



Transport Delivery Committee

Date	13 March 2023
Report title	Financial Monitoring Report
Accountable Director	Linda Horne, Executive Director of Finance & Business Hub email: linda.horne@wmca.org.uk
Accountable employee(s)	Kate Taylor, Head of Finance Business Partnering & Strategic Planning email: kate.taylor@wmca.org.uk
Report to be/has been considered by	Lead Member for Finance & Performance - Councillor Pervez Akhtar

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

- (1) Note the year to date position as at the end of January 2023 against the TfWM Revenue Budget shows a favourable variance of £2.7m, as detailed in Section A.
- (2) Note the TfWM Capital Programme expenditure as at the end of January 2023 totals £224.9m, which is £111.7m below budget, as detailed in Section B.

1. Purpose

- 1.1 This report sets out the financial position as at 31 January 2023. 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 January 023 shows a favourable variance of £2.7m against budget.

- 2.2 The latest forecast position shows a surplus of £0.4m, an improvement of £0.4m against the previous forecast. Within the forecast a provision of £2.4m has been made for future funding pressures within the capital programme recognising the need for prudence and to provide some resilience against inflationary pressures and supply chain issues. In addition, a provision of £0.5m has been made to support WMCA hosting of transport events such as the 2027 Intelligent Transport Systems World Congress bid reported to September 2022 WMCA Board.

£'000	YTD			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Net TfWM Surplus / (Deficit) before reserves	(1,814)	(3,855)	2,041	(6,507)	(9,078)	2,571
Use of Reserves	8,248	7,562	686	9,794	9,078	716
Net TfWM Surplus / (Deficit)	6,434	3,707	2,727	3,287	0	3,287
Earmarked Reserve (2023/24) Capital Pressures	0	0	0	(2,400)	0	(2,400)
Earmarked Reserve (2023/24) Transport Events	0	0	0	(500)	0	(500)
Net TfWM Surplus / (Deficit)	0	0	0	387	0	387

- 2.3 The most notable variances relate to Concessions where savings to date due to lower patronage and fare levels have been transferred to a reserve to protect against future risks in relation to the transport network. Within Metro, there is an increased MML operating cost requirement which is partly offset by Local Transport Fund (LTF) grant received in year. Savings to date also arise from vacancies across a number of budgets and on reduced spend on supplies budgets.
- 2.4 Of the £7.9m budgeted reserves to support the overall Transport budget, £6.6m has been utilised to date. Further reserves drawdown relate to Cycle Hire scheme £0.9m and the funding allocated for University Station of £0.7m.
- 2.5 The position to date is expected to be partially offset by the full year due to the increase in the Metro subsidy requirement and provisions made to reflect capital funding pressures and for hosting future Transport events.
- 2.6 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 £224.9m which was £111.7m below the year to date budget of £336.5m, with the variance primarily contained within the Investment Programme (£38.6m) and CRSTS (£25.2m) portfolios.

TRANSPORT PROGRAMME	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	116,100	154,746	38,646	151,926	196,522	44,596
CWG Programme	45,896	58,542	12,646	56,161	59,934	3,773
Other Major Programmes	12,132	26,751	14,619	14,841	38,878	24,037
Minor Work Programme	2,547	6,188	3,641	8,116	12,419	4,303
Grants to Local Authorities	6,442	23,321	16,879	14,139	38,861	24,722
CRSTS	41,744	66,984	25,240	56,628	86,602	29,974
TOTAL	224,861	336,532	111,671	301,811	433,216	131,405

- 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 January of £154.7m, 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 £196.5m for 2022/23. At the end of January, actual costs totalled £116.1m, which was £38.6m below the budget. The largest variance to date within Metro is the Wednesbury to Brierley Hill Extension scheme which is £10.8m under budget due to the rephasing of some activities in accordance with the agreed phased delivery plan agreed by WMCA Board in July 2022.

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.

