



## WMCA Board

<b>Date</b>	13 January 2023
<b>Report title</b>	Financial Monitoring Report 2022/23
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<b>This report has been considered by</b>	SLT – 4 January 2023 WM FDs – 5 January 2023

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

#### WMCA Board is recommended to:

- (1) Note the financial position as at 30 November 2022, as detailed in Sections 2 and 3.
- (2) Note the latest full year forecast for 2022/23 as detailed in Section 4.
- (3) Note the Bus Service Improvement Plan funding update and receipt of the first payment of £18.4m. (Section 5)
- (4) Note the grant award of £0.32m from Innovate UK (part of the UK Research and Innovation) for Innovation Accelerator. (Section 6)
- (5) Note that the Government has now approved the WMCA's plans for investment of the £88m UK Shared Prosperity Fund, covering the 3 years to 2025. (Section 7)
- (6) Delegate authority to WMCA S151 Officer in conjunction with the Executive Director of Economic Delivery, Skills and Communities and the Monitoring Officer to accept any funds awarded as a result of the Bootcamp Wave 4 bid for as detailed in Section 8, and to enter into the various funding agreements and contracts required to enable delivery of the programme.
- (7) Note the WMCA Adult Education Budget rate uplift of 10% that has recently been approved by the Executive Director of Finance and Business Hub (Section 151 Officer) in accordance with WMCA's approved scheme of delegation (Section 9). The rate uplift can be contained within the existing approved budget for 2022/23.

## **1.0 Purpose**

1.1 To provide an update on the Combined Authority's finances as at 30 November 2022.

## **2.0 2022/23 Year to Date Revenue Position**

2.1 Appendix 1 shows the overall consolidated revenue position for the West Midlands Combined Authority.

2.2 The position at the end of November is a surplus of £1.136m which is a minor favourable variance from budget of £0.026m.

2.3 Within Transport there is a surplus at the end of November of £1.804m which represents an adverse variance from budget of £0.6m. The most notable variances relate to Concessions where expenditure is less than budget due to lower patronage and fare levels and within the Metro budget where Local Transport Fund (LTF) grant has now been received. The favourable position to date is expected to be largely offset by the full year due to an increase in the Metro subsidy requirement and also to reflect the risk in relation to the bus network in the last quarter of the year.

2.4 The figures for Transport include the income received as part of the liquidation process for Accessible Transport Group Contract Services Ltd (ATGCS) and Ring and Ride West Midlands Ltd, a total of £276.2k (ATGCS £244.7k and Ring and Ride £31.4k). These are sums payable to date against a total claim of £2.0m following the company wind-up. The original sums were fully recognised in prior financial years in acknowledgement of the risk of non-recovery. The £277k now received is therefore additional income to this year's revenue budget.

2.5 Within the Portfolio budgets there is a favourable variance of £0.6m due to savings against staffing as a result of vacancies and external advice across several budgets.

2.6 The Mayoral Office position as at the end of November 2022 was in line with budget.

2.7 Appendix 1 shows the overall consolidated revenue position for the WMCA and appendices 2 to 4 present the detailed summaries for Transport, the WMCA Delivery budget and the Mayoral office respectively.

## **3.0 2022/23 Capital Programme Position**

3.1 Appendix 5 sets out the position on the Capital Programme as at the end of November 2022. Actual costs totalled £232.1m, resulting in a favourable variance of £131.6m against budget.

3.2 The year to date expenditure to budget variance is primarily contained within Transport (£78.6m) and Housing (£27.6m).

3.3 The Transport Programme has been categorised into six sub programmes. The largest of these is the Investment Programme with a full year budget of £205.3m, including all the Rail/Sprint & Metro extension schemes.

3.4 At the end of November, actual costs for the Investment Programme are £35.2m below the budget of £130.1m. The main variances are within the Metro Programme totalling £24.2m and the Rail Programme totalling £10.8m.

- 3.5 Within Housing, the variance largely relates to the Brownfield Housing Fund Pipeline where several projects due to commence have not done so yet due to the current economic climate, these include Lionell Street (£5m), Telford Station (£2.4m) and Ladywood (£1.5m). In addition, the work is expected to accelerate in the quarter 4 on the Phoenix 10 scheme within the Black Country Land and Property Investment Fund (£5.7m).
- 3.6 As reported to December Board, the progression of a number of capital schemes and their associated expenditure profiles has been impacted by hyperinflation, supply chain issues in both materials and labour, increased costs of construction including energy and associated pricing. The WMCA is continuing to work with its supply chains and taking other steps, including descoping and value engineering of projects, to keep the impacts of the above matters to a minimum, although this is becoming an increasing challenge. It is anticipated that these impacts will continue to varying degrees into the future in respect of expenditure within 2022/23 and beyond and has potential to impact both in train and future delivery across both WMCA and local authority delivered projects. The report on the pressures within the capital programme taken to the December WMCA Board included the recommendation that three specific project overall spend would be increased up to the value of £17.8m. The transactions to give effect to this decision will be actioned accordingly in January 2023. Risks in relation to this issue continue to be actively and closely monitored so that any project risks are understood as soon as possible to allow mitigations and solutions to be developed as required.
- 3.7 Further detail against the year to date and full in year spend against the Authority Capital Programme is available in Appendix 5.

#### **4.0 Revenue and Capital Full Year Forecast Update**

- 4.1 The second forecast for 2022/23 was completed in October 2022. The forecast presents the updated view of the profile and cost of delivering activities over the remaining six months of the financial year, as well as the latest position on central government transport funding, Midland Metro Limited costs, rising energy costs and interest rates impact.
- 4.2 The position reflects the bus funding (Local Transport Funding, Network Stabilisation Fund and Network Planning Fund) which were previously reported, and the corresponding expenditure to operators up to November 2022. Government has announced that some additional targeted funding support for operators and Local Transport Authorities will be in place between 1st January 2023 to the end of March 2023. WMCA is awaiting further details on this.
- 4.3 In the interim WMCA will continue to pay concessions at pre pandemic budget levels until March 2023 to support network stability to this date. As noted in 2.3, there are year to date savings within the concession budget. In recognition of the risks, the year to date savings have been moved to the transport risks reserve.
- 4.4 The revenue position for the full year forecasts a surplus of £0.7m, which is an improvement on the previous forecast by £0.3m. The key movements within the full year position reflects an increase in the costs of £0.8m for tram repairs and £0.9m of cost pressures within services. This increase has been offset by favourable movements across staffing budgets due to vacancies.
- 4.5 The capital forecast shows a favourable movement of £107.5m from the budget largely in relation to CRSTS (£16.3m), Grants to Local Authorities (Transport £23.4m and Investment Programme £17.9m) and the Housing Programme (£21.6m). The CRSTS budget reflects the

most up to date information on delivery. The previous report indicated that the general increase in mortgage rates, construction cost inflation, energy costs, market uncertainty and withdrawal of mortgage products during 2022 and going in to 2023 could contribute to a more challenging environment for bringing housing and regeneration sites to market, planned starts on site and drawdown of capital funding. This is reflected in the latest capital spend figures for schemes seeking WMCA housing and regeneration grant investment. Progression of Housing, land and regeneration schemes needing WMCA funding has been more challenging over recent months in these wider economic circumstances, with some schemes being delayed by project sponsors due to escalating construction and other costs or the schemes themselves being reappraised and revised by applicants. This position will be kept under close review throughout 2023.

- 4.6 There has been ongoing engagement with grant providers in respect of the slippage in the capital programme to minimise risk of any grant clawbacks.
- 4.7 In November it was confirmed that the unions had accepted the pay award made by the National Joint Council (NJC) to local government employees. The main points of the offer are a one year pay offer from 1 April 2022 of £1,925 on all pay points and 4% increase on allowances. The year to date and the outturn position includes an estimate of the increased pay expenditure, expected to be around £1.3m above budget for the full year.
- 4.8 A re-forecast will be done for quarter 3 in January 2023 and formally reported to the Board in March 2023. Based on current information, it is not anticipated that there will be material changes.

## **5.0 Bus Service Improvement Plans (BSIP) funding**

- 5.1 Following approval of the Enhanced Partnership, DfT has confirmed the first instalment of the £88m BSIP funding. This will be paid in three instalments with the first instalment of £18.4m being expected by the end of December 2022. The allocations for Years 2 and 3 are dependent upon successful performance against approved BSIP objectives so there is an inherent risk that some funding will be withheld should performance objectives fail to be met. Some of the funding will be used to support tendered contracts which will last from 1st January 2023 to 31st March 2025. If grant were to be withheld, it will result in an increased financial burden on the Levy for the remaining life of these contracts. This risk will be managed by close monitoring of the programme and maintaining close and regular communication with the DfT to ensure that they are aware of progress. It is currently not anticipated that any costs will fall to the Levy but as the grant is conditional on progress throughout the life of the programme, this will remain a risk for the duration of the BSIP.

## **6.0 Innovate UK grant**

- 6.1 The West Midlands was one of three areas in the country chosen to develop an Innovation Accelerator. Launched as part of the Levelling Up White Paper, Innovation Accelerators will support businesses and research in the West Midlands region with a share of £100m of Government funding (split £33m each to the regions of WMCA, Manchester and Glasgow). The Innovation Accelerator builds on manufacturing and engineering expertise to assist with delivering a high-growth, high-wage economy. The WMCA has received an allocation of £320k to fund the Innovation Accelerator.

## **7.0 UK Shared Prosperity Fund**

7.1 On 5 December 2022, Government confirmed that it had approved the UK Shared Prosperity Fund (UKSPF) investment plan put forward by the WMCA. This approval of the plan triggers the Government's release of the first payment of the £88m allocation to the region over the next three years, with confirmation of funding for 2022/23 and indicative allocations for 2023/24 and 2024/25. UKSPF is a central pillar of this government's levelling up agenda, and replacement funding for the European Union Structural Funding.

## **8.0 Bootcamps Wave 4**

8.1 WMCA has submitted a bid for further award of £15.2m of funding to continue delivery of a programme which was started since 2019, where learners are provided with free of charge Bootcamps to equip them with digital skills and give them access to jobs in areas such as coding, cybersecurity and digital marketing. With this additional funding, the plan is to evolve the programme into upskilling residents in Retrofit, Green and Sustainability and Healthcare. Confirmation of the award from Government is expected shortly.

## **9.0 Adult Education Budget (AEB) rate uplift**

9.1 The funding rate paid to colleges and independent training providers for adult skills provision has not increased for over 10 years, although the Department for Education (DfE) has recently increased the funding rate for 16-18 provision by 8.4% nationally.

