



## Transport Delivery Committee

<b>Date</b>	14 September 2020
<b>Report title</b>	Financial Monitoring Report
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<b>Report to be/has been considered by</b>	Councillor Akhtar

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

The Transport Delivery Committee is recommended to:

1. Note that the year to date net revenue expenditure to the end of July 2020 shows a favourable variance of £0.093m compared to budget.
2. Note that total capital expenditure to the end of July 2020 for the overall transport programme was £45.4 million, which was £22.6m below the budget of £68.0m. The annual forecast has been reduced to £255.6m, which is £20.7m below the annual budget of £276.3m.

### 1. Purpose

- 1.1 This report sets out the financial position as at 31 July 2020. 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** Summary TfWM Revenue Budget  
**Section B** Summary TfWM Capital Budget

## SECTION A

### 2. Section A - Summary Revenue Position

- 2.1 The year to date position on the Transport revenue budget as at the end of July 2020 shows an overall favourable variance of £0.093m against budget.
- 2.2 This favourable variance is primarily driven by lower patronage volumes across the English National Concessionary Travel Scheme and Child Concessions, as well as savings realised during the set-up of the RTCC through prudent purchasing decisions. The favourable variance is supplemented by an additional government grant towards the costs of Subsidised Bus services and staffing variations.
- 2.3 These savings are largely offset by the impact of COVID-19 driving lower than budgeted digital advertising revenue and the implementation of a departure charge holiday until the end of June 2020, aiming to support bus operators during the crisis.
- 2.4 It is important to note that the underlying assumptions used to forecast the latest position in the table overleaf do not reflect a second wave or any renewal of restrictions because of an increase in COVID-19 cases or an increased R number.
- 2.5 It is also important to note that TfWM is continuing to see drops in income and the commercial bus and metro network is still seeing extremely low levels of patronage, however, the Government has now confirmed that the Combined Authority is able to access a package of funding to support a proportion (75% of losses after the first 5% which will not be funded) of the loss of income from fees and charges for services.
- 2.6 The Department for Transport has also indicated that short-term funding for Metro in the form of Light Rail Restart Grant, intended to provide financial support to enable services to continue whilst needing to implement social distancing measures will continue beyond the original award up to 3 August 2020 and will now continue until 31 October 2020, although the value of the grant has not yet been confirmed.
- 2.7 Following the high-level forecast shared with WMCA Board on 24 July 2020 which initially indicated a deficit for the year for TfWM of £8.6m, the first detailed forecast review of the year was undertaken during July 2020 reflecting the latest available information and is set out in the table overleaf. The improved position now reflects an overall deficit for the year of £1.6m, a reduction of £7.0m from the initial forecast.
- 2.8 This position has been made possible by improved forecasts for transport related income (£2.0m) coupled with the anticipated receipt of additional government grants for subsidised bus services (£1.0m), light rail (£0.9m) and reimbursement for an element of lost sales, fees and charges (£0.7m).
- 2.9 The improved position would not have been possible to achieve without proactive action taken to generate significant in-year savings totalling around £2.4m which were required to mitigate increased costs and income losses as a result of the pandemic. Actions taken include a review of vacant posts and curtailment of discretionary spending on marketing and events and other non-essential overheads. A programme of productivity and efficiency savings has now been developed to deliver organisational operating savings along with a fundamental business transformation review also underway, to deliver efficiencies into the next financial year and beyond.

- 2.10 It is proposed that the remaining deficit of £1.6m is met from existing one-off earmarked reserves, primarily set aside to mitigate increased costs and income losses at the end of the 2019/20 financial year when the crisis began to unfold. These reserves can only be used once and therefore clearly do not provide a sustainable long-term funding solution. Work is therefore now continuing on developing the 5-year Medium Term Financial Plan position over the coming months in consultation with Constituent Authority Leaders. An update on the medium-term position will be provided in the next Financial Monitoring Report which is due to be considered by the Committee at its next meeting on 9 November 2020.
- 2.11 Further details of net spending are set out in the table overleaf.