- 3.5 Rail Camp Hill Line Local Enhancements Package 2 project has a year to date variance from budget of £9.6m due to the rephasing of physical construction activity. This is not expected to impact on the completion date.
- 3.6 Rail Walsall to Wolverhampton Local Enhancements Package 1 project has a year to date favourable variance from budget of £4.0m due to the rephasing of physical construction activity after the discovery of mining infrastructure at the site.
- 3.7 Appendix 3 documents the financial performance against the Commonwealth Games Programme with a year to date budget of £58.2m. 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. At the end of January, actual costs totalled £45.9m, which was £12.6m under budget. The largest variance is the Perry Barr Station Improvement project which has a £4.2m variance from budget which is due to the timing of resolving contract close out on the project. There is a variance of £1.8m relating to University Station due to the timing of compensation events. Sprint schemes are £4.1m behind year to date budget 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 some work will continue into next financial year.
- 3.8 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 January, actual costs totalled £12.1m, which was £14.6m below budget. The largest variance of £6.9m 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 £2.8m as a result of rephasing of a sub-scheme into the following financial year.
- 3.9 Appendix 5 documents the financial performance against the Minor Works Programme with a year to date budget of £6.2m. This programme includes a broad range of relatively small schemes. At the end of January, actual costs totalled £2.5m resulting in a variance from budget of £3.6m.
- 3.10 Appendix 6 documents the financial performance against the Grants to Local Authorities. At the end of January there is a variance from budget of £16.9m largely relating to the Active Travel Fund (Tranche 3) due to construction delays and local authority resourcing.

The programme business case has now been approved and local authorities are progressing individual business cases to ensure funding is committed by March 2023 as stipulated in the grant conditions.

- 3.11 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 January is £41.7m, a year to date budget variance of £25.2m. The largest variances are within schemes delivered internally by WMCA and are due to the timing of project business case assurance and approvals.

4.0 Glossary of Terms

ATF = Active Travel Fund

CRSTS = City Region Sustainable Transport Settlement

DfT = Department for Transport

ENCTS = England national concessionary travel scheme

HS2 = High Speed 2

LNIP = Local Network Improvement Programme

LTF = Local Transport Fund

LTP = Local Transport Plan

MML = Midland Metro Limited

MRN = Major Road Network

OLE- Overhead Line Equipment

RTI = Real Time Information

RTCC = Regional Transport Coordination Centre

TfWM = Transport for West Midlands

UKSPF = United Kingdom Shared Prosperity Fund

WMCA = West Midlands Combined Authority

Appendix 1: Transport for West Midlands Revenue Budget Position 31st January 2023

At the end of January 2023 there is a £2.7m favourable variance against budget.

The latest forecast position shows a surplus of £0.4m an improvement of £0.4m against the previous forecast. Within the forecast a provision of £2.4m has been made for future funding pressures within the capital programme recognising the need for prudence and to provide some resilience against inflationary pressures and supply chain issues, in addition a provision of £0.5m has been made to support WMCA hosting of transport events.

