

City Region Sustainable Transport Settlement 2023/24

West Midlands
Annual Monitoring Report 2023/24



Funded by
UK Government

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Introduction

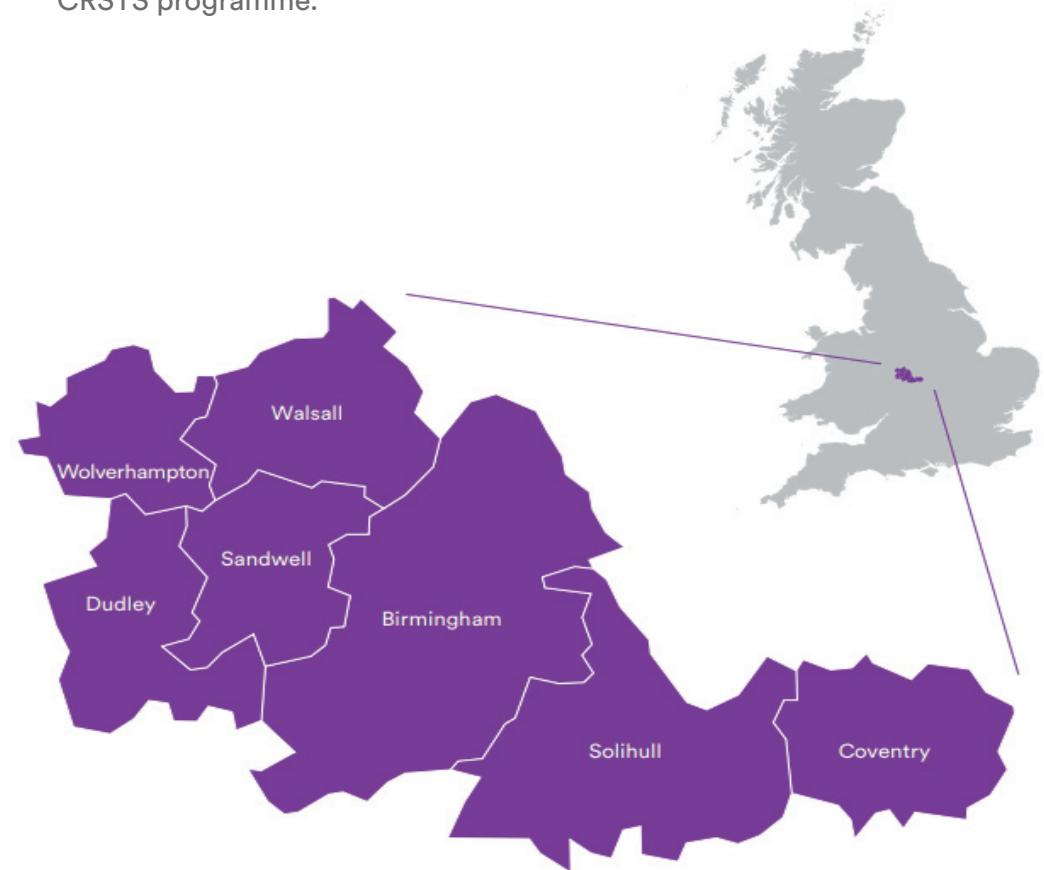
This document sets out the position of the West Midlands City Region Sustainable Transport Settlement (CRSTS) programme as of the end of the financial year 2023/24.

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

The objectives of the CRSTS programme are as follows:

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

We are currently in year 3 of the 5 year programme. This review will set out the **key achievements** of the programme over most recent financial year (2023/24) both in terms of scheme development and delivery. It will also provide an overview of the **overall status** of the programme including a progress update, forecast development and delivery dates, key milestones, a funding overview and key risks and mitigations. The following section provides an overview of the **context** underpinning the CRSTS programme.





Context

The West Midlands CRSTS programme

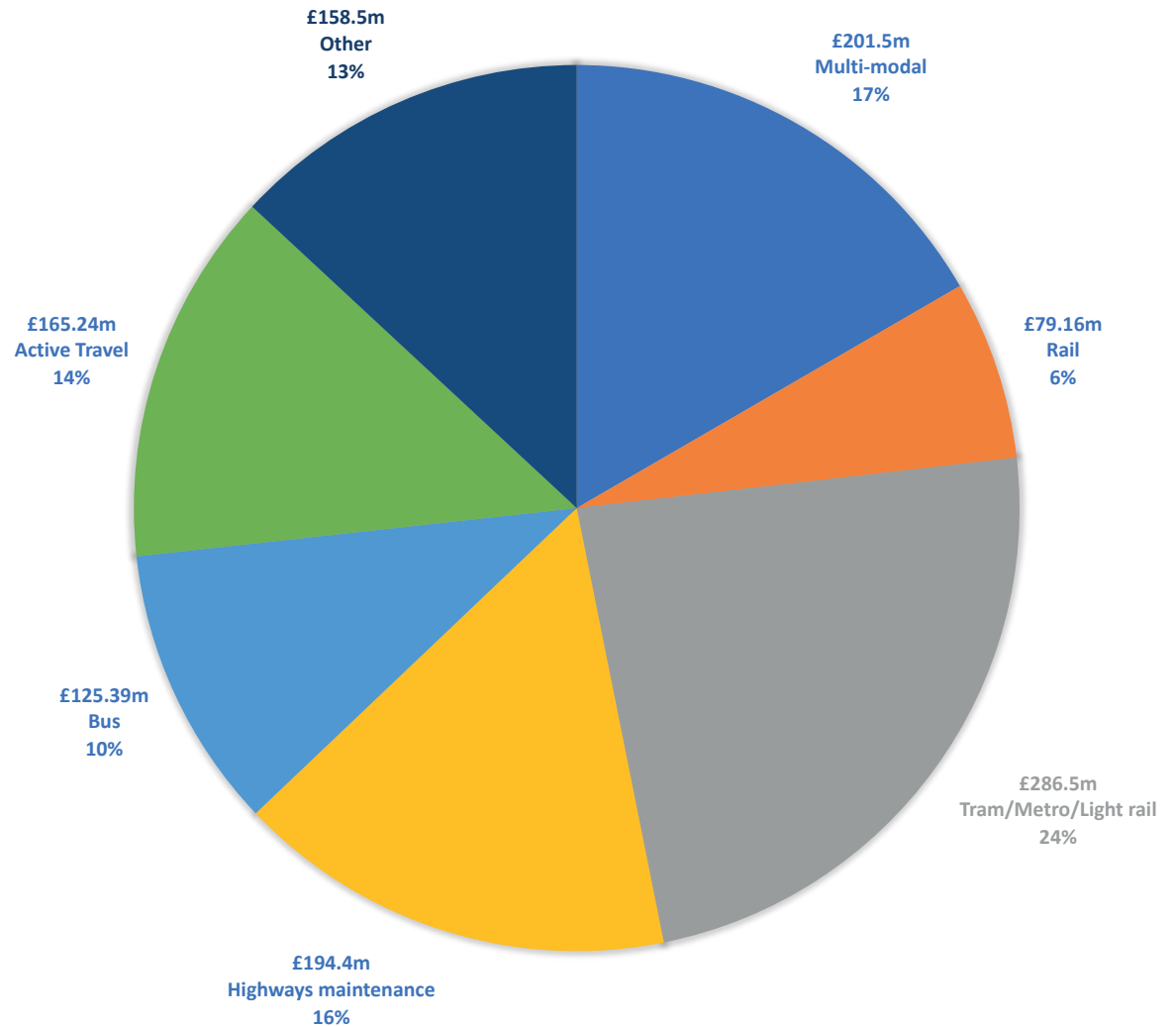
The West Midlands CRSTS programme consists of 75 projects with a contribution from government of £1.05bn. These are being delivered through Transport for West Midlands (TfWM) and our constituent Local Authorities (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton).

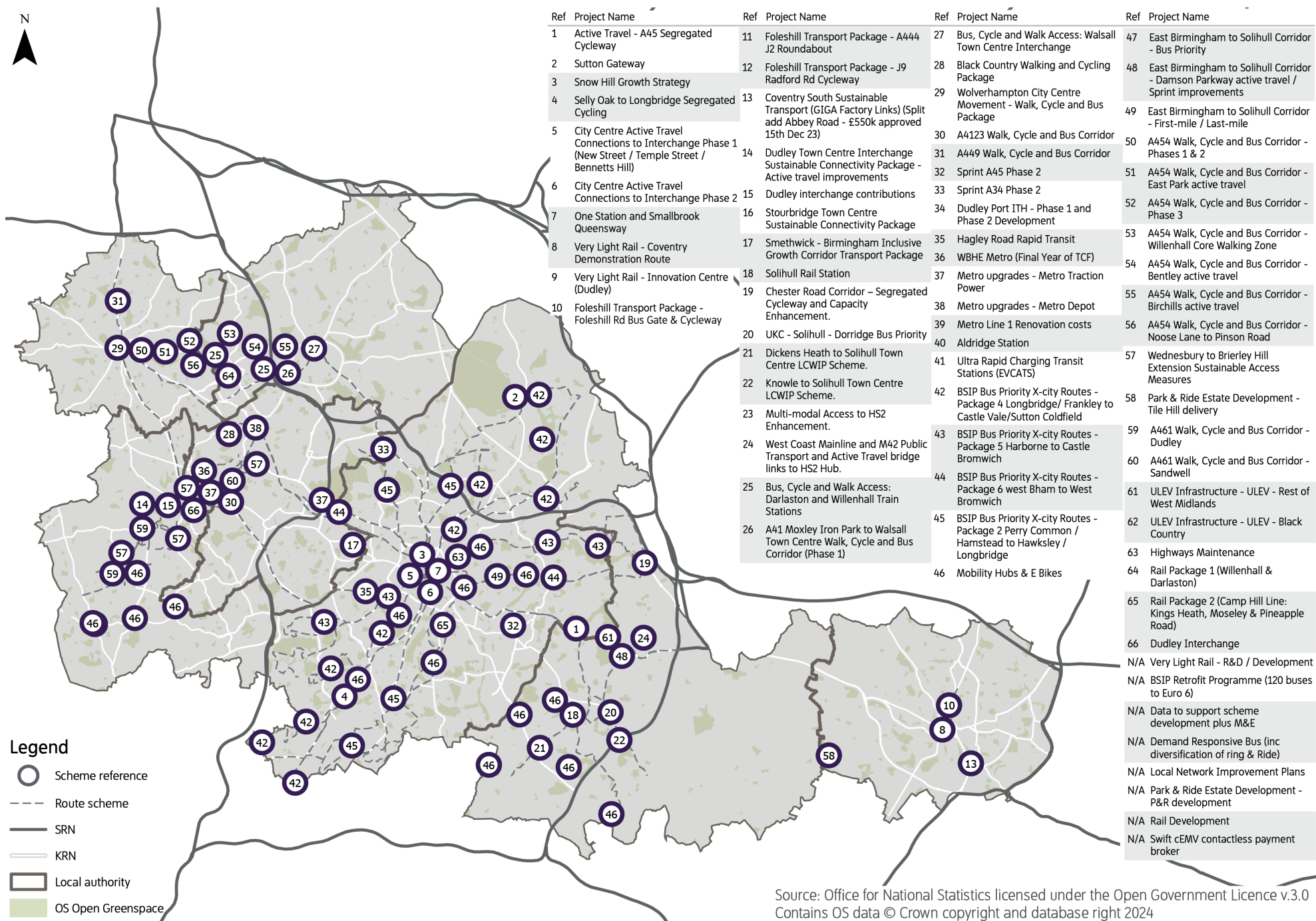
The programme includes funding previously allocated through the highways maintenance fund and Integrated Transport Block which has been allocated to local authorities using historic allocation formulas.

