



## Transport Delivery Committee

<b>Date</b>	9 January 2023
<b>Report title</b>	Financial Monitoring Report
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<b>Report has been considered by</b>	Councillor Pervez Akhtar

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

#### The West Midlands Transport Delivery Committee is recommended to:

- (1) Note the year to date position as at the end of November 2022 against the TfWM Revenue Budget shows an adverse variance of £0.6m, as detailed in Section A.
- (2) Note the TfWM Capital Programme expenditure as at the end of November 2022 totals £181m, which is £78.6m below budget, as detailed in Section B.

#### 1. Purpose

- 1.1 This report sets out the financial position as at 30 November 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 November 2022 shows an adverse variance of £0.6m against budget.

	November 2022 Year to Date			Full Year		
	Actual £'000	Budget £'000	Variance £'000	Forecast £'000	Budget £'000	Variance £'000
Net TfWM Surplus / (Deficit) before reserves	420	(3,641)	4,061	(9,150)	(9,078)	(72)
Use of Reserves	1,384	6,048	(4,664)	9,179	9,078	101
<b>Net TfWM Surplus / (Deficit)</b>	<b>1,804</b>	<b>2,407</b>	<b>(603)</b>	<b>29</b>	<b>0</b>	<b>29</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 £181m which was £78.6m below the year to date budget of £259.6m, with the variance primarily contained within the Investment Programme portfolio (£35.2m).

TRANSPORT PROGRAMME	YEAR TO DATE - NOVEMBER 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	94,836	130,076	35,240	197,316	205,286	7,970
CWG Programme	41,822	61,759	19,937	56,320	61,535	5,215
Other Major Programmes	9,250	17,154	7,904	25,451	38,878	13,427
Minor Work Programme	1,989	4,753	2,764	6,808	8,595	1,787
Grants to Local Authorities	4,109	4,625	516	13,359	36,757	23,398
CRSTS	28,982	41,265	12,283	61,374	77,663	16,289
<b>TOTAL</b>	<b>180,988</b>	<b>259,632</b>	<b>78,644</b>	<b>360,628</b>	<b>428,714</b>	<b>68,086</b>

- 3.2 The TfWM delivered Investment Programme portfolio contains 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 November of £130.1m, 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 November, actual costs totalled £94.8m, which was £35.2m below the budget. The largest variance to date within Metro is the Wednesbury to Brierley Hill Extension scheme which is £7.5m due to the rephasing of some activities in accordance with the agreed phased delivery plan agreed by WMCA Board in July 2022.
- 3.5 The Metro Birmingham Eastside Extension has a year to date budget variance of £6.2m due to the process of agreeing revised commercial terms for HS2 utilities works.
- 3.6 Rail Camp Hill Line Local Enhancements Package 2 project has a year to date variance from budget of £7.5m due to the rephasing of physical construction activity. This is not expected to impact on the completion date.
- 3.7 Rail Walsall to Wolverhampton Local Enhancements Package 1 project has a year to date variance from budget of £3.2m due to the rephasing of physical construction activity after the discovery of mining infrastructure at the site.
- 3.8 Appendix 3 documents the financial performance against the Commonwealth Games Programme with a year to date budget of £61.8m. 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 November, actual costs totalled £41.8m, which was £19.9m under budget. The largest variance is the University Station Improvement project which has a £4.6m variance from budget due to ongoing commercial negotiations reducing the value of payments in the month. Perry Barr Station is £4.4m behind budget owing largely to the timing of expenditure relating to contract close out on physical construction. Sprint schemes are £8.5m 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 by the end of this financial year.
- 3.9 Appendix 4 documents the financial performance against the Other Major Works programme. 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 November, actual costs totalled £9.3m, which was £7.9m below the budget. The largest variance of £2.4m relates to Coventry Electric Bus City project due to ongoing discussions around power suppliers. The Cross City Bus Dudley to Druids Heath Package has a year to date budget variance of £1.9m as a result of rephasing of a sub-scheme into the following financial year.
- 3.10 Appendix 5 documents the financial performance against the Minor Works Programme with a year to date budget of £4.8m. This programme includes a broad range of relatively small schemes. At the end of November, actual costs totalled £2.0m.