9.2 Representations have been made by the Further Education sector stating that the funding provided for adult skills is insufficient to deliver quality provision and recent inflationary increases have brought this issue into sharper focus. To provide further context, most Mayoral Combined Authorities have recently announced a 10% uplift with the Greater London Authority recently announcing a 13.5% uplift.

Whilst no overall increase in expenditure is proposed as funding allocations are not proposed to change allowing the uplift to be met from within WMCA's existing approved AEB budget, it is likely that learner participation will decrease marginally to ensure that provision remains within the existing budget. It is however anticipated that better quality provision will lead to more successful outcomes for adult learners.

The rate increase will be effective from 1<sup>st</sup> August 2022 for colleges and on renewal of contracts for independent training providers.

## **10.0 Investment Programme**

10.1 The financial results for the West Midlands Regional Investment Programme run one month behind the regular management accounts, due to the requirement to consolidate outputs across the metropolitan area.

10.2 The September expenditure is shown at Appendix 10, which reports the gross delivery totals for programmes delivered by both WMCA and other entities (being primarily constituent member local authorities).

- 10.3 Appendix 11 summarises grant funding commitments approved by WMCA for projects within the Investment Programme, which total £853.8m as at 30th November 2022 (a reduction from £858.7m as at 31st October 2022 due to a favourable variance on project costs noted at WMCA Investment Board in December 2022).
- 10.4 WMCA Investment Programme funding drawn / incurred by projects against these funding commitments as at 30th September 2022 totals £485.3m.

## **11 Administered Funds**

- 11.1 Administered Funds which were 'live' as at 1 April 2022, totalled £27.4m as of 30<sup>th</sup> November 2022. This sum excludes funds fully utilised and concluded by 31 March 2022. A breakdown of this amount is included within Appendix 12.
- 11.2 These funds do not form part of the Authority's own revenue and capital budgets but are effectively funds received by WMCA and passported to partner authorities for delivery.
- 11.3 Elements of the overarching grants listed at Appendix 12 which are not passported are excluded from this appendix.

## **12 Balance Sheet**

- 12.1 Appendix 13 presents the West Midlands Combined Authority Balance Sheet which shows a healthy financial position as at 30 November 2022.
- 12.2 The increase in property, plant and equipment reflects TfWM capital spend and work-in-progress funded mainly by grants in advance, resulting in an increase of £8.0m.
- 12.3 The decrease in short-term deposits is largely due to payments in respect of PWLB principal loan repayment, Collective Investment Funds loans drawdown, Adult Education Budget, Network Planning & Network Stability Fund to operators, Investment Programme and Metro extension schemes offset by business rates growth received.
- 12.4 The receipt for the business rates growth and payments for the Investment Programme and Adult Education Budget contributed to the net increase in earmarked reserves.
- 12.5 The decrease in short-term creditors/accruals related to lower capital accruals and residual accrual for the Network Planning & Network Stability Fund to operators following part payment mentioned in 17.3.

## **13 Financial Implications**

- 13.1 The financial implications are set out in the report.

## **14 Legal Implications**

- 14.1 In respect of the funding and passporting of funds there will be conditions that WMCA will need to adhere to. Legal support will be required for any legal documentation entered into in respect of the above.

## **15 Other Implications**

- 15.1 There are no Equalities, Inclusive Growth, Geographical or Other implications arising from this report.

## **16 Appendices**

- Appendix 1 – WMCA Consolidated Summary – November 2022
- Appendix 2 – WMCA Transport Revenue Summary – November 2022
- Appendix 3 – WMCA Delivery Budget Summary – November 2022
- Appendix 4 – WMCA Mayor Revenue Summary – November 2022
- Appendix 5 – WMCA Capital Programme – November 2022
- Appendix 6 – WMCA 2022/23 Transport Capital Programme
- Appendix 7 – WMCA 2022/23 Housing and Land Capital Programme
- Appendix 8 – WMCA 2022/23 Investment Programme to Local Authorities Programme
- Appendix 9 – WMCA 2022/23 City Regional Sustainable Transport Settlement Programme
- Appendix 10 – Total Regional Investment Programme Expenditure – October 2022
- Appendix 11 – WMCA Investment Programme Commitments – November 2022
- Appendix 12 – WMCA Administered Funds – November 2022
- Appendix 13 – WMCA Balance Sheet – November 2022

## Appendix 1 WMCA Consolidated Revenue Budget Summary – November 2022

£000's	Year to Date			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Transport Levy	78,010	78,010	0	117,015	117,015	0
Commonwealth Games	27,346	18,656	8,690	27,125	18,656	8,469
Revenue Grants & Other Income	14,050	5,446	8,604	27,745	8,339	19,406
Adult Education Funding	93,361	104,107	(10,746)	140,577	140,577	0
Share of Business Rates	7,717	3,500	4,217	10,500	10,500	0
Constituent Membership	3,096	3,096	0	4,644	4,644	0
Non Constituent Members	340	340	0	510	510	0
Investment Programme	488	8,589	(8,101)	36,500	36,500	0
Investment Income	1,731	599	1,132	2,815	898	1,917
Use of Reserves	2,649	8,357	(5,708)	15,261	14,064	1,197
<b>Total Funding</b>	<b>228,788</b>	<b>230,700</b>	<b>(1,912)</b>	<b>382,692</b>	<b>351,703</b>	<b>30,989</b>
Transport for West Midlands	76,854	80,903	4,049	126,131	124,964	(1,167)
Commonwealth Games	27,346	18,656	(8,690)	27,125	18,656	(8,469)
Economic Delivery, Skills & Communities	102,486	110,063	7,577	158,799	149,445	(9,354)
Strategy, Integration and Net Zero	7,799	3,906	(3,893)	15,193	6,177	(9,016)
Housing & Rengeneration	856	970	114	1,456	1,455	(1)
Portfolio Support	2,470	2,370	(100)	3,420	3,055	(365)
Investment Programme	9,337	12,159	2,822	49,022	47,105	(1,917)
Mayoral Office	505	564	59	846	846	0
Mayoral Election	0	0	0	0	0	0
<b>Total Expenditure</b>	<b>227,653</b>	<b>229,591</b>	<b>1,938</b>	<b>381,992</b>	<b>351,703</b>	<b>(30,289)</b>
<b>Net Expenditure (before earmarked reserves)</b>	<b>1,135</b>	<b>1,109</b>	<b>26</b>	<b>700</b>	<b>0</b>	<b>700</b>
Transport	1,804	2,406	(602)	28	0	28
Portfolios	(669)	(1,296)	627	672	0	672
Mayoral Office	0	0	0	0	0	0
<b>Total Surplus / (Deficit)</b>	<b>1,135</b>	<b>1,110</b>	<b>26</b>	<b>700</b>	<b>0</b>	<b>700</b>

The outturn position at the end of November shows a surplus of £1.135m which represents a minor favourable variance from budget of £0.026m.

This is made up of an adverse variance within Transport of £0.602m, which is largely due to savings within the Concessions and Metro budgets due to lower patronage and fare levels and additional Local Transport Fund (LTF) grant funding that has now been confirmed offset by lower than budgeted draw down of reserves to date.

This adverse variance is offset by a favourable variance of £0.627m within Portfolios where savings against staffing budgets due to vacant posts and external advice across several Portfolios are partly offset by a lower than budgeted draw down of reserves of £1m.

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.

Key movements in the forecast position since that last reported are an adverse movement of £0.8m to cover tram repairs within Metro offset by favourable movements across several areas reflecting posts that have been vacant during the first half of the year.



## Appendix 2 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
	93	37,635	(37,543)	121	38,829	(38,708)	1,165	(58,909)	(59,130)	221
<b>Bus Services</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
	27,266	42,552	(15,286)	6,378	22,188	(15,810)	524	(25,510)	(25,702)	192
<b>Rail and Metro Services</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
	964	7,107	(6,143)	1,167	8,669	(7,502)	1,358	(12,810)	(10,302)	(2,508)
<b>Integration</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
	15,656	20,959	(5,302)	1,151	7,434	(6,283)	981	(8,721)	(10,109)	1,389
<b>Network Resilience</b>										
		1,663	(1,663)	18	2,133	(2,115)	452	(3,573)	(3,744)	171
Commonwealth Games	27,346	27,346	0	18,656	18,656	0	0	0	0	0
Business and Democratic Support	0	2,712	(2,712)	(167)	2,490	(2,657)	(55)	(3,681)	(3,697)	16
Strategic Development	753	3,275	(2,522)	867	3,749	(2,882)	359	(4,387)	(4,863)	476
Transport Governance	21	99	(77)	0	90	(90)	13	(130)	(135)	5
Capital Finance Charges	0	5,606	(5,606)	0	5,606	(5,606)	(0)	(8,410)	(8,410)	0
<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.

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 due to a restructure; 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 3  
West Midlands Combined Authority Portfolios Budget – November 2022**

