



**West Midlands**  
Combined Authority

## Transport Delivery Committee

<b>Date</b>	10 October 2022
<b>Report title</b>	Financial Monitoring Report
<b>Accountable Director</b>	Linda Horne, Executive Director of Finance and Business Hub, West Midlands Combined Authority Email: <a href="mailto:linda.horne@wmca.org.uk">linda.horne@wmca.org.uk</a> Tel: (0121) 214 7508
<b>Accountable Employee</b>	Kate Taylor, Head of Finance Business Partnering and Strategic Planning, West Midlands Combined Authority Email: <a href="mailto:kate.taylor@wmca.org.uk">kate.taylor@wmca.org.uk</a>
<b>Report has been considered by</b>	Councillor Pervez Akhtar

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

The Transport Delivery Committee is recommended to:

1. Note the year to date position as at the end of August 2022 against the TfWM Revenue Budget shows an overall favourable variance of £1.4m, as detailed in Section A.
2. Note the TfWM Capital Programme expenditure as at the end of August 2022 totals £102.1m, which is £38.3m below budget, as detailed in Section B.

## 1. Purpose

- 1.1 This report sets out the financial position as at 31 August 2022. The content relates to the financial position of the Combined Authority's Transport Delivery Revenue and Capital Budgets and consists of the following Sections:

### SECTION A

#### 2.0 Section A - Summary Revenue Position

- 2.1 The year to date position on the Transport revenue budget as at the end of August 2022 shows an overall favourable variance of £1.4m against budget.

	August 2022 Year to Date			Full Year		
	Actual £'000	Budget £'000	Variance £'000	Forecast £'000	Budget £'000	Variance £'000
Net TfWM Surplus / (Deficit) before reserves	2,244	(2,423)	4,667	(8,898)	(9,078)	180
Use of Reserves	485	3,776	(3,291)	9,333	9,078	255
<b>Net TfWM Surplus / (Deficit)</b>	<b>2,729</b>	<b>1,353</b>	<b>1,376</b>	<b>435</b>	<b>0</b>	<b>435</b>

- 2.2 The most notable variance at this early stage of the year relates to Concessions where there is lower than budgeted patronage and fare levels.

These savings have been partly offset by lower than budgeted drawdown of reserves to support the overall budget as they have not yet been required.

- 2.3 As noted in the previous report, the key movements within the full year position reflects an increase in the MML operating costs of £4.2m to reflect ongoing cost pressures and revenue lost during the service shutdown. This increase has been offset by additional Local Transport Fund (LTF) grant of £1.8m and non-pay savings of £2.5m.

- 2.4 Further details of net spending are set out in Appendix 1.

### SECTION B

#### 3.0 Summary Position TfWM Capital Budget

- 3.1 Overall, TfWM Capital Programme expenditure totalled £102.1m which was £38.3m below the August year to date budget of £140.4m, with the variance primarily contained within the Investment Programme portfolio (£19.2m).

TRANSPORT PROGRAMME	YEAR TO DATE - AUGUST 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	58,700	77,912	19,212	197,535	205,285	7,750
CWG Programme	34,317	48,536	14,219	61,285	61,535	250
Other Major Programmes	5,162	8,309	3,147	35,399	38,878	3,479
Minor Work Programme	997	1,971	974	8,243	8,565	322
Grants to Local Authorities	2,438	2,790	352	17,086	36,757	19,671
CRSTS	477	864	387	58,808	90,343	31,535
<b>TOTAL</b>	<b>102,091</b>	<b>140,382</b>	<b>38,291</b>	<b>378,356</b>	<b>441,363</b>	<b>63,007</b>