	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	97,512	0	97,512	97,512	0	97,512	0	117,015	117,015	0
Use of Reserves	7,513	0	7,513	7,563	0	7,563	(50)	9,059	9,078	(19)
TOTAL FUNDING	105,025	0	105,025	105,075	0	105,075	(50)	126,074	126,092	(19)
Concessions										
National Bus Concession	113	39,143	(39,030)	155	38,710	(38,556)	(475)	(48,467)	(47,843)	(624)
Metro / Rail	0	3,792	(3,792)	0	3,799	(3,799)	7	(4,550)	(4,576)	26
Child Concession	0	4,777	(4,777)	0	5,346	(5,346)	570	(5,815)	(6,710)	895
	113	47,711	(47,598)	155	47,855	(47,701)	102	(58,832)	(59,130)	298
Bus Services										
Bus Stations / Infrastructure	5,953	10,316	(4,363)	6,281	10,810	(4,529)	166	(4,985)	(5,643)	658
Subsidised Network	26,265	37,273	(11,008)	1,704	12,758	(11,055)	46	(13,420)	(13,420)	0
Accessible Transport	142	4,658	(4,516)	0	4,631	(4,631)	115	(5,664)	(6,638)	974
	32,360	52,247	(19,887)	7,985	28,199	(20,215)	328	(24,070)	(25,702)	1,632
Rail and Metro Services										
Metro Services	159	6,296	(6,137)	176	5,637	(5,461)	(675)	(8,004)	(6,137)	(1,867)
Rail Services	1,089	3,714	(2,624)	1,298	4,520	(3,222)	598	(3,395)	(4,165)	770
	1,248	10,009	(8,761)	1,473	10,157	(8,684)	(77)	(11,399)	(10,302)	(1,097)
Integration										
Safety and Security	591	1,408	(817)	561	1,604	(1,043)	226	(908)	(1,257)	349
Passenger Information	19,633	24,397	(4,764)	789	6,177	(5,387)	623	(6,050)	(6,959)	909
Sustainable Travel	81	1,393	(1,312)	126	1,681	(1,555)	243	(1,660)	(1,893)	232
	20,306	27,199	(6,893)	1,476	9,462	(7,986)	1,093	(8,618)	(10,109)	1,491
Network Resilience										
Commonwealth Games	27,344	27,344	0	18,656	18,656	0	0	0	0	0
Business and Democratic Support	0	2,925	(2,925)	(333)	2,917	(3,251)	325	(3,444)	(3,697)	253
Strategic Development	943	4,127	(3,184)	1,208	4,919	(3,712)	527	(4,490)	(4,863)	373
Transport Governance	21	128	(106)	0	113	(113)	7	(145)	(135)	(9)
Capital Finance Charges	0	7,008	(7,008)	0	7,008	(7,008)	(0)	(8,410)	(8,410)	(0)
TOTAL EXPENDITURE	82,335	180,927	(98,592)	30,656	132,024	(101,368)	2,776	(122,787)	(126,092)	3,305
NET before Earmarked Reserves	187,360	180,927	6,433	135,731	132,024	3,707	2,726	3,285	0	3,285
Earmarked Reserve (2023/24) Capital Pressures	0	0		0	0	-		(2,400)	0	(2,400)
Earmarked Reserve (2023/24) Transport Events	0	0		0	0	-		(500)	0	(500)
NET after Earmarked Reserves	187,360	180,927	6,433	135,731	132,024	3,707	2,726	387	0	387

Concessions

Year to date savings within the ENCTS and Child concessions budgets are due to lower patronage and fare levels and have been transferred to an ear-marked reserve to protect against risks in relation to the bus network going forward. The full year forecast has been broadly retained at budgeted levels.

Bus Services

There are savings across Bus Infrastructure budgets of £0.3m in the main in relation to staffing. 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 minor savings to date. The full year position reflects savings against grant payments due to contractual performance. These savings have been partly utilised to fund a joint commission with Birmingham City Council to look into future provision.

Rail & Metro

The Metro Services budget has an adverse variance to date of £0.6m due to an increased MML subsidy requirement of £4.2m in year which is partly offset by LTF grant income 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 the full impact of the increased subsidy requirement and the LTF grant received.

Within Rail Services the year to date savings are largely within the external advice budget where savings have been committed to in order to help fund the additional Metro subsidy requirement.

Integration

Within Passenger information savings to date largely relate to staffing where there are vacant posts across several budgets, savings against external budgets and additional commission receivable.

In addition, there are savings against contractual Safety and Security costs along with increased capital recharges due to the extension of the Active Travel Fund.

These savings to date largely flow through to the full year position.

Network Resilience

Within the Network Resilience budget there are savings to date against the Staffing budget due to vacant posts alongside external advice savings. The external advice budget is expected to be mostly spent by the end of the year.

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 last quarter of the year to align with recruitment.

Reserves

Budgeted reserves earmarked to support the 2022/23 Transport Budget have been drawn down in line with budget.

Other use of reserves drawn down to date relate to the delivery of the West Midlands Cycle Hire scheme and University Rail Station.

