

City Region Sustainable Transport Settlement

West Midlands Annual Monitoring Report 2024/25

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Introduction

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 2024/25.

CRSTS is a 5 year grant fund from government for Mayoral Combined Authorities (MCAs) 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.

The West Midlands CRSTS programme has now entered year 4 of the 5 year programme. This review will set out the key achievements of the programme over most recent financial year (2024/25) 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

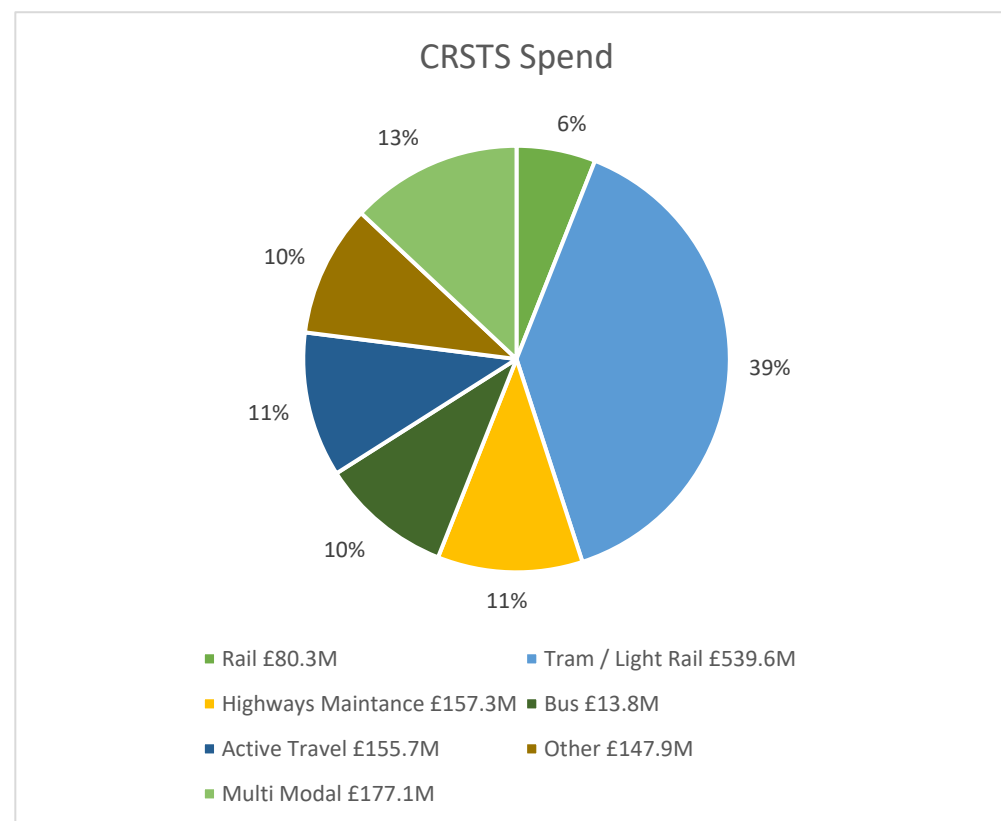
The West Midlands CRSTS programme consists of 68 projects and sub-programmes with a contribution from government of £1.05bn. These are being delivered through Transport for West Midlands (TfWM) and our constituent Local Authorities (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton).

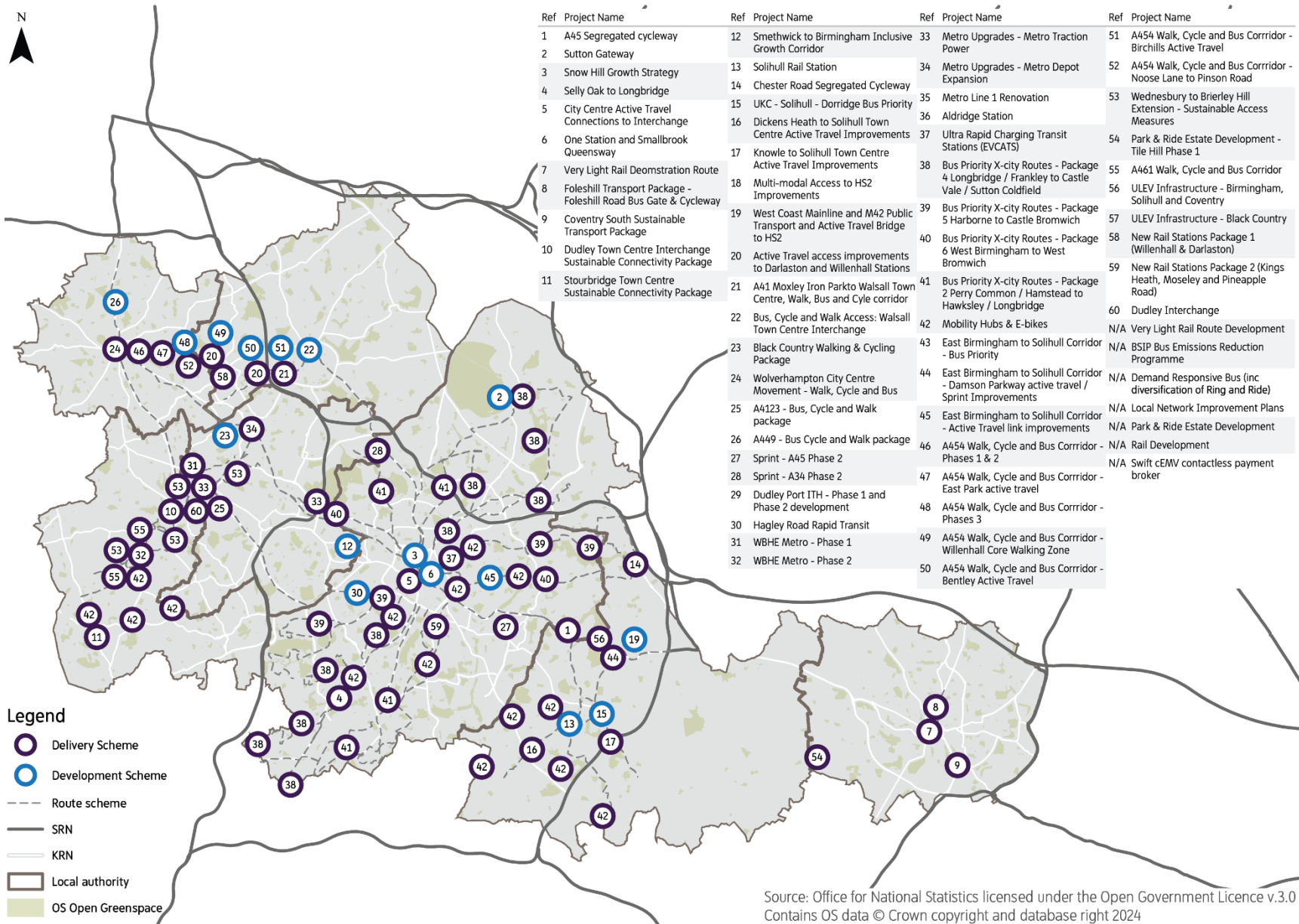
The programme includes funding previously allocated through the highways maintenance fund and Integrated Transport Block which has been allocated to local authorities using historic allocation formulas.

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.





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. Whilst there was an increased reliance on road travel during the COVID-19 pandemic travel behaviours have slowly begun to return to pre-covid levels, albeit with more hybrid working observed.

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.

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.

