



Transport Delivery Committee

Date	15 March 2021
Report title	Financial Monitoring Report
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Report to be/has been considered by	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 January 2021 shows a favourable variance of £3.437m compared to budget.
2. Note that total capital expenditure to the end of January 2021 for the overall transport programme was £116.9m, which was £99.8m below the year to date budget of £216.7m. The capital forecast was reduced in January 2021 to £169.7m, which is £107.5m below the annual budget of £277.2m.

1. Purpose

- 1.1 This report sets out the financial position as at 31 January 2021. 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 January 2021 shows an overall favourable variance of £3.437 m 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.
- 2.3 These savings have been further supplemented by a reduction in the Accessible Transport service required from National Express during the pandemic, as well as the receipt of a Sales, Fees, and Charges (SFC) grant to offset losses arising from Covid-19.
- 2.4 These savings are partly offset by the impact of Covid-19 driving lower than budgeted digital advertising revenue and ticketing commission, as well as the implementation of a departure charge holiday until the end of June 2020, aiming to support bus operators during the crisis.
- 2.5 The third detailed revenue reforecast of the financial year was completed during January 2021. This forecast has benefitted from more certainty regarding central government funding to support the region through the Covid-19 pandemic, as well as more YTD actual data to support forward-looking assumptions.
- 2.6 It is also important to note that TfWM is continuing to see drops in income and the commercial bus and metro network are still seeing reduced levels of patronage, however, the Combined Authority remains able to access SFC grant throughout the remainder of 2020/21. The latest forecast includes an anticipated £1.6m of grant funding (including amounts already received) for this purpose to cover up to the end of the 20/21 financial year.
- 2.7 WMCA has also been able to access Covid Support Subsidised Bus Grant to cover the provision of additional services such as roadside information and enhanced cleaning.
- 2.8 The Department for Transport has announced that the short-term funding provided for Metro services (Light Rail Restart Grant) will continue to be available throughout 2020/21. DfT are determining the value of the grant award using their own calculations, however it is anticipated that the grant will leave WMCA in a position no worse than 2020/21 Budget.
- 2.9 As a result, the third revenue forecast for 2020/21 shows a favourable movement against budget of £4.146m.
- 2.10 Further details of net spending are set out in the table overleaf.

Transport for West Midlands financial monitoring position – 2020/2021

Headlines

As at the end of January 2021 there is a £3.437m favourable year to date variance.

This is primarily driven by lower bus patronage leading to savings across Concessions budgets along with efficient RTCC purchasing decisions, and the drawdown of the Sales, Fees, and Charges (SFC) Grant to offset losses from the pandemic. As a result of the pandemic the Accessible Transport service provided by National Express has reduced, thus providing further savings. This has been partly offset by significantly reduced advertising revenue and a departure charge holiday for operators as a result of Covid-19 earlier in the year.

Key:

- Favourable Variance
- No Variance or Offset by Grant
- Adverse Variance

	JANUARY 2021 YEAR TO DATE			FULL YEAR 2020/21				VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000		
Specific resources:								
Transport Levy	95,600	95,600	0	114,720	114,720	(0)	0%	●
Commonwealth Games	999	1,678	(680)	1,492	2,157	(665)	31%	●
Use of Reserves			0	3,633	3,633		0%	●
TOTAL INCOME	96,599	97,279	(680)	119,845	120,510	(665)	1%	
Concessions								
National Bus Concession	40,218	41,364	1,147	48,041	51,006	2,964	6%	●
Metro / Rail	3,687	3,699	13	4,558	4,575	17	0%	●
Child Concession	5,003	6,081	1,078	6,528	7,837	1,308	17%	●
Bus Services	48,907	51,145	2,238	59,128	63,417	4,289		
Bus Stations / Infrastructure	5,330	3,733	(1,598)	6,429	4,542	(1,888)	42%	●
Subsidised Network	8,750	8,674	(76)	10,325	10,409	84	1%	●
Accessible Transport	5,221	5,514	293	6,090	6,617	527	8%	●
Rail and Metro Services	19,301	17,921	(1,380)	22,844	21,567	(1,277)		
Metro Services	1,518	1,493	(25)	4,026	2,642	(1,384)	52%	●
Rail Services	2,232	2,304	72	2,692	2,805	113	4%	●
Integration	3,750	3,797	47	6,718	5,447	(1,271)		
Safety and Security	737	1,026	289	1,112	1,274	163	13%	●
Passenger Information	3,946	4,741	795	4,996	5,729	732	13%	●
Sustainable Travel	395	468	73	508	567	60	10%	●
Network Resilience	5,079	6,235	1,156	6,616	7,570	954		
Network Resilience	1,366	2,565	1,199	1,922	3,100	1,178	38%	●
Commonwealth Games	999	1,684	686	1,492	2,157	665	31%	●
Business and Democratic Support	2,937	3,018	81	3,670	3,764	94	2%	●
Strategic Development	2,613	2,697	84	2,968	3,141	174	6%	●
Transport Governance	105	110	5	127	132	5	4%	●
Capital Finance Charges	8,243	8,243	(0)	10,214	10,214	(0)	0%	●
TOTAL EXPENDITURE	93,300	97,416	4,116	115,699	120,510	4,811	4%	
NET	3,299	(138)	3,437	4,146	(0)	4,146		