APPENDIX 2: TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Rail						
Rail - Camp Hill Line Local Enhancements - Package 2	10,145	19,784	9,639	18,549	26,923	8,374
Rail - Walsall to Wolverhampton Local Enhancements - Package 1	5,941	9,950	4,009	7,450	15,348	7,898
Rail - Sutton Coldfield Gateway	0	64	64	0	165	165
Metro						
Metro Birmingham Eastside Extension	35,409	42,583	7,174	42,640	48,548	5,908
Metro Wolverhampton City Centre Extension	9,984	5,610	(4,374)	14,815	5,610	(9,205)
Metro Wednesbury to Brierley Hill Extension	45,583	56,358	10,775	57,165	73,676	16,511
Metro Centenary Square/Edgbaston Extension	5,486	6,625	1,139	5,973	7,068	1,095
Bilston Road Track Replacement Phase 2	4	865	861	4	865	861
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	412	2,216	1,804	428	2,563	2,135
WIP Station and Car Park works	0	58	58	0	58	58
Metro Network Enhancements – Comms and Control	456	874	418	538	1,118	580
Buy Before Boarding	111	2,664	2,553	1,202	5,647	4,445
Wolverhampton WIP Public Realm	0	909	909	0	909	909
Wolverhampton WIP Contingency	0	2,092	2,092	28	2,092	2,064
MML Life Cycle Projects	599	939	340	1,016	1,118	102
2GT Car-Body Works	231	218	(13)	233	228	(5)
OLE Parafil Work	1,535	1,776	241	1,555	1,776	221
Sprint						
Sprint - Hagley Road Phase 1	19	762	743	20	2,266	2,246
Sprint - Longbridge to Birmingham	87	130	43	168	168	0
Sprint - Hall Green to Interchange via Solihull	0	139	139	0	208	208
Sprint - Hagley Road Phase 2 - with Halesowen and Dudley to Birmingham	98	129	31	143	167	24
Sprint - Sutton Coldfield to Birmingham - via Langley	0	1	1	0	1	1
TOTAL	116,100	154,746	38,646	151,927	196,522	44,595

APPENDIX 3: Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
University Station Improvement Project	18,794	20,640	1,846	23,685	20,880	(2,805)
Perry Barr Rail Station	3,494	7,668	4,174	4,936	7,668	2,732
Sprint - A45 Birmingham to Airport and Solihull	12,362	12,578	216	13,779	13,779	0
Sprint - A34 Walsall to Birmingham	6,468	10,652	4,184	7,804	8,295	491
RTCC-Design and Layout/Commercialisation	352	552	200	483	602	119
RTCC-Data - Tactical and Operational Intelligence	124	507	383	320	540	220
RTCC-Operations	263	170	(93)	135	370	235
RTCC-Customer Information	37	59	22	45	65	20
RTCC-Highway Interventions	3,042	4,301	1,259	3,661	5,863	2,202
Birchley Island - Sandwell MBC	(35)	356	391	216	487	271
RTCC NWM Customer Interface Tool - Journey planner/Website	401	398	(3)	483	500	17
Perry Barr Mitigation Package	5	42	37	5	207	202
Commonwealth Games Public Realm - Local Authority	589	590	1	590	590	0
RTCC - Development	0	30	30	20	90	70
TOTAL	45,896	58,543	12,647	56,162	59,936	3,774

APPENDIX 4: Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Clean Bus Technology Fund 2017-2019	85	247	162	85	247	162
Cross City Bus - City Centre Package	103	996	893	185	1,661	1,476
Cross City Bus - Dudley – Druids Heath Package	52	2,852	2,800	111	4,340	4,229
Coventry Electric Bus City	8,489	15,419	6,930	9,900	16,196	6,296
Zero Emission Bus Regional Area (ZEBRA)	0	0	0	0	5,742	5,742
West Midlands Cycle Hire	80	103	23	281	311	30
Dudley Interchange	481	874	393	672	942	270
Future Mobility Zone - Human Centered Data	77	28	(49)	83	112	29
Future Mobility Zone - Enabling Data Exploitation	424	1,284	860	662	1,611	949
Future Mobility Zone - Innovation Showcases	251	1,068	817	332	1,591	1,259
Future Mobility Zone - Programme Mgmt and Monitoring Evaluation	307	476	169	348	553	205
5G	739	1,079	340	967	1,101	134
Future Mobility Zone - Enhanced Ticket Platform	49	296	247	50	626	576
Future Mobility Zone - Transport Network Data	994	2,030	1,036	1,166	3,844	2,678
TOTAL	12,131	26,752	14,621	14,842	38,877	24,035

