (CRSTS) 1 and prepare for devolution.

Active Travel Fund (ATF): ATF has seen three schemes forecast to join as part of ATF 4e successfully do so, forming part of the Pulse 9 returns. This brings the total number of active schemes up to 32, with another 38 already complete. Forecast completion dates remain steady for the programme as a whole, but a full schedule for the ATF4e projects is still being finalised.

City Regional Sustainable Transport Settlement (CRSTS):
Good progress is being made on the development of projects, with the certainty of the outputs is generally improving and a significant number of Outline Business cases (OBCs) anticipated over the next 6 months. Early engagement with contractors has allowed identification of any potential cost pressures as planned; and has facilitated mitigations planning to address this. Redesigns, scoping, and reassessment of the economic case has added further development costs. An implementation disruption management plan will mitigate impact of the significant number of projects likely to be delivering in parallel. Projects 3x Strategic Outline Case (SOC) approved in Q1 (Selly Oak to Longbridge segregated cycling, City Centre Active Travel Connections to Interchange phase 2, One station to Smallbrook Queensway), 2x OBC submitted in Q1, with 3 more submissions expected Q2. Confirmation of Phase 3 funding being released to WMCA before the end of July with the additional £16.604M the workstreams are progressing with implementing the measures and commit the funding.

Key successes:
Wednesbury Brierley Hill - Track laying now well underway on rail corridor and all 2nd stage concrete now complete in Dudley Town Centre Line 1- snagging works completed for West Brom, Kenrick Parkway, The Hawthorns, Soho Benson and St Pauls. Rail replacement completed. Sprint Phase 2 – Began construction on the 16th of September

- METRO:**
- Wednesbury Depot Upgrade Target Cost 2
 - Buy Before You Board civils works completed
 - Birmingham East Side Extension Section 2 Utilities completes
 - Wednesbury Brierley Hill Extension Civils Section 3 & Civils Section 2 complete
- Rail:**
- Package 1: installation of platform units, construction of foundations for lifts and footbridges, OLE works.
 - Package 2: completion of platform unit installation at Moseley Village, lift and footbridge installation, start of highways work / public realm at Kings Heath.
- ST:**
- Main works contract for Sprint Phase 2 and Dudley Interchange to be agreed and signed with principal Contractor
 - Dudley Interchange construction commences
 - Hagley Road Procurement Strategy Approval
 - Hagley Road Single Assurance Framework (SAF) Financial Change Request Submission
 - Hagley Road Designated Sign Off (DSO) Financial Change Request Approval
- AT:**
- Binley Cycleway - Clifford Bridge Road Business Justification Case
 - Foleshill Road (Coventry) Business Justification Case
 - Blackheath to Oldbury Phase 1 Business Justification
- CRSTS:**
- A449 Walk, Cycle and Bus Corridor, design is closing out and construction is forecast to start
 - Walk, Cycle and Bus Access: Darlaston and Willenhall Train Stations, construction begins
 - Stourbridge Town Centre Sustainable Connectivity Package construction starts

PROGRAMMES	SCHEDULE	BUDGET	SCOPE	RISKS	PORTFOLIO	UPCOMING KEY MILESTONES (programme)
City Regional Sustainable Transport Settlement (CRSTS)					Transport	All CRSTS Full business cases submitted and approved
					Transport	Dudley Interchange construction commences
Active Travel Fund (AT)					Transport	First Traction Power Substation complete
KEY ISSUES		KEY RISKS			Transport	Westside Metro remedial works complete
<i>None for escalation</i>		<ul style="list-style-type: none"> • CRSTS: Budget • CRSTS: Delivery Performance • CRSTS: Dependency Management • CRSTS: Concurrent Project Delivery 			Transport	Hagley Road Single Assurance Framework submission
					Transport	Construction of new cycle route -Darlington street completes
					Transport	First Package 2 station construction completes

CITY REGIONAL SUSTAINABLE TRANSPORT SETTLEMENT (CRSTS) – SUMMARY					AMBER
DASHBOARD		Q1 Submission Data - 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. 				
COVENTRY (CCC)	<ul style="list-style-type: none"> Very Light Rail (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. 				
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. 				
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. 				
SOLIHULL (SMBC)	<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. 				
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. 				
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 November 2024. 				
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. 				

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

Key Programme Risks	RAG	Action/Mitigations	Q1 Submission Data - Indicative RAGs only
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"> Projects escalating issues/risks with mitigations strategies and actions for approval. Seek support to manage challenges by taking a cross-programme approach to mitigations. 	
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. 	
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. 	
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 note:
 1) There is no change to the total amount of the original CRSTS1 settlement which is £1.05bn.
 2) DfT have however given each recipient of CRSTS funding (including WMCA) a maximum overprogramming threshold of 25%, to help mitigate the risk of project slippage and under-utilisation of the funding.