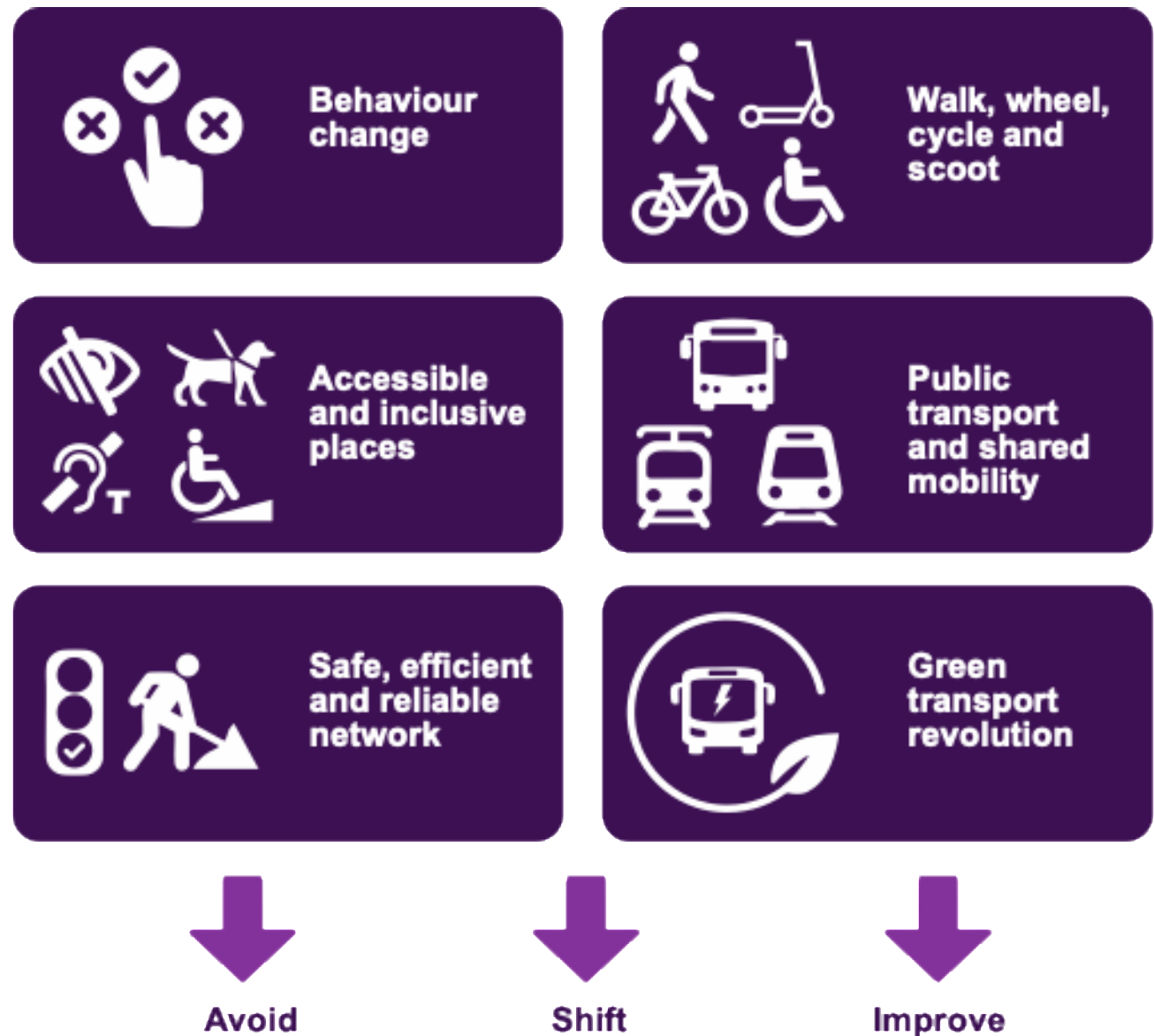


6 Big Moves

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 on page 14.



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 cost 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
	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
Supporting local communities and places	Local access	We will improve local sustainable travel connectivity and reduce severance within and between neighbourhoods.	- Healthy streets and Spaces Connecting or Places - Creating Resilient Networks and Communities
	Streets for communities	We will reduce the dominance of motorised traffic in local neighbourhoods to enable re-purposing of streets.	- Healthy Streets and spaces - Creating Resilient Networks and Communities
Becoming more active	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
Tackling the climate emergency	Transport decarbonisation	We will rapidly reduce transport carbon emissions at a rate consistent with WM2041 ambitions.	- Making Behaviour Change Easy - Delivering a Green Revolution

Key Achievements

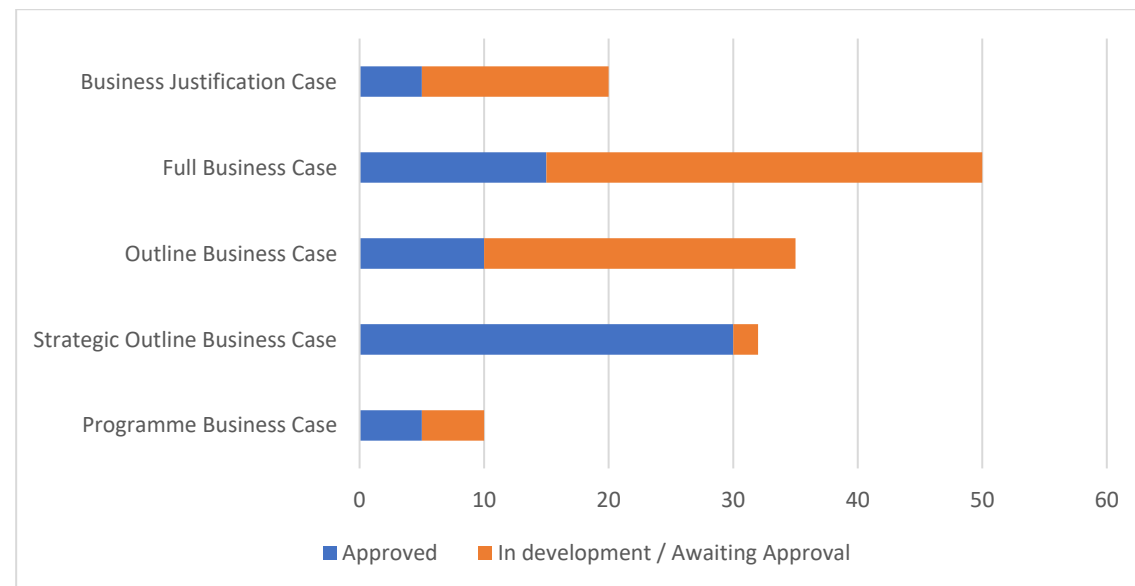
Development

The West Midlands CRSTS programme as of the end of financial year 2024/25 included 82 schemes: 40 individual schemes and 42 schemes which are part of 13 packages. 16 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 financial year most activity has focussed on development and approval of SOBCs: 1 PBC, 7 SOBCs, 4 OBCs, 6 FBCs and 1 BJC were approved in 2024/25. Development milestones reached over the last year are listed below:

PBCs

- **Snow Hill Growth Strategy:** PBC approved in February 2025 for development of Snow Hill area, including usage of the ring road

SOBCs

- **Sutton Gateway:** SOBC approved in September 2024 for improved walking and cycling access and highway changes in Sutton Town Centre
- **East Birmingham North Solihull:** SOBC approved in September 2024 to explore options to improve public transport on the East Birmingham – North Solihull Corridor
- **Active Travel - A45 Segregated Cycleway:** SOBC approved in October 2024 to develop an OBC for

- **UKC - Solihull - Dorridge Bus Priority:** SOBC approved in January 2025 for bus priority measures to connect UK Central Hub to nearby centres
- **Selly Oak to Longbridge Segregated Cycling:** SOBC approved in April 2024 for segregated cycling facilities between Selly Oak and Longbridge
- **City Centre Active Travel Connections to Interchange Phase 2:** SOBC approved in April 2024 for walking and cycling improvements across Birmingham city centre
- **One Station and Smallbrook Queensway:** SOBC approved in June 2024 for walking improvements between central Birmingham rail stations



OBCs

- **A454 Walk, Cycle and Bus Corridor Phases 1&2:** OBC approved in August 2024 for multi-modal corridor improvements for walking, cycling and buses
- **A461 Walk, Cycle and Bus Corridor:** OBC approved in July 2024 for multi-modal corridor improvements for walking, cycling and buses
- **East Birmingham to Solihull Corridor: First Mile / Last-mile:** OBC approved in November 2024 for corridor improvements for walking and cycling
- **Chester Road Corridor – Segregated Cycleway and Capacity Enhancement:** OBC approved in October 2024 for corridor improvements for walking and cycling and a modest increase of highway capacity

FBCs

- **Wolverhampton City Centre Movement - Walk, Cycle and Bus Package:** FBC approved in December 2024 for walking, cycling and bus improvements in the city centre
- **ULEV Black Country:** FBC approved in January 2025 for on-street residential chargepoints

- **City Centre Active Travel Connections to Interchange Phase 1 (New Street / Temple Street / Bennetts Hill):** FBC approved in December 2024 for walking and cycling improvements across Birmingham city centre
- **Wednesbury to Brierley Hill Extension: to Dudley:** FBC approved in July 2024 for Metro extension To Dudley
- **Wednesbury to Brierley Hill Extension:** Dudley to Merry Hill: FBC approved in November 2024 for Metro extension between Dudley and Merry Hill
- **Metro Depot Upgrades:** FBC approved in November 2024 for upgrade to Wednesbury Metro Depot

BJCs

- **Coventry South Sustainable Transport (GIGA Factory Links):** London Road Cycleway (North): BJC approved in December 2024 for multi-modal corridor improvements for segregated cycle infrastructure along London Road



Delivery

Currently, 47 projects and sub-programmes are anticipated to see delivery during the CRSTS funding period (this doesn't include development only schemes).

