

**Clean Air Zone Contributions to West Midlands Combined Authority Transport**  
**Schemes: Anticipated Funding Sources and Profile**

N.B. Funding programme and spend profiles to be confirmed at FBC stage. See note 1 overleaf.

Scheme/Funding Source	Previous Years	2019/20	2020/21	2021/22	2022/23	Future years	TOTAL
	£m	£m	£m	£m	£m	£m	£m
<b>University Station</b>							
Clean Air Zone Proceeds				1.400	2.000		<b>3.400</b>
Integrated Transport Block				0.500			<b>0.500</b>
Other public sector	0.051		3.449	11.379	3.121		<b>18.000</b>
Private sector			0.454	10.546			<b>11.000</b>
Third sector							<b>0.000</b>
GBSLEP Loan funding requested							<b>0.000</b>
GBSLEP Grant funding requested		2.329	3.671				<b>6.000</b>
GBSLEP Development funding requested (eligibility applies)	1.242	0.758					<b>2.000</b>
Funding source to be established				2.000			<b>2.000</b>
<b>TOTAL</b>	<b>1.293</b>	<b>3.087</b>	<b>7.574</b>	<b>25.825</b>	<b>5.121</b>	<b>0.000</b>	<b>42.900</b>
<b>Camp Hill Line Stations</b>							
Clean Air Zone Proceeds				5.218			<b>5.218</b>
Other public sector	1.530	2.600	3.220				<b>7.350</b>
Funding to be identified (Draw-down to be confirmed)			3.400	36.210			<b>39.610</b>
<b>TOTAL</b>	<b>1.530</b>	<b>2.600</b>	<b>6.620</b>	<b>41.428</b>	<b>0.000</b>	<b>0.000</b>	<b>52.178</b>
<b>Cross-City Bus</b>							
Clean Air Zone Proceeds				1.740	2.485		<b>4.225</b>
Other public sector (Draw-down to be confirmed)				12.138	12.137		<b>24.275</b>
<b>TOTAL</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>13.878</b>	<b>14.622</b>		<b>28.500</b>
<b>TOTALS</b>	<b>2.823</b>	<b>5.687</b>	<b>14.194</b>	<b>81.131</b>	<b>19.473</b>	<b>0.000</b>	<b>123.578</b>

#### Note 1

CAZ Contributions are dependent on timely implementation of the CAZ and subject to generation and accumulation of a sufficient level of net proceeds (net of all operating costs) and prioritisation, with due regard to other funding commitments approved by Cabinet (noting the first priority being to ensure achievement of mandated clean air targets).

The profile of the contributions detailed is indicative, based on WMCA estimated requirements. Where insufficient CAZ net proceeds have been accumulated by the time funding contributions are required or where prioritisation has been given to other schemes, WMCA will be responsible for securing alternative gap funding for the delivery of the schemes and any related costs (including borrowing).