CRSTS Financial Summary							CRSTS Project Summary			
	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	11	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	6	0	0
Dudley	£10.5m	£3.0m	£7.5m	£4.5m	72%		Wolverhampton	8	1	0
Sandwell	£19.0m	£0.4m	£18.7m	£18.7m	98%		WMCA (TfWM)	21	10	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				

Executive Summary

TfWM are continuing to improve partnership working across the region on Active Travel schemes with a strong focus on streamlining governance and improving project delivery efficiency. Through closer collaboration with LAs and Active Travel England (ATE) we are aligning change control processes to simplify approvals and accelerate project progress. Furthermore, closer collaboration and understanding around governance requirements for new funding agreements and variations of existing has supported project delivery, release of funding and claims to be processed.





From a design assurance perspective, where requested the team continues to provide technical support to LAs through workshops, enhancing design quality and sustainability outcomes. The introduction of design review panels across is also a notable development, promoting early and ongoing engagement through the design stages ensuring that active travel schemes meet high standards of safety, inclusivity, and usability by reducing critical issues and policy conflicts.

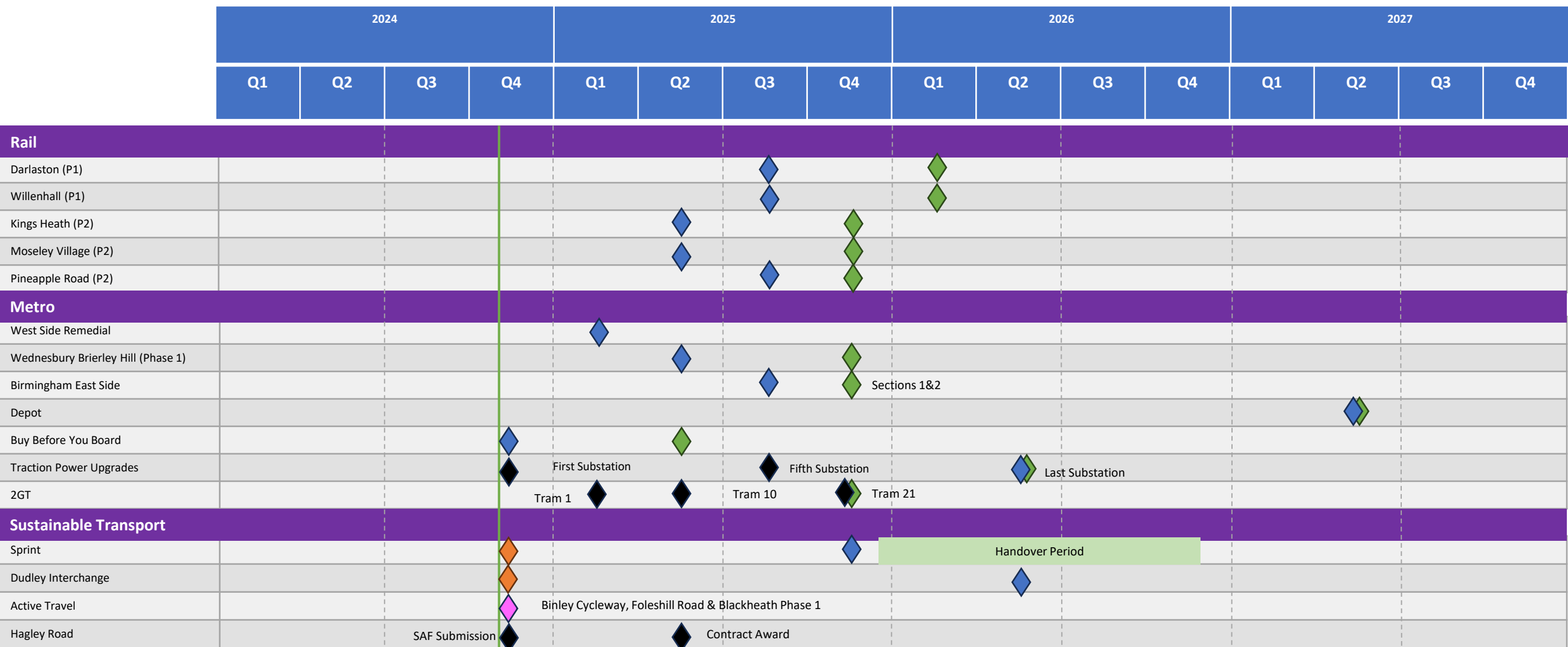
Pulse 9 output takes into consideration a recent change in the reporting mechanism required for ATE, there is no longer a requirement for completed schemes to be reported on by LAs. This will in turn streamline information reported by the projects, and those no longer being reported on due to completion or reallocation of funding will be recorded through change requests. The three new schemes as part of ATF4e are now live and being reported on which is reflected in the report.

