

## Appendix 1

### Transport for West Midlands Revenue Budget Outturn Position 31 March 2024

	Full Year			Full Year		
	Actual £'000	Forecast £000	Variance £000	Actual £'000	Budget £'000	Variance £000
Transport Levy	119,355	119,355	(0)	119,355	119,355	(0)
Use of Reserves	14,030	14,021	9	14,030	13,874	156
<b>Total Funding</b>	<b>133,385</b>	<b>133,376</b>	<b>9</b>	<b>133,385</b>	<b>133,229</b>	<b>156</b>
National Bus Concession	(47,298)	(47,256)	(42)	(47,298)	(47,251)	(48)
Metro / Rail	(4,562)	(4,574)	12	(4,562)	(4,572)	10
Child Concession	(5,755)	(5,778)	23	(5,755)	(7,162)	1,407
<b>Concessions</b>	<b>(57,616)</b>	<b>(57,609)</b>	<b>(7)</b>	<b>(57,616)</b>	<b>(58,985)</b>	<b>1,370</b>
Bus Stations / Infrastructure	(4,634)	(6,847)	2,213	(4,634)	(7,374)	2,740
Subsidised Network	(14,155)	(14,155)	0	(14,155)	(14,255)	100
Accessible Transport	(6,677)	(6,610)	(67)	(6,677)	(6,630)	(47)
<b>Bus Services</b>	<b>(25,465)</b>	<b>(27,611)</b>	<b>2,146</b>	<b>(25,465)</b>	<b>(28,259)</b>	<b>2,794</b>
Metro Services	(10,436)	(11,914)	1,478	(10,436)	(11,115)	679
Rail Services	(3,004)	(3,968)	964	(3,004)	(5,563)	2,559
<b>Rail and Metro Services</b>	<b>(13,440)</b>	<b>(15,882)</b>	<b>2,442</b>	<b>(13,440)</b>	<b>(16,679)</b>	<b>3,239</b>
Safety and Security	(830)	(1,055)	225	(830)	(867)	37
Passenger Information	(6,098)	(6,244)	146	(6,098)	(6,620)	522
Sustainable Travel	(2,092)	(1,997)	(95)	(2,092)	(1,891)	(201)
<b>Integration</b>	<b>(9,020)</b>	<b>(9,296)</b>	<b>276</b>	<b>(9,020)</b>	<b>(9,378)</b>	<b>358</b>
Network Resilience	(2,984)	(3,000)	16	(2,984)	(3,305)	321
Business and Democratic Support	(4,276)	(4,282)	6	(4,276)	(4,605)	329
Strategic Development	(4,445)	(4,370)	(75)	(4,445)	(4,391)	(54)
Transport Governance	(128)	(120)	(8)	(128)	(141)	13
Capital Finance Charges	(10,485)	(10,485)	(0)	(10,485)	(10,485)	(0)
Efficiency Target	0	200	(200)	0	3,000	(3,000)
<b>Total Expenditure</b>	<b>(127,859)</b>	<b>(132,456)</b>	<b>4,597</b>	<b>(127,859)</b>	<b>(133,229)</b>	<b>5,370</b>
<b>Net Surplus / Deficit</b>	<b>5,526</b>	<b>920</b>	<b>4,606</b>	<b>5,526</b>	<b>0</b>	<b>5,526</b>
<b>Earmarked Reserve (Transport Events)</b>	<b>(700)</b>		<b>(700)</b>	<b>(700)</b>		<b>(700)</b>
<b>Earmarked Reserve (Capital Pressures)</b>	<b>(1,336)</b>		<b>(1,336)</b>	<b>(1,336)</b>		<b>(1,336)</b>
<b>Net after Earmarked Reserves</b>	<b>3,490</b>	<b>920</b>	<b>2,570</b>	<b>3,490</b>	<b>0</b>	<b>3,490</b>

### Concessions

Savings in year within the ENCTS and child concessions budgets are due to a lower service provision. Total savings of £7.6m within the ENCTS budget have been transferred to a risk reserve in recognition of significant pressures around the transport network in the coming year. Savings achieved above the forecast within the child concessions budget of £0.2m have also been transferred to a risk reserve. As per the forecast position, £1.4m of savings relating to Child Concessions have been allocated to the efficiency target.

### Bus Services

The tendered bus services budget is in line with the forecast and budget position. Over the year, Local Transport (LTF) grant has been used to offset an increase in contractual costs that have materialised in later part of the year.

Within the Bus stations & Infrastructure budget the favourable variance relates to the release of a £1.3m provision relating to Dudley Bus station as a result of a new lease contract being agreed along with higher than anticipated advertising income of £1.3m against budget and £0.7m against forecast.

## **Rail & Metro**

The full year position against budget within rail services reflects a reduction in the operational rail budget within Transport of £1.4m largely due to the timing of the station openings along with the release of a provision relating to rail car parks of £1.2m following the closure of the non-domestic rating list which was not included within the forecast position.

These savings against the operational rail budget have been allocated to the efficiency target.

Within the Metro budget there are savings against the Midland Metro Ltd subsidy of £2.4m of which £0.9m were reflected in the forecast position. Metro car body costs of £1.9m that were not budgeted have been accommodated within the year owing to the savings against subsidy.

## **Integration**

Savings against the forecast within the Safety and Security budget relate to a contribution to the OPPC that was lower than expected plus lower than expected external advice expenditure. The position is broadly in line with budget.

Within the passenger information budget there are favourable movements from forecast (£0.1m) and budget (£0.2m) relating to higher ticketing commission and lower ticketing card production costs along with savings against marketing of £0.1m against budget.

The overspend against budget within sustainable travel relates to the West Midlands Cycle Hire scheme due to lower than budgeted income.

## **Network Resilience**

The under-spend largely relates to savings against the Staffing budget and external advice expenditure.

## **Strategic Development**

There are minor over-spends against forecast and budget which made up of various small elements.

## **Efficiency Target**

Savings of £3.0m on the Transport Portfolio have been fully achieved with £1.4m each on the child concessionary and rail maintenance budgets and a further £0.2m achieved through vacancy management.

## **Reserves**

Use of reserves drawn down relate to budgeted support for 2023/24 and the delivery of the West Midlands Cycle Hire scheme where £0.2m more than budgeted has been utilised in year.