FINANCIAL SUMMARY AS AT PAY NOVEMBER 2022	NOVEMBER 2022 YEAR TO DATE			FULL YEAR 2022/23			
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
<b>Operational Income</b>							
Mayoral Capacity Funding	0	102	(102)	154	154	0	
Other Revenue Income	0	0	0	500	500	0	
Notional Interest Receivable	599	529	70	794	794	0	
Contribution - 7 Met Council's	3,096	3,096	0	4,644	4,644	0	
Contribution - Non constituent members	340	340	0	510	510	0	
Use of Reserves	2,000	3,058	(1,058)	6,117	6,117	0	
<b>Total Income</b>	<b>6,035</b>	<b>7,125</b>	<b>(1,090)</b>	<b>12,719</b>	<b>12,719</b>	<b>0</b>	
Corporate Support Recharges to Portfolios	2,467	2,370	97	3,920	3,555	365	
<b>Total Expenditure</b>	<b>2,467</b>	<b>2,370</b>	<b>97</b>	<b>3,920</b>	<b>3,555</b>	<b>365</b>	
<b>Operational Income Net Total</b>	<b>3,568</b>	<b>4,755</b>	<b>(1,187)</b>	<b>8,799</b>	<b>9,164</b>	<b>(365)</b>	
<b>Economy &amp; Innovation</b>							
Other Industrial Strategy Income	1,454	378	1,076	1,454	567	887	
DDCMS - Creative Scale Up	20	133	(113)	20	200	(180)	
Create Central Projects	579	205	374	879	410	469	
Policy and Programme Development	2,463	0	2,463	3,467	0	3,467	
IAWM	136	108	28	129	108	21	
<b>Total Income</b>	<b>4,652</b>	<b>824</b>	<b>3,828</b>	<b>5,949</b>	<b>1,285</b>	<b>4,664</b>	
Industrial Strategy	(1,566)	(489)	(1,077)	(1,644)	(733)	(911)	
DDCMS - Creative Scale Up	(43)	(133)	90	(43)	(200)	157	
Economic Delivery	(20)	0	(20)	(55)	0	(55)	
Create Central Projects	(552)	(542)	(10)	(962)	(915)	(47)	
Policy and Programme Development	(2,464)	0	(2,464)	(3,467)	0	(3,467)	
IAWM	(132)	(108)	(24)	(129)	(108)	(21)	
Economic Intelligence	(56)	(200)	144	(240)	(240)	0	
Funding For Growth	(467)	(467)	0	(700)	(700)	0	
<b>Total Expenditure</b>	<b>(5,300)</b>	<b>(1,939)</b>	<b>(3,361)</b>	<b>(7,240)</b>	<b>(2,896)</b>	<b>(4,344)</b>	
<b>Economy &amp; Innovation Net Total</b>	<b>(648)</b>	<b>(1,115)</b>	<b>467</b>	<b>(1,291)</b>	<b>(1,611)</b>	<b>320</b>	The favourable variance is largely due to additional Create Central funding secured post budget. External advice within Economic Intelligence is currently behind profile but the full budget is committed in the second half of the year.
<b>Health and Communities</b>							
Head of Health & Communities	132	0	132	117	0	117	
Thrive at Work	136	76	60	318	76	242	
IPS Programme	206	103	103	278	155	123	
<b>Total Income</b>	<b>474</b>	<b>179</b>	<b>295</b>	<b>713</b>	<b>231</b>	<b>482</b>	
Head of Health & Communities	(536)	(511)	(25)	(838)	(761)	(77)	
Thrive at Work	(241)	(193)	(48)	(447)	(287)	(160)	
Wellbeing and Prevention	0	0	0	0	0	0	
IPS Programme	(206)	(103)	(103)	(278)	(155)	(123)	
<b>Total Expenditure</b>	<b>(983)</b>	<b>(807)</b>	<b>(176)</b>	<b>(1,563)</b>	<b>(1,203)</b>	<b>(360)</b>	
<b>Health and Communities Net Total</b>	<b>(509)</b>	<b>(628)</b>	<b>119</b>	<b>(850)</b>	<b>(972)</b>	<b>122</b>	Additional grant income has been used to cover core costs which has led to a favourable position.
<b>Employment &amp; Skills</b>							
Productivity and Skills	70	30	40	126	30	96	
Employment Support	45	0	45	71	0	71	
Construction Skills	(393)	0	(393)	(368)	0	(368)	
Adult Education	93,361	104,107	(10,746)	140,577	140,577	0	
Careers	7	0	7	7	0	7	
Digital Skills	972	0	972	5,959	0	5,959	
Investment Programme (Skills)	245	166	79	349	298	51	
Commonwealth Games	405	355	50	460	470	(10)	
European Structural & Investment Funding	824	1,379	(555)	1,295	2,068	(773)	
Multiply	27	0	27	0	0	0	
UKSPF	27	0	27	0	0	0	
<b>Total Income</b>	<b>95,590</b>	<b>106,037</b>	<b>(10,447)</b>	<b>148,476</b>	<b>143,443</b>	<b>5,033</b>	
Productivity and Skills	(688)	(1,287)	599	(1,646)	(1,935)	289	
Employment Support	(45)	0	(45)	(71)	0	(71)	
Construction Skills	393	0	393	368	0	368	
Adult Education	(93,361)	(104,107)	10,746	(140,576)	(140,577)	1	
Careers	(7)	0	(7)	(7)	0	(7)	
Digital Skills	(972)	0	(972)	(5,959)	0	(5,959)	
Investment Programme (Skills)	(245)	(191)	(54)	(349)	(298)	(51)	
Commonwealth Games	(405)	(355)	(50)	(460)	(470)	10	
European Structural & Investment Funding	(824)	(1,378)	554	(1,295)	(2,068)	773	
Multiply	(27)	0	(27)	0	0	0	
UKSPF	(27)	0	(27)	0	0	0	
<b>Total Expenditure</b>	<b>(96,208)</b>	<b>(107,318)</b>	<b>11,110</b>	<b>(149,995)</b>	<b>(145,348)</b>	<b>(4,647)</b>	
<b>Employment &amp; Skills Net Total</b>	<b>(618)</b>	<b>(1,281)</b>	<b>663</b>	<b>(1,519)</b>	<b>(1,905)</b>	<b>386</b>	There are savings against the staffing and external advice budgets pending recruitment to a new staffing structure earlier in the financial year.
<b>Inclusive Communities</b>							
Homelessness	281	224	57	438	478	(40)	
<b>Total Income</b>	<b>281</b>	<b>224</b>	<b>57</b>	<b>438</b>	<b>478</b>	<b>(40)</b>	
Head of Systems Change & Inclusion	(121)	(223)	102	(273)	(365)	92	
Youth Combined Authority	(77)	(144)	67	(213)	(223)	10	
Homelessness	(325)	(254)	(71)	(483)	(523)	40	
Inclusion	(105)	(101)	(4)	(156)	(151)	(5)	
<b>Total Expenditure</b>	<b>(628)</b>	<b>(722)</b>	<b>94</b>	<b>(1,125)</b>	<b>(1,262)</b>	<b>137</b>	
<b>Inclusive Communities Net Total</b>	<b>(347)</b>	<b>(498)</b>	<b>151</b>	<b>(687)</b>	<b>(784)</b>	<b>97</b>	Head of Service started mid-way through the year with related activity budgeted on external advice reprofiled accordingly.
<b>Economic Delivery, Skills &amp; Communities Net Total</b>	<b>(2,122)</b>	<b>(3,522)</b>	<b>1,400</b>	<b>(4,347)</b>	<b>(5,272)</b>	<b>925</b>	

FINANCIAL SUMMARY AS AT PAY NOVEMBER 2022	NOVEMBER 2022 YEAR TO DATE			FULL YEAR 2022/23			
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
<b>Environment &amp; Energy, HS2</b>							
Environment	138	140	(2)	307	210	97	Staff savings due to three vacant posts with recruitment planned in later part of the year, there are also resultant lower levels of activity on external advice.
Community Green	185	31	154	355	47	308	
<b>Total Income</b>	<b>323</b>	<b>171</b>	<b>152</b>	<b>662</b>	<b>257</b>	<b>405</b>	
Environment	(437)	(683)	246	(1,084)	(1,108)	24	
Community Green	(185)	(31)	(154)	(351)	(47)	(304)	
<b>Total Expenditure</b>	<b>(622)</b>	<b>(714)</b>	<b>92</b>	<b>(1,435)</b>	<b>(1,155)</b>	<b>(280)</b>	
<b>Environment &amp; Energy, HS2 Net Total</b>	<b>(299)</b>	<b>(543)</b>	<b>244</b>	<b>(773)</b>	<b>(898)</b>	<b>125</b>	
<b>Culture and Digital</b>							
Culture	49	0	49	98	0	98	Lower activity to date pending the newly appointed Head of Digital and savings against the Culture core budget.
DCIA	79	0	79	0	0	0	
<b>Total Income</b>	<b>128</b>	<b>0</b>	<b>128</b>	<b>98</b>	<b>0</b>	<b>98</b>	
Culture	(119)	(99)	(20)	(298)	(178)	(120)	
Digital	(30)	(163)	133	(216)	(245)	29	
DCIA	(79)	0	(79)	0	0	0	
<b>Total Expenditure</b>	<b>(228)</b>	<b>(262)</b>	<b>34</b>	<b>(514)</b>	<b>(423)</b>	<b>(91)</b>	
<b>Culture and Digital Net Total</b>	<b>(100)</b>	<b>(262)</b>	<b>162</b>	<b>(416)</b>	<b>(423)</b>	<b>7</b>	
<b>Tourism, trade and Investment Programme</b>							
Tourism, Trade and Investment Programme	3,614	0	3,614	8,402	0	8,402	Grant and Investment Programme funding is passported to WMGC who manage delivery of the Programme.
<b>Total Income</b>	<b>3,614</b>	<b>0</b>	<b>3,614</b>	<b>8,402</b>	<b>0</b>	<b>8,402</b>	
Tourism, Trade and Investment Programme	(3,614)	0	(3,614)	(8,402)	0	(8,402)	
<b>Total Expenditure</b>	<b>(3,614)</b>	<b>0</b>	<b>(3,614)</b>	<b>(8,402)</b>	<b>0</b>	<b>(8,402)</b>	
<b>Tourism, trade and Investment Programme Net Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Energy Capital</b>							
Energy Capital	565	388	177	739	625	114	Net staff savings due to three vacant posts which are no longer required. External advice is underspent by £181k and now expected later in the year.
Net Zero Neighbourhood	427	40	387	400	59	341	
<b>Total Income</b>	<b>992</b>	<b>428</b>	<b>564</b>	<b>1,139</b>	<b>684</b>	<b>455</b>	
Energy Capital	(562)	(388)	(174)	(739)	(625)	(114)	
Net Zero Neighbourhood	(434)	(40)	(394)	(430)	(59)	(371)	
<b>Total Expenditure</b>	<b>(996)</b>	<b>(428)</b>	<b>(568)</b>	<b>(1,169)</b>	<b>(684)</b>	<b>(485)</b>	
<b>Energy Capital Net Total</b>	<b>(4)</b>	<b>0</b>	<b>(4)</b>	<b>(30)</b>	<b>0</b>	<b>(30)</b>	
<b>Levelling Up</b>							
Office of Data Analytics	33	54	(21)	17	81	(64)	Favourable variances are largely due to staff savings relating to vacant posts. Income from Devo Office of Data Analytics budgeted from April £54k may be utilised later in the year or carried forward to bridge funding gaps.
<b>Total Income</b>	<b>33</b>	<b>54</b>	<b>(21)</b>	<b>17</b>	<b>81</b>	<b>(64)</b>	
Office of Data Analytics	(196)	(165)	(31)	(200)	(261)	61	
Executive Director of Strategy, Integration and Net Zero	(1,137)	(1,086)	(51)	(1,533)	(1,552)	19	
Head of Research & Intelligence	(177)	(229)	52	(358)	(371)	13	
Head of Policy & Public Affairs	(179)	(195)	16	(356)	(315)	(41)	
Public Affairs	(54)	(103)	49	(131)	(154)	23	
<b>Total Expenditure</b>	<b>(1,743)</b>	<b>(1,778)</b>	<b>35</b>	<b>(2,578)</b>	<b>(2,653)</b>	<b>75</b>	
<b>Levelling Up Net Total</b>	<b>(1,710)</b>	<b>(1,724)</b>	<b>14</b>	<b>(2,561)</b>	<b>(2,572)</b>	<b>11</b>	
<b>Strategy, Innovation &amp; Net Zero</b>	<b>(2,113)</b>	<b>(2,529)</b>	<b>416</b>	<b>(3,780)</b>	<b>(3,893)</b>	<b>113</b>	
<b>Housing and Land</b>							
Director of Housing & Regeneration	856	970	(114)	1,457	1,455	2	
<b>Total Income</b>	<b>856</b>	<b>970</b>	<b>(114)</b>	<b>1,457</b>	<b>1,455</b>	<b>2</b>	
Director of Housing & Regeneration	(856)	(970)	114	(1,457)	(1,455)	(2)	
<b>Total Expenditure</b>	<b>(856)</b>	<b>(970)</b>	<b>114</b>	<b>(1,457)</b>	<b>(1,455)</b>	<b>(2)</b>	
<b>Housing and Land Net Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Operational Income Net Total</b>	<b>(667)</b>	<b>(1,296)</b>	<b>629</b>	<b>672</b>	<b>(1)</b>	<b>673</b>	