Over the 2024/2025 financial year, a significant amount of progress has been made in delivering projects in the West Midlands. Below are a series of images showing delivery progress on CRSTS funded projects.



Birmingham Eastside Metro Extension

Delivery Ongoing

This scheme will provide an extension to the Midland Metro network to the future HS2 Curzon Station and beyond into Digbeth.



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.



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.



WBHE Metro Phase 1

Delivery ongoing

Delivery is ongoing on the Wednesbury to Flood Street (Dudley) phase of the Wednesbury to Brierley Hill Metro extension. This has included the installation of a new bridge over Birmingham New Road and the installation of track adjacent to Dudley Interchange.



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 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.

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Dudley Interchange Delivery Commenced

This scheme will provide a new state of the art interchange facility for bus passengers in Dudley comprising of x bus stands, a coach stand and direct interchange with the under-construction Wednesbury to Brierley Hill Metro extension.



Coventry South Active Travel Corridor Delivery ongoing

This sub-programme will deliver a range of active travel improvements along the London Road corridor in south Coventry. This comprises new segregated cycle links, crossings and signage.



VLR Demonstration Route Development ongoing

The Very Light Rail demonstration route includes the development and testing of a new low intrusion track form and vehicles which may significantly reduce costs of delivering light rail systems in urban areas.



Pinson Road to Rose Hill Cycle Scheme

Delivery ongoing

This project will deliver a 1.4km fully segregated cycle link along the A454 & B4464 in Walsall, providing improved access to Willenhall town centre.



Foleshill Transport Package

Delivery ongoing

This package of projects will improve links from north Coventry with new cycleways, redesigned junctions and bus priority. Shown here is the remodelled Blue Ribbon Island.



Wolverhampton City Centre Bus, Cycle & Walk

Delivery ongoing

Construction has commenced on delivery of new urban realm which includes segregated cycleways and bus only links in Wolverhampton City Centre to encourage more visitors and encourage more active travel.

Local Network Improvement Plans

Local Network Improvement Plans work will continue throughout the CRSTS programme. Examples of schemes delivered using LNIP funding in 2024/25 are given below.

Road Safety Projects



Chester Road, Walsall



Hollyfield Road, Birmingham

Maintenance



Bridge Repairs and resurfacing, Moathouse Lane, Wolverhampton



Linthouse Lane, Wolverhampton



Willenhall Street, Darlaston, Walsall



Resurfacing work along the A45 Birmingham Road, Coventry

Local Network Improvement Plans

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Safer Routes to School



Traffic calming, Holy Rosary, Wolverhampton



New Zebra Crossing, Willenhall Street, Darlaston



New Zebra Crossing, Little Aston Road, Walsall



New Zebra Crossing, Green Lane, Shirley

Upgrades



Upgraded cycle and pedestrian link, Coventry



Upgraded walking and cycling path, The Fordrough, Birmingham

Highway Maintenance

This section 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 2025. 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.

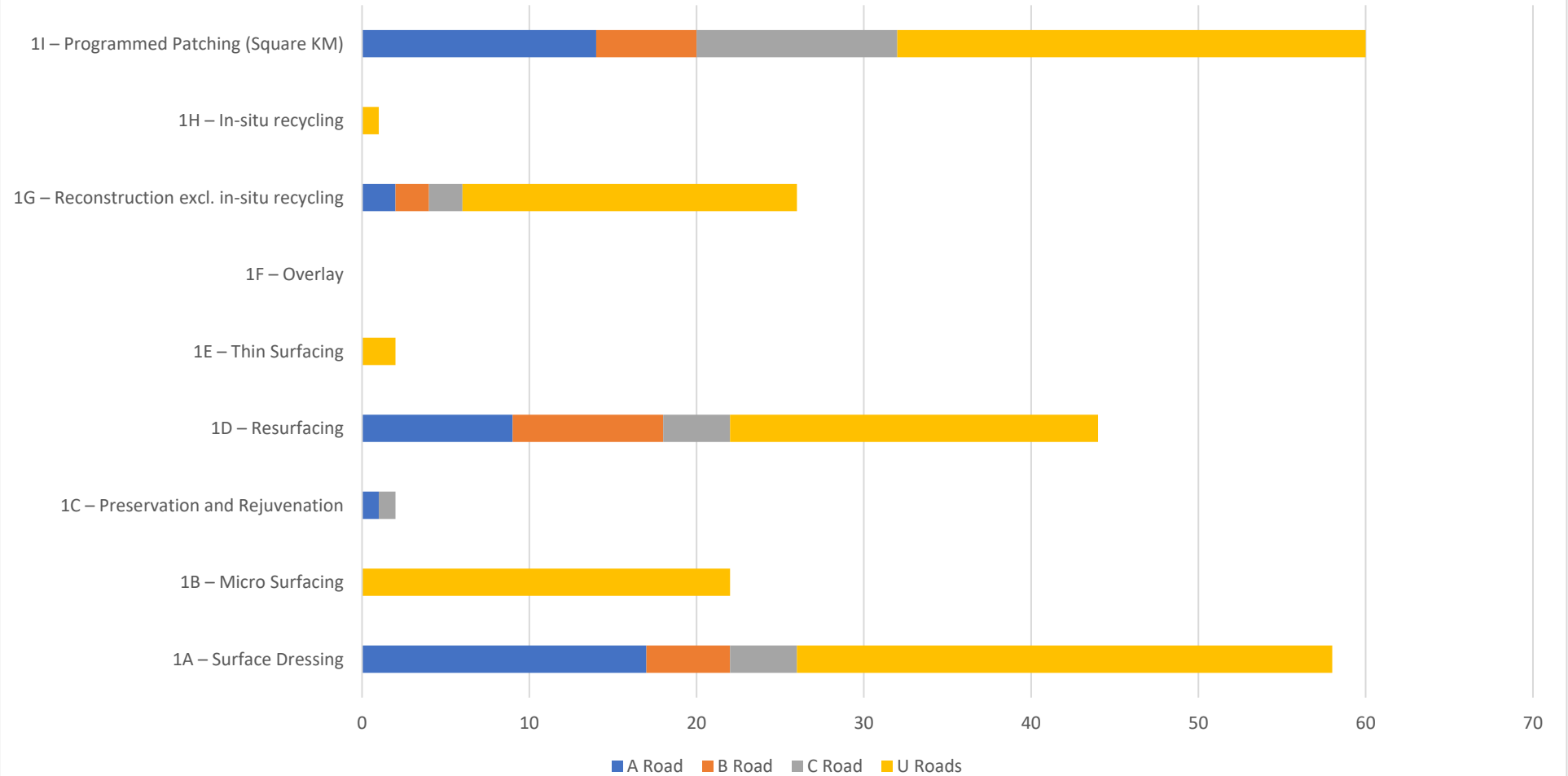
In addition, it should be noted that Coventry decided to defer delivery of some of their projects due to uncertainty around travel patterns as a result of Covid-19. Whilst those projects are still being developed, the £10m of delivery funding released by this change has been used to bolster their highways maintenance activity.