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

The programme is expected to deliver significant increases in the provision of safe, segregated cycle lanes and bus lanes as well as measures to help electrify our transport system, making it cleaner. We will also deliver innovative and transformational projects such as Coventry Very Light Rail, Bus Rapid Transit improvements and improvements to our public transport smart ticketing system.

The breakdown of forecast CRSTS spend by mode is given in the figure below.





Ref	Project Name	Ref	Project Name	Ref	Project Name	Ref	Project Name
1	Active Travel - A45 Segregated Cycleway	11	Foleshill Transport Package - A444 J2 Roundabout	27	Bus, Cycle and Walk Access: Walsall Town Centre Interchange	47	East Birmingham to Solihull Corridor - Bus Priority
2	Sutton Gateway	12	Foleshill Transport Package - J9 Radford Rd Cycleway	28	Black Country Walking and Cycling Package	48	East Birmingham to Solihull Corridor - Damson Parkway active travel / Sprint improvements
3	Snow Hill Growth Strategy	13	Coventry South Sustainable Transport (GIGA Factory Links) (Split add Abbey Road - £550k approved 15th Dec 23)	29	Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	49	East Birmingham to Solihull Corridor - First-mile / Last-mile
4	Selly Oak to Longbridge Segregated Cycling	14	Dudley Town Centre Interchange Sustainable Connectivity Package - Active travel improvements	30	A4123 Walk, Cycle and Bus Corridor	50	A454 Walk, Cycle and Bus Corridor - Phases 1 & 2
5	City Centre Active Travel Connections to Interchange Phase 1 (New Street / Temple Street / Bennetts Hill)	15	Dudley interchange contributions	31	A449 Walk, Cycle and Bus Corridor	51	A454 Walk, Cycle and Bus Corridor - East Park active travel
6	City Centre Active Travel Connections to Interchange Phase 2	16	Stourbridge Town Centre Sustainable Connectivity Package	32	Sprint A45 Phase 2	52	A454 Walk, Cycle and Bus Corridor - Phase 3
7	One Station and Smallbrook Queensway	17	Smethwick - Birmingham Inclusive Growth Corridor Transport Package	33	Sprint A34 Phase 2	53	A454 Walk, Cycle and Bus Corridor - Willenhall Core Walking Zone
8	Very Light Rail - Coventry Demonstration Route	18	Solihull Rail Station	34	Dudley Port ITH - Phase 1 and Phase 2 Development	54	A454 Walk, Cycle and Bus Corridor - Bentley active travel
9	Very Light Rail - Innovation Centre (Dudley)	19	Chester Road Corridor - Segregated Cycleway and Capacity Enhancement.	35	Hagley Road Rapid Transit	55	A454 Walk, Cycle and Bus Corridor - Birchills active travel
10	Foleshill Transport Package - Foleshill Rd Bus Gate & Cycleway	20	UKC - Solihull - Dorridge Bus Priority	36	WBHE Metro (Final Year of TCF)	56	A454 Walk, Cycle and Bus Corridor - Noose Lane to Pinson Road
		21	Dickens Heath to Solihull Town Centre LCWIP Scheme.	37	Metro upgrades - Metro Traction Power	57	Wednesbury to Brierley Hill Extension Sustainable Access Measures
		22	Knowle to Solihull Town Centre LCWIP Scheme.	38	Metro upgrades - Metro Depot	58	Park & Ride Estate Development - Tile Hill delivery
		23	Multi-modal Access to HS2 Enhancement.	39	Metro Line 1 Renovation costs	59	A461 Walk, Cycle and Bus Corridor - Dudley
		24	West Coast Mainline and M42 Public Transport and Active Travel bridge links to HS2 Hub.	40	Aldridge Station	60	A461 Walk, Cycle and Bus Corridor - Sandwell
		25	Bus, Cycle and Walk Access: Darlaston and Willenhall Train Stations	41	Ultra Rapid Charging Transit Stations (EVCAITS)	61	ULEV Infrastructure - ULEV - Rest of West Midlands
		26	A41 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor (Phase 1)	42	BSIP Bus Priority X-city Routes - Package 4 Longbridge/ Frankley to Castle Vale/Sutton Coldfield	62	ULEV Infrastructure - ULEV - Black Country
				43	BSIP Bus Priority X-city Routes - Package 5 Harborne to Castle Bromwich	63	Highways Maintenance
				44	BSIP Bus Priority X-city Routes - Package 6 west Bham to West Bromwich	64	Rail Package 1 (Willenhall & Darlaston)
				45	BSIP Bus Priority X-city Routes - Package 2 Perry Common / Hamstead to Hawksley / Longbridge	65	Rail Package 2 (Camp Hill Line: Kings Heath, Moseley & Pineapple Road)
				46	Mobility Hubs & E Bikes	66	Dudley Interchange
						N/A	Very Light Rail - R&D / Development
						N/A	BSIP Retrofit Programme (120 buses to Euro 6)
						N/A	Data to support scheme development plus M&E
						N/A	Demand Responsive Bus (inc diversification of ring & Ride)
						N/A	Local Network Improvement Plans
						N/A	Park & Ride Estate Development - P&R development
						N/A	Rail Development
						N/A	Swift cEMV contactless payment broker

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The figure above shows the spatial distribution of interventions in our current CRSTS programme. The interventions have been carefully selected to maximise growth outcomes, enable modal shift and improve accessibility – especially in traditionally under-served and deprived areas of the region.

Transport Context

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

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

Accessibility and affordability of public transport

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

Bus use within the West Midlands has experienced a long-term decline in patronage. The fall in services, alongside increased congestion, has resulted in reduced accessibility to key urban centres for those reliant on public transport.

Complexity of ticketing and affordability is also seen as a major barrier to public transport use with the region ranking in the bottom quartile for public transport affordability of 66 major global cities.

Growing reliance on road travel

Despite recent investments in sustainable transport alternatives, car mileage has continued to grow. Across the area, two in five journeys under two miles are made by car. This reliance results in congestion, poor air quality and negative environmental consequences and contributes to declining health outcomes by reducing the share of walking and cycling and active travel associated with public transport. Modal share varies considerably throughout the West Midlands ranging from an 8.1% public transport mode share in the morning peak in 2019 in Dudley to a 61.2% mode share in the same period in Birmingham.

Without investment, historic trends are set to increase over the next 20 years with the share of households not owning a car expected to fall from 22% to 18% in 2040. This reliance on road travel has been exacerbated by the COVID-19 pandemic and without investment to support the recovery in public transport demand we risk seeing a permanent shift in behaviour.

Congestion, air quality and the environment

Reliance on private transport has led to a built environment which prioritises car-based travel and has resulted in a legacy of a hazardous, unattractive environment for pedestrians and cyclists. Air pollution is one of these negative consequences and impacts approximately 2.8m people in the West Midlands, reducing life expectancy by up to 6 months. The reliance on cars also generates congestion in city centres and on key transport corridors which constrains economic growth potential in the region. The average driver in Birmingham lost 134 hours

in congestion in 2018, with congestion costing £2.3bn per annum across the West Midlands metropolitan area. There are also implications for climate change: WMCA has an ambitious target to be net zero by 2041 which will require significant modal shift as well as an increase in zero emission vehicles. Under business as usual forecasts, without intervention, it is predicted that we will fall short of our zero emission ambitions.