- 3.11 Appendix 6 documents the financial performance against the Grants to Local Authorities. Actual where there is a variance from budget of £0.5m at the end of November.
- 3.12 Appendix 7 details the City Regional Sustainable Settlement Fund (CRSTS) which comprises of schemes delivered by both WMCA and Local Authorities. The 2022/23 budget has been rebased after an exercise with project sponsors to reflect the most up to date information for the CRSTS programme. Actual spend as at the end of November is £29m, a year to date budget variance of £12.3m. The largest variances are within schemes delivered internally by WMCA and are due to the timing of project business case assurance and approvals. A number of schemes have now received approval to draw down CRSTS funding and acceleration is expected in the final quarter of the year.

## Appendix 1: Transport for West Midlands Revenue Budget Position 30<sup>th</sup> November 2022

	ACTUAL £000			BUDGET £000			YTD VARIANCE FAV / (ADVERSE) £000	FORECAST £000	BUDGET £000	FULL YEAR VARIANCE FAV / (ADVERSE) £000
	INCOME	EXPENDITURE	NET	INCOME	EXPENDITURE	NET				
Transport Levy	78,010	0	78,010	78,010	0	78,010	0	117,015	117,015	0
Use of Reserves	649	0	649	6,048	0	6,048	(5,398)	9,144	9,078	67
<b>TOTAL FUNDING</b>	<b>78,659</b>	<b>0</b>	<b>78,659</b>	<b>84,057</b>	<b>0</b>	<b>84,057</b>	<b>(5,398)</b>	<b>126,159</b>	<b>126,092</b>	<b>67</b>
<b>Concessions</b>										
National Bus Concession	93	30,792	(30,700)	121	31,512	(31,391)	691	(48,041)	(47,843)	(198)
Metro / Rail	0	3,030	(3,030)	0	3,039	(3,039)	10	(4,556)	(4,576)	21
Child Concession	0	3,813	(3,813)	0	4,278	(4,278)	464	(6,311)	(6,710)	399
<b>Bus Services</b>	<b>93</b>	<b>37,635</b>	<b>(37,543)</b>	<b>121</b>	<b>38,829</b>	<b>(38,708)</b>	<b>1,165</b>	<b>(58,909)</b>	<b>(59,130)</b>	<b>221</b>
Bus Stations / Infrastructure	4,726	7,945	(3,219)	5,015	8,552	(3,537)	317	(5,619)	(5,643)	25
Subsidised Network	22,435	31,004	(8,569)	1,363	9,932	(8,569)	0	(13,420)	(13,420)	0
Accessible Transport	105	3,603	(3,497)	0	3,704	(3,704)	207	(6,471)	(6,638)	167
<b>Rail and Metro Services</b>	<b>27,266</b>	<b>42,552</b>	<b>(15,286)</b>	<b>6,378</b>	<b>22,188</b>	<b>(15,810)</b>	<b>524</b>	<b>(25,510)</b>	<b>(25,702)</b>	<b>192</b>
Metro Services	127	4,333	(4,206)	136	5,152	(5,016)	810	(8,787)	(6,137)	(2,649)
Rail Services	837	2,774	(1,938)	1,031	3,517	(2,486)	548	(4,023)	(4,165)	141
<b>Integration</b>	<b>964</b>	<b>7,107</b>	<b>(6,143)</b>	<b>1,167</b>	<b>8,669</b>	<b>(7,502)</b>	<b>1,358</b>	<b>(12,810)</b>	<b>(10,302)</b>	<b>(2,508)</b>
Safety and Security	470	1,067	(597)	448	1,282	(834)	238	(796)	(1,257)	461
Passenger Information	15,120	18,863	(3,742)	605	4,819	(4,214)	472	(6,128)	(6,959)	831
Sustainable Travel	66	1,029	(963)	98	1,332	(1,234)	271	(1,796)	(1,893)	97
<b>Network Resilience</b>	<b>15,656</b>	<b>20,959</b>	<b>(5,302)</b>	<b>1,151</b>	<b>7,434</b>	<b>(6,283)</b>	<b>981</b>	<b>(8,721)</b>	<b>(10,109)</b>	<b>1,389</b>
Commonwealth Games		1,663	(1,663)	18	2,133	(2,115)	452	(3,573)	(3,744)	171
Business and Democratic Support	27,346	27,346	0	18,656	18,656	0	0	0	0	0
Strategic Development	0	2,712	(2,712)	(167)	2,490	(2,657)	(55)	(3,681)	(3,697)	16
Transport Governance	753	3,275	(2,522)	867	3,749	(2,882)	359	(4,387)	(4,863)	476
Capital Finance Charges	21	99	(77)	0	90	(90)	13	(130)	(135)	5
<b>TOTAL EXPENDITURE</b>	<b>72,099</b>	<b>148,954</b>	<b>(76,855)</b>	<b>28,191</b>	<b>109,844</b>	<b>(81,653)</b>	<b>4,798</b>	<b>(126,130)</b>	<b>(126,092)</b>	<b>(38)</b>
<b>NET before Earmarked Reserves</b>	<b>150,758</b>	<b>148,954</b>	<b>1,804</b>	<b>112,249</b>	<b>109,844</b>	<b>2,405</b>	<b>(602)</b>	<b>29</b>	<b>0</b>	<b>29</b>