- 3.2 The TfWM delivered Investment Programme portfolio comprises the largest of the five Programmes within the Transport Programme, containing the schemes which feature in the WMCA Devolution Deal Investment Programme to be delivered by TfWM. These schemes are all, to some extent, funded from the West Midlands Combined Authority Devolution Deal funding arrangements.
- 3.3 The Transport Programme has been categorised into six sub programmes. The largest of these is the Investment Programme with a budget to August of £77.9m, including Rail, Sprint & Metro Extension Schemes.
- 3.4 Appendix 2 documents the financial performance of the TfWM Investment Programme schemes which has a total budget of £205.3m for 2022/23. At the end of August, actual costs totalled £58.7m, which was £19.2m below the budget. The largest Metro year to date variance is the Birmingham Eastside Extension scheme which is £4.8m less than budget due to the process of agreeing revised commercial terms for HS2 utilities works.
- 3.5 Rail Camp Hill Line Local Enhancements Package 2 project has a year to date variance from budget of £6.1m due to the rephasing of physical construction activity. This is not expected to impact on the completion date.
- 3.6 Rail Walsall to Wolverhampton Local Enhancements Package 1 project has a year to date variance from budget of £1.5m due to the rephasing of physical construction activity.
- 3.7 Appendix 3 documents the financial performance against the Commonwealth Games Programme with a year to date budget of £48.6m. This includes all the schemes (SPRINT, Perry Barr & University Rail Stations, and Alexander Stadium Redevelopment) originally scheduled to be delivered in advance of the Games in July and August 2022. At the end of August, actual costs totalled £34.3m, which was £14.2m under budget. The main driver of this variance is the University Station Improvement project which is £4.6m under budget due to ongoing commercial negotiations reducing the value of payments in the month. Perry Barr Station is £2.3m behind budget due to some works now scheduled to take place in the coming months. Sprint schemes are £5.7m behind budget year to date due to construction works requiring review and approval of compensation events, creating a time lag between work done and contractor agreement. It is expected that the current under spend will be caught up during the third quarter of the year.
- 3.8 Appendix 4 documents the financial performance against the Other Major Works programme year to date budget of £8.3m. This programme includes trials of new transport innovation encompassed within Future Transport Zones (focused on discovering new ways to help people and goods move around), in addition to clean bus technology, and Key Route Networks, to manage congestion and keep the West Midlands moving. At the end of August, actual costs totalled £5.2m, which was £3.1m below the budget. The key variances relate to Future Mobility Zone and Coventry Electric Bus City projects, both £1.3m under budget. The former relates to rephasing of procurement activity before the project can commence software delivery; for the latter, this relates to ongoing discussions around the power supply connection.
- 3.9 Appendix 5 documents the financial performance against the Minor Works Programme with a year to date budget of £2.0m. This programme includes a broad range of relatively small schemes. At the end of August, actual costs totalled £1.0m.
- 3.10 Appendix 6 documents the financial performance against the Grants to Local Authorities. Actual costs to August of £2.4m are £0.4m under budget.

3.11 Appendix 7 details the City Regional Sustainable Settlement Fund (CRSTS) which now features as part of the capital programme and comprises of schemes delivered by both WMCA and Local Authorities. The 2022/23 budget reflects the programme level phasing approved by WMCA Board in February 2022 however this is now being refined with project sponsors and will be rebased as part of the Q2 forecast to reflect the most up to date information.