Road Safety

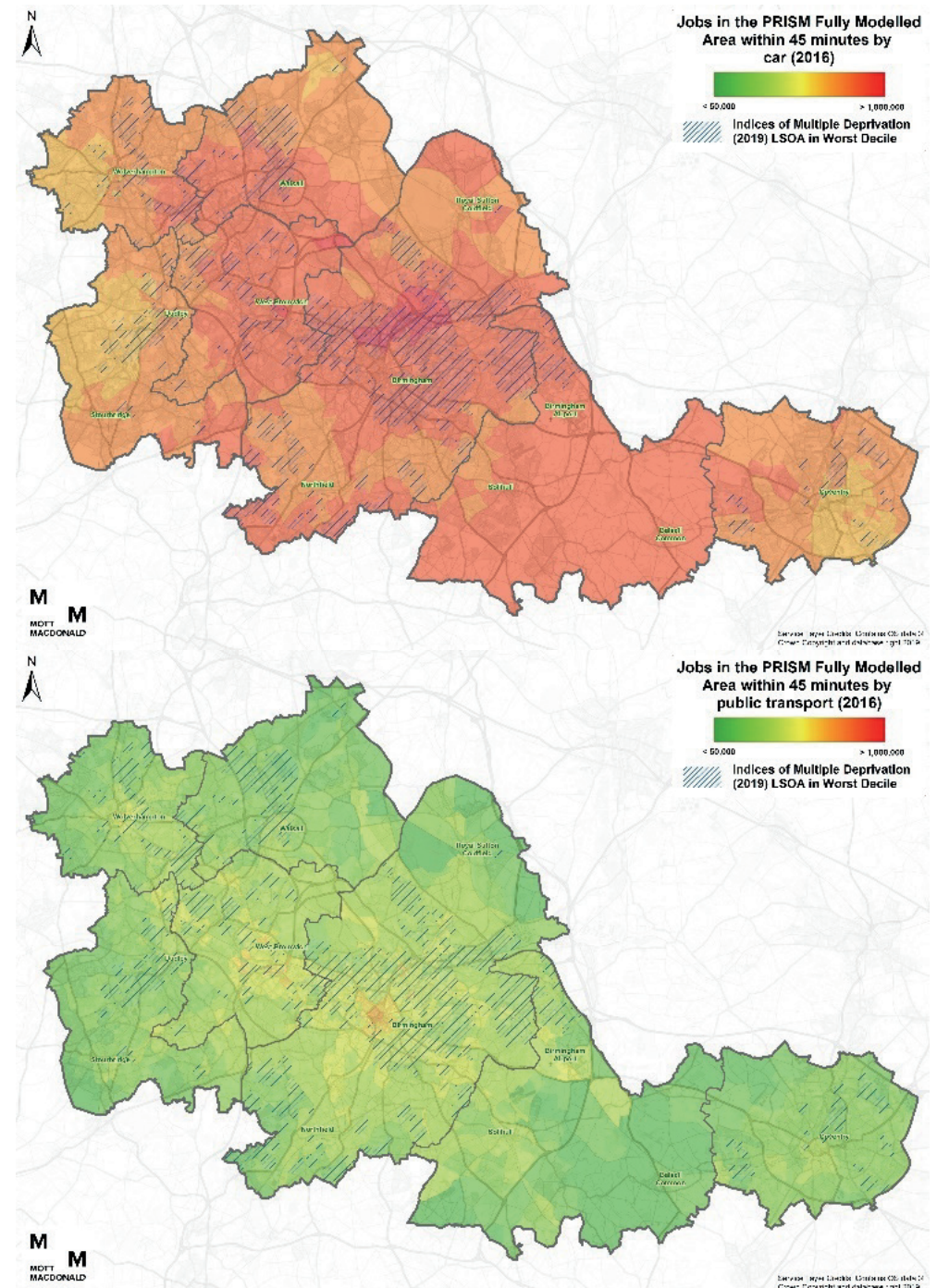
In the West Midlands, around 900 people are killed or seriously injured on our roads every year. TfWM, in partnership with our local authority partners and West Midlands Police, have released a refreshed Regional Road Safety Strategy.

The role of the refreshed strategy is to work with the Road Safety Partnership to build on long-standing local and sector-based road safety activity, and guide and coordinate regional action to reduce the social, health and economic losses associated with road collisions.

The goal of the strategy is to reduce the numbers of people killed or seriously injured on the roads of the West Midlands by 50% by 2030.

Currently, TfWM are developing a **Local Transport Plan** to provide a framework to make progress against these issues. CRSTS provides a significant opportunity to fund this progress.

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



Local Transport Plan

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

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

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

Motives for change

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

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

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



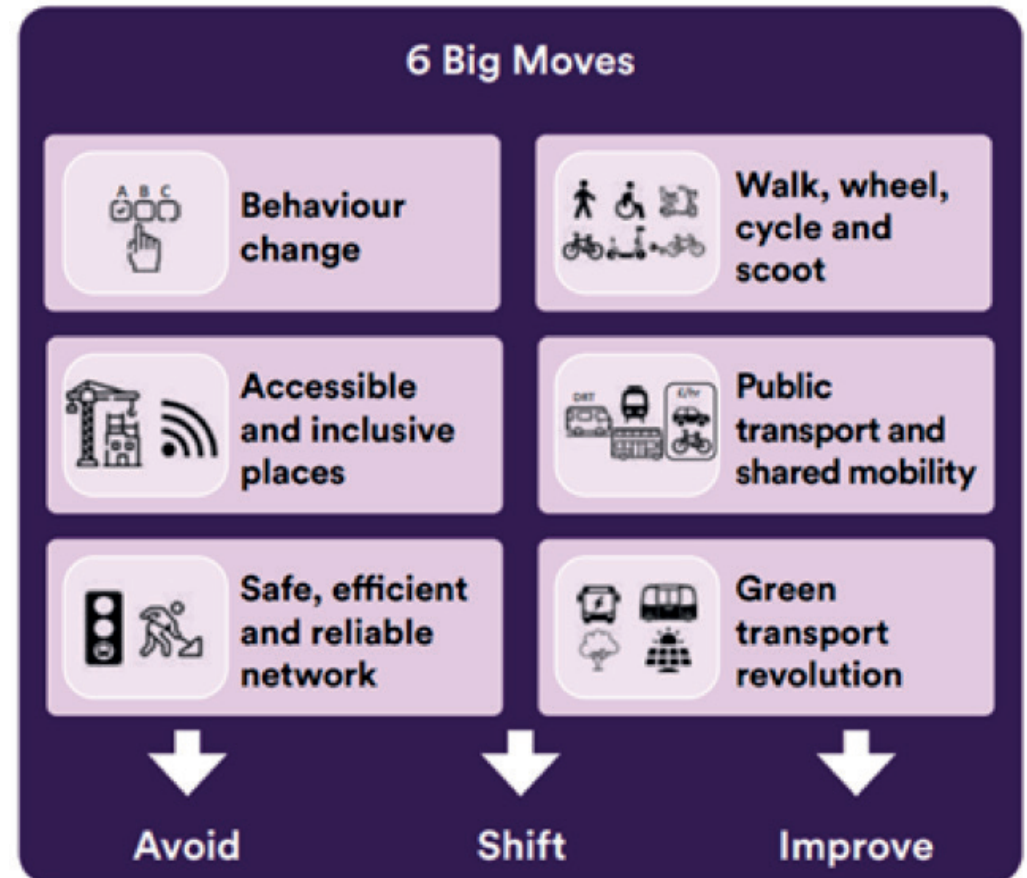
Our Motives for Change

6 Big Moves

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

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

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



CRSTS Investment Themes

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

- Connecting our places - investment in public transport connectivity by boosting connections across key centres and corridors

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

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

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

Programme update

Introduction

Over the last financial year there have been significant changes to the structure of the CRSTS programme as a result of a formal change control application to DfT and a programme-wide re-baselining exercise to mitigate the impacts of inflation caused by the War in Ukraine and the energy cost rises that followed. Details of these changes are given below.

Change control

In February 2023 the WMCA Board approved the submission of a formal change control application to DfT which included bringing the Dudley Interchange project into the core delivery programme which was previously funded by Transforming Cities Fund (TCF). The change control also requested flexibility to address cost pressures emerging on Rail Package 1 (new services and stations at Willenhall and Darlaston) & Rail Package 2 (new services and stations at Moseley, Kings Heath and Pineapple Road). This application was made in early February 2023 and following consideration by DfT Officials and Ministers a response was received on the 5th May 2023 approving the entry of the former TCF scheme into the CRSTS programme (subject to confirmation of how the financial implications of this will be managed in the overall programme).

Following further negotiations with DfT officials, approval of the inclusion of Rail Packages 1&2 into the programme was received on 22nd November.

CRSTS Rebase

A number of CRSTS eligible MCA's **from across the country** raised that, given the high rate of inflation since the creation of the original programme, delivery of all the outputs forecast in the initial programmes developed over 2021 and submitted in January 2022 will be **challenging**. In acknowledgement of this, the DfT and HM Treasury agreed to permit a one-time only re-base of the CRSTS programmes across the country.

The following conditions were required to be met as part of this exercise:

- Projects can be removed from the programme or added but DfT have emphasised this should not be seen as an opportunity to introduce brand new initiatives.
- All projects must align with the objectives of the national CRSTS programme.
- The total funding envelope must remain the same.
- Overall, the target 15-20% local contribution must be met.
- The outputs can be reduced.
- The funding time horizons must remain the same (spend and delivery by March 2027).
- The re-based programme submitted to DfT will need to demonstrate that it still delivers good value for money.

Details of the West Midlands CRSTS rebase process and outcomes are summarised in the table to the right.