# Transport for West Midlands financial monitoring position – 2020/2021

	JULY 2020 YEAR TO DATE			FULL YEAR 2020/21			VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
<b>TRANSPORT FOR WEST MIDLANDS</b>							
<b>INCOME</b>							
Specific resources:							
Transport Levy	38,241	38,240	1 0%	114,721	114,720	1 0%	
Commonwealth Games	243	564	(321) 57%	1,905	2,157	(252) 12%	
Use of Reserves				6,027	3,633	2,394 66%	
<b>TOTAL INCOME</b>	<b>38,484</b>	<b>38,804</b>	<b>(320) 1%</b>	<b>122,653</b>	<b>120,510</b>	<b>2,143 2%</b>	
<b>EXPENDITURE</b>							
<b>Concessions</b>							
National Bus Concession	17,065	16,959	(106) 1%	48,963	50,995	2,032 4%	
Metro / Rail	1,174	1,479	305 21%	4,557	4,575	17 0%	
Child Concession	1,720	2,436	716 28%	6,579	7,836	1,257 18%	Forecast spending on concessions reflects the latest patronage and fare reimbursement assumptions.
<b>Bus Services</b>	19,959	20,874	915 3%	60,099	63,405	3,306 5%	
Bus Stations / Infrastructure	3,011	1,472	(1,539) 10%	6,765	4,545	(2,220) 40%	Loss of bus infrastructure income (bus stations, shelter advertising, IBSS) as a result of Covid-19.
Subsidised Network	3,363	3,470	106 3%	10,409	10,409	() 0%	Subsidised bus is currently being supported by additional Covid-19 grant.
Accessible Transport	2,178	2,206	27 1%	6,617	6,617	0% 0%	
<b>Rail and Metro Services</b>	8,553	7,147	(1,406) 16%	23,791	21,571	(2,220) 9%	
Metro Services	326	407	81 20%	6,637	2,642	(3,995) 151%	The award of the DfT Light Rail Restart grant up to 3 August assumes a largely breakeven position up until the end of July. However, from that point the forecast assumes revenue will only return to 75% of pre-Covid levels.
Rail Services	809	878	69 8%	2,867	2,802	(65) 2%	
<b>Integration</b>	1,135	1,285	150 13%	9,504	5,444	(4,061) 42%	
Safety and Security	311	408	98 24%	1,154	1,274	121 9%	Driven by increased CCTV income
Passenger Information	1,885	1,879	(6) 0%	5,907	5,740	(167) 3%	Adverse variance driven by reduced commission and replacement pass income, partly offset by staffing variations.
Sustainable Travel	185	185	0% 0%	542	567	25 4%	
<b>Network Resilience</b>	2,381	2,473	92 4%	7,603	7,582	(21) 0%	
Network Resilience	594	1,020	426 42%	2,593	3,100	507 18%	Favourable variance driven by efficient purchasing decisions meaning the budgeted contingency for delivery of RTCC is no longer required alongside staffing variations.
<b>Commonwealth Games</b>	243	564	321 57%	1,905	2,157	252 12%	
<b>Business and Democratic Support</b>	1,139	1,171	33 3%	3,723	3,764	41 1%	
<b>Strategic Development</b>	1,141	1,021	(120) 12%	3,090	3,141	51 2%	Driven by the timing of CAV project costs.
<b>Transport Governance</b>	42	44	2 5%	130	132	2 2%	
<b>Capital Finance Charges</b>	3,193	3,193	0% 0%	10,214	10,214	() 0%	
<b>TOTAL EXPENDITURE</b>	<b>38,379</b>	<b>38,792</b>	<b>413 1%</b>	<b>122,653</b>	<b>120,510</b>	<b>(2,143) 2%</b>	
<b>NET</b>	<b>104</b>	<b>11</b>	<b>93</b>	<b>0</b>	<b>0</b>		

## SECTION B

### 3.0 Summary Position TfWM Capital Budget

- 3.1 The Authority approves the Capital Programme for the financial year as part of the budget setting process and the amount that can be spent is limited by the amount of capital resources available.
- 3.2 Many of the schemes within the Capital Programme take some time to develop and implement over a period of some years and therefore considerable variations can arise.
- 3.3 Overall, TfWM Capital Programme expenditure totalled £45.4m at the end of July 2020, which was £22.6m (33%) below the budget of £68.0m, with the variance primarily contained within the Investment Programme portfolio (£13.9m). The annual forecast variance was £20.7m (7%) below the annual budget £276.3m, again primarily contained within the Investment Programme.