FINANCIAL SUMMARY AS AT PAY AUGUST 2022	AUGUST 2022 YEAR TO DATE			FULL YEAR 2022/23			
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
<b>Skills and Productivity</b>							
Productivity and Skills	38	30	8	84	30	54	There are savings against the staffing and external advice budgets pending recruitment to a new staffing structure.
Employment Support	45	0	45	71	0	71	
Construction Skills	(400)	0	(400)	0	0	0	
Adult Education	64,697	69,056	(4,359)	140,577	140,577	0	
Careers	7	0	7	7	0	7	
Digital Skills	(176)	0	(176)	10,976	0	10,976	
Investment Programme (Skills)	182	116	66	350	298	52	
Commonwealth Games	244	225	19	460	470	(10)	
European Structural & Investment Funding	405	862	(457)	2,069	2,068	1	
<b>Total Income</b>	<b>65,042</b>	<b>70,289</b>	<b>(5,247)</b>	<b>154,594</b>	<b>143,443</b>	<b>11,151</b>	
Productivity and Skills	(366)	(801)	435	(1,990)	(1,935)	(55)	
Employment Support	(45)	0	(45)	(71)	0	(71)	
Construction Skills	400	0	400	0	0	0	
Adult Education	(64,697)	(69,056)	4,359	(140,577)	(140,577)	0	
Careers	(7)	0	(7)	(7)	0	(7)	
Digital Skills	176	0	176	(10,976)	0	(10,976)	
Investment Programme (Skills)	(182)	(98)	(84)	(350)	(298)	(52)	
Commonwealth Games	(244)	(225)	(19)	(460)	(470)	10	
European Structural & Investment Funding	(405)	(860)	455	(2,069)	(2,068)	(1)	
<b>Total Expenditure</b>	<b>(65,370)</b>	<b>(71,040)</b>	<b>5,670</b>	<b>(156,500)</b>	<b>(145,348)</b>	<b>(11,152)</b>	
<b>Skills and Productivity Net Total</b>	<b>(328)</b>	<b>(751)</b>	<b>423</b>	<b>(1,906)</b>	<b>(1,905)</b>	<b>(1)</b>	
<b>Culture and Digital</b>							
Culture	13	0	13	0	0	0	Activity has been re-profiled pending recruitment to a new structure.
<b>Total Income</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Culture	(48)	(55)	7	(202)	(178)	(24)	
Digital	(30)	(82)	52	(245)	(245)	0	
<b>Total Expenditure</b>	<b>(78)</b>	<b>(137)</b>	<b>59</b>	<b>(447)</b>	<b>(423)</b>	<b>(24)</b>	
<b>Culture and Digital Net Total</b>	<b>(65)</b>	<b>(137)</b>	<b>72</b>	<b>(447)</b>	<b>(423)</b>	<b>(24)</b>	
<b>Inclusive Communities</b>							
Homelessness	131	95	36	492	478	14	Head of Service to start in September with related activity budgeted on external advice reprofiled to later in the year.
<b>Total Income</b>	<b>131</b>	<b>95</b>	<b>36</b>	<b>492</b>	<b>478</b>	<b>14</b>	
Head of Systems Change & Inclusion	(72)	(122)	50	(337)	(365)	28	
Youth Combined Authority	(44)	(76)	32	(232)	(223)	(9)	
Homelessness	(155)	(110)	(45)	(537)	(523)	(14)	
Inclusion	(58)	(63)	5	(157)	(151)	(6)	
<b>Total Expenditure</b>	<b>(329)</b>	<b>(371)</b>	<b>42</b>	<b>(1,263)</b>	<b>(1,262)</b>	<b>(1)</b>	
<b>Inclusive Communities Net Total</b>	<b>(198)</b>	<b>(276)</b>	<b>78</b>	<b>(771)</b>	<b>(784)</b>	<b>13</b>	
<b>Tourism, trade and Investment Programme</b>							
Tourism, Trade and Investment Programme	1,652	0	1,652	8,228	8,402	(174)	
<b>Total Income</b>	<b>1,652</b>	<b>0</b>	<b>1,652</b>	<b>8,228</b>	<b>8,402</b>	<b>(174)</b>	
Tourism, Trade and Investment Programme	(1,652)	0	(1,652)	(8,228)	(8,402)	174	
<b>Total Expenditure</b>	<b>(1,652)</b>	<b>0</b>	<b>(1,652)</b>	<b>(8,228)</b>	<b>(8,402)</b>	<b>174</b>	
<b>Tourism, trade and Investment Programme Net Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Levelling Up</b>							
Office of Data Analytics	17	34	(17)	67	81	(14)	Staff savings £162k and underspends on stakeholder engagement £12k and external advice £67k are due to vacancies, with outsourced collaboration work with University of Birmingham and Oxford Economics rescheduled for later in the year.
<b>Total Income</b>	<b>17</b>	<b>34</b>	<b>(17)</b>	<b>67</b>	<b>81</b>	<b>(14)</b>	
Office of Data Analytics	(39)	(92)	53	(245)	(261)	16	
Executive Director of Strategy, Integration and Net Zero	(140)	(147)	7	(1,538)	(1,552)	14	
Head of Research & Intelligence	(61)	(149)	88	(376)	(371)	(5)	
Head of Policy & Public Affairs	(83)	(116)	33	(392)	(315)	(77)	
Public Affairs	(31)	(61)	30	(150)	(154)	4	
<b>Total Expenditure</b>	<b>(354)</b>	<b>(565)</b>	<b>211</b>	<b>(2,701)</b>	<b>(2,653)</b>	<b>(48)</b>	
<b>Levelling Up Net Total</b>	<b>(337)</b>	<b>(531)</b>	<b>194</b>	<b>(2,634)</b>	<b>(2,572)</b>	<b>(62)</b>	
<b>Operational Income Net Total</b>	<b>(554)</b>	<b>(464)</b>	<b>(90)</b>	<b>(19)</b>	<b>0</b>	<b>(19)</b>	

**Appendix 4  
West Midlands Combined Authority Mayoral Budget – November 2022**

	NOVEMBER 2022 YEAR TO DATE			FULL YEAR 2022/23				
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000		
<b>MAYORAL OFFICE</b>								
Other Grants	505	564	(59)	846	846	(0)	No material variations year to date.	
<b>TOTAL INCOME</b>	<b>505</b>	<b>564</b>	<b>(59)</b>	<b>846</b>	<b>846</b>	<b>(0)</b>		
Staff Costs	(484)	(526)	42	(743)	(788)	46		
IT	(6)	(7)	1	(10)	(11)	1		
Travel & Subsistence	(6)	(9)	3	(3)	(14)	11		
Other	(9)	(22)	13	(91)	(33)	(58)		
<b>TOTAL EXPENDITURE</b>	<b>(505)</b>	<b>(564)</b>	<b>59</b>	<b>(846)</b>	<b>(846)</b>	<b>0</b>		
<b>MAYORAL ELECTION</b>								
				0				
Other Income	35	0	35	35	0	35		
Use of Reserves	0	0	0	(35)	0	0		
<b>TOTAL INCOME</b>	<b>35</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>0</b>	<b>35</b>		
Mayoral Election Costs	(35)	0	(35)	(35)	0	(35)		
<b>TOTAL EXPENDITURE</b>	<b>(35)</b>	<b>0</b>	<b>(35)</b>	<b>(35)</b>	<b>0</b>	<b>(35)</b>		
<b>NET MAYORAL BUDGET</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

## Appendix 5

### West Midlands Combined Authority Transport Delivery Capital Programme – November 2022

	YEAR TO DATE - NOVEMBER 2022			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Metro	82,479	106,677	24,198	152,622	160,040	7,418
Rail	12,250	23,072	10,821	41,884	42,436	551
Sprint	106	327	220	2,809	2,810	1
<b>TRANSPORT - INVESTMENT PROGRAMME</b>	<b>94,836</b>	<b>130,075</b>	<b>35,240</b>	<b>197,316</b>	<b>205,285</b>	<b>7,970</b>

#### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of November 2022, actual expenditure was £35.2m lower than budget.

##### Metro

**Wednesbury to Brierley Hill Ext £7.5m** – The baseline Target Cost (TC2) has now been approved for phase 1 of this project, hence some activity has been rephased accordingly.

**Birmingham Eastside Ext £6.2m** – Approximately £10.2m of costs have been rescheduled relating to HS2 utilities works due to the process of agreeing revised commercial terms. This is offset by additional physical construction works undertaken during the Commonwealth Games embargo.

**Network Enhancements – Wednesbury Depot Upgrades £5.5m** – The variance is attributable to the construction for the power upgrade which is now expected to commence in the coming months.

**Wolverhampton WIP Contingency £2.1m** – This project is pending agreement of total project cost to complete, as such, there is no spend against this contingency at this time.

##### Rail

**Camp Hill Line Local Enhancements Package 2 £7.5m** – This is largely attributable to signing of construction contracts occurring later than planned and the subsequent mobilisation impacts along with extended time scales in agreeing site land access. This is expected to be recovered over the programme duration.

**Walsall to Wolverhampton Local Enhancements Package 1 £3.2m** – There has been a rephasing of project works due to the identification of mining infrastructure on the construction site.