Financials

Baseline Programme	£1,050.0m
Changes	
Plus : TfWM imported pressures (WMCA Board Approved 9 June 2023)	£160.2m
Less : Deduction on Hagley Road Rapid Transit	-£15.0m
Plus : Retained by TfWM for critical / unavoidable cost escalations (e.g. Package 1)	£15.0m

Rebased Programme	£1,210.2m
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SUMMARY OF NET £ NIL CHANGES

Lead Authority	Scheme	Decrease	Increase	Comments
Birmingham	City Centre Active Travel Connections to Interchange One Station and Smallbrook Queensway	£5.0m	£5.0m	Funds switching to a project which has seen inflationary cost pressures.
Solihull	East Birmingham to Solihull Corridor Multi-modal Access to HS2 Enhancement Solihull Rail Station UKC - Solihull - Dorridge Bus Priority West Coast Mainline and M42 Public Transport and AT links to HS2 Hub	£1.0m £1.0m £1.0m £1.0m	£4.0m	Reductions in development budget allocations of some projects to support delivery of a project impacted by inflationary cost pressure
Wolverhampton Sandwell	A4123 Walk, Cycle and Bus Corridor	£1.2m	£1.2m	Funding to deliver a section of cycle route transferred to the delivery authority
Walsall Wolverhampton	A454 Walk, Cycle and Bus Corridor	£3.7m	£3.7m	Funding transferring between the various projects of the A454 programme to aid delivery
Wolverhampton	A449 Walk, Cycle and Bus Corridor Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	£4.0m	£4.0m	Transfer of funds to an urgent delivery project which experienced inflationary cost pressure
Coventry	Very Light Rail Coventry South Sustainable Transport (GIGA Factory Links) Highways Maintenance	£14.0m	£4.0m £10.0m	VLR now a Research & Development project and the first route will now be a shorter demonstrator project. Funds shifted to allow for a more ambitious project for Coventry South and more highways maintenance.
Dudley WMCA	Dudley Town Centre Interchange Sustainable Connectivity Package Dudley Interchange	£3.0m	£3.0m	Some elements of the Dudley Town Centre package to be delivered by TfWM as part of the Dudley Interchange project - funding transferred to enable
TOTAL		£34.9m	£34.9m	

Key achievements

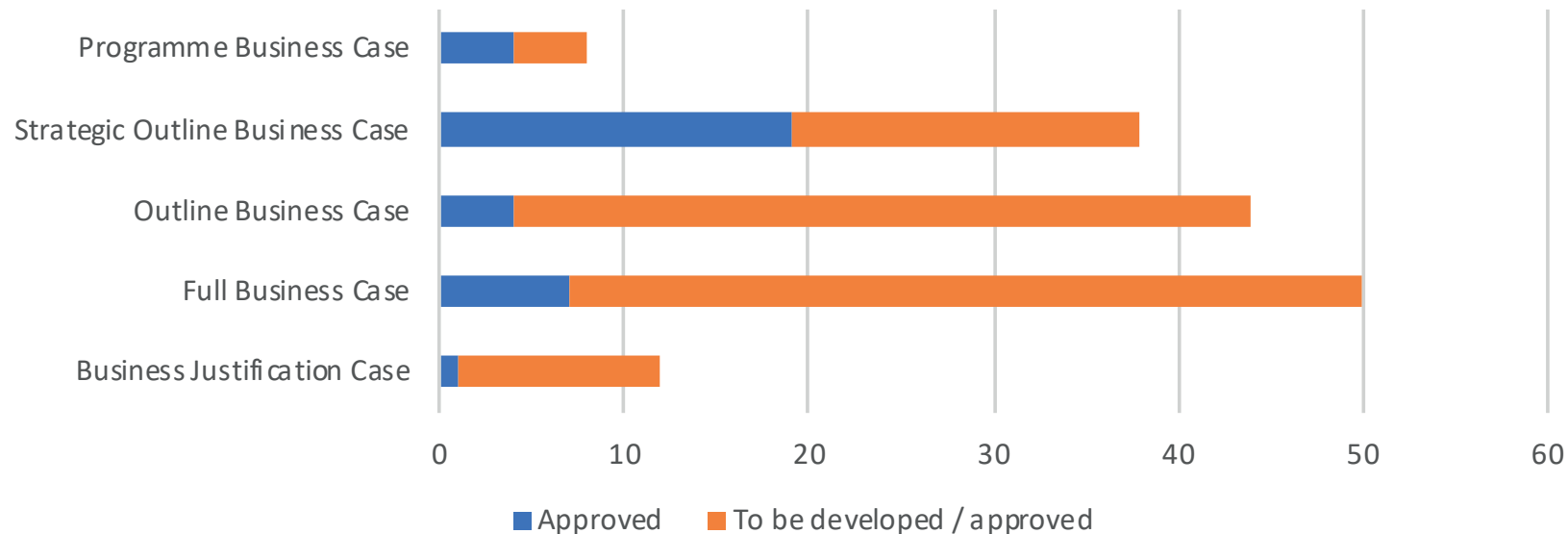
Development

The West Midlands CRSTS programme includes 75 schemes: 41 individual schemes and 37 schemes which are part of 13 packages. 9 of these schemes are classified as ‘development only’ and will not progress to the delivery / construction phase as part of round 1 of CRSTS, instead CRSTS will be used to fund activities such as design and development and business case preparation.

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

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

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



Recent development milestones

Over the last year the development milestones reached over the last year are listed below:

PBCs

- **Dudley Port ITH – Phase 1 and 2 Development:** £500k approved June 2023 to develop a BJC for delivery of infrastructure at Dudley Port to improve integration of financial year most activity has focussed on development and approval of SOBCs: 8 SOBCs were approved in 2023/24. and interchange between bus, rail and metro

SOBCs

- **Coventry South Sustainable Transport:** £574.8k approved May 2023 to develop an OBC for improved active travel infrastructure and bus priority measures along a key radial corridor to the South of Coventry.
- **Mobility Hubs & E-bikes:** £407k approved in July 2023 to develop an OBC for a full roll-out of mobility hubs providing a variety of mobility solutions e.g. cycle hire, cycle parking, travel information and micromobility
- **A449 Walk, Cycle and Bus Corridor:** £1.2m approved in August 2023 to develop an OBC for bus priority measures and walking / cycling infrastructure (including allowances for contingency)
- **A454 Walk, Cycle and Bus Corridor – Phase 3:** £900k approved in September 2023 to develop an OBC for Phase 3 of a package of measures for a multi-modal corridor between Wolverhampton and Walsall
- **Park & Ride Estate Development – Tile Hill Delivery:** £400k approved in September 2023 to develop the OBC for a package of measures aimed at improving access to Tile Hill station.
- **Hagley Road Rapid Transit:** £2.6m approved in November 2023 to develop an OBC for analysis of rapid transit options along the Hagley Road corridor
- **Smethwick – Birmingham Inclusive Growth Corridor Transport Package:** £350k approved in December 2023 to develop an OBC for cycling, walking and public transport improvements on the Dudley Road Corridor
- **A41 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor (Phase 1):** £450k approved in December 2023 to develop an OBC for multi-modal junction and corridor improvements for walking, cycling and buses

OBCs

- **City Centre Active Travel Connections to Interchange – Phase 1:** £326k approved in November 2023 to develop an OBC for the upgrade, restoration and renovation of walking and cycling links across Birmingham City Centre, between key public transport interchanges

Delivery

Currently, 65 schemes are programmed to be delivered over the CRSTS funding period (this doesn't include development only schemes or ongoing work such as LNIPs and highways maintenance). As of the end of the financial year 2023/24:

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

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



Metro Traction Power Delivery started

This scheme will provide additional power to support network extensions and continue to provide power to Line One whilst adding resilience and durability to the network.



WBHE Metro Phase 1 Delivery ongoing

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



Metro Depot Delivery ongoing

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



Metro Line 1 Renovation Delivery ongoing

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



Rail package 1 Delivery ongoing

Construction of two new rail stations at Darlaston and Willenhall and provision of a rail service on an existing rail line which currently has no local passenger service.



Rail package 2 Delivery ongoing

Construction of three new rail stations at Moseley, Kings Heath and Pineapple Road and provision of a rail service on an existing rail line which currently has no local passenger service.

Local Network Improvement Plans

Local Network Improvement Plans work will continue throughout the CRSTS programme. Examples of key schemes using LNIP funding in 2023/24 are given below.



Places for People

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



Wollescote Road / Springfield Avenue Road Safety Scheme

The junction had a history of speeding with speeds frequently exceeding 40mph in a 30 zone. The wide / sweeping junction layout enabled vehicles to carry significant speed through the junction and had poor visibility for pedestrians.



The junction has been remodelled to tighten the turn, reducing speeds, increasing visibility and reducing crossing distances.



Pensnett Road Safety Scheme

Replacement of a refuge crossing on a busy local distributor road with a two-stage zebra crossing. This reduces severance and risks of collisions for residents crossing to the local leisure facilities and shops.



Castlecroft Road Safety Scheme

Provision of new formalised zebra crossing across Castlecroft Road to local amenities and for school children travelling to nearby schools



Chester Road Pedestrian Crossing

Chester Road is a busy, long, wide and straight road with limited opportunities to cross, creating severance for local residents.

This project installed a new pedestrian refuge crossing point.



Queen Mary's Grammar School

The existing pedestrian refuge crossing was on a wide road with an adjacent bus stop restricting visibility.

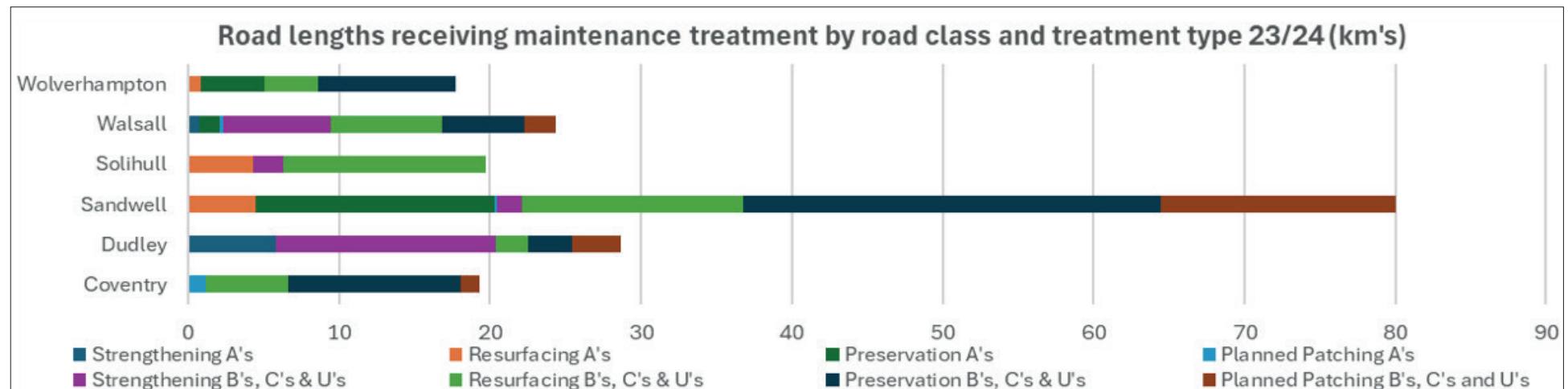
The crossing has been upgraded with a build-out to reduce crossing widths and improve visibility.