At the end of November 2022 there is a £0.6m adverse variance against budget and a full year forecast that remains in line with budget.

### Concessions

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

The full year forecast has been broadly retained at budgeted levels to enable provision for the risk in relation to the bus network going forward.

## **Bus Services**

There are savings across Bus Infrastructure budgets of £0.3m in the main relating to staffing, cleaning, and maintenance budgets.

The Subsidised Bus position is in line with budget with Local Transport Funding (LTF) offsetting the increased subsidised service costs in relation to some services.

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

The full year position mostly reflects savings to date within Accessible Transport.

## **Rail & Metro**

Within Metro Services the favourable position to date reflects the LTF grant 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 the Metro subsidy requirement of £4.2m.

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 £0.7m which have been used to help fund the additional Metro subsidy requirement.

## **Integration**

Savings to date largely relate to staffing where there are vacant posts across several budgets, plus an under-spend within the marketing budget which is expected to be utilised by the end of the year. There are also increased capital recharges due to the extension of the Active Travel Fund.

The favourable movement in the full year position mainly reflects a forecast reduction in external advice expenditure which will contribute towards funding the additional Metro subsidy requirement plus year to date staff savings.

## **Network Resilience**

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

## **Strategic Development**

In year savings are largely within the staffing budget because of hiring delays; vacant posts are now expected to be appointed during the fourth quarter of the year. The remaining underspend is due to timing, with activity relating to the Local Transport Plan, Local Transport Investment Programme and Rail surveys expected in the later part of the year to align with recruitment.

## **Reserves**

Reserves drawn down to date relate to the delivery of the West Midlands Cycle Hire scheme which are under that budgeted by £0.1m.