Status	ATF2	ATF3	ATF4	ATF4e	
No longer progressed	3	5	2	0	<p>Three new schemes have been entered under ATF4e which are now represented in the tables, this slightly increases the allocated budget. There has been an increase in spend across the programme which will be further aided in the coming months by ATF 3 schemes entering delivery.</p> <ol style="list-style-type: none"> Coventry – Foleshill Rd Cycleway - £2.179m Wolverhampton - City Centre Cycleway - £2.607m Sandwell – Blackheath to Oldbury Cycleway - £1.355m <p>The way in which Local Authorities are required to report to Active Travel England has changed and is now portal based (Pulse 9 onwards). This means that the quality of information submitted should improve. There is no longer a requirement to provide update on projects that are complete or no longer being progressed which means that the financial data sets provided will vary from those provided in Pulse 8 and previous. It is expected that the active scheme numbers will therefore fall as they start to complete with no new schemes anticipated to be authorised at this time. Any schemes no longer being progressed for any reason will have funds reallocated within the existing programme rather than to new schemes.</p> <p>Key updates</p> <ul style="list-style-type: none"> - 2x schemes in Coventry’s remit are no longer being progressed through ATF and a change request is being progressed. - ATF2 - Outcome of remaining change requests expected from ATE by 25 October. - ATF3 - Outcome of change requests expected from ATE by 25 October. - ATF4 – Receipt of Funding agreements from LAs expected 25 October. - ATF4e – Funding Agreements to be signed with Sandwell and Coventry by 25 October. <p>Forecast end date for ATF4e may extend as the full programme has not been approved for one of the schemes</p>
Active	4	18	7	3	
Complete	23	15	0	0	
Total Schemes	30	38	9	3	
Capital Spend (£m)	9.8	7.1	0.8	0	
% of Budget Spend	74.8	41	6.7	0	
Round		Forecast Completion			
ATF2		31/03/2025			
ATF3		31/03/2026			
ATF4 (& ATF4e)		31/05/2027			

Transport Delivery Roadmap October 2024 – V1

Roadmap Key:

Business case 	Construction Start 	Construction end 	Operation begins 	Other (Specified) 
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ROADMAP Commentary






Rail: Construction works on each station is already underway with some significant milestones reached, including the completion of soil nailing at Moseley Village and majority of land remediation complete at Darlaston. The physical completion of each station is staggered throughout 2025, which will be followed by a period of testing and commissioning and authorisation approvals from the rail industry required to open the stations. This will see Package 2 stations open for passengers in autumn 2025 followed by Package 1 stations in winter 2025/ 2026.

Metro: Physical delivery of the Buy Before You Board Project approached completion along with testing and commissioning of the ITSO Validators, with TfWM working with MML to go live spring 2025. The 2GT project will see the first Tram upgraded in early Q1 2025, with a mid-point of June and completion before 2026. Birmingham East side extension will see the completion of phase 1 ahead of Christmas 2026, Phase 2 programme is in development.

Sustainable Transport: The sprint project will see construction end in Winter 25/26 ahead of a testing and commissioning/handover period to operators. Business cases for Binley Cycleway, Foleshill Road and Blackheath Phase 1 are planned for submission in November 2024 as part of the Active Travel Programme. Hagley road is currently developing a procurement strategy with intention to target contract award in April 2025, delivery milestones will be developed in collaboration with appointed contractor programmes.

RAG Status

The criteria outlined in the table below has been applied to determine RAG status consistently throughout the dashboard.

Colour	Criteria Description
	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.
	Successful delivery appears probable. However, constant attention will be needed to ensure risks do not materialise into major issues threatening delivery.
	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.
	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 establish whether resolution is feasible.
	Successful delivery of the project/programme appears to be unachievable. There are major issues 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.

Glossary of Terms

ATE - Active Travel England: is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England

ATF - Active Travel Fund: is grant finding that supports transport authorities to develop and construct walking and cycling facilities

CRSTS - City Region Sustainable Transport Settlements (CRSTS): evaluation is a 5-year grant fund from government for Mayoral Combined Authorities aimed at delivering capital transport projects

DSO - Designated Sign Off: is an internal governance forum where authority is granted to a project or programme at a pre-determined level or value

FBC - Full business Cases: are the most detailed business case and should allow final approval of the project to be made

Interchange - A facility allowing commuters to transfer between differing modes of public transport

ITSO Validators - A platform mounted validator capable of quickly determining whether a travel card or ticket is valid. ITSO is the specification the validator is designed to.

OBC - Outline Business Cases: are more detailed business cases they should help organisations to make informed decisions about whether to proceed with a project

OLE - Overhead Line Equipment: provides power to trains or trams through a pantograph which removed the need for fossil fuels to be used

Public Realm - Any publicly owned streets, roadways, sidewalks, parks, plazas, and other open spaces that comprise the shared space of a city for its visitors, employees and residents

SAF - Single Assurance Framework: provides internal assurance to business cases to ensure they have been assessed accurately and in line with policy ahead of approval

SBC - Strategic Business Cases: set out rationale for proposals at a strategic level

VLR - Very Light Rail: is a light rail/tram system proposed to operate in Coventry; being the first of its kind in the United Kingdom