TRANSPORT PROGRAMME	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	29,211	43,127	13,916	128,645	146,891	18,246
CWG Programme	9,905	14,664	4,759	85,207	85,436	229
Other Major Programmes	5,308	8,522	3,214	24,404	25,906	1,502
Minor Work Programme	1,014	1,695	681	9,777	9,821	44
Grants to Local Authorities	0	0	0	7,524	8,209	685
<b>TOTAL</b>	<b>45,438</b>	<b>68,008</b>	<b>22,570</b> 33%	<b>255,557</b>	<b>276,263</b>	<b>20,706</b> 7%

- 3.4 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.
- 3.5 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a Budget of £146.9m (53%), including all the Rail, Sprint & Metro Extension Schemes. At the end of July, actual costs totalled £29.2m, which was £13.9m below the budget of £43.1m. The main variances at the end of July were contained within the Metro Programme totalling £10.3m. Although delivery schedules are not currently anticipated to be impacted by rephasing of expenditure plans, it's likely that the Covid-19 pandemic will lead to further rescheduling and prioritisation of capital expenditure plans.
- 3.6 The variance against the Metro Wednesbury to Brierley Hill of £5.2m was reflective of Covid-19 restrictions, where utility operators are only responding to emergency works therefore some diversions have not commenced as scheduled. Work is still progressing to acquire land and therefore limited construction has taken place during the month. WMCA are working on mitigation measures and progress diversions where possible.
- 3.7 The Birmingham Eastside extension variance of £3.2m relates to HS2 Utility diversions which have not commenced due to final sign off on the development agreement with HS2, expected in August 2020, with work to catch up over the coming months.

- 3.8 The favourable variance on the SPRINT-Hagley Road scheme of £3.2m (£1.8m Jun-20) reflects an ongoing review of design with Birmingham Council and a S278 agreement requires a revised Target Cost (TC2) so MMA works have not progressed as anticipated.
- 3.9 The Metro Network-Comms & Control scheme was £0.9m below budget due to commissioning work for PID (Passenger Information Display) & PAU (Passenger Assistant Unit) upgrade and Subcontract Package (e.g. SmartTrams Enhancements & Radio system) proceeding later than anticipated due to Covid-19.
- 3.10 The Commonwealth Games Programme with a budget of £85.4m (31%) includes all the schemes (SPRINT, Perry Barr & University Rail Stations, and Games) scheduled to be delivered in advance of the Games in July and August 2022. At the end of July 2020, actual costs totalled £9.9m, which was £4.8m below the budget of £14.7m. The main variance of note related to the Sprint A34 Walsall to Birmingham which was below budget (£2.2m), owing to the Covid-19 restrictions impacting on utility diversion works and the Sprint A45 Birmingham to Airport & Solihull (£1.6m) due mainly to lower than expected progress of utility diversion costs, as a result of temporary Covid-19 restrictions on the highways. Both projects have received approval to commence phase one works, receiving WMCA Board approval to submission of Final Business Case to DfT in March 2020.
- 3.11 Other Major schemes budget of £25.9m (9%) includes trials of new transport innovation encompassed within Future Transport Zones, to discover new ways to help people and goods move around. In addition, Connected and Autonomous Vehicles trialling new technology, and Key Route Networks, to manage congestion and keep the West Midlands moving. At the end of July 2020, actual costs totalled £5.3m, which was £3.2m below the budget of £8.5m. The main variance relates to Connected and Autonomous Vehicles Testbed (CAV) (£1.0m) due to revised schedule for awarding the construction contract, coupled with Covid-19 restrictions. Work has commenced in June and July allowing some of the backlog to be addressed. In addition, there is a favourable variance of £0.4m on the Longbridge Connectivity Package. The construction of the decked car park is broadly complete, with only minor power utility work to complete which was originally planned for the first quarter but was hampered by Covid-19 restrictions. Final snagging and commissioning work will be completed in Quarter 2 by our main contractor. The A435 Alcester Road Bus priority revitalisation Programme (£0.4m) variance is due to construction works, which have been temporarily disrupted (expected 3-month timing impact) by the Coronavirus restrictions.
- 3.12 The Minor Works Programme with a budget of £9.8m (4%) includes several small schemes. At the end of July 2020, actual costs totalled £1.0m, which was £0.7m below the budget of £1.7m, with only minor variations at this early stage of the year.
- 3.13 The Grants to Local Authorities Budget of £8.2m (3%) relates primarily to the schemes funded within the Transforming Cities Fund which are in the early stages of development. There was no expenditure as planned at the end of July 2020.
- 3.14 A review of the annual forecast was completed in July 2020, resulting in a reduction of £20.7m to £255.6m, against the annual budget of £276.3m. The main variances are contained within the Investment Programme (£18.2m), with only minor variances against the other Programmes. Within the Investment Programme, the variance is primarily within the Metro Programme (£15.6m), relating to Metro Eastside (£5.8m), Metro Wednesbury Brierley Hill (£4.5m), and Metro Westside (£2.1m), reflecting actual spend to date. The Rail-Walsall-Wolverhampton (Package 1) favourable variance of £2.3m is due to land acquisition costs (Willenhall Land Triple R Site) now projected for April 2021 put back from Q2 2020.

## TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000
<b>Rail</b>						
Rail - Camp Hill Line Local Enhancements (Package 2)	921	1,110	189	6,309	6,299	(10)
Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	854	954	100	4,513	6,812	2,299
Rail - Sutton Coldfield Gateway	0	10	10	127	127	0
Coventry South Package - Tile Hill Station Improvements	(17)	20	37	100	100	0
<b>Metro</b>						
Metro Birmingham Eastside Extension	1,892	5,076	3,184	22,220	28,064	5,844
Metro Wolverhampton City Centre Extension	1,034	1,336	302	3,303	4,057	754
Metro Wednesbury to Brierley Hill Extension	11,281	16,468	5,187	46,421	50,941	4,520
Metro Centenary Square/Edgbaston Extension	9,996	9,771	(225)	26,153	28,345	2,192
Bilston Road Track Replacement Phase 2	2	0	(2)	875	884	9
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	67	60	(7)	2,640	2,892	252
WIP Station and Car Park works	916	1,084	168	1,084	1,084	0
Metro Network Enhancements - Wednesbury Depot Upgrades	743	1,008	265	3,999	4,561	562
Metro Network Enhancements – Comms and Control	100	967	867	1,999	4,105	2,106
Buy Before Boarding	60	119	59	506	743	237
MML Life Cycle Projects	671	1,192	521	4,437	3,555	(882)
<b>Sprint</b>						
Sprint - Sutton Coldfield to Birmingham (via Langley)	81	132	51	132	132	0
Sprint - Hagley Road Phase 1	610	3,820	3,210	3,827	4,190	363
<b>TOTAL</b>	<b>29,211</b>	<b>43,127</b>	<b>13,916</b> 32%	<b>128,645</b>	<b>146,891</b>	<b>18,246</b> 12%

3.15 Expenditure against the TfWM delivered Investment Programme schemes totalled £29.211m at the end of July 2020 which was £13.916m below the budget of £43.127m. The main contributors to the favourable variance were as follows:

- Metro Wednesbury to Brierley Hill Metro Extension (£5.187m) was reflective of Covid-19 restrictions, where utility operators are only responding to emergency works therefore some diversions have not commenced as scheduled. The railway corridor with Network Rail was secured on 10<sup>th</sup> July 2020, which has only allowed limited construction to take place during the month. WMCA are working on mitigation measures and progressing diversions where possible.
- SPRINT-Hagley Road (£3.210m) due mainly to the ongoing review of design with Birmingham Council and agreement of S278 which requires a revised Target Cost (TC2), and consequently the MMA works have not progressed as anticipated.
- Metro Birmingham Eastside extension (£3.184m) relating to HS2 Utility diversions which have not commenced due to final sign off on the development agreement with HS2, expected in July 2020, with work to catch up in the coming months. The MMA are in the process of preparing the revised Target Cost (TC1) and are awaiting formal instruction to initiate detailed design works, with an acceleration in the coming months once formal instruction has been made.
- Metro Network - Comms & Control (£0.867m) due to commissioning work for PID (Passenger Information Display) & PAU (Passenger Assistant Unit) upgrade and Subcontract Package (e.g. SmarTrams Enhancements & Radio system) which has proceeded later than anticipated due to Covid-19.

3.16 The annual forecast has been reduced to £128.6m in July 2020, which is £18.3m below the budget of £146.9m. The main variances are as follows

- Metro Birmingham Eastside extension (£5.840m) reflecting actual spend to date as the utility diversions have not yet commenced, in anticipation of the development agreement with HS2 being signed off.
- Metro Wednesbury to Brierley Hill Metro Extension (£4.520m) reflects actual spend to date and reduced construction costs anticipated in year. This has no impact on overall delivery schedules.

- Rail-Walsall-Wolverhampton Local Enhancements (Package 1) (£2.299m) is due to land acquisition costs (Willenhall Land Triple R Site) now projected for April 2021 (from Q2 2020).
- Metro Westside Centenary Square /Edgbaston Extension (£2.192m) The construction phasing has been revised due to the impact of Covid-19. The overall spend is expected to be within the funding envelope. Despite the Covid-19 impact, there is no change to the project schedule and the project remains on track to be delivered by December 2021.
- Metro Network enhancements (£2.106m) reflects actual spend to date.

## Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000
Sprint - A34 Walsall to Birmingham	2,099	4,339	2,240	18,329	18,329	0
Perry Barr Interchange Development	0	0	0	12	12	0
University Station Improvement Project	1,424	1,486	62	13,693	13,693	0
DfT- Regional Integrated Control Centre (RICC)	25	25	0	53	53	0
Perry Barr Rail Station	1,647	1,572	(75)	8,079	8,308	229
Regional Transport Coordination Centre (RTCC) development	7	0	(7)	0	0	0
RTCC-Highway Interventions	73	576	503	8,787	8,787	0
RTCC-Customer Information	1	42	41	107	107	0
RTCC-Design & Layout/Commercialisation	77	123	46	1,853	1,853	0
RTCC-Operations	66	179	113	317	317	0
RTCC-Data (Tactical & Operational Intelligence Data Engine)	382	459	77	1,110	1,110	0
RTCC-ICT	0	0	0	58	58	0
RTCC NWM Customer Interface Tool (Journey planner/Website)	66	199	133	936	936	0
A34 Sprint Park & Ride	27	27	0	100	100	0
Sprint - A45 Birmingham to Airport and Solihull	4,011	5,637	1,626	31,773	31,773	0
<b>TOTAL</b>	<b>9,905</b>	<b>14,664</b>	<b>4,759</b> 32%	<b>85,207</b>	<b>85,436</b>	<b>229</b>

3.17 Expenditure against the Commonwealth Games Programme totalled £9.905m at the end of July 2020 which was £4.759m below the budget of £14.664m. The main contributors to this favourable variance were as follows:

- SPRINT – A34 Walsall to Birmingham (£2.240m) owing to the Covid-19 restrictions impacting on utility diversion works.
- SPRINT – A45 Birmingham to Airport and Solihull (£1.626m) due mainly to lower than expected progress of utility diversion costs, as a result of temporary Covid-19 restrictions on the highways.
- RTCC-Highway Interventions (£0.503m) variance due to CCTV Package costs (i.e. Perry Barr Mitigation) and Traffic Signals Package, where Covid-19 restrictions have hampered progress, and Local Authority agreements have not yet been confirmed.