The profile of CWG expenditure has been impacted by Covid-19, as such grant draw down will be lower than budgeted in year.

Forecast spending on concessions reflects the latest patronage and fare reimbursement assumptions. Discussions are ongoing regarding the most equitable payment schedule.

Loss of bus infrastructure income (bus stations, shelter advertising, IBSS) as a result of Covid-19. Partly offset by the drawdown of the SFC Grant. Subsidised bus is currently being supported by the Bus Services Support Grant to help mitigate against the impact of Covid-19.

The DfT Light Rail Restart grant has been extended to at least March, thus providing cover for losses up to budget while patronage is impacted by Covid-19. As such the YTD variance is primarily driven by the forecasted increase in lifecycle costs, partly offset by the realignment of insurance payments following updates from the insurance broker. Favourable variance driven by a reduction in maintenance costs, offsetting the reduction in park & ride income during the pandemic.

Driven by increased CCTV income alongside reduced maintenance costs.

Favourable variance as a result of reduced printing and production costs from timetables, maps, etc due to Covid-19, in addition to an increase in the FMZ capital funding of IT development projects. Partly offset by a reduction in ticketing commission due to the drop in patronage. Drawdown of the SFC Grant is contributing further to the favourable variance.

Favourable variance driven by efficient purchasing decisions meaning the budgeted contingency for delivery of RTCC is no longer required, alongside staffing variations.

The CWG external advice budget has not been spent as plans and recruitment were updated to account for Covid-19. Fully offset by lower grant draw down.

As a result of staffing variations and reduced monitoring costs during the pandemic.

SECTION B

3.0 Summary Position TfWM Capital Budget

- 3.1 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.
- 3.2 Overall, TfWM Capital Programme expenditure totalled £116.9m at the end of January 2021, which was £99.8m (46%) below the year to date budget of £216.7m, with the variance primarily contained within the Investment Programme portfolio (£46.2m) and the CWG Programme (£32.4m).
- 3.3 The forecast variance is £107.5m (39%) below the annual budget £277.2m, representing a further reduction in expenditure of £43.8m compared to the October forecast. The primary variances to budget are contained within the Investment Programme (£47.9m) and CWG Programme (£40.2m), with the majority of the further reduction from the October forecast driven by the Investment Programme (£20.4m).

TRANSPORT PROGRAMME	JANUARY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	73,836	120,009	46,173	99,358	146,891	47,533
CWG Programme	26,744	59,173	32,429	45,020	85,251	40,231
Other Major Programmes	11,209	21,227	10,018	15,472	25,178	9,706
Minor Work Programme	4,744	8,672	3,928	7,439	11,629	4,190
Grants to Local Authorities	398	7,609	7,211	2,397	8,209	5,812
TOTAL	116,931	216,690	99,759 46%	169,686	277,158	107,472 39%

- 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 January, actual costs totalled £73.8m, which was £46.2m below the budget of £120m. The main variances at the end of January were contained within the Metro Programme totalling £39.8m. 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 £16.6m was reflective of Covid-19 restrictions, where utility operators were only responding to emergency works, resulting in diversions not commencing as scheduled. The Railway Corridor land has been acquired and limited construction has now begun to take place. WMCA are working on mitigation measures including the approval of advanced work packages and granting access to land under License.