## Appendix 1: Transport for West Midlands Revenue Budget Position 31 August 2022

	ACTUAL £000			BUDGET £000			YTD VARIANCE £000	FORECAST £000 NET	BUDGET £000 NET	FULL YEAR VARIANCE £000
	INCOME	EXPENDITURE	NET	INCOME	EXPENDITURE	NET				
Transport Levy	48,756	0	48,756	48,756	0	48,756	0	117,015	117,015	0
Use of Reserves	450	0	450	3,312	0	3,312	(2,862)	7,948	7,948	(0)
<b>TOTAL FUNDING</b>	<b>49,206</b>	<b>0</b>	<b>49,206</b>	<b>52,068</b>	<b>0</b>	<b>52,068</b>	<b>(2,861)</b>	<b>124,963</b>	<b>124,962</b>	
<b>Concessions</b>										
National Bus Concession	44	18,606	(18,562)	72	19,827	(19,754)	1,193	(47,703)	(47,843)	140
Metro / Rail	0	1,892	(1,892)	0	1,899	(1,899)	7	(4,563)	(4,576)	13
Child Concession	0	2,370	(2,370)	0	2,672	(2,672)	303	(6,684)	(6,710)	26
<b>Bus Services</b>	<b>44</b>	<b>22,868</b>	<b>(22,823)</b>	<b>72</b>	<b>24,398</b>	<b>(24,326)</b>	<b>1,503</b>	<b>(58,951)</b>	<b>(59,130)</b>	<b>179</b>
Bus Stations / Infrastructure	3,141	4,979	(1,838)	3,091	5,296	(2,205)	367	(5,271)	(5,642)	371
Subsidised Network	1,515	6,695	(5,180)	852	6,117	(5,265)	85	(13,420)	(13,420)	0
Accessible Transport	67	2,144	(2,077)	0	2,314	(2,314)	237	(6,508)	(6,638)	130
<b>Rail and Metro Services</b>	<b>4,723</b>	<b>13,818</b>	<b>(9,095)</b>	<b>3,943</b>	<b>13,727</b>	<b>(9,784)</b>	<b>689</b>	<b>(25,200)</b>	<b>(25,701)</b>	<b>501</b>
Metro Services	80	2,571	(2,491)	80	3,514	(3,435)	943	(8,069)	(6,137)	(1,932)
Rail Services	510	1,714	(1,204)	637	2,104	(1,467)	262	(3,705)	(4,165)	460
<b>Integration</b>	<b>589</b>	<b>4,285</b>	<b>(3,696)</b>	<b>717</b>	<b>5,618</b>	<b>(4,901)</b>	<b>1,206</b>	<b>(11,774)</b>	<b>(10,302)</b>	<b>(1,472)</b>
Safety and Security	277	625	(347)	279	806	(527)	180	(1,395)	(1,257)	(138)
Passenger Information	6,764	9,113	(2,349)	351	3,027	(2,676)	327	(6,234)	(6,959)	725
Sustainable Travel	29	650	(620)	58	369	(311)	(309)	(611)	(763)	152
<b>Network Resilience</b>	<b>7,071</b>	<b>10,388</b>	<b>(3,317)</b>	<b>688</b>	<b>4,202</b>	<b>(3,514)</b>	<b>197</b>	<b>(8,240)</b>	<b>(8,979)</b>	<b>739</b>
Commonwealth Games		1,028	(1,028)		1,301	(1,301)	274	(3,549)	(3,744)	195
Business and Democratic Support	19,350	19,350	0	18,656	18,656	0	0	0	0	0
Strategic Development	0	1,462	(1,462)	0	1,556	(1,556)	94	(3,706)	(3,698)	(8)
Transport Governance	410	1,909	(1,498)	462	2,234	(1,772)	274	(4,577)	(4,863)	287
Capital Finance Charges	0	54	(54)	0	56	(56)	3	(123)	(135)	13
TOTAL EXPENDITURE	32,188	78,665	(46,477)	24,538	75,252	(50,714)	4,238	(124,528)	(124,962)	435
<b>NET before Earmarked Reserves</b>	<b>81,394</b>	<b>78,665</b>	<b>2,730</b>	<b>76,606</b>	<b>75,252</b>	<b>1,354</b>	<b>1,376</b>	<b>435</b>	<b>0</b>	<b>435</b>

At the end of August 2022 there is a £1.4m favourable variance against budget and the first full year forecast of the year shows a £0.4m favourable movement from budget.

The key movements within the full year position reflects an increase in the amount due to Midland Metro Limited (MML) of £4.2m due to ongoing cost pressures and revenue lost during the service shutdown. This increase has been offset by additional Local Transport Fund (LTF) grant of £1.8m and savings of £2.5m from within existing budgets.

### Concessions

The driver behind the year to date saving relates largely to the ENTCS budget due to lower patronage and fare levels.

The full year forecast has been retained at budgeted levels to reflect the risk in relation to the bus network. WMCA has bus recovery funding in place to 31 December 2022. HMG has now announced additional bus funding will be in place nationally until 31 March 2022 and officers are working with DfT to understand the details, as such the full year position remains under close review.