#### FORECAST V BUDGET VARIANCE COMMENTARY

##### Metro

**Birmingham Eastside Extension (£8.6m)** – Originally there were no works planned during the Commonwealth Games period, however dispensation was granted for some works to take place during the embargo allowing some acceleration of the programme. These works include paving, street lighting and traffic signals.

**Wednesbury Depot Upgrades £6.6m** – Rephasing of construction works during the construction of Delta Junction and deferred TC2 submission.

**Wednesbury to Brierley Hill Extension £4.4m** – Rephasing works have been undertaken whilst project deliver options were assessed.

**Buy Before Boarding £3.5m** – Civil enabling works are now expected to commence within the next financial year.

##### Rail

**Camp Hill Line Local Enhancements Package 2 (£4.4m)** – The acceleration is due to the high volume of construction activity forecasted for quarter 4.

**Walsall to Birmingham Local Enhancements Package 1 £4.8m** - Work is required at both station sites to reduce the risk of ground collapses due to historic mining. This has been estimated at £5m (which will be funded by contingency and expected construction savings) but will delay the construction phase.



	YEAR TO DATE - NOVEMBER 2022			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Highway	3,169	5,566	2,397	6,972	9,291	2,319
Other	589	590	1	590	590	0
Rail	19,246	28,301	9,055	27,236	28,548	1,312
Sprint	18,819	27,303	8,484	21,522	23,107	1,584
<b>TRANSPORT - COMMONWEALTH GAMES</b>	<b>41,822</b>	<b>61,759</b>	<b>19,937</b>	<b>56,320</b>	<b>61,535</b>	<b>5,215</b>

#### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of November 2022, actual expenditure was £19.9m under budget.

#### Rail

**University Station Improvement £4.6m** - The variance is driven by ongoing discussions with the construction contractor regarding compensation events. The position is expected to be resolved in the coming months.

**Perry Barr Station Improvement £4.4m** – The variance relates to physical construction contingencies.

#### Sprint

**A34 Walsall to Birmingham £4.5m** - The main area of underspend is relating to construction works, requiring review and approval of a significant number of compensation events, creating a time lag of work done and contractor approval. Most of this will be caught up during Q4.

**A45 Birmingham to Airport and Solihull £4m** – Minor snagging works are taking place and the variance is due to the review and approval of compensation events which are ongoing but most of the position will be caught up during Q4.

	YEAR TO DATE - NOVEMBER 2022			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus	6,738	11,948	5,209	18,156	29,128	10,972
Cycling	67	88	21	311	311	0
Other	2,444	5,118	2,673	6,984	9,439	2,455
<b>TRANSPORT - OTHER MAJOR PROGRAMMES</b>	<b>9,250</b>	<b>17,154</b>	<b>7,904</b>	<b>25,451</b>	<b>38,878</b>	<b>13,427</b>

#### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of November 2022, actual expenditure was £7.9m below budget.

#### Bus

**Coventry Electric Bus City £2.4m** – The power supply contract scheduled to be completed may not now be required, owing to contractors arranging this separately. This is being reassessed by the Project team.

**Cross City Bus -Dudley - Druids Heath Package £1.8m** - Rephasing of Burnt Tree sub-scheme into FY23/24.

**Cross City Bus - City Centre Package £0.6m** - Rephasing of works, delivery of Cross City Package 1 expected to commence June 2023.

#### Other

**Future Mobility Zone Enabling Data Exploitation £0.9m** – The primary underspend relates to resource allocation for the Mobility as a Service Project (MaaS). The procurement tender to secure the resources is expected to be awarded in the coming months.

**Future Mobility Zone – Innovation Showcases £0.7m** – Phase 2 hub design and development costs are now expected at the end of Q4.

#### FORECAST V BUDGET VARIANCE COMMENTARY

**Zero Emission Bus Regional Area (ZEBRA) £5.7m** – change request submitted to DfT to rephase this project to 2023/24.



**Cross City Bus – Dudley to Druids Heath Package £4m** – Construction of the Burnt Tree scheme improvement plan has been phased back for delivery in 2024 due the timing of the Full Business Case and preference by TfWM and local authorities to begin construction at this later date.

	YEAR TO DATE - NOVEMBER 2022			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Minor Work Programme	1,989	4,753	2,764	6,808	8,595	1,787
<b>TRANSPORT - MINOR WORKS</b>	<b>1,989</b>	<b>4,753</b>	<b>2,764</b>	<b>6,808</b>	<b>8,595</b>	<b>1,787</b>

**ACTUAL V BUDGET VARIANCE COMMENTARY**

At the end of November 2022, actual expenditure was £2.8m under budget. The main variances are as follows:

**Asset Management Programme £0.7m** - Rephasing of procurement materials, to be used for upgrades to bus stations and rail park & ride sites, will commence in the coming months.

**A435 Alcester Road Bus Priority Revitalisation £0.6m** - Rephasing of construction works into early 2023.

**Air Quality Grant Scheme 2021 £0.5m** – Project team is assigning an operator to this project and costs are likely to be incurred in the next financial year.

**FORECAST V BUDGET COMMENTARY**

**A435 Alcester Road Bus Priority Revitalisation £0.7m** – Some construction activity is now forecast to fall into 2023/24.

**Priority 1 Development Workstream £0.5m** – Forecast reduction as some schemes are running into 2023/24 due to lack of resourcing and a construction embargo during the Commonwealth Games.

**West Midlands Combined Authority Transport Capital Programme Grants to Local Authorities – November 2022**

	YEAR TO DATE - NOVEMBER 2022			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Grants to Local Authorities	4,109	4,625	516	13,359	36,757	23,398
<b>Total Grants to Local Authorities</b>	<b>4,109</b>	<b>4,625</b>	<b>516</b>	<b>13,359</b>	<b>36,757</b>	<b>23,398</b>

**ACTUAL V BUDGET VARIANCE COMMENTARY**

At the end of November 2022, actual expenditure was £0.5m under budget.

**MRN - A4123 Corridor - A4150 Ring Road to A456 Hagley Rd £0.2m** – Project is at design development stage; it is likely the project completion will fall into 2023/24.

**MRN - A452 Balsall Common Bypass £0.2m** - Traffic build works now commenced, undertaking preliminary design development - expected to be completed in Q1 23/24.

**MRN-A45 Coventry Road/Damson Parkway Junction £0.1m** - Rephasing of works, with additional surveys and developing further design detail, will commence in the coming months.

**Priority 1 Delivery- Binley Road Coventry (£0.6m)** - Claims for Q1 and Q2 have been higher than expected.

**FORECAST V BUDGET VARIANCE COMMENTARY**

**Active Travel Fund – Tranche 3 £16.4m** – Local authorities are producing the individual business cases with funding due to be committed by March 2023 as required within the grant conditions. The delivery of the individual schemes will go beyond March 2023 and DfT have been fully engaged with the revised timelines to mitigate any risk of funding clawback.

**Priority 1 Delivery – A45 Coventry Road Birmingham £4.4m** – This is largely due to resourcing challenges over the last 6 months, Birmingham City Council are looking to secure additional resource to support delivery.

**Priority 1 Delivery – Perry Barr to Sutton Coldfield £1.4m** – A design review is currently being undertaken which will impact delivery commencement into late Q3.

**West Midlands Combined Authority Transport Capital Programme CRSTS – November 2022**

	YEAR TO DATE - NOVEMBER 2022			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
CRSTS Programme	28,982	41,265	12,283	61,374	77,663	16,289
<b>Total CRSTS</b>	<b>28,982</b>	<b>41,265</b>	<b>12,283</b>	<b>61,374</b>	<b>77,663</b>	<b>16,289</b>

**ACTUAL V BUDGET VARIANCE COMMENTARY**

At the end of November 2022, actual expenditure was £12.3m under budget.

**Metro Line 1 Renovation £5m** - The budget assumed Board approval would take place in April 22 but this is now expected in March 2023.

**Swift CeMV Contactless Payment Broker £3.1m** - Board approval has been received; funding is due to be drawn down imminently.

**BSIP Bus Priority Cross City Routes £2.6m** - Business case stages are later than originally budgeted for, the OBC has commenced in October 22.

**CRSTS - VLR Phase 2 Coventry Demonstration Route £1.5m** - The VLR phase 2 project SOC is currently awaiting Board approval which is expected in January 23. Costs will be incurred post approval.

**FORECAST V BUDGET COMMENTARY**

**BSIP Bus Priority Cross City Routes £5.7m** – The forecast for the year has been reduced to reflect the movement in the business case timeline. The OBC will now be submitted in August 2023.

**Metro Line 1 Renovation £5m** – The forecast for the year has been reduced to reflect that Board approval would take place later in the year than originally expected.

**Swift CeMV Contactless Payment Broker £3.1m** – Rephasing of activity into the next financial year.

## West Midlands Combined Authority Capital Programme Investment Programme Grants to Local Authorities – November 2022

	YEAR TO DATE - NOVEMBER 2022			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme (Grants to Local Authorities)	37,377	57,604	20,227	65,806	83,671	17,865
<b>Total Investment Programme Grants to Local Authorities</b>	<b>37,377</b>	<b>57,604</b>	<b>20,227</b>	<b>65,806</b>	<b>83,671</b>	<b>17,865</b>

### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of November 2022, actual expenditure was £20.2m under budget.

**Coventry City Centre South Regeneration – Coventry City Centre South £14m** - Land acquisition costs deferred to later in the financial year as the main property developer is looking for a development partner.

**CoW Technical Centre £4.4m** - WMCA and City of Wolverhampton Council are yet to complete the required funding agreement. Nil funding reimbursed to date, and no funding is likely to be approved for reimbursement until the funding agreement is legally completed.

**UK Central Infrastructure Programme £2.6m** - This project is made up of 23 sub-projects, some of which have small slippages combining to the overall variance. These include Solihull Town Centre Low Caron Energy Network £0.6m, A45 Damson Parkway Junction Improvements £0.3m, Accelerated Housing Delivery £0.3m.

**UK Central HS2 Interchange Programme £2.2m** – This project is made up of several sub projects, the Roundabout Over Trace is underspent by £1.6m and NEC Longabout by £1m, these are offset by an overspend of £1.3m on the Arden Cross Multi-Storey Car Park.

**Coventry UKC Plus - Coventry South Package (£1.8m)** - This variance is due to accelerated spend on A46 Link Road Phase 1 project as the A46 Stoneleigh Junction Improvement Scheme is progressing quickly.

### FORECAST V BUDGET COMMENTARY

**Coventry Regeneration Friargate (£1.0m)** - Accelerated construction, plot acquisition and infrastructure costs and subsequently increased professional fees which are calculated as a percentage of the construction contract, have resulted in forecasted accelerated drawdown of IP funding.