Funding Allocation

Local Authority	2024/25 Funding (£)
Coventry*	9,086,400
Dudley	4,486,100
Sandwell	4,741,300
Solihull	3,872,100
Walsall	3,568,700
Wolverhampton	3,325,400
Total for 2024/25	29,080,00

*Coventry allocation increased by £5m in 2024/25 and 2025/26

Road lengths receiving treatment by road class and treatment type 2024/25 (km)



Road Condition percentages in the West Midlands

Road condition data 2025	Coventry		Dudley		Sandwell		Solihull		Walsall		Wolverhampton	
	2023/24	2024/25	2023/24	2024/25	2023/24	2024/25	2023/24	2024/25	2023/24	2024/25	2023/24	2024/25
% of principal 'A' roads where maintenance should be considered	1	2	2	2	2	2	3	3	1	2	2	2
% of principal 'A' roads where maintenance should be considered	2	3	3	2	2	2	2	1	1	1	2	2
% of principal 'B' and 'C' roads where maintenance should be considered	18	12.5	21	18	22	23	21	27	26	20	20	18

Legend
Improvement
No change
Worsening

March 2024 vs March 2025

National Highways & Transport Network Public Satisfaction Survey Results 2024

NHT Results 2024 (% respondents who satisfied or better)	National Average	Coventry	Dudley	Sandwell	Solihull	Walsall	Wolverhampton
WCBI 02 Condition of pavements (active travel)	45	43	49	48	49	51	46
HMBI 01 condition of road surfaces (Highways Maintenance)	22	30	19	36	28	30	22
KBI 23 Condition of highways	24	32	21	37	30	33	25
KBI 11 Pavements and Footpaths overall (active travel)	49	47	52	50	54	57	51
KBI 24 Highways Maintenance	41	42	41	45	47	44	41

Legend
Above National Average
Below National Average

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

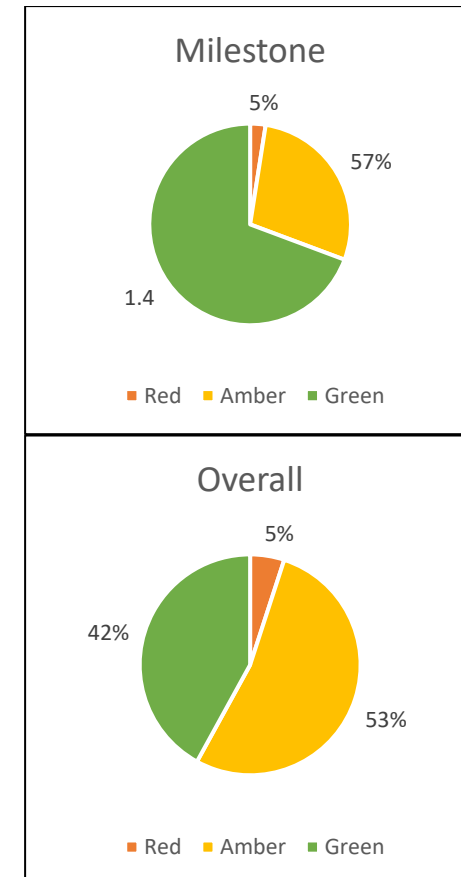
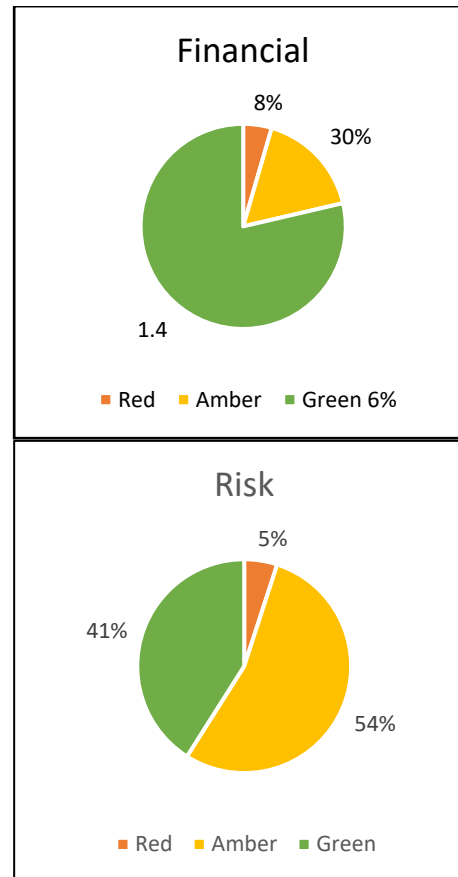
Programme Health Status

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 2024/25 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. 42% 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.

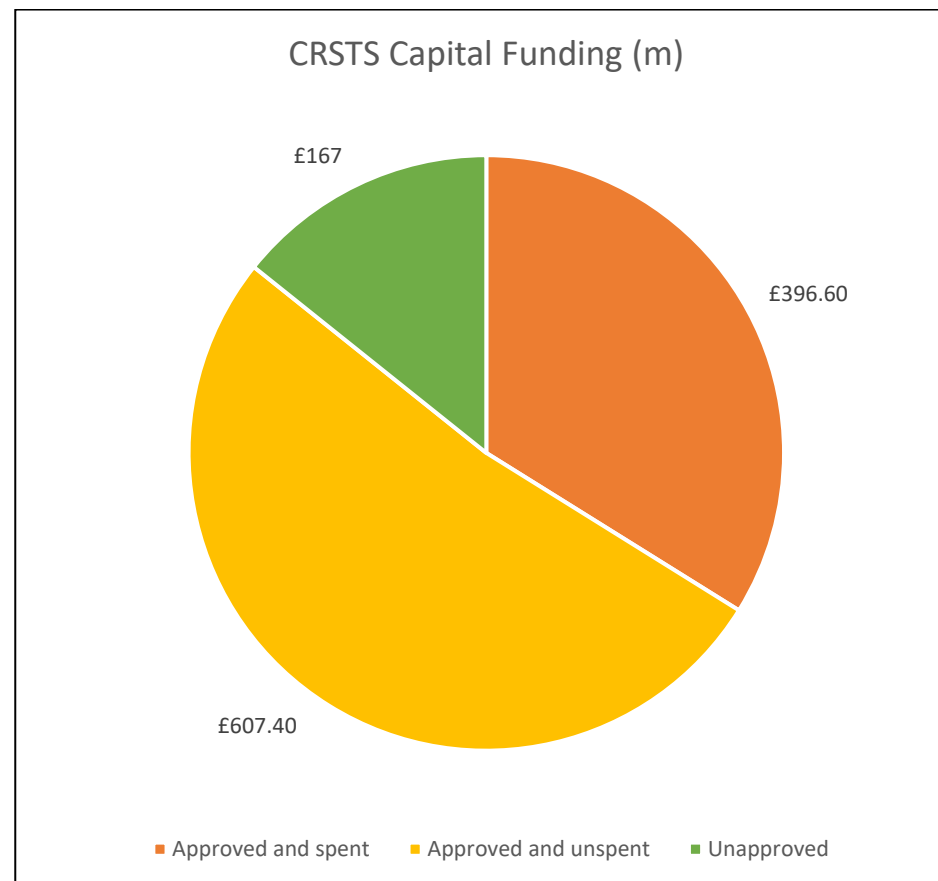


Funding Update

Funding spent

The funding status for the overall programme is shown in the graph below. Up to this point, £1004.03m 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 £396.6m, with £97.6m in 2022/23, £113.1m in 2023/24 and £185.9m in 2024/25. The remaining £167.0m of the budget remains unapproved. Funding approvals made over the 2024/25 financial year are summarised in the table below.