## **Bus Services**

Within the Subsidised Bus position there is currently a minor favourable variance of £0.1m largely due to additional Local Transport Fund (LTF) grant now being received largely offset by additional service costs.

Within Accessible Transport there are savings to date of £0.2m favourable due to contractual savings plus additional revenue received from WMAT.

There are also savings across Bus Infrastructure budgets of £0.4m in the main relating to staffing, cleaning, and maintenance budgets.

The full year position within Bus Services reflects savings to date within the Accessible Transport along with relatively minor savings across several budgets partly offset by a reduction in departure charge income.

## **Rail & Metro**

Within Metro Services the favourable position to date is due to Local Transport Grant (LTF) that has been received in relation to the first half of year alongside savings on general insurance premiums to date.

The full year position reflects an increase in subsidy requirement of £4.2m. This increase has been partly offset by additional Local Transport Fund (LTF) grant of £1.8m.

Within Rail Services the year to date savings are largely within staffing and maintenance budgets. The full year favourable position reflects savings within external advice of £0.65m which have been committed in order to help fund the additional Metro subsidy requirement.

## **Integration**

Savings to date largely relate to staffing where there are vacant posts across a number of budgets.

The favourable movement in the full year position mainly reflects a forecast reduction in external advice expenditure which will contribute to fund the additional Metro subsidy requirement.

## **Network Resilience**

Within the Network Resilience budget there are savings against staff due to vacant posts alongside external advice savings.

## **Reserves**

Reserves drawn down to date relate to the delivery of the West Midlands Cycle Hire scheme. Budgeted reserves earmarked to support the 2022/23 Transport Budget have not yet been drawn down.

## APPENDIX 2: TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	YEAR TO DATE - AUGUST 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
<b>Rail</b>						
Rail - Camp Hill Line Local Enhancements - Package 2	2,277	8,395	6,118	18,668	26,923	8,255
Rail - Walsall to Wolverhampton Local Enhancements - Package 1	2,263	3,732	1,469	11,873	15,348	3,475
Rail - Sutton Coldfield Gateway	0	0	0	165	165	0
<b>Metro</b>						
Metro Birmingham Eastside Extension	18,478	23,279	4,801	57,248	48,548	(8,700)
Metro Wolverhampton City Centre Extension	5,714	3,364	(2,350)	5,610	5,610	0
Metro Wednesbury to Brierley Hill Extension	23,107	25,143	2,036	72,419	73,676	1,257
Metro Centenary Square/Edgbaston Extension	3,492	3,073	(419)	7,108	7,068	(40)
Bilston Road Track Replacement Phase 2	0	0	0	865	865	0
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	993	1,284	291	2,782	2,782	0
WIP Station and Car Park works	0	58	58	58	58	0
Metro Network Enhancements - Wednesbury Depot Upgrades	280	2,723	2,443	5,759	8,544	2,785
Metro Network Enhancements – Comms and Control	207	362	155	1,087	1,118	31
Buy Before Boarding	30	754	724	5,270	5,647	377
Wolverhampton WIP Public Realm	0	909	909	909	909	0
Wolverhampton WIP Contingency	0	2,092	2,092	2,092	2,092	0
MML Life Cycle Projects	313	665	352	1,016	1,118	102
2GT Car-Body Works	148	131	(17)	228	228	0
OLE Parafil Work	1,301	1,776	475	1,776	1,776	0
<b>Sprint</b>						
Sprint - Hagley Road Phase 1	11	17	6	2,266	2,266	0
Sprint - Longbridge to Birmingham	5	78	73	168	168	0
Sprint - Hall Green to Interchange via Solihull	0	0	0	0	208	208
Sprint - Hagley Road Phase 2 - with Halesowen and Dudley to Birmingham	80	77	(3)	167	167	0
Sprint - Sutton Coldfield to Birmingham - via Langley	0	0	0	0	1	1
<b>TOTAL</b>	<b>58,699</b>	<b>77,912</b>	<b>19,213</b>	<b>197,534</b>	<b>205,285</b>	<b>7,751</b>