**Coventry City Centre South £15.4m** - This scheme was originally largely a retail development but due to changes in consumer behaviour and increased regional need for housing, the project is being re-designed to include significantly more residential developments. A new development partner is required which has resulted in construction costs scheduled to incur in 2022/23 being deferred to 2023/24.

**UK Central Interchange £2.7m** - This is primarily due to the NEC Longabout sub-project. A change request has been submitted to re-scope the outputs of the project.

**UK Central Infrastructure Package £1.5m** - This project is made up of 25 sub-schemes. There have been forecast reductions on several sub-schemes resulting in an overall variance.

## West Midlands Combined Authority Housing Capital Programme – November 2022

	YEAR TO DATE - NOVEMBER 2022			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Housing	13,691	41,287	27,596	43,535	65,167	21,632
Total Housing	13,691	41,287	27,596	43,535	65,167	21,632

### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of November 2022, actual expenditure was £27.6m under budget.

**BHF - Pipeline £11.4m** - The position is due to some large projects anticipated to get to a signed funding agreement and spend drawdown this year not achieving that due to factors such as rising construction costs and inflation, complex land negotiations, securing planning and achieving all the requirements specified by HMG for devolved Housing and Land Funds. Examples include Lionel Street, Telford Station Quarter, Stratford Gateway, Coventry Rugby Club and Aga Site (Telford).

**LPIF £5.7m** -The variance is primarily in respect of the Phoenix 10 scheme. Walsall Council have advised contractors started works on site in March 22 and accelerated spend is expected in Q4.

**BLPDF £4.7m** – The position is largely due to the Shard End project which is now at risk of not progressing due to environmental issues and delays in work progressing. This project is now under review given the significant delays.

**BHF - Phoenix Park £1.5m** - Project cost inflation has been considered and the project is now due to go to Board early 2023.

**LF - Abbots Lane £1.3m** - The project was refused at Planning Committee. It is not expected that all the variance will be recovered during the remainder of the financial year.

### FORECAST V BUDGET COMMENTARY

**LPIF (£4.8m)** - Accelerated spend of £5m is expected on the Phoenix 10 project towards the end of Q4.

**BHF – Pipeline £18.6m** – See above - a number of projects anticipated to commence drawdown of spend before the end of the financial year have been rephased into the next financial year. This includes Port Loop Phase 3 and 4 (assumed spend of £1.5m) which was being constructed by Urban Splash House who have gone into administration - an administrator has been appointed to look for a buyer which will delay the project and Phoenix park (assumed spend of £1.7m) which has been delayed to complete additional due diligence work requested by Investment Board and address changes to the scheme by the applicant.

**BLPDF £2.6m** - This is made up of two main components. Shard End £2.1m, this project has not yet commenced due to environmental reasons, a refreshed application has been requested reflecting material changes. Walsall Waterfront £0.4m, the developer went into Administration and the funds have been reassigned.

**West Midlands Combined Authority Net Zero Capital Programme – November 2022**

	YEAR TO DATE - NOVEMBER 2022			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Net Zero Programme	78	5,168	5,090	8,999	8,894	(105)
<b>Total Retrofit</b>	<b>78</b>	<b>5,168</b>	<b>5,090</b>	<b>8,999</b>	<b>8,894</b>	<b>(105)</b>

**ACTUAL V BUDGET VARIANCE COMMENTARY**

At the end of November 2022, actual expenditure was £5.1m under budget.

**Social Housing Decarbonisation £3.6m** - The scheme is in the mobilisation phase, with the customer recruitment and property assessment being undertaken and the installations phased into Q4.

**Sustainable Warmth Competition £1.5m** - The scheme is in the mobilisation phase, with the customer recruitment and property assessment being undertaken and the installations phased into Q4.

**Appendix 6  
2022/23 Transport Capital Programme**

<b>TRANSPORT CAPITAL PROGRAMME (£M)</b>		<b>2022 / 2023</b>	<b>2023 / 2024</b>	<b>2024 / 2025</b>	<b>2025 / 2026</b>	<b>2026 / 2027</b>	<b>TOTAL</b>
Investment Programme - Metro	Metro Wednesbury to Brierley Hill Extension	73.7	144.3	88.7	9.4	-	316.1
	Metro Birmingham Eastside Extension	48.5	73.7	18.9	4.0	-	145.1
	Metro Network Enhancements	12.4	23.4	20.8	0.2	0.2	57.0
	Metro Edgbaston Extension	3.2	-	-	-	-	3.2
	Wolverhampton Metro Extension	8.7	-	-	-	-	8.7
	Metro Enabling and Other Works	9.1	0.1	-	-	-	9.2
Investment Programme - Rail	Rail - Camp Hill Line Local Enhancements (Package 2)	26.9	24.9	0.4	-	-	52.3
	Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	15.3	22.8	5.0	-	-	43.2
	Rail - Sutton Coldfield Gateway	0.2	21.1	-	-	-	21.3
	Rail - Snow Hill Lines	0.1	-	-	-	-	0.1
Investment Programme - Sprint	Sprint - Hagley Road Phase 1	2.3	1.7	-	-	-	3.9
	Sprint - Longbridge to Birmingham	0.2	17.2	11.7	13.4	-	42.5
	Sprint - Hall Green to Interchange via Solihull	0.2	7.3	5.7	8.9	9.9	32.0
	Sprint - Hagley Road Phase 2	0.2	11.2	11.2	20.0	12.2	54.8
	Sprint - Sutton Coldfield to Birmingham	0.0	25.9	-	-	-	25.9
<b>INVESTMENT PROGRAMME TOTAL</b>		<b>201.0</b>	<b>373.5</b>	<b>162.4</b>	<b>55.9</b>	<b>22.3</b>	<b>815.1</b>
CWG Programme	Sprint - A45 Birmingham to Airport and Solihull	12.3	-	-	-	-	12.3
	Sprint - A34 Walsall to Birmingham	10.9	-	-	-	-	10.9
	University Station Improvement Project	20.9	-	-	-	-	20.9
	Perry Barr Rail Station	7.7	-	-	-	-	7.7
	Regional Traffic Control Centre	8.6	-	-	-	-	8.6
	Other Works	0.8	-	-	-	-	0.8
<b>CWG PROGRAMME TOTAL</b>		<b>61.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>61.0</b>
Other Major Programmes	Dudley Interchange	0.9	1.4	16.8	-	-	19.2
	Dudley Port Integrated Transport	0.2	1.1	1.1	-	-	2.4
	Cross City Bus - City Centre & Druids Heath	6.0	16.0	-	-	-	22.0
	Coventry City Electric Bus	16.2	25.5	1.7	0.1	-	43.6
	Zero Emission Bus Regional Area (ZEBRA)	5.7	24.6	-	-	-	30.4
	Future Mobility Zone	8.3	-	-	-	-	8.3
	A435 Alcester Rd Bus Priority Revitalisation	1.2	-	-	-	-	1.2
	West Midlands Cycle Hire Scheme	0.3	-	-	-	-	0.3
	Key Route Network Safety	0.6	-	-	-	-	0.6
	Major Road Network	9.8	-	-	-	-	9.8
	Other Works	1.5	-	-	-	-	1.5
<b>OTHER MAJOR SCHEMES PROGRAMME TOTAL</b>		<b>50.8</b>	<b>68.7</b>	<b>19.7</b>	<b>0.1</b>	<b>-</b>	<b>139.4</b>
Minor Work Programme	Asset Management Programme	2.0	0.1	-	-	-	2.1
	Real Time Information Upgrades	0.8	-	-	-	-	0.8
	Better Streets Community Fund	0.4	-	-	-	-	0.4
	DfT Tackling Nitrogen Dioxide and Air Quality	1.2	-	-	-	-	1.2
	Strategic Transport Officer Group Top Slice	0.1	0.2	-	-	-	0.3
	Priority One Schemes	12.5	-	-	-	-	12.5
	Active Travel Fund	17.2	0.2	-	-	-	17.3
	Other Works	9.0	1.6	-	-	-	10.6
<b>MINOR WORKS PROGRAMME TOTAL</b>		<b>43.2</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45.2</b>
GRANTS TO LOCAL AUTHORITIES PROGRAMME TOTAL	Birchley Island (Sandwell MBC)	0.5	-	-	-	-	0.5
	B4106 Spon End (Coventry CC)	1.0	-	-	-	-	1.0
	New St/High St/Victoria Sq Public Realm	2.1	-	-	-	-	2.1
<b>GRANTS TO LOCAL AUTHORITIES PROGRAMME TOTAL</b>		<b>3.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3.6</b>
<b>TRANSPORT TOTAL</b>		<b>359.5</b>	<b>444.2</b>	<b>182.1</b>	<b>56.0</b>	<b>22.3</b>	<b>1,064.2</b>

**Appendix 7**  
**2022/23 Housing and Land Capital Budget**

HOUSING AND LAND CAPITAL PROGRAMME (£M)		2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	TOTAL
IP Land	Brownfield Land & Property Development Fund (BLPDF)	6.8	3.1	0.7	0.1	0.0	10.8
Remediation	LPIF (Black Country Consortium)	16.6	59.5	20.1	20.1	17.0	133.3
Land Fund	Land Fund - Simon Digby	-0.0	0.6	1.8	0.6	-	3.0
	Land Fund - Stone Yard	0.0	1.0	0.0	1.0	0.0	2.1
	Land Fund - Abbots Lane	2.2	0.0	0.0	-	-	2.2
	Land Fund - Aga	0.2	0.3	0.3	0.5	0.2	1.5
	Land Fund - Portersfield	0.4	0.3	0.3	3.8	1.4	6.1
	Land Fund - Fountain Lane	0.7	1.0	0.7	-	-	2.3
	Land Fund - Brierley Hill	0.2	-	-	-	-	0.2
	Land Fund - Port Loop phase 3 & 4	2.1	1.2	0.0	-	-	3.3
	Land Fund - Culwell St	1.8	2.3	1.2	0.1	-	5.3
	Brownfield Land - Pipeline	20.6	24.7	25.1	13.7	7.5	91.6
	National Competitive Fund - West Longbridge	2.1	0.0	0.0	0.0	0.0	2.2
	Woodend Henley Manor Farm	0.8	0.2	-	-	-	1.1
	Brownfield Land - Phoenix Park	2.6	-	-	-	-	2.6
	Brownfield Land - Murdoch and Pitman	0.8	0.9	0.2	-	-	1.8
	Brownfield Land - Black Country Lvg Museum	0.7	0.0	0.0	-	-	0.7
	Brownfield Land - Globe House	0.6	-	-	-	-	0.6
	Brownfield Land - Erdington Baths	-	0.7	1.4	0.0	-	2.1
	National Competitive Fund - Pipeline	0.1	0.9	9.9	6.6	-	17.5
	Land Fund - Dobbs Street	0.0	0.0	0.2	0.3	-	0.6
	Land Fund - Lioncourt	0.4	0.2	-0.0	-	-	0.5
	Land Fund - Steelhouse Lane	0.0	-	-	-	-	0.0
	Land Fund - Pipe Hall	-0.0	-	-	-	-	-0.0
	Land Fund - Friar Park	0.4	0.1	0.0	4.5	0.0	5.0
	Land Fund - Pipeline	0.8	24.3	-	-0.1	-	24.9
	Land Fund - Abberley Street	0.5	-	0.0	0.0	0.0	0.5
	Land Fund - Cranford Way	0.1	0.0	0.1	-	-	0.2
	Land Fund - Caparo	0.8	0.4	0.5	0.0	-	1.7
	Land Fund - Icknield Port Loop Phase 2a and 2b	2.7	0.0	0.0	0.0	-	2.7
	Land Fund - Cookley Works	0.2	0.5	0.1	-	-	0.8
	Land Fund - Other	-0.0	0.0	0.0	0.0	0.0	0.1
<b>HOUSING AND REGENERATION PROGRAMME TOTAL</b>		<b>65.1</b>	<b>122.3</b>	<b>62.6</b>	<b>51.3</b>	<b>26.1</b>	<b>327.4</b>