3.18 The annual forecast has been reduced to £85.207m in July 2020, which is £0.229m below the Budget of £85.436m. This is as a result of the downward revision of land costs in respect of Perry Barr Rail Station.



## Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Dudley Bus Station Development	11	5	(6)	16	16	0
Longbridge Connectivity Package	331	760	429	760	760	0
Snow Hill 3rd Access	50	33	(17)	57	570	513
Snow Hill Public Realm	0	0	0	150	150	0
Connected and Autonomous Vehicles TestBed (CAV)	684	1,661	977	2,276	2,239	(37)
Clean Bus Technology Fund 2017-2019	198	436	238	1,764	1,764	0
NPIF 2 Birmingham Growth Point	20	149	129	705	705	0
Key Route Network Safety	18	321	303	1,413	1,413	0
ConVEx-Connected Vehicle data Exchange	1,548	1,687	139	2,015	2,015	0
Major Road Network- Programme	2	0	(2)	101	101	0
Dudley Interchange	325	365	40	795	1,110	315
Autonomous Highway,Rural & Parking Test Facilities (Meridian 3)	509	794	285	2,992	3,015	23
Future Transport Zone WP1- Human Centred Data	35	64	29	185	174	(11)
Future Transport Zone WP2 - Enhanced Ticket Platform	519	344	(175)	1,461	1,551	90
Future Transport Zone WP 3Transport Network Data	241	212	(29)	934	1,669	735
Future Transport Zone WP4 Enabling Data Exploitation	167	279	112	853	619	(234)
Future Transport Zone WP5 -Innovation Showcases	88	201	113	1,250	1,240	(10)
Future Transport Zone WP6 -Programme Management	101	57	(44)	369	330	(39)
A435 Alcester Rd Bus Priority Revitalisation	80	486	406	2,771	2,771	0
5G	352	485	133	1,885	1,992	107
Cross City Bus - City Centre Package	22	78	56	403	412	9
Cross City Bus - Dudley – Druids Heath Package	7	105	98	454	465	11
Major Road Network-A4123 Corridor -A4150 Ring Road to A456 Hagley Road	0	0	0	200	200	0
A454 Wolverhampton to Neachells Lane- Phrases 1,2 and 3	0	0	0	274	274	0
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Road	0	0	0	141	141	0
Major Road Network- A46 Link Road Ph2 Coventry	0	0	0	150	150	0
Major Road Network- A38 Kingsbury Road Birmingham	0	0	0	30	60	30
<b>TOTAL</b>	<b>5,308</b>	<b>8,522</b>	<b>3,214</b>	<b>24,404</b>	<b>25,906</b>	<b>1,502</b>

3.19 Expenditure against the Other Major Works Programme totals £5.308m at the end of July 2020 which was £3.214m below the budget of £8.522m. The main contributors to this favourable variance were as follows:

- CAV's (Connected and Autonomous Vehicle) (£0.977m) variance is due to a delay in appointment of the construction contract, coupled with the disruption of the Covid-19 restrictions in Q1 20/21.
- Longbridge Connectivity Package (£0.429m) due to the deferring of minor power utility work into July, owing to Covid-19 restrictions. The construction works are broadly complete, and a date for opening the new Park & Ride facility is being finalised.
- A435 Alcester Rd Bus Priority Revitalisation (£0.406m) is due to construction works, which have been temporarily disrupted (expected 3-month timing impact) by the Coronavirus restrictions.

3.20 The annual forecast has been reduced to £24.404m in July 2020, which is £1.502m below the budget of £25.906m. The main variances are as follows

- Future Transport Zone WP3 Transport Network Data (£0.735m) Costs have been transferred into 21/22, as timelines for data collection have been impacted by Covid-19 travel patterns.
- Snow Hill 3<sup>rd</sup> Access (£0.513m) The scheme was paused in March-20, in consideration of a wider solution around the public realm being reviewed and assessed.
- Dudley Interchange (£0.315m) the project is awaiting progression from the current RIBA3 design stage to formal tender once funding arrangements have been confirmed.