## APPENDIX 3: Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	YEAR TO DATE - AUGUST 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
University Station Improvement Project	11,772	16,361	4,589	20,880	20,880	0
Perry Barr Rail Station	3,073	5,362	2,289	7,668	7,668	0
Sprint - A45 Birmingham to Airport and Solihull	12,098	13,060	962	12,256	12,256	0
Sprint - A34 Walsall to Birmingham	6,044	10,823	4,779	10,851	10,851	0
RTCC-Design and Layout/Commercialisation	331	385	54	602	602	0
RTCC-Data - Tactical and Operational Intelligence	110	279	169	540	540	0
RTCC – ICT Equipment	0	0	0	1	1	0
RTCC-Operations	63	90	27	370	370	0
RTCC-Customer Information	3	19	16	65	65	0
RTCC-Highway Interventions	516	1,214	698	5,613	5,863	250
Birchley Island - Sandwell MBC	(35)	96	131	487	487	0
RTCC NWM Customer Interface Tool - Journey planner/Website	242	223	(19)	1,114	1,114	0
Perry Barr Mitigation Package	5	34	29	250	250	0
Commonwealth Games Public Realm - Local Authority	94	590	496	590	590	0
<b>TOTAL</b>	<b>34,316</b>	<b>48,536</b>	<b>14,220</b>	<b>61,287</b>	<b>61,537</b>	<b>250</b>

## APPENDIX 4: Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	YEAR TO DATE - AUGUST 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Clean Bus Technology Fund 2017-2019	85	0	(85)	247	247	0
Cross City Bus - City Centre Package	50	337	287	1,672	1,661	(11)
Cross City Bus - Dudley – Druids Heath Package	28	571	543	362	4,340	3,978
Coventry Electric Bus City	2,756	4,020	1,264	16,169	16,196	27
Zero Emission Bus Regional Area (ZEBRA)	0	0	0	5,742	5,742	0
West Midlands Cycle Hire	55	61	6	311	311	0
Dudley Interchange	402	378	(24)	1,456	942	(514)
Future Mobility Zone - Human Centered Data	11	14	3	112	112	0
Future Mobility Zone - Enabling Data Exploitation	222	1,016	794	1,611	1,611	0
Future Mobility Zone - Innovation Showcases	82	503	421	1,591	1,591	0
Future Mobility Zone - Programme Mgmt and Monitoring Evaluation	159	218	59	553	553	0
5G	695	593	(102)	1,101	1,101	0
Future Mobility Zone - Enhanced Ticket Platform	23	99	76	626	626	0
Future Mobility Zone - Transport Network Data	593	498	(95)	3,844	3,844	0
<b>TOTAL</b>	<b>5,161</b>	<b>8,308</b>	<b>3,147</b>	<b>35,397</b>	<b>38,877</b>	<b>3,480</b>

## APPENDIX 5: Minor Works Programme

MINOR WORKS PROGRAMME	YEAR TO DATE - AUGUST 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
<b>Bus</b>						
DfT Tackling Nitrogen Dioxide - Dudley MBC	26	26	0	26	26	0
DfT Tackling Nitrogen Dioxide - Wolverhampton MBC	51	42	(9)	153	153	0
Air Quality Grant Scheme 2021-	0	0	0	990	990	0
NPIF 2 Birmingham Growth Point	1	59	58	59	59	0
A435 Alcester Rd Bus Priority Revitalisation	33	299	266	1,218	1,218	0
<b>Rail</b>						
Snow Hill Public Realm	0	109	109	109	109	0
Dudley Port Integrated Transport Hub	0	0	0	176	176	0
Aldridge Rail Station Study	0	0	0	1	1	0
<b>Metro</b>						
<b>Sprint</b>						
Electric Vehicle - EV - Charging	53	0	(53)	53	53	0
<b>Cycling</b>						
Better Streets Community Fund	46	114	68	340	385	45
Priority One Development Workstream	244	325	81	732	1,035	303
<b>Highway</b>						
Key Route Network Safety	2	153	151	613	613	0
ADEPT Live Lab	(3)	34	37	34	34	0
M6 Toll - In Vehicle Messaging	200	150	(50)	781	781	0
<b>Asset Replacement</b>						
IDOX - Asset Management System	0	3	3	10	10	0
Asset Management Programme	253	550	297	2,035	2,010	(25)
Real Time Information Upgrades	57	100	43	160	160	0
<b>Other</b>						
Asset Management- RTI Upgrades	33	6	(27)	621	621	0
Top Slice	0	0	0	100	100	0
HS2 Modelling Framework	0	0	0	30	30	0
<b>TOTAL</b>	<b>996</b>	<b>1,970</b>	<b>974</b>	<b>8,241</b>	<b>8,564</b>	<b>323</b>