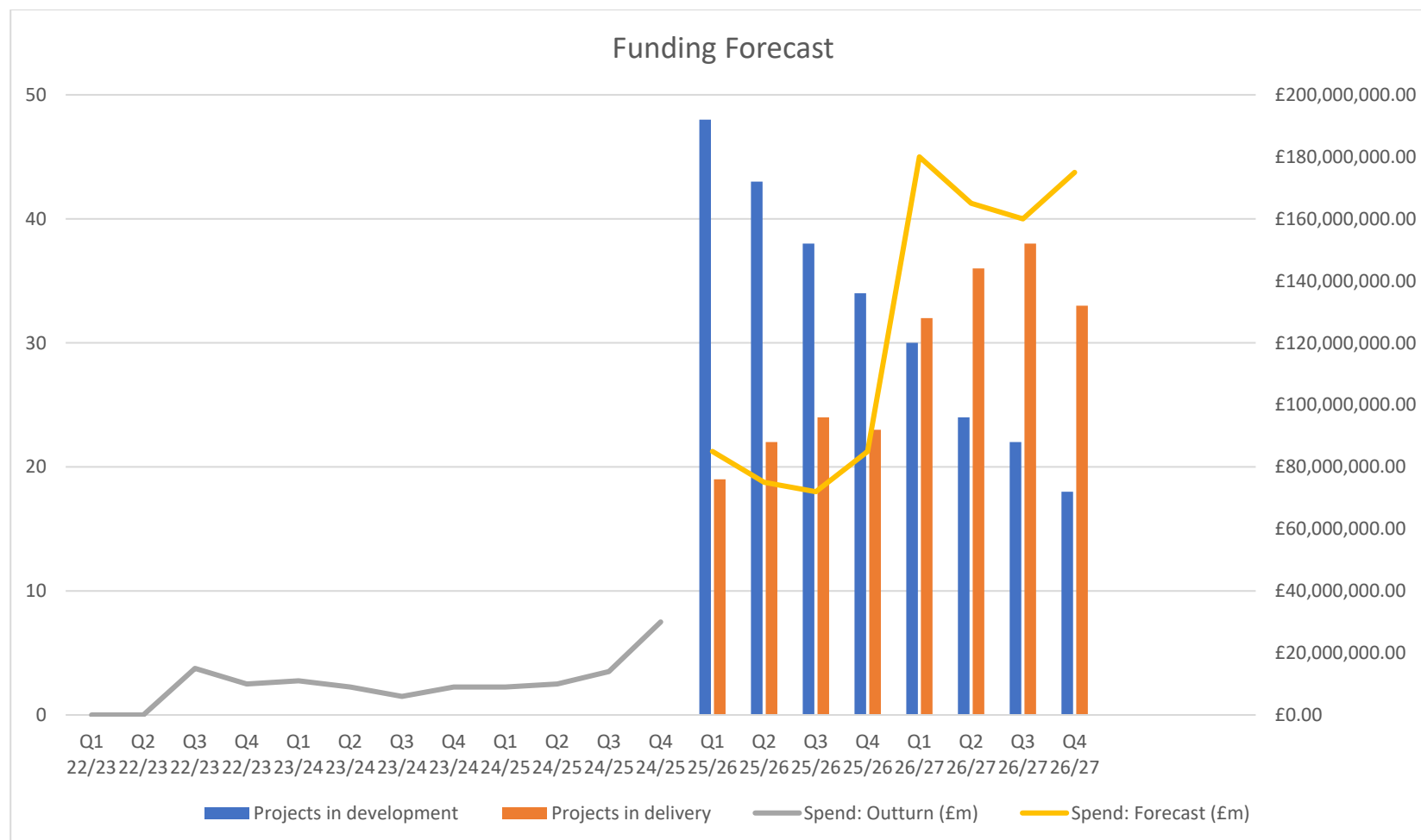
The total funding presented here totals £1.171bn. This exceeds the CRSTS grant by £121m. The reason for this is that the Department for Transport have permitted Mayoral Combined Authorities to over-programme to allow for unexpected delays or attrition in their programmes. This overprogramming is being continually managed as projects proceed through their respective lifecycles.



Project / Package	Funding Amount (£m)	Date Approved	Funding Use
CRSTS – HS2-S – A34 – Selly Oak to Longbridge Cycle Route	£0.50	Apr-24	Preparation of Outline Business Case
CRSTS – HS2-S – City Centre Active Travel to Interchange – Part 2	£0.90	Apr-24	Preparation of Outline Business Case
CRSTS – HS2-S – HS2 Readiness Programme	£0.88	Jun-24	Preparation of Outline Business Case
Birmingham Eastside Extension	£20.00	Jul-24	Scheme Delivery
CRSTS – CRN46 – A461 Walk, Cycle and Bus Corridor Improvements	£0.91	Jul-24	Preparation of Full Business Case
ATF3 – SAN321 – Phase 1 Wednesbury to Brierley Hill Extensions – local connections for cycling and walking	£0.90	Jul-24	Preparation of Full Business Case
WMRE Phase 2b Merry Hill	£5.99	Jul-24	Scheme Delivery
WMRE – Phase 1 Flood Street	£4.63	Jul-24	Scheme Delivery
CRSTS – CoP – Sutton Gateway Phase 1	£0.73	Sep-24	Preparation of Outline Business Case
CRSTS – IG – A415 Coventry Road Cycle Route Phase 2	£0.90	Oct-24	Preparation of Outline Business Case
CRSTS – IG – A452 Chester Road to Cross Corridor Improvement Scheme	£0.91	Oct-24	Preparation of Full Business Case
WMRE Phase 2b Merry Hill	£85.00	Nov-24	Scheme Delivery
WMRE Phase 2b Merry Hill	£30.00	Nov-24	Scheme Delivery
WMRE Phase 2b Merry Hill	£60.00	Nov-24	Scheme Delivery
WMRE Phase 2b Merry Hill	£18.00	Nov-24	Scheme Delivery
WMRE Phase 2b Merry Hill	£7.90	Nov-24	Scheme Delivery
CRSTS – IG – Wolverhampton City Centre Movement – Bus, Cycle and Walk Package	£13.35	Dec-24	Scheme Delivery
CRSTS – HS2-S – City Centre Active Travel Connections to Interchange – Phase 1	£12.95	Dec-24	Scheme Delivery
London Road Cycleway (North)	£2.98	Dec-24	Scheme Delivery
ZEBRA Battery Renewals	£15.40	Jan-25	Scheme Delivery
CRSTS – DeCR – ULEV Black Country	£3.78	Jan-25	Scheme Delivery
CRSTS – CoP – UKC – Dudley Bus Priority	£1.15	Jan-25	Preparation of Outline Business Case
CRSTS – CoP – Snow Hill Growth Strategy	£4.90	Feb-25	Scheme Delivery
CRSTS – IG – A454 Walk, Cycle and Bus Corridor – Rose Hill to Princes Road Cycle Scheme	£2.10	Mar-25	Scheme Delivery