- 3.7 The Birmingham Eastside extension variance of £9.5m relates to utilities works around the HS2 diversions that have not commenced as forecast due to the final sign-off on the development agreement with HS being rescheduled, this has now been completed. The HS2 spend profile has been re-phased as a result and billing is expected to catch up in the next few months as work commences.
- 3.8 The favourable variance on the SPRINT-Hagley Road scheme of £3.1m reflects an ongoing review of design with Birmingham Council and a S278 agreement (public highway improvements notice) requires a revised Target Cost (TC2) so MMA works have not progressed as anticipated.
- 3.9 The other primary variance related to the Rail–Walsall to Wolverhampton Local Enhancements £2.8m (Package 1), where land acquisition earmarked for 20/21 will now reach a conclusion until Q1 21/22 at the earliest.
- 3.10 The Commonwealth Games Programme with a budget of £85.3m (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 January 2021, actual costs totalled £26.7m, which was £32.4m below the budget of £59.2m. The main variances related to the Sprint A34 Walsall to Birmingham (£13.5m) and the Sprint A45 Birmingham to Airport & Solihull (£9.6m), both owing to the Covid-19 restrictions on the highways, impacting on utility diversion works. The Sprint A45 project is in the physical construction stage with the preferred contractor having submitted a cost programme which was formally approved in October 2020.
- 3.11 Other Major schemes budget of £25.2m (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 to Connected and Autonomous Vehicles trialling new technology, and Key Route Networks, to manage congestion and keep the West Midlands moving. At the end of January 2021, actual costs totalled £11.2m, which was £10m below the budget of £21.2m. The main variance relates to A435 Alcester Road Bus Priority Revitalisation (£2.5m) where a revised scheme has been proposed, following a review in liaison with Birmingham City Council. Consequently, most of the works are not anticipated to progress until 21/22 pending approval by Birmingham City Council Cabinet in Q4 20/21. The Key Route Network Safety variance of £1.2m was due to programme delivery not progressing, pending sign off of funding legal agreements.
- 3.12 The Minor Works Programme with a budget of £11.6m (4%) includes a broad range of relatively small schemes. At the end of January 2021, actual costs totalled £4.7m, which was £3.9m below the budget of £8.7m. This is made up mostly by various minor variances and the Real Time Information Upgrades project (£1.1m), where a tender has not yet been awarded therefore budgeted amounts have not yet been spent.
- 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. At the end of January 2021, actual costs totalled £0.4m, which is £7.2m below budget. Legal agreements with local authorities have been received and claim payments should now progress imminently.

- 3.14 A review of the annual forecast was completed in January 2021, resulting in a revised forecast of £169.3m, a further reduction of £43.8m against the annual budget of £277.2m. The main variances to Budget are contained within the Investment Programme £47.9m, and CWG Programme £40.2m with comparatively minor variances against the other Programmes. Within the Investment Programme, the variance is primarily contained within the Metro Programme (£40.2m), relating to Wednesbury Brierley Hill Extension (£15.2m), and Birmingham Eastside Extension (£12.3m), reflective of actual spend to date. Within the Rail Programme, the Walsall-Wolverhampton (Package 2) variance of £3.1m is due to a deferral of land acquisition costs (Willenhall Land Triple R Site) now projected for Q1 21/22 put back from Q2 2020.
- 3.15 Within the CWG Programme, the annual forecast variance of £40.2m is primarily contained within the SPRINT schemes. The A45 Birmingham to Airport and Solihull (£17.4m), and the A34 Walsall to Birmingham (£12m) have both been hampered by Covid-19 restrictions, which has led to a rescheduling of the utility diversion work, and consequently the construction works originally anticipated to follow on, have in the main been reprofiled into Q1 21/22. In both cases, the scheme delivery dates are not impacted by this change.

TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	JANUARY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Rail						
Rail - Camp Hill Line Local Enhancements (Package 2)	2,231	4,885	2,654	3,216	6,299	3,083
Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	2,612	5,417	2,805	4,813	6,812	1,999
Rail - Sutton Coldfield Gateway	0	75	75	32	127	95
Coventry South Package - Tile Hill Station Improvements	0	80	80	0	100	100
Metro						
Metro Birmingham Eastside Extension	12,658	22,161	9,503	15,863	28,064	12,201
Metro Wolverhampton City Centre Extension	1,566	2,822	1,256	1,609	4,057	2,448
Metro Wednesbury to Brierley Hill Extension	25,874	42,447	16,573	35,775	50,941	15,166
Metro Centenary Square/Edgbaston Extension	22,263	24,320	2,057	26,923	28,345	1,422
Bilston Road Track Replacement Phase 2	8	0	(8)	875	884	9
Metro Network Enhancements - Traction Power & OLE Upgrades w Power Modelli	260	1,823	1,563	620	2,892	2,272
WIP Station and Car Park works	1,072	1,084	12	987	1,084	97
Metro Network Enhancements - Wednesbury Depot Upgrades	1,469	3,587	2,118	2,254	4,561	2,307
Metro Network Enhancements – Comms and Control	1,126	3,396	2,270	1,915	4,105	2,190
Buy Before Boarding	66	624	558	101	743	642
Project Support	0	0	0	410	0	(410)
MML Life Cycle Projects	1,436	2,966	1,530	2,133	3,555	1,422
Sprint						
Sprint - Hagley Road Phase 1	1,135	4,190	3,055	1,738	4,190	2,452
Sprint - Programme Management	(32)	0	32	0	0	0
Sprint - Sutton Coldfield to Birmingham (via Langley)	91	132	41	94	132	38
TOTAL	73,835	120,009	46,174 38%	99,358	146,891	47,533 32%

- 3.16 Expenditure against the TfWM delivered Investment Programme schemes totalled £73.8m at the end of January 2021 which was £46.2m below the budget of £120m. The main contributors to the favourable variance were as follows:

- Metro Wednesbury to Brierley Hill Metro Extension (£16.57m) reflective of Covid-19 restrictions, where utility operators were only responding to emergency works, resulting in some of the diversions not commencing as scheduled. The railway corridor with Network Rail was secured on 10th July 2020, which has only allowed limited construction to take place to-date. WMCA are working on mitigation measures including the approval of advanced work packages and granting access to land under License.
- Metro Birmingham Eastside extension (£9.5m) relating to HS2 Utility diversions work which has now commenced after receiving final sign off on the development

agreement with HS2. The spend profile has been re-phased as a result and billing is expected to catch up in the coming months.

- SPRINT-Hagley Road (£3.1m) 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.
- Rail – Walsall to Wolverhampton Local Enhancements (£2.8m) (Package 1) where land acquisition costs (Willenhall Land Triple R Site) have been reprofiled to April 2021.

3.17 The annual forecast is £98.9m as at January 2021, which is £47.9m below the budget of £146.9m. The main variances are as follows

- Metro Wednesbury to Brierley Hill Metro Extension (£15.2m) reflects actual spend to date and reduced construction costs anticipated in year. This has no impact on overall delivery schedules.
- Metro Birmingham Eastside Extension (£12.3m) relating to HS2 Utility diversions work which has now commenced after receiving final sign off on the development agreement with HS2. The spend profile has been re-phased as a result and billing is expected to catch up in the coming months.
- Rail –Camp Hill Local Line Enhancements (Package 2) (£3.1m) is reflective of land acquisition costs being reprofiled to Q1 21/22.
- Sprint – Hagley Road (£2.4m) is due to the review of the design which is ongoing with Birmingham City Council.

Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	JANUARY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
DfT- Regional Integrated Control Centre (RICC)	25	53	28	53	53	0
University Station Improvement Project	6,755	9,290	2,535	11,467	13,693	2,226
Perry Barr Rail Station	4,617	6,515	1,898	8,542	8,308	(234)
Sprint - A45 Birmingham to Airport and Solihull	8,526	22,055	13,529	14,369	31,773	17,404
Sprint - A34 Walsall to Birmingham	3,995	13,559	9,564	6,354	18,329	11,975
A34 Sprint Park & Ride	112	182	70	200	200	0
RTCC-Design & Layout/Commercialisation	135	1,328	1,193	444	1,853	1,409
RTCC-Data (Tactical & Operational Intelligence)	549	837	288	649	838	189
RTCC-ICT	0	39	39	0	58	58
RTCC-Operations	205	283	78	237	317	80
RTCC-Customer Information	7	81	74	42	107	65
RTCC-Highway Interventions	977	3,596	2,619	1,634	8,287	6,653
RTCC NWM Customer Interface Tool (Journey planner/Website)	245	592	347	336	672	336
Perry Barr Mitigation Package	595	764	169	695	764	69
TOTAL	26,743	59,174	32,431	45,022	85,252	40,230
			55%			47%

3.18 Expenditure against the Commonwealth Games Programme totalled £26.7m at the end of January 2021 which was £32.4m below the budget of £59.2m. The main contributors to this favourable variance were as follows:

- SPRINT – A45 Birmingham to Airport and Solihull (£13.5m) due mainly to lower than expected progress of utility diversion costs, as a result of temporary Covid-19 restrictions on the highways.
- SPRINT – A34 Walsall to Birmingham (£9.6m) also owing to the Covid-19 restrictions impacting on utility diversion works.
- RTCC – Highway Interventions (£2.6m) pending funding agreements have resulted in activity being reprofiled for 2021/22.