## APPENDIX 6: Grants to Local Authorities

GRANTS TO LOCAL AUTHORITIES	YEAR TO DATE - AUGUST 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Active Travel Fund-Tranche 2	38	15	(23)	62	62	0
Active Travel Fund- Tranche 3	38	95	57	3,741	17,098	13,357
Priority 1 Delivery- Perry Barr- Sutton Coldfield	0	0	0	90	1,500	1,410
Priority 1 Delivery- A45 Coventry Road Birmingham	0	0	0	200	4,454	4,254
Priority 1 Delivery- Binley Road Coventry	808	500	(308)	4,559	4,559	0
Priority 1 Delivery- WTBH Metro Corridor Access Improvements	0	0	0	550	1,000	450
B4106 Spon End - Coventry CC	785	953	168	953	953	0
New St/High St/Victoria Sq Public Realm - Birmingham CC	548	200	(348)	2,120	2,120	0
Major Road Network-A4123 Corridor -A4150 Ring Road to A456 Hagley Road	4	40	36	360	360	0
Major Road Network- A454 Wolverhampton to Neachells Phrases 1 2 And 3	17	105	88	419	419	0
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Road	35	50	15	470	470	0
Major Road Network- A46 Link Road Ph3 Coventry	28	68	40	250	250	0
Major Road Network- A38 Kingsbury Road Birmingham	0	7	7	37	37	0
WM5G Grants for Transport Use	111	88	(23)	88	88	0
Major Road Network- A41 Moxley	0	27	27	27	27	0
MRN - A461- Dudley	0	100	100	200	200	0
MRN - A461- Sandwell	0	80	80	320	320	0
MRN - A461-Rushall Jn -Walsall	0	58	58	230	230	0
MRN - A456- Dudley	0	0	0	100	100	0
Major Road Network- A41 Sandwell	0	0	0	150	150	0
MRN - M5 J1 - Sandwell	0	0	0	250	250	0
MRN - A435	0	10	10	200	200	0
MRN-A4540 Bham Midd.-Eastside	0	15	15	650	650	0
MRN-Keresley Link Road	24	20	(4)	237	237	0
MRN-Cov North Package Link M6	2	0	(2)	23	223	200
MRN-A452 Balsall Common Bypass	0	60	60	500	500	0
MRN-A45 Cov Rd/Damson Pkway jn	0	300	300	300	300	0
<b>TOTAL</b>	<b>2,438</b>	<b>2,791</b>	<b>353</b>	<b>17,086</b>	<b>36,757</b>	<b>19,671</b>