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 - NOVEMBER 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	7,727	15,264	7,537	31,370	26,923	(4,447)	
Rail - Walsall to Wolverhampton Local Enhancements - Package 1	4,523	7,756	3,233	10,501	15,348	4,847	
Rail - Sutton Coldfield Gateway	0	51	51	14	165	151	
<b>Metro</b>							
Metro Birmingham Eastside Extension	29,326	35,574	6,248	57,130	48,548	(8,582)	
Metro Wolverhampton City Centre Extension	8,821	5,610	(3,211)	5,610	5,610	0	
Metro Wednesbury to Brierley Hill Extension	35,524	42,975	7,451	69,246	73,676	4,430	
Metro Centenary Square/Edgbaston Extension	5,048	5,414	366	7,068	7,068	0	
Bilston Road Track Replacement Phase 2	0	865	865	865	865	0	
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	412	1,808	1,396	1,982	2,563	581	
WIP Station and Car Park works	0	58	58	0	58	58	
Metro Network Enhancements - Wednesbury Depot Upgrades	806	6,305	5,499	1,983	8,544	6,561	
Metro Network Enhancements – Comms and Control	309	642	333	620	1,118	498	
Buy Before Boarding	65	1,511	1,446	2,130	5,647	3,517	
Wolverhampton WIP Public Realm	0	909	909	853	909	56	
Wolverhampton WIP Contingency	0	2,092	2,092	1,896	2,092	196	
Project Support	3	0	(3)	0	0	0	
MML Life Cycle Projects	489	829	340	1,016	1,118	102	
2GT Car-Body Works	228	208	(20)	228	228	0	
OLE Parafit Work	1,449	1,776	327	1,776	1,776	0	
Traction Power Phase 2	0	100	100	219	219	0	
<b>Sprint</b>							
Sprint - Hagley Road Phase 1	19	28	9	2,266	2,266	0	
Sprint - Longbridge to Birmingham	8	115	107	168	168	0	
Sprint - Hall Green to Interchange via Solihull	0	69	69	208	208	0	
Sprint - Hagley Road Phase 2 - with Halesowen and Dudley to Birmingham	80	113	33	167	167	0	
Sprint - Sutton Coldfield to Birmingham - via Langley	0	1	1	0	1	1	
<b>TOTAL</b>	<b>94,836</b>	<b>130,076</b>	<b>35,240</b>	<b>197,316</b>	<b>205,286</b>	<b>7,970</b>	<b>4%</b>

## APPENDIX 3: Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	YEAR TO DATE - NOVEMBER 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
University Station Improvement Project	15,993	20,633	4,640	19,568	20,880	1,312
Perry Barr Rail Station	3,253	7,668	4,415	7,668	7,668	0
Sprint - A45 Birmingham to Airport and Solihull	12,566	16,551	3,985	13,818	12,256	(1,562)
Sprint - A34 Walsall to Birmingham	6,252	10,752	4,500	7,704	10,851	3,147
RTCC-Design and Layout/Commercialisation	327	511	184	488	602	114
RTCC-Data - Tactical and Operational Intelligence	153	472	319	446	540	94
RTCC – ICT Equipment	0	0	0	1	1	0
RTCC-Operations	104	153	49	177	370	193
RTCC-Customer Information	31	44	13	65	65	0
RTCC-Highway Interventions	2,242	3,790	1,548	4,801	5,863	1,062
Birchley Island - Sandwell MBC	(35)	226	261	487	487	0
RTCC NWM Customer Interface Tool - Journey planner/Website	340	327	(13)	500	1,114	614
Perry Barr Mitigation Package	5	42	37	7	250	243
Commonwealth Games Public Realm - Local Authority	589	590	1	590	590	0
<b>TOTAL</b>	<b>41,820</b>	<b>61,759</b>	<b>19,939</b>	<b>56,320</b>	<b>61,537</b>	<b>5,217</b>

## APPENDIX 4: Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	YEAR TO DATE - NOVEMBER 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Clean Bus Technology Fund 2017-2019	85	124	39	247	247	0
Cross City Bus - City Centre Package	86	712	626	273	1,661	1,388
Cross City Bus - Dudley – Druids Heath Package	34	1,884	1,850	362	4,340	3,978
Coventry Electric Bus City	6,090	8,513	2,423	16,215	16,196	(19)
Zero Emission Bus Regional Area (ZEBRA)	0	0	0	0	5,742	5,742
West Midlands Cycle Hire	67	88	21	311	311	0
Dudley Interchange	443	715	272	1,058	942	(116)
Future Mobility Zone - Human Centered Data	73	22	(51)	99	112	13
Future Mobility Zone - Enabling Data Exploitation	344	1,267	923	1,193	1,611	418
Future Mobility Zone - Innovation Showcases	156	931	775	1,056	1,591	535
Future Mobility Zone - Programme Mgmt and Monitoring Evaluation	260	372	112	509	553	44
5G	716	824	108	1,101	1,101	0
Future Mobility Zone - Enhanced Ticket Platform	33	219	186	360	626	266
Future Mobility Zone - Transport Network Data	863	1,482	619	2,666	3,844	1,178
<b>TOTAL</b>	<b>9,250</b>	<b>17,153</b>	<b>7,903</b>	<b>25,450</b>	<b>38,877</b>	<b>13,427</b>