APPENDIX 5: Minor Works Programme

MINOR WORKS PROGRAMME	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
DfT Tackling Nitrogen Dioxide - Dudley MBC	26	26	0	26	26	0
DfT Tackling Nitrogen Dioxide - Wolverhampton MBC	102	85	(17)	102	153	51
Air Quality Grant Scheme 2021-	0	495	495	0	990	990
NPIF 2 Birmingham Growth Point	16	59	43	59	59	0
Alcester Road North- Highgate Middleway to Augusta Rd East	82	960	878	162	1,218	1,056
Rail						
Snow Hill Public Realm	0	109	109	109	109	0
Aldridge Rail Station Study	2	1	(1)	1	1	0
Sprint						
Electric Vehicle - EV - Charging	53	0	(53)	53	53	0
Cycling						
Better Streets Community Fund	193	341	148	355	385	30
Priority One Development Workstream	315	721	406	406	1,035	629
Highway						
Key Route Network Safety	5	460	455	311	613	302
ADEPT Live Lab	(31)	34	65	1	34	33
M6 Toll - In Vehicle Messaging	636	590	(46)	747	781	34
Asset Replacement						
IDOX - Asset Management System	0	7	7	10	10	0
Asset Management Programme	914	1,639	725	1,446	2,040	594
Real Time Information Upgrades	137	158	21	137	160	23
Other						
Asset Management- RTI Upgrades	52	489	437	132	621	489
Top Slice	43	0	(43)	56	100	44
HS2 Modelling Framework	3	15	12	3	30	27
Digital Devices	0	0	0	4,000	4,000	0
TOTAL	2,548	6,189	3,641	8,116	12,418	4,302

APPENDIX 6: Grants to Local Authorities

GRANTS TO LOCAL AUTHORITIES	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Active Travel Fund-Tranche 2	62	48	(14)	62	62	0
Active Travel Fund- Tranche 3	139	13,652	13,513	201	16,113	15,912
Priority 1 Delivery- Perry Barr- Sutton Coldfield	0	500	500	0	1,500	1,500
Priority 1 Delivery- A45 Coventry Road Birmingham	0	1,485	1,485	0	4,454	4,454
Priority 1 Delivery- Binley Road Coventry	3,263	3,000	(263)	4,559	4,559	0
Priority 1 Delivery- WTBH Metro Corridor Access Improvements	0	0	0	287	1,000	713
ATF3- SOL321-Solihull - Walking Improvements	14	14	0	209	209	0
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	143	360	217	110	360	250
Major Road Network- A454 Wolverhampton to Neachells Phrases 1 2 And 3	298	314	16	198	419	221
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Road	61	232	171	232	470	238
Major Road Network- A46 Link Road Ph3 Coventry	110	168	58	150	250	100
Major Road Network- A38 Kingsbury Road Birmingham	0	17	17	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	133	200	67	150	200	50
MRN - A461- Sandwell	101	230	129	220	320	100
MRN - A461-Rushall Jn -Walsall	0	172	172	30	230	200
MRN - A456- Dudley	0	50	50	50	100	50
Major Road Network- A41 Sandwell	0	100	100	15	150	135
MRN - M5 J1 - Sandwell	0	166	166	25	250	225
MRN - A435	0	100	100	200	200	0
MRN-A4540 Bham Midd.-Eastside	0	350	350	578	650	72
MRN-Keresley Link Road	78	143	65	151	237	86
MRN-Cov North Package Link M6	8	98	90	23	223	200
MRN-A452 Balsall Common Bypass	120	353	233	284	500	216
MRN-A45 Cov Rd/Damson Pkway jn	300	300	0	300	300	0
UKSPF Communities & Place	0	0	0	2,880	2,880	0
TOTAL	6,442	23,320	16,878	14,139	38,861	24,722