- University Station Improvement Project (£1.7m) Network Rail Industry and Risk fees originally anticipated in June 2020, have been reprofiled to Q4 20/21 and physical construction costs are lower than anticipated.

3.19 The annual forecast was reduced in January 2021 to £45m, which is £40.2m below the Budget of £85.3m. The main variances are as follows

- SPRINT – A45 Birmingham to Airport and Solihull (£17.4m). The reprofiling of the utility diversions into Q3, has had a knock-on impact on commencement of the construction works, the majority of which will take place in Q1 and Q2 21/22. There is however no impact on delivery of the scheme.
- SPRINT – A34 Walsall to Birmingham (£12m). In a similar vein to the A45, the forecast has been reduced owing to the re-profiling of the utility diversions and construction works.
- RTCC Highway Interventions (£6.7m). The variance is a continuation of the current position, where the speed of work has reduced due to Covid-19 restrictions and rescheduled legal agreement sign-offs.

Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	JANUARY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Snow Hill 3rd Access	52	51	(1)	51	51	0
Snow Hill Public Realm	0	150	150	0	150	150
Dudley Bus Station Development	16	14	(2)	16	16	0
Clean Bus Technology Fund 2017-2019	727	1,424	697	1,119	1,764	645
Cross City Bus - City Centre Package	119	405	286	153	412	259
Cross City Bus - Dudley – Druids Heath Package	77	441	364	89	465	376
Longbridge Connectivity Package	523	760	237	610	760	150
Connected and Autonomous Vehicles TestBed (CAV)	1,710	2,239	529	2,032	2,239	207
NPIF 2 Birmingham Growth Point	61	695	634	323	695	372
Key Route Network Safety	256	1,413	1,157	481	1,413	932
Dudley Interchange	405	620	215	585	1,110	525
Autonomous Highway, Rural & Parking Test Facilities (Meridian 3)	1,682	2,004	322	2,676	3,015	339
Future Mobility Zone - Human Centered Data	94	116	22	143	179	36
Future Mobility Zone - Enabling Data Exploitation	223	601	378	432	883	451
Future Mobility Zone - Innovation Showcases	199	965	766	491	1,287	796
Future Mobility Zone - Programme Mgmt & Monitoring Evaluation	265	328	63	439	425	(14)
5G	756	1,400	644	946	1,992	1,046
ConVEx-Connected Vehicle data Exchange	2,276	2,094	(182)	2,511	2,250	(261)
Major Route Network - Programme	4	0	(4)	4	101	97
A435 Alcester Rd Bus Priority Revitalisation	67	2,562	2,495	42	2,621	2,579
Future Mobility Zone - Enhanced Ticket Platform	1,296	1,647	351	1,648	1,695	47
Major Road Network-A4123 Corridor -A4150 Ring Road to A456 Hagley Road	0	150	150	0	200	200
Major Road Network- A454 Wolverhampton to Neachells Phrases 1,2, And 3	0	206	206	0	274	274
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Road	0	106	106	0	141	141
Major Road Network- A46 Link Road Ph2 Coventry	0	112	112	0	150	150
Major Road Network- A38 Kingsbury Road Birmingham	0	45	45	0	60	60
Future Mobility Zone - Transport Network Data	402	679	277	681	828	147
TOTAL	11,210	21,227	10,017 47%	15,472	25,176	9,704 39%

3.20 Expenditure against the Other Major Works Programme totals £11.2m at the end of January 2021 which was £10m below the budget of £21.2m. The main contributors to this favourable variance were as follows:

- A435 Alcester Rd Bus Priority Revitalisation (£2.5m) A review of the scheme has been conducted in liaison with Birmingham City Council, resulting in a revised scheme, which is expected to be approved by Birmingham City Cabinet in Q4 20/21. Consequently, much of the works are not anticipated to commence until Q1 21/22.

- Key Route Network Safety (£1.2m) Covid-19 has impacted the delivery of this programme, resulting in lower than budgeted costs.
- Future Mobility Zone – Innovation Showcases (£0.8m) expected project support costs have not materialised due to the Covid-19 lockdown which has impacted programme delivery.