## APPENDIX 5: Minor Works Programme

MINOR WORKS PROGRAMME	YEAR TO DATE - NOVEMBER 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	89	68	(21)	153	153	0
Air Quality Grant Scheme 2021-	0	495	495	578	990	412
NPIF 2 Birmingham Growth Point	1	59	58	59	59	0
Alcester Road North- Highgate Middleway to Augusta Rd East	57	703	646	494	1,218	724
<b>Rail</b>						
Snow Hill Public Realm	0	109	109	109	109	0
Dudley Port Integrated Transport Hub	0	76	76	176	176	0
Aldridge Rail Station Study	0	1	1	1	1	0
<b>Sprint</b>						
Electric Vehicle - EV - Charging	53	0	(53)	53	53	0
<b>Cycling</b>						
Better Streets Community Fund	180	218	38	342	385	43
Priority One Development Workstream	294	581	287	572	1,035	463
<b>Highway</b>						
Key Route Network Safety	4	306	302	613	613	0
ADEPT Live Lab	(31)	34	65	(31)	34	65
M6 Toll - In Vehicle Messaging	433	404	(29)	732	781	49
<b>Asset Replacement</b>						
IDOX - Asset Management System	0	6	6	10	10	0
Asset Management Programme	683	1,347	664	2,037	2,040	3
Real Time Information Upgrades	135	104	(31)	160	160	0
<b>Other</b>						
Asset Management- RTI Upgrades	35	199	164	621	621	0
Top Slice	28	0	(28)	100	100	0
HS2 Modelling Framework	3	15	12	3	30	27
<b>TOTAL</b>	<b>1,990</b>	<b>4,751</b>	<b>2,761</b>	<b>6,808</b>	<b>8,594</b>	<b>1,786</b>

## APPENDIX 6: Grants to Local Authorities

GRANTS TO LOCAL AUTHORITIES	YEAR TO DATE - NOVEMBER 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Active Travel Fund-Tranche 2	54	35	(19)	62	62	0
Active Travel Fund- Tranche 3	92	216	124	651	17,098	16,447
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	50	4,454	4,404
Priority 1 Delivery- Binley Road Coventry	1,617	1,000	(617)	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	953	953	0	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	48	295	247	158	360	202
Major Road Network- A454 Wolverhampton to Neachells Phrases 1 2 And 3	138	209	71	419	419	0
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Road	46	131	85	470	470	0
Major Road Network- A46 Link Road Ph3 Coventry	73	118	45	250	250	0
Major Road Network- A38 Kingsbury Road Birmingham	0	12	12	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	111	170	59	200	200	0
MRN - A461- Sandwell	83	160	77	320	320	0
MRN - A461-Rushall Jn -Walsall	0	115	115	230	230	0
MRN - A456- Dudley	0	0	0	100	100	0
Major Road Network- A41 Sandwell	0	50	50	150	150	0
MRN - M5 J1 - Sandwell	0	83	83	25	250	225
MRN - A435	0	35	35	200	200	0
MRN-A4540 Bham Midd.-Eastside	0	100	100	650	650	0
MRN-Keresley Link Road	34	73	39	237	237	0
MRN-Cov North Package Link M6	5	48	43	23	223	200
MRN-A452 Balsall Common Bypass	16	207	191	440	500	60
MRN-A45 Cov Rd/Damson Pkway Jn	180	300	120	300	300	0
<b>TOTAL</b>	<b>4,109</b>	<b>4,625</b>	<b>516</b>	<b>13,359</b>	<b>36,757</b>	<b>23,398</b>