# Appendix 7 2022/23 City Regional Sustainable Transport Settlement Programme

CRSTS (by Sponsoring Authority)	YEAR TO DATE - AUGUST 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
<b>Birmingham</b>						
CRSTS - IG - East Birmingham to Solihull Corridor	0	0	0	665	2,000	1,335
CRSTS - IG - Active Travel - A45 Segregated Cycleway	0	0	0	0	500	500
CRSTS - CoP - Sutton Coldfield Gateway	0	0	0	800	800	0
CRSTS - CoP - Snow Hill Growth Strategy	0	0	0	0	600	600
CRSTS - HSaS - A38 Selly Oak to Longbridge Segregated Cycling	0	0	0	500	500	0
CRSTS - HSaS - City Centre Active Travel to Interchange	0	0	0	0	800	800
CRSTS - HSaS - One Station and Smallbrook Queensway	0	0	0	0	500	500
<b>Coventry</b>						
CRSTS - CoP - Very Light Rail Phase 2	0	0	0	18,100	18,100	0
CRSTS - CRNaC - Foleshill Transport Package	0	0	0	500	500	0
CRSTS - DaGR - Cov South Sustainable Transport (GIGA Factory)	0	0	0	250	250	0
<b>Dudley</b>						
CRSTS - HSaS - Dudley Interchange Sustainable Connectivity	0	0	0	0	2,000	2,000
CRSTS - HSaS - Stourbridge TC Sustainable Connect Package	0	0	0	0	200	200
<b>Sandwell</b>						
CRSTS - IG - Smethwick - Birmingham Corridor Transport Package	0	0	0	250	250	0
CRSTS - IG - WBHE Sustainable Access Measures	0	0	0	0	1,500	1,500
<b>Solihull</b>						
CRSTS - IG - Chester Road Segregated Cycleway and Capacity	0	0	0	0	300	300
CRSTS - CoP - Solihull Station Integrated Transport Hub	0	0	0	417	417	0
CRSTS - HSaS - Dickens Heath to Solihull Town Centre LCWIP	0	0	0	0	4,000	4,000
CRSTS - HSaS - Knowle to Solihull Town Centre LCWIP	0	0	0	0	3,000	3,000
<b>Walsall</b>						
CRSTS - IG - BCW Access Darlaston and Willenhall Train Stations	0	0	0	0	200	200
CRSTS - CRNaC - A461 Walsall WCB Corridor	0	0	0	1,000	1,000	0
CRSTS - CRNaC - A41 Mox IP Wal TC WCB Corr	0	0	0	1,000	1,000	0
<b>Wolverhampton</b>						
CRSTS - IG - Wolverhampton CC Walk, Cycle and Bus Package	0	0	0	500	500	0
CRSTS - IG - A454 Walk, Cycle and Bus Corridor	0	0	0	(38)	600	638
CRSTS - HSaS - Black Country Walking and Cycling Package	0	0	0	0	500	500
CRSTS - CRNaC - A4123 Walk, Cycle and Bus Corridor	0	0	0	500	500	0
CRSTS - CRNaC - A449 Walk, Cycle and Bus Corridor	0	0	0	2,000	2,000	0
<b>Other</b>						
Metro Line 1 Renovation costs	0	0	0	7,528	7,528	0
Rail Development	0	0	0	200	200	0
Aldridge Station	0	0	0	500	500	0
Hagley Road Rapid Transit	0	0	0	118	118	0
Sprint Ph2 A34 - Package E Sandwell & BCC	204	206	2	2,108	2,609	501
Sprint Ph2 A45 - Package F Solihull	53	229	176	2,156	2,797	641
Sprint Ph2 A34 - Package G Walsall	56	191	135	1,665	2,185	520
Sprint Ph2 A45 - Package H BCC	80	190	110	1,793	2,300	507
Sprint Ph2 A34 - Package J City Centre	53	48	(5)	545	549	4
Demand Responsive Bus (inc diversification of Ring & Ride)	0	0	0	1,000	1,000	0
BSIP Retrofit Programme (120 buses to Euro 6)	0	0	0	3,000	3,000	0
CRSTS - CoP - P and R ED (Tile Hill and Whitlocks End)	0	0	0	1,500	1,500	0
Bsip Bus Priority X - City Routes	0	0	0	627	6,000	5,373
Mobility Hubs and E Bikes	0	0	0	550	1,000	450
Swift cEMV contactless payment broker	0	0	0	3,624	7,291	3,667
Ultra Rapid Charging Transit Stations	0	0	0	3,000	6,000	3,000
ULEV	0	0	0	700	1,500	800
CRSTS - Data Scheme Development Support plus M and E	32	0	(32)	1,750	1,750	0
<b>TOTAL</b>	<b>478</b>	<b>864</b>	<b>386</b>	<b>58,808</b>	<b>90,344</b>	<b>31,536</b>