Highway Maintenance

This slide presents statistics and data provided by the 6 constituent local authorities. The tables below show road condition, work done and public satisfaction for year ending March 2024. It is WMCA's intention to report the same statistics and data on an annual basis, therefore there will be a year-on-year comparison & view of condition against the estimated steady state condition for (A,B & C class roads) post investment period. The monies awarded via this portion of the grant are expended on maintenance of key assets including roads, footways, bridges & structures, street lighting and drainage. The tables and statistics below are for roads only. It should be noted that there is no data presented for Birmingham City Council as their funding is via a Private Finance Initiative arrangement, and not funded through CRSTS.

Funding Allocation

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



Current Road Condition percentages in the West Midlands – March 2024

Legend
Improvement since CRSTS
Steady State since CRSTS
Decline since CRSTS

Road Condition Data 2024	England (22/23)	Coventry City Council (23/24)	Dudley MBC (23/24)	Sandwell MBC (23/24)	Solihull MBC (23/24)	Walsall MBC (23/24)	City of Wolverhampton Council (23/24)	Trend since CRSTS
% of principle 'A' roads where maintenance should be considered	4	1	2	2	3	1	2	Overall Improvement
% of non principle 'B' & 'C' roads where maintenance should be considered	6	2	2	2	2	1	2	Overall Steady
% of unclassified roads where maintenance should be considered	17	18	21	22	21	26	20	Overall Improvement

National Highways & Transport Network Public Satisfaction Survey Results 2023

Legend
Above National Average
Below National Average

NHT Results 2023 (% who are respondents who are very or fairly satisfied)	National Average	Coventry	Dudley	Sandwell	Solihull	Walsall	Wolverhampton
WCBI 02 Condition of pavements (Active Travel)	46	44	49	51	51	49	50
HMBI 01 Condition of Road Surfaces (HM)	25	32	24	37	32	33	29
KBI 23 Condition of highways	27	31	25	38	34	33	31
KBI 11 Pavements and Footpaths overall (Active Travel)	50	47	53	54	58	56	53
KBI 24 Highway Maintenance	43	44	42	45	49	45	45

Summary

1. West Midlands road **condition data for A, B & C roads is better than the national average**, maintained at either a steady state or improvement since CRSTS funding.
2. Condition data for unclassified roads is worse than the national average but has improved since CRSTS.
3. In general, **public satisfaction for highway maintenance in the West Midlands is at or above the national average.**

Status update

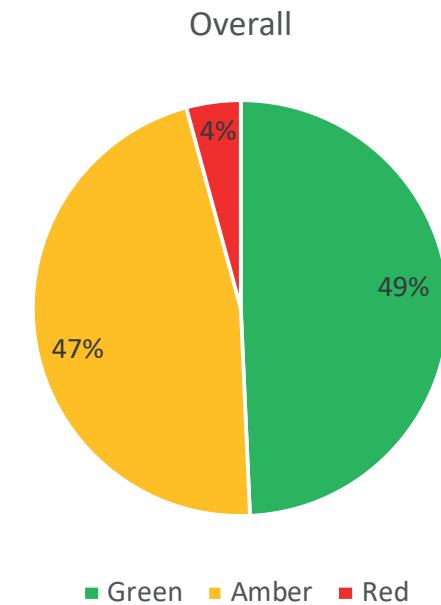
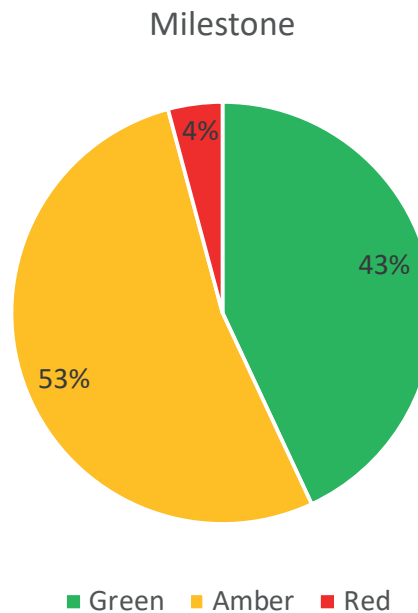
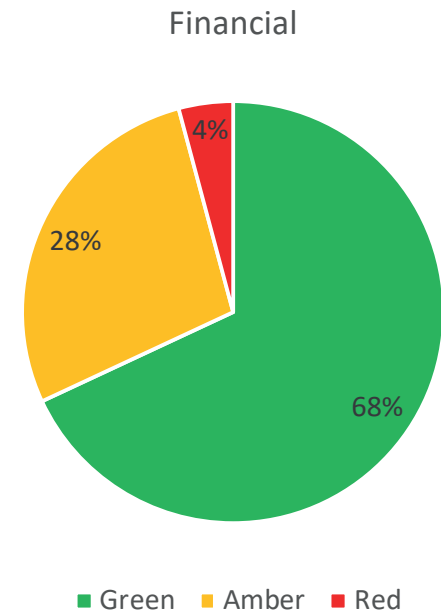
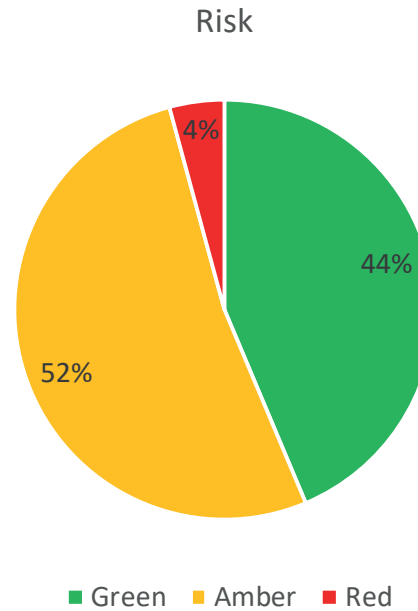
Programme Health Status

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

The graphs on the right show the health status for the overall CRSTS programme as of the end of the 2023/24 financial year.

Approximately half of projects are reporting amber status in terms of risks and milestones, whilst the majority are reporting green status in terms of financials. 49% of projects are reporting green status overall whilst 53% are reporting amber.

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

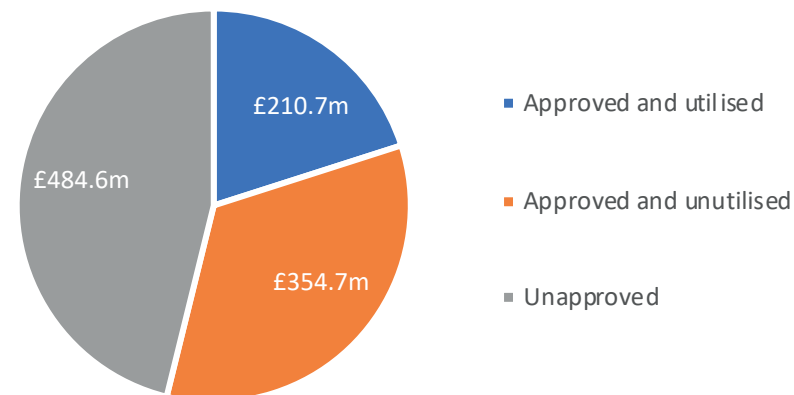


Funding update

Funding spent

The funding status for the overall programme is shown in the graph below. Up to this point, £565.4m of CRSTS funding has been approved through SAF (including Local Authority Highways Maintenance budgets, Local Network Improvement Programmes and the final year of TCF for Wednesbury to Brierley Hill Metro). The total spent to date is £210.7m, with £97.6m in 2022/23 and £113.1m in 2023/24. The remaining £484.6m of the budget remains unapproved. Funding approvals made over the 2023/24 financial year are summarised in the table below.