3.21 The annual forecast has been reduced to £15.5m, which is £10.2m below the budget of £25.7m. The main variances are as follows

- A435 Alcester Rd Bus Priority Revitalisation (£2.6m) owing to the current position, with
- Key Route Network Safety (£0.9m) slippages in the sign off of the legal agreement with Wolverhampton City Council has caused works to be moved into 2021/22.

Minor Works Programme

MINOR WORKS PROGRAMME	JANUARY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
Shelter Appeals	1	8	7	2	9	7
TBT Platinum Route RTI Equipment Upgrades	11	14	3	11	14	3
DfT Tackling Nitrogen Dioxide - Dudley MBC	83	127	44	95	127	32
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	635	895	260	649	1,024	375
Rail						
Park and Ride Delivery	8	8	0	8	8	0
Dudley Port Integrated Transport Hub	14	20	6	14	50	36
Aldridge Rail Station Study	13	32	19	13	32	19
Metro						
Bradley Lane Park and Ride	232	348	116	348	348	0
Cycling						
Network Wide Cycling Programme (NWCP)	12	24	12	24	24	0
Bike Life Report	0	15	15	15	15	0
Emergency Active Travel Fund (EATF)	276	276	0	276	276	0
West Midlands Cycle Hire	1,397	1,428	31	2,340	2,393	53
Better Streets Community Fund	431	1,056	625	439	1,089	650
Priority One Development Workstream	113	472	359	141	638	497
Active Travel Fund-Tranche 2	38	36	(2)	97	59	(38)
Highway						
ADEPT Live Lab	530	1,171	641	1,262	1,798	536
Asset Replacement						
Network Wide Park and Ride Expansion Developments -Phase 2	23	23	0	23	23	0
IDOX - Asset Management System	1	18	17	19	35	16
Asset Management Programme	656	1,210	554	1,065	1,567	502
Real Time Information Upgrades	66	1,158	1,092	263	1,473	1,210
Other						
Road Safety Grant	0	0	0	2	2	0
Asset Management- RTI Upgrades	0	85	85	30	170	140
Project Development Costs	1	6	5	7	7	0
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Top Slice	25	35	10	25	141	116
Transport Data Unification (traffic data)	0	38	38	23	61	38
AutopleX	47	90	43	98	98	0
HS2 Modelling Framework	131	80	(51)	131	131	0
TOTAL	4,744	8,673	3,929 45%	7,439	11,631	4,192 36%

3.22 Expenditure against the Minor Works Programme totalled £4.7m at the end of January 2021 which was £3.9m below the budget of £8.7m. The main variances of note were as follows:

- Real Time Information Upgrades (£1.1m) tender for this project has not yet been awarded due to ongoing discussion of revenue/capital cost classification and therefore monies budgeted have not yet been spent.

- ADEPT Live Lab (£0.7m) The costs anticipated in Q1/Q2 have not materialised due to Covid-19 restrictions.
- Better Streets Community Fund (£0.6m) Legal agreements have now been signed off with Local Authorities, however, this has resulted in rescheduling of the project.

3.23 The annual forecast was revised in January 2021 to £7.4m, which is £4.8m below the Budget of £12.3m. The variances are broadly reflective of the current position identified previously.

Grants to local Authorities

GRANTS TO LOCAL AUTHORITIES	JANUARY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Low Emission Bus Scheme (Coventry CC)	237	237	0	237	237	0
B4106 Spon End (Coventry CC)	161	4,097	3,936	472	4,697	4,225
New St/High St/Victoria Sq Public Realm (Birmingham CC)	0	3,275	3,275	1,688	3,275	1,587
TOTAL	398	7,609	7,211 95%	2,397	8,209	5,812 71%

3.24 There is very minimal expenditure against the Grants to Local Authorities Programme as at the end of January 2021, resulting in a £7.2m favourable variance against budget.

3.25 The annual forecast has been reduced to £2.4m, which is £5.8m below the budget of £8.2m. The variances of note are as follows:

- B4106 Spon End (Coventry CC) (£3.9m) the final sign off on the legal agreements with the Local Authority has now been received as has the initial claim which is due to be paid imminently.
- New St/High St/Victoria Square Public Realm (Birmingham CC) (£3.3m) activity has been rescheduled for Q1 2021/22, specifically design work is now expected to conclude in May 2021 and physical work is expected to commence after this.