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

CRSTS (by Sponsoring Authority)	YEAR TO DATE - NOVEMBER 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	50	50	0
CRSTS - IG - East Bham to Solihull Bham	0	0	0	50	50	0
CRSTS - CoP - Sutton Coldfield Gateway	0	20	20	160	160	0
CRSTS - HSaS - A38 Selly Oak to Longbridge Segregated Cycling	0	33	33	130	130	0
CRSTS - HSaS - City Centre Active Travel to Interchange	0	0	0	110	110	0
CRSTS - HSaS - One Station and Smallbrook Queensway	0	10	10	110	110	0
CRSTS - LNIP - Birmingham City Council	4,169	4,169	0	6,254	6,254	0
<b>Coventry</b>						
CRSTS - CoP - VLR P2 Cov Demonstration Route	0	1,504	1,504	6,423	6,423	0
CRSTS - CRNaC - Foleshill Transport Package	0	219	219	952	952	0
CRSTS - DaGR - Cov South Sustainable Transport (GIGA Factory)	0	189	189	505	505	0
CRSTS - LNIP - Coventry City Council	1,356	1,356	0	2,034	2,034	0
CRSTS - Highways Maintenance - Coventry City Council	2,724	2,724	0	4,086	4,086	0
<b>Dudley</b>						
CRSTS - CoP - VLR P2 Innovation Centre Dudley	0	0	0	200	200	0
CRSTS - CRNaC - A461 Dudley WCB Corridor	0	0	0	100	100	0
CRSTS - LNIP - Dudley Council	1,174	1,174	0	1,760	1,760	0
CRSTS - Highways Maintenance - Dudley Council	2,991	2,991	0	4,486	4,486	0
<b>Sandwell</b>						
CRSTS - IG - Smethwick - Birmingham Corridor Transport Package	0	0	0	250	250	0
CRSTS - LNIP - Sandwell Council	1,199	1,199	0	1,798	1,798	0
CRSTS - Highways Maintenance - Sandwell Council	3,161	3,161	0	4,741	4,741	0
<b>Solihull</b>						
CRSTS - LNIP - Solihull Council	789	789	0	1,184	1,184	0
CRSTS - Highways Maintenance - Solihull Council	2,581	2,581	0	3,872	3,872	0
<b>Walsall</b>						
CRSTS - IG - BCW Access Darlaston and Willenhall Train Stations	0	53	53	212	212	0
CRSTS - CRNaC - A41 Mox IP Wal TC WCB Corr	0	0	0	40	40	0
CRSTS - LNIP - Walsall Council	1,042	1,042	0	1,563	1,563	0
CRSTS - Highways Maintenance - Walsall Council	2,379	2,379	0	3,569	3,569	0
<b>Wolverhampton</b>						
CRSTS - IG - A454 WCB Corridor East Park Active Travel	0	0	0	50	50	0
CRSTS - CRNaC - A4123 Walk, Cycle and Bus Corridor	0	0	0	200	200	0
CRSTS - LNIP - Wolverhampton City Council	961	961	0	1,442	1,442	0
CRSTS - Highways Maintenance - Wolverhampton City Council	2,217	2,217	0	3,325	3,325	0
<b>Other</b>						
Metro Line 1 Renovation costs	222	5,212	4,990	2,320	7,528	5,208
Aldridge Station	0	100	100	200	500	300
Sprint Ph2 A34 - Package E Sandwell & BCC	1,065	631	(434)	1,445	1,445	0
Sprint Ph2 A45 - Package F Solihull	205	209	4	1,064	1,064	0
Sprint Ph2 A34 - Package G Walsall	235	231	(4)	1,085	1,085	0
Sprint Ph2 A45 - Package H BCC	300	273	(27)	1,327	1,327	0
Sprint Ph2 A34 - Package J City Centre	154	143	(11)	1,048	1,048	0
Bsip Bus Priority X - City Routes	0	2,571	2,571	318	6,000	5,682
Swift cEMV contactless payment broker	38	3,125	3,087	2,191	7,291	5,100
CRSTS - CoP - VLR P2 R and D	0	0	0	600	600	0
CRSTS - Data Scheme Development Support plus M and E	19	0	(19)	0	0	0
<b>TOTAL</b>	<b>28,981</b>	<b>41,266</b>	<b>12,285</b>	<b>61,372</b>	<b>77,662</b>	<b>16,290</b>