CRSTS Capital Funding



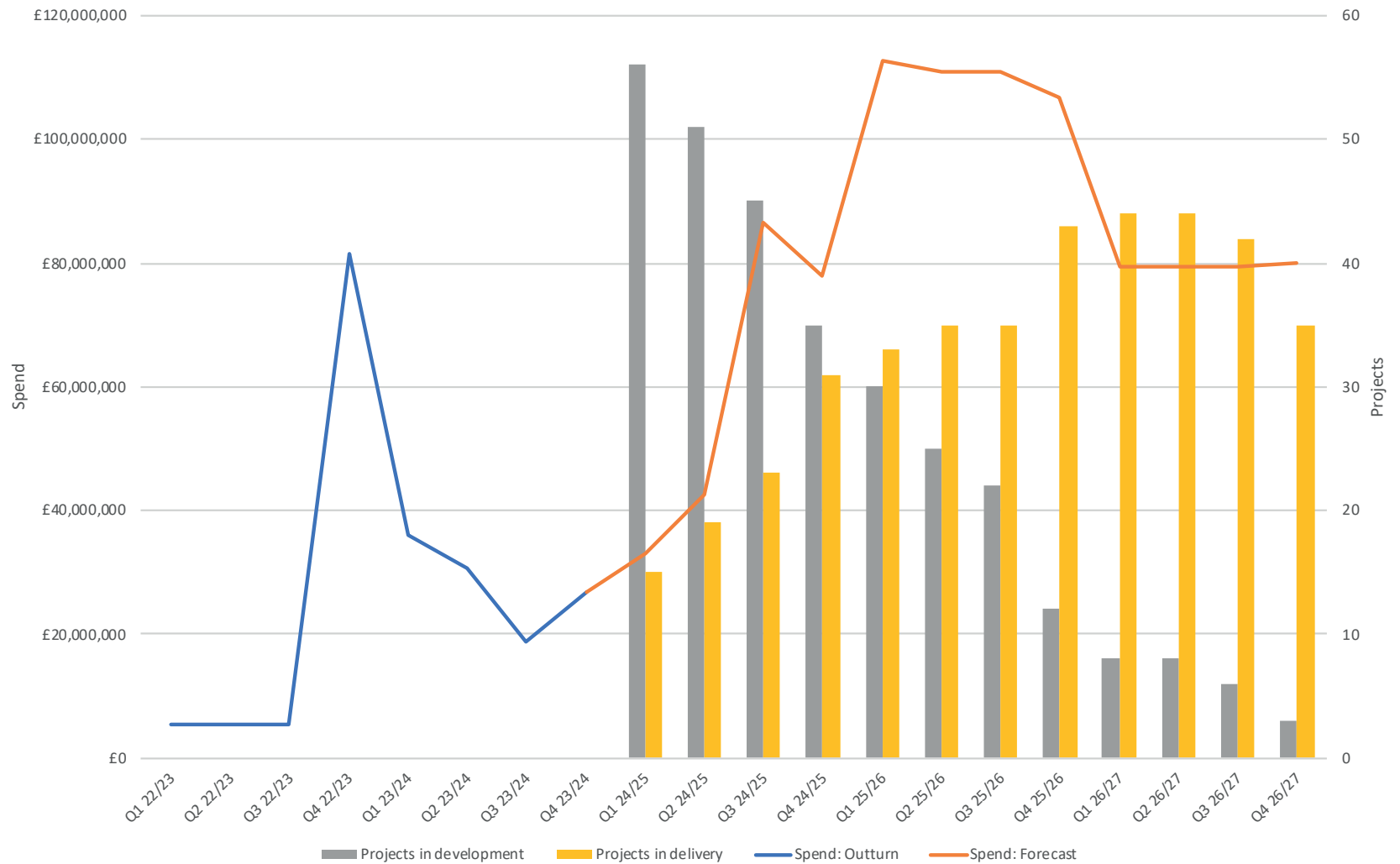
Project / package	Funding amount	Date approved	Funding use
Coventry South Sustainable Transport Abbey Road	£550k	Dec-2023	Scheme Delivery
Smethwick - Birmingham Inclusive Growth Corridor Transport Package	£350K	Dec-2023	Preparation of Outline business Case
A41 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor (Phase 1)	£450K	Dec-2023	Preparation of Outline business Case
Hagley Road Rapid Transit	£2.6m	Nov-2023	Preparation of Outline business Case
A454 Walk, Cycle and Bus Corridor Phase 3	£900k	Sep-2023	land and property acquisition to support further development and delivery.
A454 Walk, Cycle and Bus Corridor Tile Hill delivery	£400K	Sep-2023	Preparation of Outline business Case
A449 Walk, Cycle and Bus Corridor	£1.2m	Aug-2023	Preparation of Outline business Case
Mobility Hubs & E Bikes	£407k	Jul-2023	Preparation of Full business Case
Coventry South Sustainable Transport (GIGA Factory Links)	£574.8k	May - 2023	Scheme Delivery

Funding forecast

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

The highest forecast spend is predicted to occur between the first quarter of 2025/26 and the final quarter of 2025/26 with over £100m forecast to be spent each quarter.

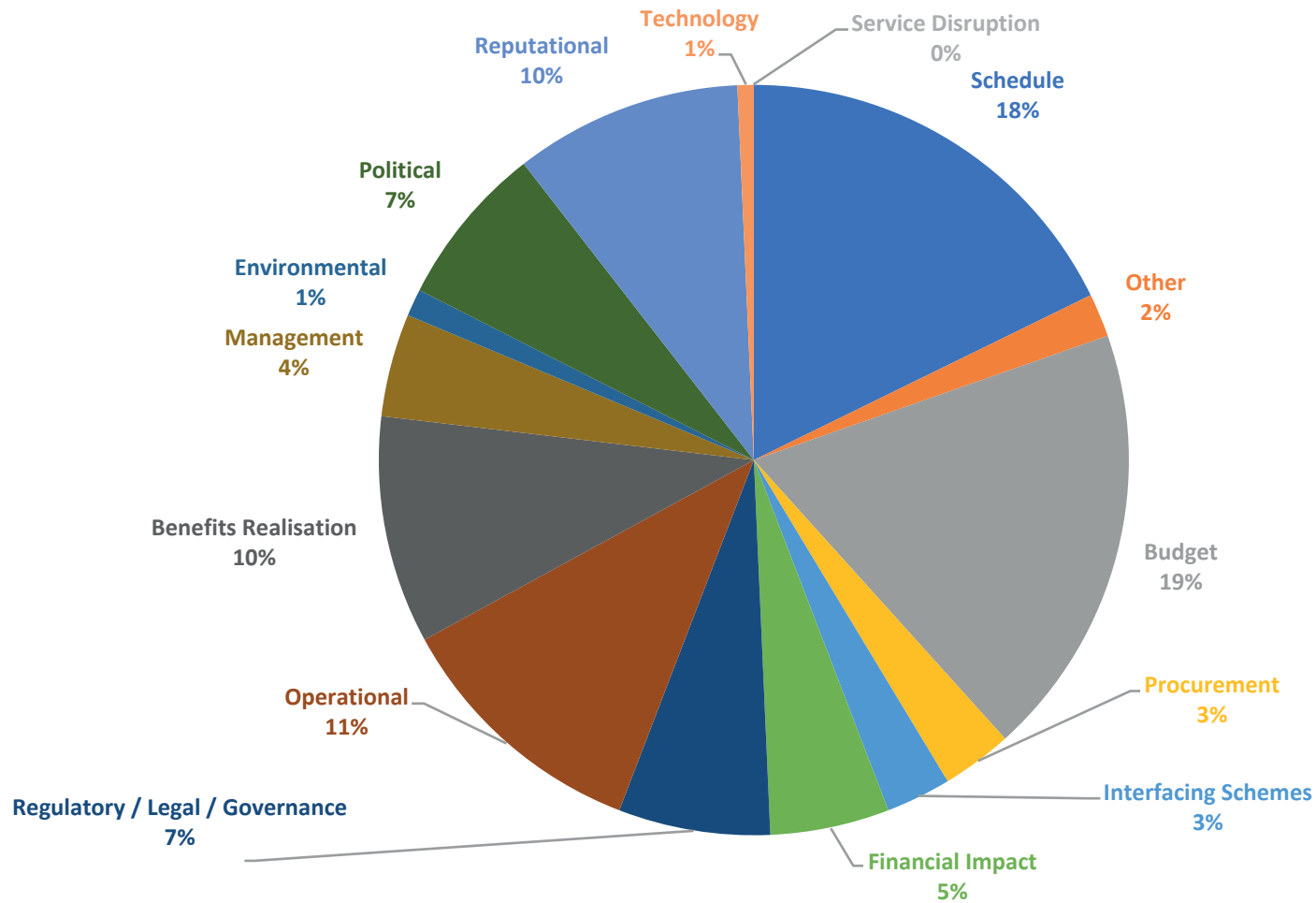
A significant amount of spend is predicted in the final year of the CRSTS programme with approximately £80m forecast to be spent in each quarter.



Programme risks

Risk categories

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



The most common risks raised relate to budget (19% of risks). The second most common risks were categorised as schedule risks (18%).

Key risks

The key programme risks, and their mitigations, are shown below.

Risk	Description	Consequence	Mitigation
Consultation / Objections	Public objection to projects which reallocate road space or prioritise bus and active travel over cars	Design / scope changes and potential reduction in benefits	Undertake early engagement with the public to determine levels of support and adjust designs accordingly.
Clustered delivery	Significant delivery activity towards rear of programme	Potential for a lot of disruption on the network at the same time	Development of a delivery plan with network mitigation / communications strategy.
Supply chain	Significant delivery activity towards rear of programme	Risks of lack of contractor availability due to competing demands from within (and external to) the programme	Early contractor engagement and coordination of project delivery
LTN 1/20	Highway constraints limit opportunity to deliver LTN 1/20 compliant infrastructure	Design / scope changes and potential reduction in benefits	Early and ongoing engagement with Active Travel England, seek departures where required
Affordability	Preferred Options for some schemes may exceed available funding envelope	Design / scope changes and potential reduction in benefits	Review costs at appropriate phases, if necessary consider phased delivery, explore opportunities to secure alternative funding
Political support	Schemes may not be supported by elected members	Delay to approvals process and / or changes to design / scope	Early and continuous engagement with elected members
Local governance	Length of approvals process	If approval process is lengthy then there could be delays to project delivery	Continuous communication with teams arranging approvals, teams informed in advance of decisions required. Teams arranging approvals to clearly explain processes and keep promoters informed of key dates
Utilities	Location of utilities uncertain at some sites	Increase in cost of schemes and delay to delivery	Liaison with utilities providers through development of schemes
Land	For some schemes there is uncertainty as to whether the necessary land can be acquired	Design / scope changes and potential reduction in benefits	Early engagement with land owners and limiting requirement for land acquisition where possible

Future development profile

Based on the information provided by scheme promoters we forecast that 62 business case documents will be submitted over the next financial year, 16 of which are predicted to be Full Business Cases and 8 of which are predicted to be Business Justification Cases.

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

Full Business Cases forecast to be submitted over the next financial year are summarised below.