## Minor Works Programme

MINOR WORKS PROGRAMME	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000
<b>Bus</b>						
Shelter Appeals	(2)	3	5	6	9	3
TBT Platinum Route RTI Equipment Upgrades	11	14	3	14	14	0
DfT Tackling Nitrogen Dioxide - Dudley MBC	0	0	0	127	127	0
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	378	586	208	1,024	1,024	0
<b>Rail</b>						
Park and Ride Delivery	2	0	(2)	660	660	0
Tipton Park and Ride	0	0	0	24	24	0
Aldridge Rail Station Study	10	32	22	32	32	0
Dudley Port Integrated Transport Hub	0	6	6	50	50	0
<b>Metro</b>						
Bradley Lane Park and Ride	39	43	4	249	249	0
<b>Cycling</b>						
Network Wide Cycling Programme (NWCP)	10	13	3	24	24	0
Bike Life Report	0	0	0	15	15	0
Better Streets Community Fund	39	130	91	1,135	1,089	(46)
Priority One Development Workstream	9	149	140	654	638	(16)
Emergency Active Travel Fund (EATF)	129	120	(9)	276	276	0
<b>Highway</b>						
ADEPT Live Lab	85	376	291	1,687	1,798	111
<b>Asset Replacement</b>						
Network Wide P and R Lighting Enhancement	1	5	4	17	17	0
Network Wide Park and Ride Expansion Developments -Phase 2	10	10	0	23	23	0
IDOX - Asset Management System	0	2	2	35	35	0
Asset Management Programme	179	108	(71)	1,592	1,592	0
Bridges (Asset Management)	0	0	0	0	0	0
Real Time Information Upgrades	61	58	(3)	1,473	1,473	0
<b>Other</b>						
Project Development Costs	1	2	1	7	7	0
Road Safety Grant	0	0	0	2	2	0
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Gateway Controlled Project Development	0	0	0	154	154	0
Top Slice	25	0	(25)	141	141	0
Asset Management- RTI Upgrades	0	0	0	170	170	0
Transport Data Unification (traffic data)	0	13	13	61	61	0
AutopleX	27	25	(2)	106	98	(8)
<b>TOTAL</b>	<b>1,014</b>	<b>1,695</b>	<b>681</b> 40%	<b>9,777</b>	<b>9,821</b>	<b>44</b> 0%

3.21 Expenditure against the Minor Works Programme totalled £1.014mm at the end of July 2020 which was £0.681m below the budget of £1.695m. The main variances of note were as follows:

- ADEPT Live Lab (£0.291m) The anticipated costs in Q1 have not materialised due to Covid-19 restrictions. It is anticipated most works will be caught up in year, however a marginal underspend is expected in year, reflected in the Annual Forecast.
- DfT Tackling Nitrogen Dioxide (Wolverhampton MBC (£0.208m) owing to Covid-19 restrictions which will be caught up in year.

3.22 The annual forecast has been revised to £9.777m in July 2020, which is £0.044m against the Budget of £9.821m. There are only minor variances at this early stage of the year.

## Grants to local Authorities

GRANTS TO LOCAL AUTHORITIES	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000
B4106 Spon End (Coventry CC)	0	0	0	4,697	4,697	0
New St/High St/Victoria Sq Public Realm (Birmingham CC)	0	0	0	2,590	3,275	685
Low Emission Bus Scheme (Coventry CC)	0	0	0	237	237	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b> #DIV/0!	<b>7,524</b>	<b>8,209</b>	<b>685</b> 8%

- 3.23 There was no expenditure against the Grants to Local Authorities Programme as at the end of July 2020.
- 3.24 The annual forecast has been reduced to £7.524m in July 2020, which is £0.685m below the budget of £8.209m. The only variance of note is as follows:
- New St/High St/Victoria Square Public Realm (Birmingham CC) £0.685m due to a revised programme from the Local Authority. The full business case is scheduled for approval in Nov-20, at which point, draw down against the budget is expected to begin.