Funding forecast

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



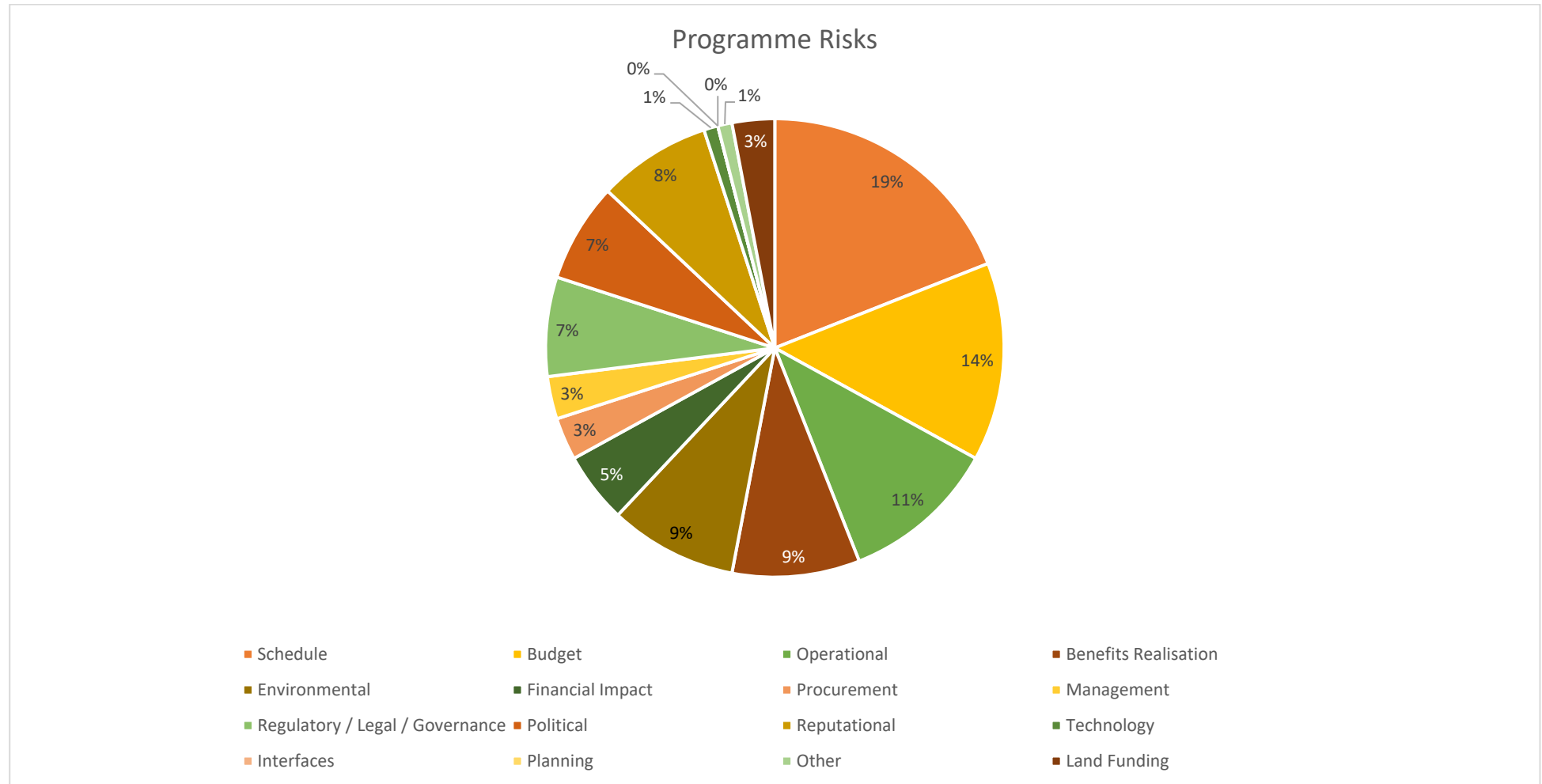
The highest forecast spend is predicted to occur between the first quarter of 2026/27 and the final quarter of 2026/27 with over £100m forecast to be spent each quarter. A significant amount of spend is predicted in the penultimate year of the CRSTS programme with over £60m forecast to be spent in each quarter aligning with the significant delivery activity expected to commence in 2025/26.

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 schedule (21% of risks). The second most common risks were categorised as budget 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

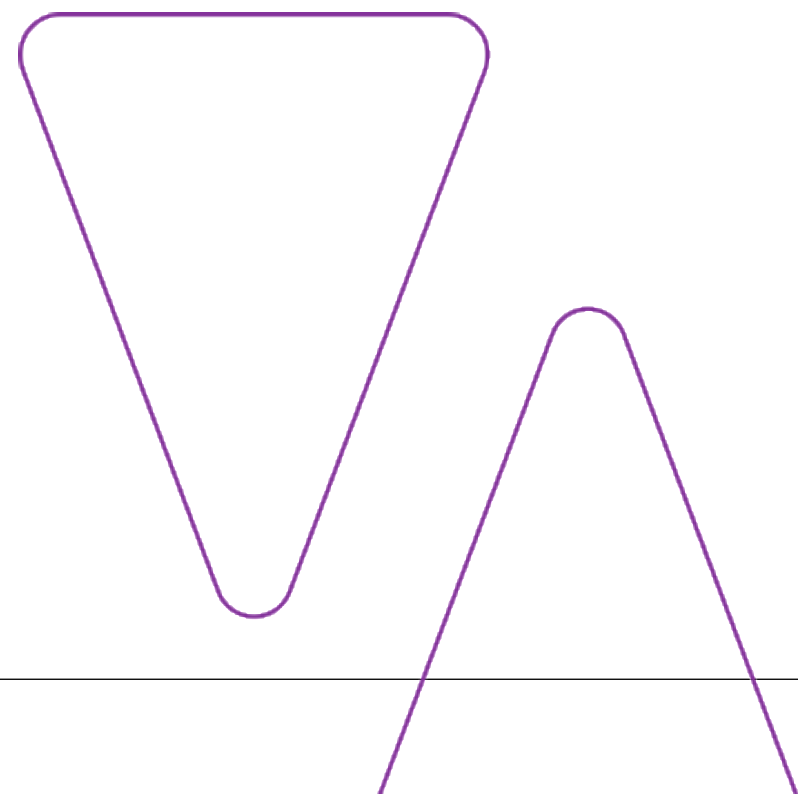
Based on the information provided by scheme promoters we forecast that 30 business case documents will be submitted over the next financial year, 4 of which are predicted to be Full Business Cases and 2 of which are predicted to be Business Justification Cases.

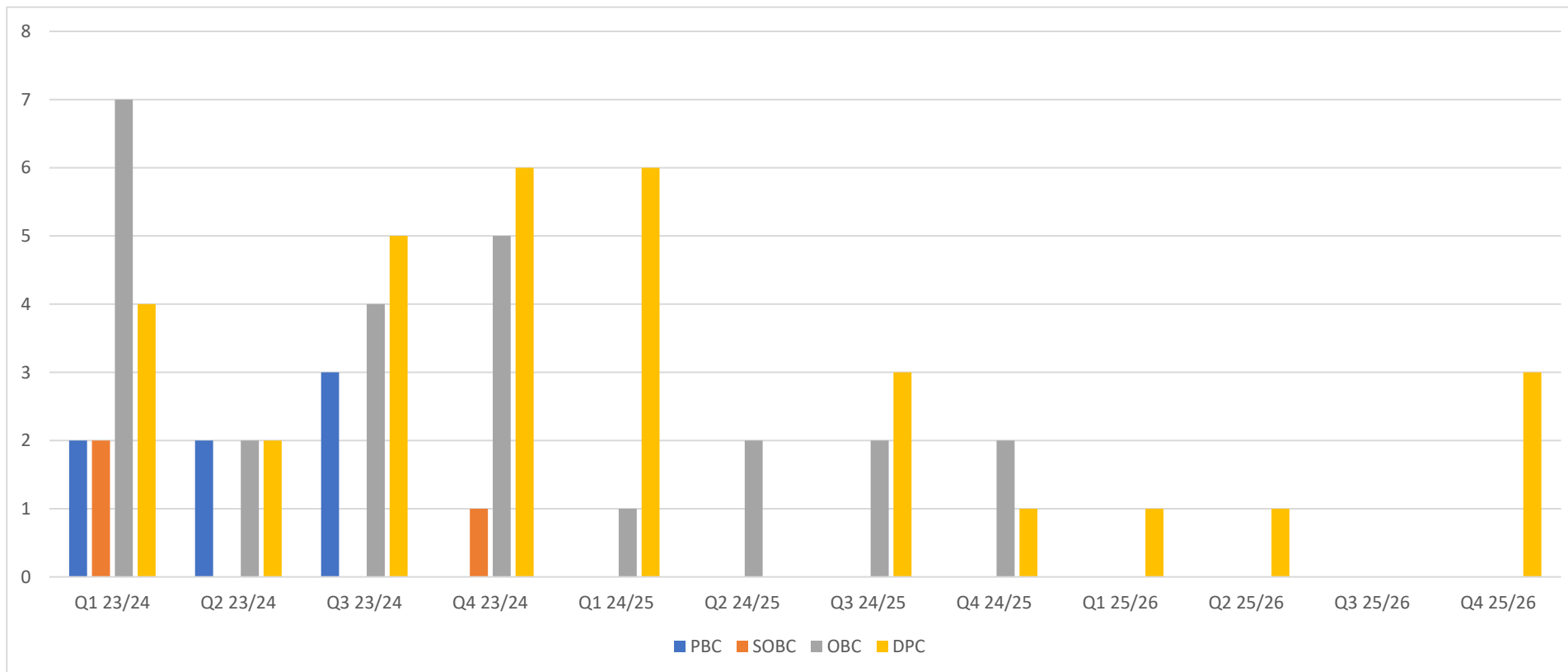
The forecast profile of submissions over the next year is shown in the table on the right. The graph on the right shows the forecast of business case submissions for the remainder of the programme.