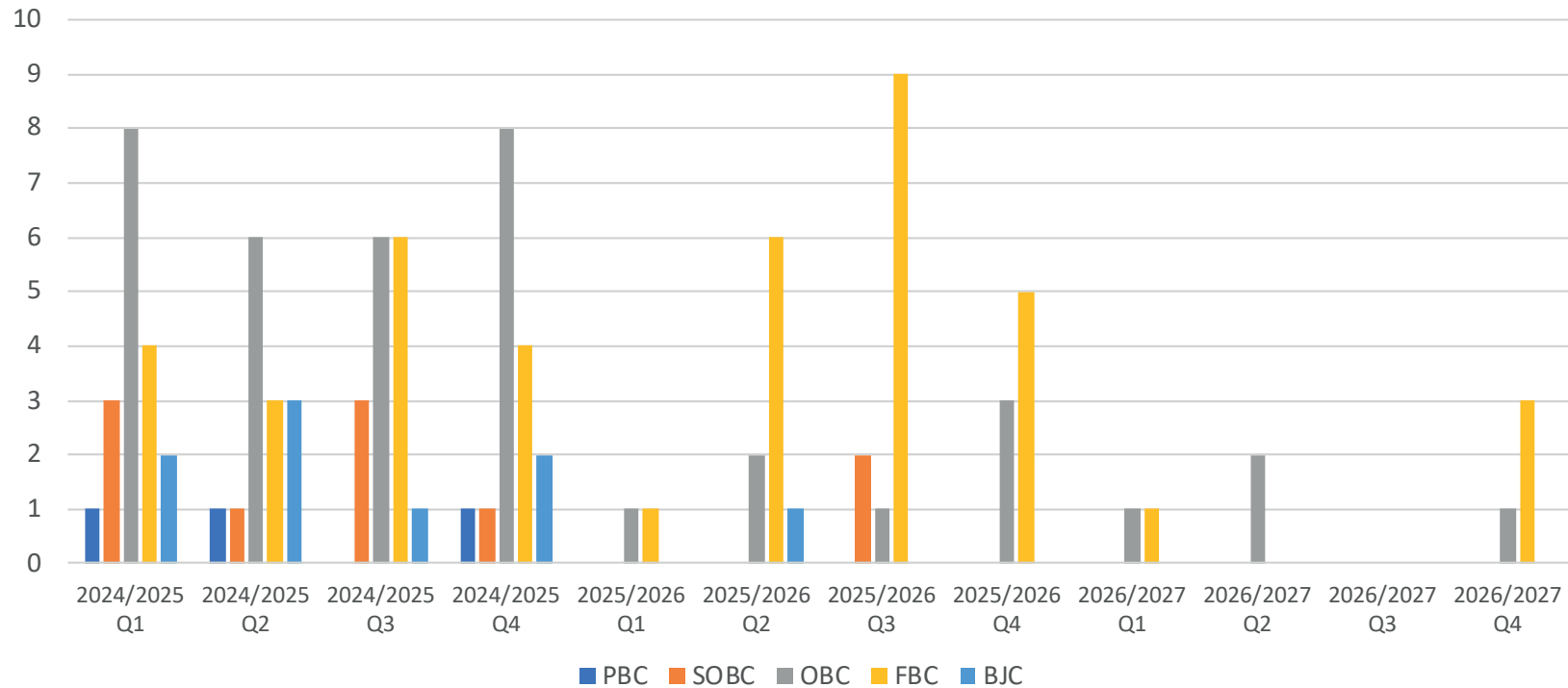
- City Centre Active Travel Connections to Interchange: Phase 1
- Very Light Rail: Innovation Centre (Dudley)
- Smethwick – Birmingham Inclusive Growth Corridor Transport Package
- Chester Road Corridor – Segregated Cycleway and Capacity Enhancement
- A41 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor (Phase 1)
- Wolverhampton City Centre Movement 0 Walk, Cycle and Bus Package
- A4123 Walk, Cycle and Bus Corridor
- Ultra Rapid Charging Transit Stations (EVCATS)
- Mobility Hubs & E bikes
- Swift cEMV contactless payment broker
- East Birmingham to Solihull Corridor: Damson Parkway active travel / sprint improvements

- Wednesbury to Brierley Hill Extension Sustainable Access Measures
- Park & Ride Estate Development: Tile Hill Delivery
- A461 Walk, Cycle and Bus Corridor
- ULEV Infrastructure: Black Country
- ULEV Infrastructure: Rest of West Midlands

Our current information forecasts that there will be a substantial level of Outline Business Case development over his financial year, with peaks in quarters 1 and 4. Full Business Case Development is forecast to increase in 2025/26 with a peak in the quarter 3. In the final year of the programme we are currently predicting a small amount of OBC and FBC development.

Forecast business case submissions over the next financial year

	Apr-2024	May-2024	Jun-2024	Jul-2024	Aug-2024	Sep-2024	Oct-2024	Nov-2024	Dec-2024	Jan-2025	Feb-2025	Mar-2025
Programme Business Case	0	1	0	0	0	1	0	0	0	0	0	1
Strategic Outline Business Case	1	2	0	0	0	1	2	0	1	0	0	1
Outline Business Case	2	3	3	2	3	1	3	0	3	2	3	3
Full Business Case	1	3	0	0	0	3	1	2	2	1	1	2
Business Justification Case	0	0	2	0	3	0	1	0	0	1	0	1



Summary

Summary

This report has set out the position of the West Midlands CRSTS programme as of the end of the financial year 2023/24 (the end of the second year of the CRSTS programme). It has provided the context for CRSTS investment including setting out the transport challenges faced in the area as well as the policy environment in which these issues will be resolved.

A summary of the key achievements over the last financial year has been provided including both development and delivery milestones. We have also provided an update on work done regarding our Local Network Improvement Plans allocation and our Highways Maintenance allocation.

This report has also presented a health check for the overall programme. Approximately half of projects are reporting amber status in terms of risks and milestones, whilst the majority are reporting green status in terms of financials. 49% of projects are reporting green status overall whilst 53% are reporting amber.

The funding update for the programme has shown that up to this point £565.4m of CRSTS funding has been approved with £210.7m spent. The forecast of future spending suggests that the period with the highest expenditure will be over the financial year 2025/26.

In terms of scheme development, it is forecast that 62 business case documents will be submitted over the next financial year including 16 Full Business Cases and 8 Business Justification Cases.

In terms of forecast delivery, 25 projects are projected to commence or complete delivery / construction over the next financial year.

The table overleaf presents the current forecast delivery dates for all of the CRSTS schemes along with the forecast dates included in the original submission.

Summary - Scheme List

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

Package	Description	Sub-project	Original Forecast		Current Forecast		Difference (months)	
			Delivery start	Delivery complete	Delivery start	Delivery complete	Delivery start	Delivery complete
Very Light Rail	Further research and development of VLR along with the construction of a route from Coventry Station to University Hospital Coventry & Warwickshire	Coventry Demonstration Route	Nov-2022	Sep-2025	Aug-2024	Jan-2025	21	-8
		Innovation Centre (Dudley)			Aug-2024	Aug-2025		
		R&D / Development			n/a	n/a		
Metro Upgrades	Upgrades to Line 1 depot and traction power	Metro Traction Power	Oct-2022	Sep-2025	Jun-2023	Mar-2027	8	17
		Metro Depot	Started	Mar-2025	Apr-2022	Jul-2026		15
A4123 Walk, Cycle and Bus Corridor	Multi-modal corridor improvements, including LTN 1/20 compliant cycleway and bus priority measures.	Multi-modal corridor improvements, including LTN 1/20 compliant cycleway and bus priority measures.	Jan-2025	Mar-2027	Jul-2025	Mar-2027	6	0
		Segregated cycleway from Burnt Tree to Lower City Rd			Jan-1900	Jan-1900		
East Birmingham to Solihull Corridor	Short to medium-term options for transport enhancements in the East Birmingham to Solihull Corridor.	Bus Priority	Jun-2024	Mar-2027	Sep-2026	Aug-2027	14	0
		Damson Parkway active travel / Sprint improvements			Aug-2025	Dec-2026		
		First-mile / Last-mile			Apr-2026	Mar-2027		
A454 Walk, Cycle and Bus Corridor	Multi-modal corridor between Wolverhampton and Walsall including high quality walking and cycling infrastructure and improving bus journey time reliability.	Phases 1&2	Sep-2024	Mar-2027	Jun-2025	Sep-2027	7	0
		East Park active travel			Jan-2026	Jun-2026		
		Phase 3			Dec-2026	Dec-2027		
		Willenhall Core Walking Zone			n/a			
		Bentley active travel			Apr-2025	Mar-2027		
		Birchills active travel						
ULEV Infrastructure	Delivery of on-street residential chargepoints in areas with no off-street parking, as well as other EV charging facilities around the West	ULEV - Rest of West Midlands	Apr-2023	Mar-2027	Dec-2024	Dec-2026	14	-3
		ULEV - Black Country			Jun-2024	Sep-2025		
Park & Ride Estate Development	Delivery of improved park and ride at Tile Hill accompanied by improved access by bus and active travel. Development of park and ride sites at	P&R development	Aug-2024	Oct-2026	n/a	n/a	9	1
		Tile Hill delivery			May-2025	Dec-2026		
Foleshill Transport Package	Junction improvements, PT priority measures and walking & cycling infrastructure.	Foleshill Rd Bus Gate & Cycleway	Jul-2023	Dec-2024	Jan-2025	Mar-2026	-8	14
		A444 J2 Roundabout			Jul-2024	Jan-2025		
		J9 Radford Rd Cycleway			Nov-2022	Mar-2023		