Appendix 7 2022/23 City Regional Sustainable Transport Settlement Programme

CRSTS (by Sponsoring Authority)	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Birmingham						
CRSTS - IG - East Birmingham to Solihull Corridor	0	0	0	10	50	40
CRSTS - IG - East Bham to Solihull Bham	0	0	0	0	50	50
CRSTS - CoP - Sutton Coldfield Gateway	0	90	90	0	160	160
CRSTS - HSaS - A38 Selly Oak to Longbridge Segregated Cycling	0	77	77	0	130	130
CRSTS - HSaS - City Centre Active Travel to Interchange	0	30	30	0	110	110
CRSTS - HSaS - One Station and Smallbrook Queensway	0	43	43	0	110	110
CRSTS - LNIP - Birmingham City Council	5,211	5,211	0	6,254	6,254	0
Coventry						
CRSTS - CoP - VLR P2 Cov Demonstration Route	2,250	4,563	2,313	3,574	6,423	2,849
CRSTS - CRNaC - Foleshill Transport Package	439	544	105	928	952	24
CRSTS - DaGR - Cov South Sustainable Transport (GIGA Factory)	142	347	205	396	505	109
CRSTS - LNIP - Coventry City Council	1,695	1,695	0	2,034	2,034	0
CRSTS - Highways Maintenance - Coventry City Council	3,405	3,405	0	4,086	4,086	0
Dudley						
CRSTS - CoP - VLR P2 Innovation Centre Dudley	187	0	(187)	277	200	(77)
CRSTS - CRNaC - A461 Dudley WCB Corridor	0	0	0	0	100	100
CRSTS - LNIP - Dudley Council	1,467	1,467	0	1,760	1,760	0
CRSTS - Highways Maintenance - Dudley Council	3,738	3,738	0	4,486	4,486	0
Sandwell						
CRSTS - IG - Smethwick - Birmingham Corridor Transport Package	83	83	0	250	250	0
CRSTS - LNIP - Sandwell Council	1,498	1,498	0	1,798	1,798	0
CRSTS - Highways Maintenance - Sandwell Council	3,951	3,951	0	4,741	4,741	0
Solihull						
CRSTS - LNIP - Solihull Council	987	987	0	1,184	1,184	0
CRSTS - Highways Maintenance - Solihull Council	3,227	3,227	0	3,872	3,872	0
Walsall						
CRSTS - IG - BCW Access Darlaston and Willenhall Train Stations	0	166	166	0	212	212
CRSTS - CRNaC - A41 Mox IP Wal TC WCB Corr	0	0	0	0	40	40
CRSTS - LNIP - Walsall Council	1,303	1,303	0	1,563	1,563	0
CRSTS - Highways Maintenance - Walsall Council	2,974	2,974	0	3,569	3,569	0
Wolverhampton						
CRSTS - IG - A454 WCB Corridor East Park Active Travel	0	0	0	0	50	50
CRSTS - CRNaC - A4123 Walk, Cycle and Bus Corridor	0	100	100	0	200	200
CRSTS - LNIP - Wolverhampton City Council	1,202	1,202	0	1,442	1,442	0
CRSTS - Highways Maintenance - Wolverhampton City Council	2,771	2,771	0	3,325	3,325	0
Other						
Metro Network Enhancements - Wednesbury Depot Upgrades	1,599	7,422	5,823	1,961	8,544	6,583
Metro Line 1 Renovation costs	342	6,688	6,346	2,107	7,528	5,421
Traction Power Phase 2	118	155	37	94	219	125
Dudley Port Integrated Transport Hub	0	126	126	24	176	152
Aldridge Station	0	300	300	0	500	500
Hagley Road Rapid Transit	0	26	26	0	118	118
Sprint Ph2 A34 - Package E Sandwell & BCC	1,593	942	(651)	2,110	1,445	(665)
Sprint Ph2 A45 - Package F Solihull	248	535	287	861	1,064	203
Sprint Ph2 A34 - Package G Walsall	315	557	242	1,040	1,085	45
Sprint Ph2 A45 - Package H BCC	419	699	280	1,180	1,327	147
Sprint Ph2 A34 - Package J City Centre	208	369	161	949	1,048	99
Bsisp Bus Priority X - City Routes	225	4,286	4,061	297	6,000	5,703
Swift cEMV contactless payment broker	100	5,208	5,108	209	7,291	7,082
CRSTS - CoP - VLR P2 R and D	0	200	200	200	600	400
CRSTS - Data Scheme Development Support plus M and E	45	0	(45)	46	0	(46)
TOTAL	41,742	66,985	25,243	56,627	86,601	29,974