- Full Business Cases and Business Justification Cases forecast to be submitted over the next financial year are summarised below.
- BSIP Bus Priority X-city Routes: Package 4 Longbridge/ Frankley to Castle Vale/ Sutton Coldfield
- Mobility Hubs & E Bikes
- Swift cEMV contactless payment broker
- Active Travel - A45 Segregated Cycleway
- Chester Road Corridor – Segregated Cycleway and Capacity Enhancement
- Dickens Heath to Solihull Town Centre LCWIP Scheme
- A4123 Walk, Cycle and Bus Corridor
- A449 Walk, Cycle and Bus Corridor
- East Birmingham to Solihull Corridor: First-mile / Last-mile
- Wednesbury to Brierley Hill Extension Sustainable Access Measures
- Park & Ride Estate Development: Tile Hill delivery
- A461 Walk, Cycle and Bus Corridor: Dudley
- A461 Walk, Cycle and Bus Corridor: Sandwell
- ULEV Infrastructure: Rest of West Midlands
- Demand Responsive Bus (inc diversification of Ring & Ride)
- Dudley Port ITH - Phase 1 and Phase 2 Development
- Black Country Walking and Cycling Package
- Bus, Cycle and Walk Access: Darlaston and Willenhall Train Stations
- Stourbridge Town Centre Sustainable Connectivity Package
- Dudley Town Centre Interchange Sustainable Connectivity Package
- Coventry South Sustainable Transport (GIGA Factory Links): London Road Cycleway (South)
- Coventry South Sustainable Transport (GIGA Factory Links): Humber Road Cycleway
- Our current information forecasts that there will be a substantial level of Outline Business Case development over this financial year, with peaks in quarters 1 and 4. Full Business Case Development is also forecast to increase over this year and the first quarter of 2026/27. In the final year of the programme we are currently predicting a small amount of FBC and BJC development.

Forecast business case submissions over the next financial year

Category	Apr 2025	May 2025	Jun 2025	Jul 2025	Aug 2025	Sep 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	Mar 2026
Programme Business Case	0	0	0	0	1	1	0	0	3	0	0	0
Strategic Outline Business Case	0	1	1	0	0	0	0	0	0	1	0	0
Outline Business Case	0	1	0	0	1	1	0	1	3	3	1	1
Full Business Case	0	3	1	1	1	0	1	0	4	3	0	3
Delivery Preparation Case	1	1	0									



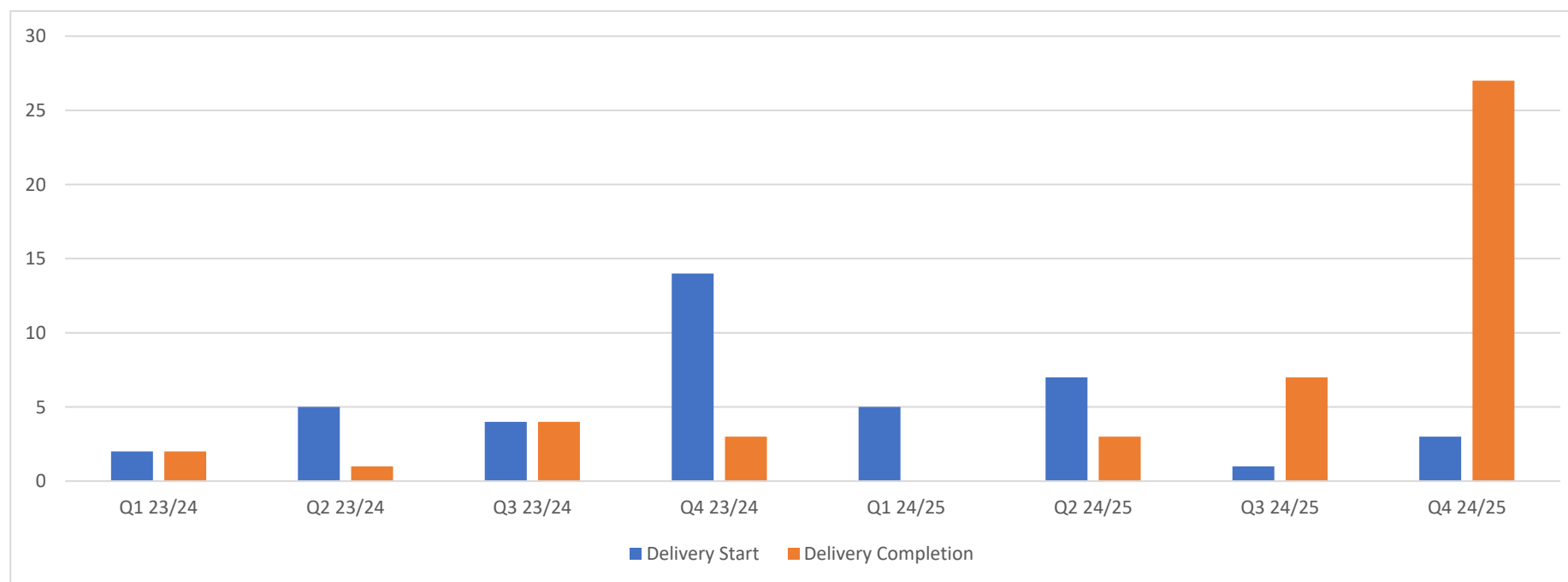


Delivery Profile

The table on the right presents the projects which are forecast to start or complete delivery over the next financial year. Delivery is ongoing for the following projects:

- Midland Metro Projects: Wednesbury to Dudley Extension, Eastside Extension, Traction Power Upgrades, Depot Expansion, Line 1 Renovation
- Rail Projects: Rail Package 1 (Willenhall and Darlaston), Rail Package 2 (Moseley, Kings Heath and Pineapple Road)
- Bus Projects: Sprint A45 Phase 2, Sprint A34 Phase 2, Dudley Interchange
- Active Travel projects: Coventry South
- Very Light Rail:

The graph below shows the forecast delivery profile for the remainder of the programme. In terms of delivery start this is shown to be spread throughout the remainder of the programme with a peak in quarter 4 of 2025/26. Delivery completion is predicted to peak in quarter 4 of 2026/27 with 27 projects forecast to complete in this quarter.



Project	Delivery/Construction Start	Delivery/Construction Complete
City Centre Active Travel Connections to Interchange Phase 1	Jul-25	Mar-27
Very Light Rail - Coventry Demonstration Route	Mar-26	Dec-28
Foleshill Transport Package: Bus Gates and Cycleway	Mar-26	Mar-27
Coventry South – London Road Cycleway (South)	Jan-26	Feb-27
Coventry South – Humber Road Cycleway	Aug-25	Aug-26
Coventry South – A45/A46 Roundabout	Jan-26	Jan-27
Dudley Town Centre Interchange Sustainable Connectivity Package	Feb-26	Feb-27
Stourbridge Town Centre Sustainable Connectivity Package	Feb-26	Feb-27
Chester Road Corridor – Segregated Cycleway and Capacity Enhancement	Jun-26	Dec-26
Kingswinford to Dudley Town Centre LCWIP Scheme	Mar-26	Mar-27
Bus, Cycle and Walk Access: Dudley and Wednesbury Town Centres	Nov-25	Aug-26
Wolverhampton City Centre Movements – Walk, Cycle and Bus Package	Jul-25	Mar-27
Dudley Port (TIP) – Phase 1 and Phase 2 Development	Oct-26	Mar-27
Demand Responsive Bus (No electrification of Ring & Ride)	Mar-26	Mar-27
Ultra Rapid Charging Trials (eHATs)	Jul-25	Mar-27
ISP: Bus Priority Package: Package 4	Mar-26	Feb-27
Mobility Hubs 1.4 (MP)	Jul-25	Dec-26

Project	Delivery/Construction Start	Delivery/Construction Complete
City Centre Active Travel Connections to Interchange Phase 1	Jul-25	Mar-27
Very Light Rail - Coventry Demonstration Route	Mar-26	Dec-28
Foleshill Transport Package: Bus Gates and Cycleway	Mar-26	Mar-27
Coventry South – London Road Cycleway (South)	Jan-26	Feb-27
Coventry South – Humber Road Cycleway	Aug-25	Aug-26
Coventry South – A45/A46 Roundabout	Jan-26	Jan-27
Dudley Town Centre Interchange Sustainable Connectivity Package	Feb-26	Feb-27
Stourbridge Town Centre Sustainable Connectivity Package	Feb-26	Feb-27
Chester Road Corridor – Segregated Cycleway and Capacity Enhancement	Jun-26	Dec-26
Kingswinford to Dudley Town Centre LCWIP Scheme	Mar-26	Mar-27
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Mobility Hubs 1.4 (MP)	Jul-25	Dec-26

Summary

Summary

This report has set out the position of the West Midlands CRSTS programme as of the end of the financial year 2024/25 (the end of the third 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. Just over half of projects are reporting amber status in terms of risks and milestones, whilst the majority are reporting green status in terms of financials. 42% 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 £1004.03m of CRSTS funding has been approved with £396.6m spent. The forecast of future spending suggests that the next two years will see a significant ramp-up in expenditure with the peak anticipated in the financial year 2026/27, which aligns with the peak of delivery activity in the programme. In terms of scheme development, it is forecast that 52 business case documents will be submitted over the next financial year including 17 Full Business Cases and 9 Business Justification Cases.