Summary - Scheme List

Scheme name	Description	Original Forecast		Current Forecast		Difference (months)	
		Delivery start	Delivery complete	Delivery start	Delivery complete	Delivery start	Delivery complete
Multi-modal Access to HS2 Enhancement.	Interventions at key junctions on the highways network to improve upon the schemes proposed by HS2 including provision of LTN 1/20 compliant infrastructure.	Jan-2023	Mar-2027	Mar-2028	Mar-2032	61	59
Swift cEMV contactless payment broker	To deliver a 'broker' that will enable integrated cEMV contactless payment capping across operators and modes	Nov-2022	Dec-2025	Feb-2025	Jun-2026	27	6
Dickens Heath to Solihull Town Centre LCWIP Scheme.	Segregated cycleway connecting the large residential area of Dickens Heath to the south of the borough with the town centre.	Feb-2024	Feb-2025	Mar-2026	Mar-2027	25	24
Knowle to Solihull Town Centre LCWIP Scheme.	Segregated cycleway connecting Solihull town centre to Knowle, a key settlement in the rural east of Solihull.	Feb-2024	Feb-2025	Mar-2026	Mar-2027	25	24
A449 Walk, Cycle and Bus Corridor	Bus priority measures along with walking and cycling infrastructure via reallocation of available highway space.	Apr-2023	Sep-2024	May-2025	Apr-2027	25	30
Ultra Rapid Charging Transit Stations (EVCATS)	Delivery of 10 EV charging stations located on or in close proximity to the Key Route Network for the West Midlands and Warwickshire.	Aug-2023	Jun-2025	Jan-2025	Dec-2026	17	17
Black Country Walking and Cycling Package	Delivery funding for various LTN 1/20 compliant walk and cycle corridors within the Black Country, as identified in the WMLCWIP.	Oct-2023	Mar-2027	Mar-2025	Mar-2027	17	0
Hagley Road Rapid Transit	Further work and analysis of rapid transit options along this corridor followed by initial stages of delivery.	Sep-2024	Dec-2026	Jan-2026	Dec-2026	16	0
Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	LTN 1/20 compliant high quality continuous cycle route and additional walking infrastructure will be created through the city, creating a high quality walking and cycling environment in the heart of Wolverhampton City Centre	Mar-2023	Apr-2024	Jul-2024	Feb-2026	16	21
Aldridge Station*	New station at Aldridge and reintroduction of passenger services to the station along a short section of the existing Sutton Park rail line.	Jan-2025	Mar-2027	Apr-2026	Mar-2027	15	0
BSIP Retrofit Programme (120 buses to Euro 6)	Retrofitting of 120 older buses to get them to Euro 6 emissions standards.	Jun-2025	Mar-2026	Sep-2026	Sep-2026	15	5
Active Travel - A45 Segregated Cycleway	The provision of a segregated cycle way between Birmingham City centre and the Airport.	Mar-2025	Apr-2026	May-2026	Mar-2027	14	10
BSIP Bus Priority X-city Routes	Bus priority infrastructure on 8 radial routes into / out of Birmingham creating four cross-city routes.	Sep-2024	Sep-2026	Sep-2025	Mar-2027	12	5
Selly Oak to Longbridge Segregated Cycling	Completion of the Selly Oak to Longbridge section of the high-quality A38 segregated cycle route.	May-2025	Jan-2027	May-2026	Mar-2027	12	1
Sprint A34 Phase 2	Phase 2 enables completion of the full project include priority measures in the Black Country.	Jun-2023	Nov-2024	May-2024	Sep-2026	11	21
Sprint A45 Phase 2	Phase 2 enables completion of the full project include priority measures in Solihull.	Jun-2023	Nov-2024	Apr-2024	Jul-2025	10	7
Coventry South Sustainable Transport (GIGA Factory Links)	Improvements along London Rd, including a LTN 1/20 segregated cycle link.	Jan-2023	Mar-2025	Aug-2023	Mar-2027	7	24
Chester Road Corridor - Segregated Cycleway and Capacity Enhancement	Delivery of LTN 1/20 compliant cycle infrastructure and a modest increase of highway capacity on a heavily congested section of the A452 Chester Road through Chelmonds Cross, just north of the HS2 Interchange station.	Jun-2025	Dec-2026	Jan-2026	Dec-2026	7	0
Bus, Cycle and Walk Access: Darlaston and Willenhall Train Stations	Walk, cycle, bus & general highway improvements to help unlock	Apr-2024	Mar-2025	Nov-2024	Jul-2025	7	3
Dudley Port ITH - Phase 1 and Phase 2 Development	Delivery of infrastructure at Dudley Port to improve integration and interchange between bus, rail and metro.	Jan-2024	Dec-2024	Aug-2024	Mar-2027	7	27
Mobility Hubs & E Bikes	Full roll-out of Mobility Hubs including different variants providing a variety of mobility solutions e.g. cycle hire and parking, travel information, micromobility, PT pick up and drop off etc.	Apr-2024	Mar-2027	Oct-2024	Mar-2026	6	-12
Wednesbury to Brierley Hill Extension Sustainable Access Measures	Active travel upgrades on key links between trip attractors and new metro stops.	Jan-2024	Mar-2027	Jun-2024	Mar-2027	5	0

Summary - Scheme List

The table below summarises the forecast timescales vs the original timescales for individual schemes

Scheme name	Description	Original Forecast		Current Forecast		Difference (months)	
		Delivery start	Delivery complete	Delivery start	Delivery complete	Delivery start	Delivery complete
Stourbridge Town Centre Sustainable Connectivity Package	Walk / cycle connectivity project within Stourbridge town centre, improving perceptions of safety and making permanent changes made for EATF.	Jun-2024	Sep-2026	Nov-2024	Sep-2026	5	0
One Station and Smallbrook Queensway	Upgrade of strategic walking routes between Birmingham New Street, Birmingham Moor Street, Birmingham Curzon Street and Birmingham Snow Hill	Oct-2025	Mar-2027	Jan-2026	Mar-2027	3	0
Sutton Gateway	Improved walking and cycling access to and through Sutton Town Centre and associated changes to highway layouts to support regeneration.	Mar-2026	Mar-2027	May-2026	Mar-2027	2	0
Demand Responsive Bus (inc diversification of Ring & Ride)	New assets and improved IT systems to support wider Demand Responsive Transport deployment across the region.	Sep-2025	Mar-2027	Nov-2025	Mar-2027	2	0
UKC - Solihull - Dorridge Bus Priority	Cross Solihull bus route, with priority infrastructure to connect the UKC Hub area with Solihull Town Centre, Cranmore and Blythe Valley Business Parks and Knowle / Dorridge.	Mar-2026	Mar-2027	May-2026	Mar-2027	2	0
Smethwick - Birmingham Inclusive Growth Corridor Transport Package	Dudley Road corridor improvements, (cycling and walking / PT / Smart Mobility)	Mar-2025	Mar-2027	Mar-2025	Mar-2027	0	0
Dudley Town Centre Interchange Sustainable Connectivity Package	Walk / cycle connectivity project within Dudley town centre, improving perceptions of safety. Integration with WBHE Metro and Dudley Interchange urban realm enhancements.	Jan-2025	Mar-2027	Jan-2025	Mar-2027	0	0
City Centre Active Travel Connections to Interchange	Upgrade, restoration and renovation of walking and cycling links public realm across Birmingham City Centre, between key public transport interchanges.	Sep-2025	Mar-2027	Jan-2025	Mar-2027	-8	0
A461 Dudley Walk, Cycle and Bus Corridor	Multi-modal LTN 1/20 compliant infrastructure improvements for active travel and bus priority for various bus routes identified in the WM BSIP.	Mar-2025	Mar-2027	Jun-2024	Mar-2027	-9	0
A461 Sandwell Walk, Cycle and Bus Corridor	Multi-modal LTN 1/20 compliant infrastructure improvements for active travel and bus priority for various bus routes identified in the WM BSIP.	Mar-2025	Mar-2027	Jun-2024	Mar-2027	-9	0
A41 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor	Multi-Modal junction and corridor improvements for walking, cycling and buses.	Apr-2026	Mar-2027	Mar-2025	Mar-2027	-13	0
WBHE Metro (Final Year of TCF)	Extension of the Metro to Brierley Hill	Started	May-2025	Mar-2020	Jan-2025	0	-4
Metro Line 1 Renovation costs	Asset renewal of Line 1 to enable continued reliable and safe operation	Started	Dec-2025	Nov-2022	Mar-2027	0	14
Solihull Rail Station	Development of a multi-modal interchange incorporating increased capacity at the station, alongside significantly improved bus interchange facilities and enhanced public realm and provision / facilities for cyclists and pedestrians.	Nov-2022	Mar-2027	n/a	n/a	n/a	n/a
Snow Hill Growth Strategy	Improvements to the Snow Hill area of the city centre including the usage of the ring road. Project could see expansion of development areas for residential and employment sites.	Jan-2023	Sep-2026	n/a	n/a	n/a	n/a
West Coast Mainline and M42 Public Transport and Active Travel bridge	The construction of a bridge over the M42 to provide sustainable access to the HS2 Interchange site. (WCML Bridge to follow with subsequent funding).	Jan-2023	Mar-2027	n/a	n/a	n/a	n/a
Rail Development	Funding for the development of a number of new stations in anticipation of subsequent delivery funding.	Jan-2023	Mar-2027	n/a	n/a	n/a	n/a
Bus, Cycle and Walk Access: Walsall Town Centre Interchange	Development funding for Walsall Town Centre Interchange, which involves Reconfigured access to St Paul's Bus Station and delivery of town centre masterplan.	Jan-2024	Mar-2027	n/a	n/a	n/a	n/a
Rail Package 1 (Willenhall & Darlaston)	Construction of three new rail stations at Darlaston and Willenhall and provision of a rail service on an existing rail line which currently has no local passenger service	n/a	n/a	Sep-2021	Feb-2026	n/a	n/a
Rail Package 2 (Camp Hill Line: Kings Heath, Moseley & Pineapple Road)	Construction of three new rail stations at Moseley, Kings Heath and Pineapple Road and provision of a rail service on an existing rail line which currently has no local passenger service	n/a	n/a	Mar-2022	Feb-2025	n/a	n/a
Dudley Interchange	Re-build of Dudley Bus station to incorporate DIRD operations and provide better interchange with Wednesbury to Brierley Hill Metro which has a stop adjacent to the site.	n/a	n/a	Feb-2024	May-2025	n/a	n/a
CAF Battery / Viaduct	Onboard Energy Storage System (OESS) Service Agreement. Scope of works is for CAF to renew the OESS when life expired on the 2G fleet of trams. Repairs to a viaduct over the Dudley canal.	n/a	n/a	May-2021	Mar-2027	n/a	n/a