**Appendix 8**  
**2022/23 Investment Programme Grants to Local Authorities Programme**

<b>INVESTMENT PROGRAMME GRANTS TO LOCAL AUTHORITIES</b>		<b>2022 /</b>	<b>2023 /</b>	<b>2024 /</b>	<b>2025 /</b>	<b>2026 /</b>	<b>TOTAL</b>
<b>CAPITAL PROGRAMME (£M)</b>		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	
Investment Programme	Coventry South Package - Tile Hill Station Improvements	0.0	3.1	3.8	-	-	6.9
	Coventry City Centre South Regeneration - City Centre	22.5	44.4	-	17.4	-	84.3
	Coventry City Centre South Regeneration - Friargate	23.8	2.5	1.5	-	-	27.9
	Coventry UKC Plus - Coventry Station Masterplan (CSMP)	2.7	-	-	-	-	2.7
	Coventry UKC Plus - UK City of Culture 2021 Regeneration	0.1	-	-	-	-	0.1
	Coventry UKC Plus - Coventry South Package	6.7	30.5	23.4	26.7	14.4	101.6
	Coventry UKC Plus - Coventry North Package	-	4.0	11.3	6.2	-	21.4
	Coventry UKC Plus - Very Light Rail: Transforming Connectivity	0.0	2.8	15.0	15.0	10.0	42.8
	UK Central Infrastructure Package - Programme Total	8.6	62.1	60.4	55.3	36.6	223.0
	UK Central HS2 Interchange - Programme Total	13.2	64.5	67.4	77.2	72.6	294.9
	CoW Technical Centre	6.1	1.6	0.1	-	-	7.8
	<b>IP GRANTS TO LOCAL AUTHORITIES</b>		<b>83.7</b>	<b>215.6</b>	<b>182.8</b>	<b>197.7</b>	<b>133.5</b>

**Appendix 9**  
**2022/23 City Regional Sustainable Transport Settlement Programme**

This appendix provides an overview of the budgeted utilisation of funding from the West Midlands Region £1.05bn capital CRSTS Settlement, for which WMCA is accountable. It does not provide an overview of the expected gross expenditure for projects within the CRSTS programme, inclusive of expenditure funded from other funding sources administered by WMCA, or match funding sources administered by local authority partners.

Gross expenditure recognised by WMCA is reported within the Transport Capital Programme is detailed at **Appendices 5 and 6**. A reconciliation to the expenditure within the appropriate sections of these appendices is provided below.

CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT PROGRAMME (£M)		2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	TOTAL
<b>GRANTS TO LOCAL AUTHORITIES</b>							
<b>Highways Maintenance</b>							
	Coventry City Council	4.1	4.1	4.1	4.1	4.1	20.4
	Dudley Council	4.5	4.5	4.5	4.5	4.5	22.4
	Sandwell Council	4.7	4.7	4.7	4.7	4.7	23.7
	Solihull Council	3.9	3.9	3.9	3.9	3.9	19.4
	Walsall Council	3.6	3.6	3.6	3.6	3.6	17.8
	Wolverhampton City Council	3.3	3.3	3.3	3.3	3.3	16.6
	<b>Subtotal</b>	<b>24.1</b>	<b>24.1</b>	<b>24.1</b>	<b>24.1</b>	<b>24.1</b>	<b>120.4</b>
<b>Local Network Improvement Plan</b>							
	Birmingham City Council	6.3	6.3	6.3	6.3	6.3	31.3
	Coventry City Council	2.0	2.0	2.0	2.0	2.0	10.2
	Dudley Council	1.8	1.8	1.8	1.8	1.8	8.8
	Sandwell Council	1.8	1.8	1.8	1.8	1.8	9.0
	Solihull Council	1.2	1.2	1.2	1.2	1.2	5.9
	Walsall Council	1.6	1.6	1.6	1.6	1.6	7.8
	Wolverhampton City Council	1.4	1.4	1.4	1.4	1.4	7.2
	<b>Subtotal</b>	<b>16.0</b>	<b>16.0</b>	<b>16.0</b>	<b>16.0</b>	<b>16.0</b>	<b>80.2</b>
<b>Grants to Projects</b>							
	CRSTS - IG - East Birmingham to Solihull Corridor	0.1	0.5	1.4	3.5	5.6	11.0
	CRSTS - IG - East Bham to Solihull Bham	0.1	0.5	0.6	1.5	2.4	5.0
	CRSTS - CoP - Sutton Coldfield Gateway	0.2	0.5	2.5	10.8	11.0	25.0
	CRSTS - IG - Active Travel - A45 Segregated Cycleway	-	5.6	8.0	0.7	-	14.3
	CRSTS - HSaS - A38 Selly Oak to Longbridge Segregated Cycling	0.1	0.5	13.4	0.5	-	14.5
	CRSTS - HSaS - City Centre Active Travel to Interchange	0.1	8.0	2.2	9.7	-	20.0
	CRSTS - HSaS - One Station and Smallbrook Queensway	0.1	0.5	2.0	6.4	1.0	10.0
	CRSTS- CoP - Snow Hill Growth Strategy	-	-	3.9	1.2	-	5.0
	CRSTS - CRNaC - Foleshill Transport Package	1.0	3.5	-	-	-	4.5
	CRSTS - CoP - VLR P2 Cov Demonstration Route	6.4	9.8	17.2	5.6	15.6	54.5
	CRSTS - DaGR - Cov South Sustainable Transport (GIGA Factory)	0.5	8.0	8.5	-	-	17.0
	CRSTS - HSaS - Dudley Interchange Sustainable Connectivity	-	-	1.0	3.0	3.5	7.5
	CRSTS - HSaS - Stourbridge TC Sustainable Connect Package	-	-	0.8	1.6	0.6	3.0
	CRSTS - CRNaC - A461 Dudley WCB Corridor	0.1	0.9	11.5	-	-	12.5
	CRSTS - CoP - VLR P2 Innovation Centre Dudley	0.2	8.9	2.9	-	-	12.0
	CRSTS - IG - WBHE Sustainable Access Measures	-	4.5	5.0	6.5	-	16.0
	CRSTS - CRNaC - A461 Sandwell WCB Corridor	-	0.7	11.8	-	-	12.5
	CRSTS - IG - Smethwick - Birmingham Corridor Transport Package	0.3	0.8	4.0	8.0	6.0	19.0
	CRSTS - IG - East Bham to Solihull Damson Pkway	-	0.5	4.0	4.5	-	9.0
	CRSTS - CoP - UKC - Dorridge Bus Priority	-	0.5	1.0	1.5	2.0	5.0
	CRSTS - CoP - Solihull Station Integrated Transport Hub	-	0.8	1.3	1.5	1.5	5.0
	CRSTS - IG - Chester Road Segregated Cycleway and Capacity	-	0.2	0.8	2.0	3.8	6.8
	CRSTS - HSaS - Dickens Heath to Solihull Town Centre LCWIP	-	1.1	9.2	-	-	10.3
	CRSTS - HSaS - Knowle to Solihull Town Centre LCWIP	-	1.0	7.0	-	-	8.0
	CRSTS - CRNaC - Multi-modal Access HS2	-	0.3	0.8	2.0	2.0	5.0
	CRSTS - CRNaC - West Coast Mainline M42 bridge	-	0.5	0.8	1.8	2.0	5.0
	CRSTS - IG - BCW Access Darlaston and Willenhall Train Stations	0.2	0.1	2.7	-	-	3.0
	CRSTS - IG - A454 WCB Willenhall Core Walking Zone	-	-	0.2	2.0	2.6	4.8
	CRSTS - IG - A454 WCB Bentley Active Travel	-	-	0.2	0.5	0.9	1.6
	CRSTS - IG - A454 WCB Birchills Active Travel	-	-	0.4	0.8	2.0	3.2
	CRSTS - CRNaC - A41 Mox IP Wal TC WCB Corr	0.0	0.5	0.5	8.0	10.0	19.0
	CRSTS - CRNaC - BCW Access - Walsall Town Centre Interchange	-	-	0.3	0.4	0.4	1.0
	CRSTS - IG - Wolverhampton CC Walk, Cycle and Bus Package	-	5.5	4.0	-	-	9.5
	CRSTS - IG - A454 WCB Corridor Phases 1 and 2	-	0.4	0.4	1.1	-	1.9
	CRSTS - IG - A454 WCB Corridor East Park Active Travel	0.1	0.7	1.5	1.1	-	3.2
	CRSTS - IG - A454 WCB Corridor Phase 3	-	0.2	0.4	0.9	2.0	3.5
	CRSTS - HSaS - Black Country Walking and Cycling Package	-	2.0	2.0	2.0	2.0	8.0
	CRSTS - CRNaC - A4123 Walk, Cycle and Bus Corridor	0.2	1.8	7.0	10.0	10.1	29.0
	CRSTS - CRNaC - A449 Walk, Cycle and Bus Corridor	-0.0	1.5	3.5	3.0	-	8.0
	CRSTS - DaGR - ULEV Black Country	-	3.5	3.5	-	-	7.0
	<b>Subtotal</b>	<b>9.5</b>	<b>73.9</b>	<b>147.8</b>	<b>101.9</b>	<b>86.9</b>	<b>420.1</b>
<b>GRANTS TO LOCAL AUTHORITIES (SUBTOTAL)</b>		<b>49.7</b>	<b>114.0</b>	<b>188.0</b>	<b>142.1</b>	<b>127.0</b>	<b>620.7</b>

CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT PROGRAMME (£M)		2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	TOTAL
<b>SUBTOTAL B/F</b>		<b>49.7</b>	<b>114.0</b>	<b>188.0</b>	<b>142.1</b>	<b>127.0</b>	<b>620.7</b>
<b>PROJECTS DELIVERED BY TFWM</b>							
<b>Projects introduced within CRSTS Programme</b>							
City Region Sustainable Transport Settlement Programme	Metro Line 1 Renovation	7.5	18.8	3.6	-	-	30.0
	Rail Development	-	0.5	0.8	0.8	0.9	3.0
	Aldridge Station	0.5	1.0	3.0	5.5	20.0	30.0
	Hagley Road Rapid Transit	0.1	4.9	5.0	10.0	5.0	25.0
	A34 Walsall to Bham - Phase 2	3.6	11.4	10.7	4.9	-	30.6
	A45 Bham to Solihull - Phase 2	2.4	10.2	9.4	3.4	-	25.4
	Demand Responsive Bus	-	2.5	3.0	4.5	-	10.0
	BSIP Retrofit Programme	-	3.0	-	-	-	3.0
	Park and Ride Tile Hill and Whitlocks End	-	3.0	1.0	0.5	-	4.5
	BSIP Bus Priority Cross City Routes	6.0	35.0	18.0	-	-	59.0
	Mobility Hubs and E Bikes	-	3.3	2.3	3.1	-	8.6
	Swift cEMV contactless payment broker	7.3	8.9	1.8	-	-	18.0
	Ultra Rapid Charging Transit Stations	-	14.0	-	-	-	14.0
	ULEV	-	3.1	2.6	-0.7	-	5.0
	VLR P2 R&D	0.6	2.2	2.2	-	-	5.0
	CRSTS - Data Scheme Development Support	-	1.7	1.8	1.8	1.8	7.0
<b>Subtotal</b>	<b>28.0</b>	<b>123.6</b>	<b>65.1</b>	<b>33.8</b>	<b>27.7</b>	<b>278.1</b>	
<b>SUBTOTAL C/F TRANSPORT CAPITAL PROGRAMME - CRSTS</b>		<b>77.7</b>	<b>237.6</b>	<b>253.0</b>	<b>175.8</b>	<b>154.6</b>	<b>898.8</b>
		<b>App 5 - CRSTS</b>					
<b>Other TfWM projects funded from CRSTS</b>							
	Metro Network Enhancements - Wednesbury Depot Upgrades	8.5	14.8	14.1	-	-	37.4
	Metro Traction Power Phase 2	0.2	6.4	5.9	-	-	12.6
	Dudley Port Integrated Transport Hub	0.2	1.1	1.1	-	-	2.4
	WMCA Local Network Improvement Plan	5.5	5.5	5.5	5.5	5.5	27.3
	Transforming Cities Fund 2	71.5	-	-	-	-	71.5
	<b>Subtotal</b>	<b>85.9</b>	<b>27.8</b>	<b>26.6</b>	<b>5.5</b>	<b>5.5</b>	<b>151.2</b>
<b>CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT PROGRAMME</b>		<b>163.6</b>	<b>265.4</b>	<b>279.6</b>	<b>181.3</b>	<b>160.1</b>	<b>1,050.0</b>

Appendix 10

Total Regional Investment Programme Expenditure as at 30<sup>th</sup> September 2022

PROGRAMME	COST TO COMPLETION			
	PRIOR PERIOD SPEND	2022 / 2023 FORECAST	FUTURE YEARS FORECAST	TOTAL FORECAST OUTTURN
	£000	£000	£000	£000
COVENTRY UKC PLUS	194,177	85,523	429,822	709,522
SPRINT PROGRAMME	76,447	20,996	231,617	329,060
RAIL PROGRAMME	47,690	49,552	119,370	216,611
METRO PROGRAMME	482,918	142,668	1,057,417	1,683,002
UK CENTRAL INFRASTRUCTURE PACKAGE	88,655	90,426	1,174,139	1,353,220
UK CENTRAL HS2 INTERCHANGE	35,297	10,336	582,094	627,727
<b>HS2 GROWTH STRATEGY TOTAL</b>	<b>925,182</b>	<b>399,502</b>	<b>3,594,459</b>	<b>4,919,143</b>
COVENTRY CITY CENTRE SOUTH REGENERATION	55,370	38,453	240,294	334,117
INNOVATION PROGRAMME	37,876	5,896	151,227	194,999
LAND RECLAMATION AND REMEDIATION	55,918	25,327	118,756	200,000
COMMONWEALTH GAMES 2022	73,028	5,320	-	78,348
EMPLOYMENT, EDUCATION & SKILLS	1,023	293	18,687	20,002
BUSINESS AND TOURISM PROJECT - BATP	10,687	12,772	489	23,948
COVENTRY ELECTRIC BUS CITY	11,407	16,215	111,878	139,500
REGIONAL RECOVERY & RISKS	12,319	9,666	27,916	49,900
COLLECTIVE INVESTMENT FUND	87,111	38,915	873,974	1,000,000
<b>OTHER INVESTMENT PROGRAMME SCHEMES</b>	<b>344,737</b>	<b>152,855</b>	<b>1,543,222</b>	<b>2,040,814</b>
<b>GRAND TOTAL</b>	<b>1,269,920</b>	<b>552,357</b>	<b>5,137,680</b>	<b>6,959,957</b>

## Appendix 11

### WMCA Investment Programme Commitments as at 30th November 2022

£m	Total Expected Approvals	Approved Commitments	Actual Spend (Sep-22)
Coventry UK Central Plus	288.1	94.8	92.9
Sprint Programme	217.4	47.0	42.5
Rail Programme	113.9	63.0	25.1
Metro Programme	222.8	222.8	103.7
UK Central Infrastructure Package	288.0	34.6	24.2
UK Central HS2 Interchange	398.0	58.1	38.5
<b>SUB TOTAL HS2 GROWTH STRATEGY</b>	<b>1,528.2</b>	<b>520.4</b>	<b>326.9</b>
Coventry City Centre South Regeneration	150.0	150.0	52.0
Innovation Programme	50.0	16.1	13.7
Land Reclamation and Remediation	200.0	103.0	59.9
Commonwealth Games 2022	25.0	25.0	25.0
Employment, Education & Skills	20.0	1.3	1.2
Business and Tourism Project - BATP	2.6	2.6	0.3
Coventry Electric Bus City	5.0	5.0	0.4
Regional Recovery & Risks	41.3	30.4	5.8
<b>OTHER INVESTMENT PROGRAMME</b>	<b>493.8</b>	<b>333.4</b>	<b>158.4</b>
<b>TOTAL</b>	<b>2,022.0</b>	<b>853.8</b>	<b>485.3</b>

## Appendix 12

### WMCA Administered Funds – November 2022

Funding Stream	Grant Awarded £'000	Spend to Date £'000	Purpose
Midlands Connect	11,095	10,095	Revenue funding. Work is continuing on delivering the Midlands Engine 'Vision for Growth'.
One Public Estate	1,453	664	Revenue funding. Agreed by WMCA Board that WMCA would assume accountable body status for this grant award, which is delivering various projects to secure more from public sector assets through collective action.
Community Renewal Fund	3,369	3,369	Revenue funding. This fund aims to support people and communities most in need across the UK. The fund will pilot programmes and new approaches to invest in skills, community and place, local business and supporting people into employment.  The funding has now been fully utilised.
Emergency Active Travel Fund - Capital	10,304	3,887	Funding awarded to external local authorities for the delivery of an array of capital schemes to support the production of cycling and walking facilities throughout the region.
Emergency Active Travel Fund - Revenue	1,157	464	Revenue funding to support the above.
<b>Total</b>	<b>27,378</b>	<b>18,479</b>	

**Appendix 13**  
**WMCA Balance Sheet**

<b>WMCA Balance Sheet as at 30 November 2022</b>			
	<b>30 November 2022</b>	<b>31 October 2022</b>	<b>Movement</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Property, plant and equipment	689,926	681,891	8,035
Intangible assets	1,486	1,539	(53)
Investments	44,769	41,233	3,536
Loan Receivables	15,922	15,922	-
<b>Long-term assets</b>	<b>752,103</b>	<b>740,585</b>	<b>11,518</b>
Short-term debtors	102,026	99,990	2,036
Short-term deposits	706,055	731,055	(25,000)
Cash and bank	141	138	3
<b>Current assets</b>	<b>808,222</b>	<b>831,184</b>	<b>(22,962)</b>
Loans - interest due	(2,649)	(3,793)	1,144
Short-term creditors/accruals	(146,313)	(153,759)	7,446
<b>Current liabilities</b>	<b>(148,962)</b>	<b>(157,552)</b>	<b>8,590</b>
<b>Net current assets</b>	<b>659,260</b>	<b>673,632</b>	<b>(14,372)</b>
Provisions	(4,737)	(4,737)	-
Loans - PWLB	(498,308)	(500,591)	2,283
Other loans - Barclays	(10,000)	(10,000)	-
Dudley MBC	(4,678)	(4,678)	-
Grants receipts in advance	(464,418)	(480,677)	16,259
<b>Long-term liabilities</b>	<b>(982,141)</b>	<b>(1,000,683)</b>	<b>18,542</b>
<b>Net assets</b>	<b>429,222</b>	<b>413,534</b>	<b>15,688</b>
General fund balance	2,742	2,953	(211)
Earmarked reserves	318,602	313,282	5,320
Capital grants unapplied reserve	1,841	1,841	-
<b>Usable reserves</b>	<b>323,185</b>	<b>318,076</b>	<b>5,109</b>
Revaluation reserve	6,126	6,126	-
Deferred capital grants account	727,463	719,481	7,982
Capital financing account	(623,690)	(626,287)	2,597
Financial Instruments Adjustment Account	(2,724)	(2,724)	-
Accumulated absences account	(1,138)	(1,138)	-
<b>Unusable reserves</b>	<b>106,037</b>	<b>95,458</b>	<b>10,579</b>
<b>Total reserves</b>	<b>429,222</b>	<b>413,534</b>	<b>15,688</b>