In terms of forecast delivery, 34 projects are projected to commence or complete delivery / construction over the next financial year.

The table overleaf presents the full list of projects within the CRSTS programme and their funding allocations.

Scheme List

Scheme	Description	Allocation (£m)
Highways maintenance and structures	Five year programme of maintenance and renewals of roads, footpaths and bridges	130.4
Bus Priority Cross-city Routes	Bus priority infrastructure on 6 radial routes into/out of Birmingham creating four cross-city routes	80.3
Metro Depot	Upgrade to Wednesbury depot	91.39
Sprint A34 Phase 2	Phase 2 enables completion of the full project including priority measures in the Black Country	14.65
Metro Line 1 Passenger paths	Asset renewal of Line 1 to enable continued reliable and safe operation	26.85
A45/425 Walk, Cycle and Bus Corridor	Multi-modal corridor improvements including LTN 1/20 compliant cycleway and bus priority measures	21.91
Sprint A41 Phase 2	Phase 2 enables completion of the full project including priority measures in Solihull	31.02
East Birmingham to Solihull Corridor	Short to medium term options for transport improvements in the East Birmingham to Solihull Corridor	32
Hagley Road Rapid Transit	Further work and analysis of rapid transit options along this corridor	1.8
Sutton Gateway	Improved walking and cycling access to and through Sutton Town Centre and associated highways layouts to support regeneration	25
Local Network Improvement Plans	Five year programme of major transport schemes determined and delivered by each authority	137.6
City Centre Active Travel Connections to Interchanges	Upgrades, restoration and renovation of walking and cycling links between key public transport interchanges	15
Snowhill – Birmingham Inclusive Growth Corridor	Dudley Road corridor improvements (cycling, walking, PT / Smart Mobility)	10
A4114 Multi-modal corridor (Park to Wheel Town Centre)	Multi-modal junction and corridor improvements for walking, cycling and buses	10
Very Light Rail Regional Programme	Further research and development of VLR along with construction of a route from Coventry Station to University Hospital Coventry & Warwickshire	57.6
Aldridge Station	Development of a new rail station at Aldridge and reintroduction of passenger services	3.41

Wednesbury to Brierley Hill Metro Extension (Phase 2)	Extension of Metro from Flood Street to Merry Hill	258.33
Wednesbury to Brierley Hill Metro Extension (Phase 1)	Extension of Metro from Wednesbury to Flood Street (Dudley Town Centre)	78.88
A454 Walk, Cycle and Bus Corridor	Multi-modal corridor between Wolverhampton and Walsall including high quality walking and cycling infrastructure and bus priority	16.2
Swift contactless payment (cEMV) broker	To deliver a “broker” that enables integrated cEMV contactless payment capping across operators and modes	20
Coventry South Sustainable Transport	Active travel improvements along London Rd including cycle links and crossing improvements	21
Wednesbury to Brierley Hill Extension Sustainable Access Measures	Active travel upgrades on key links between trip attractors and new metro stops	15.74
Sally Oak to Longbridge Segregated Cycle Route	Extension of A38 Birmingham City Centre to Longbridge segregated cycle way	14.5
Active Travel – A45 Segregated Cycleway	Provision of segregated cycle way between Birmingham City Centre and the Airport	14.3

Scheme	Description	Allocation (£m)
Ultra Rapid Charging Transit Stations	Delivery of 10 EV charging stations located on or close to the Key Route Network for the West Midlands and Warwickshire	11.8
Metro Traction Power	Upgrade to Line 1 traction power	20.57
A461 Dudley Walk, Cycle and Bus Corridor	Multi-modal LTN 1/20 compliant infrastructure improvements for active travel and bus priority	23.5
A459 Springhill Walk, Cycle and Bus Corridor	Multi-modal LTN 1/20 compliant infrastructure improvements for active travel and bus priority	0.5
Ultra Low Emission Vehicles	Delivery of on-street residential chargepoints and other EV charging facilities across the West Midlands	12
Dickens Heath to Solihull Town Centre LCWIP	Segregated cycleway connecting Dickens Heath to Solihull town centre	10.3
One Station and Smithfield Queensway	Upgrade of strategic walking routes between key Birmingham stations and Snow Hill	15
Demand Responsive Bus	New assets and improved IT systems to support Demand Responsive Transport deployment	5
Wolverhampton City Centre Movement Package	High-quality cycle route and enhanced walking infrastructure across the city centre	13.83
Mobility Hubs	Roll-out of hubs providing cycle hire, parking and other mobility services	3.6
Black Country Walking and Cycling Package	Delivery of LTN 1/20 compliant walking and cycling corridors	8
Knowle to Solihull Town Centre LCWIP Scheme	Segregated cycleway connecting Knowle to Solihull town centre	8

A454 Walk, Cycle and Bus Corridor	Bus priority measures and walking/cycling infrastructure via highway space reallocation	3.97
Dudley Town Centre Interchange Sustainable Connectivity	Walking and cycling connectivity improvements in Dudley town centre	4.54
Data to support schemes development plan	Data collection and analysis to understand programme outcomes and impacts	5.86
Chester Road Corridor – Segregated Cycleway	Delivery of LTN 1/20 compliant cycle infrastructure along A452 corridor	8.8
Solihull Rail Station	Development of multimodal interchange and station improvements	4
UK Central – Solihull – Damson Bus Priority	Bus priority infrastructure linking UKC Hub, Solihull and business parks	4
Snow Hill Growth Strategy	Improvements to the Snow Hill area including public realm and access upgrades	5
Multi-modal Access to HS2 Enhancement	Highway and active travel improvements linked to HS2 schemes	4
West Coast Mainline and HS2 Hub Transport Access	Bridge and sustainable access improvements to HS2 interchange site	4
Park & Ride Estate Development	Improvements at park and ride sites including access and facilities	4.5
Foleshill Transport Package	Junction improvements and priority measures including walking and cycling infrastructure	4.5
Walk, Cycle and Bus Access: Darlaston and Willenhall Stations	Improvements to support access to new stations	5

Scheme	Description	Allocation (£m)
Rail Development	Funding for the development of a number of new stations in anticipation of subsequent delivery funding	1
Stourbridge Town Centre Sustainable Connectivity Package	Walk/cycle connectivity project within Stourbridge town centre improving accessibility and public realm	3
BSIP Retrofit Programme (120 buses to Euro 6)	Retrofitting of 120 older buses to meet Euro 6 emissions standards	1
Dudley Port Interchange – Phase 1 and Phase 2 Development	Delivery of infrastructure at Dudley Port to improve integration and interchange between bus, rail and metro	2.4
Walk, Cycle and Bus Access: Walsall Town Centre Interchange	Development funding for Walsall Town Centre Interchange including step-free access improvements	1
CAF Battery / Viaduct / Repairs	Onboard Energy Storage System (OESS) service agreement and repairs to viaduct structures over Dudley Canal	15.4
Dudley Interchange	Re-build of Dudley bus station to incorporate metro operations and improve interchange	91.87
Rail Package 1 (Willenhall & Darlaston)	Construction of new rail stations at Darlaston and Willenhall and provision of service on existing line	20
Rail Package 2 (Dance Hill, Moseley, Kings Heath & Pineapple Road)	Construction of new rail stations and passenger services on an existing line	36.19

