



Department
for Transport

Memorandum for Main Estimate 2022-23

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1. Overview

1.1 Objectives

The Department's overall mission is to create a safe, secure, efficient, and reliable transport system that works for the people who depend on it; supporting a strong, productive economy and the jobs and homes people need.

The Department's strategic objectives as set out in its Priority Outcomes at Spending Review 2021 are:

1. **Grow and level up the economy** by improving connectivity across the United Kingdom and by enhancing the transport network on time and on budget.
2. **Reduce our environmental impact** by tackling climate change and improving air quality by decarbonising transport.
3. **Improve transport for the user** by building confidence in the transport network as the country recovers from Covid-19 and improve transport users' experience, ensuring that the network is safe, reliable, and inclusive.

1.2 Spending Controls

Department for Transport's (DfT) spending is broken down into control totals, for which Parliamentary approval is sought.

The spending totals which Parliament votes are:

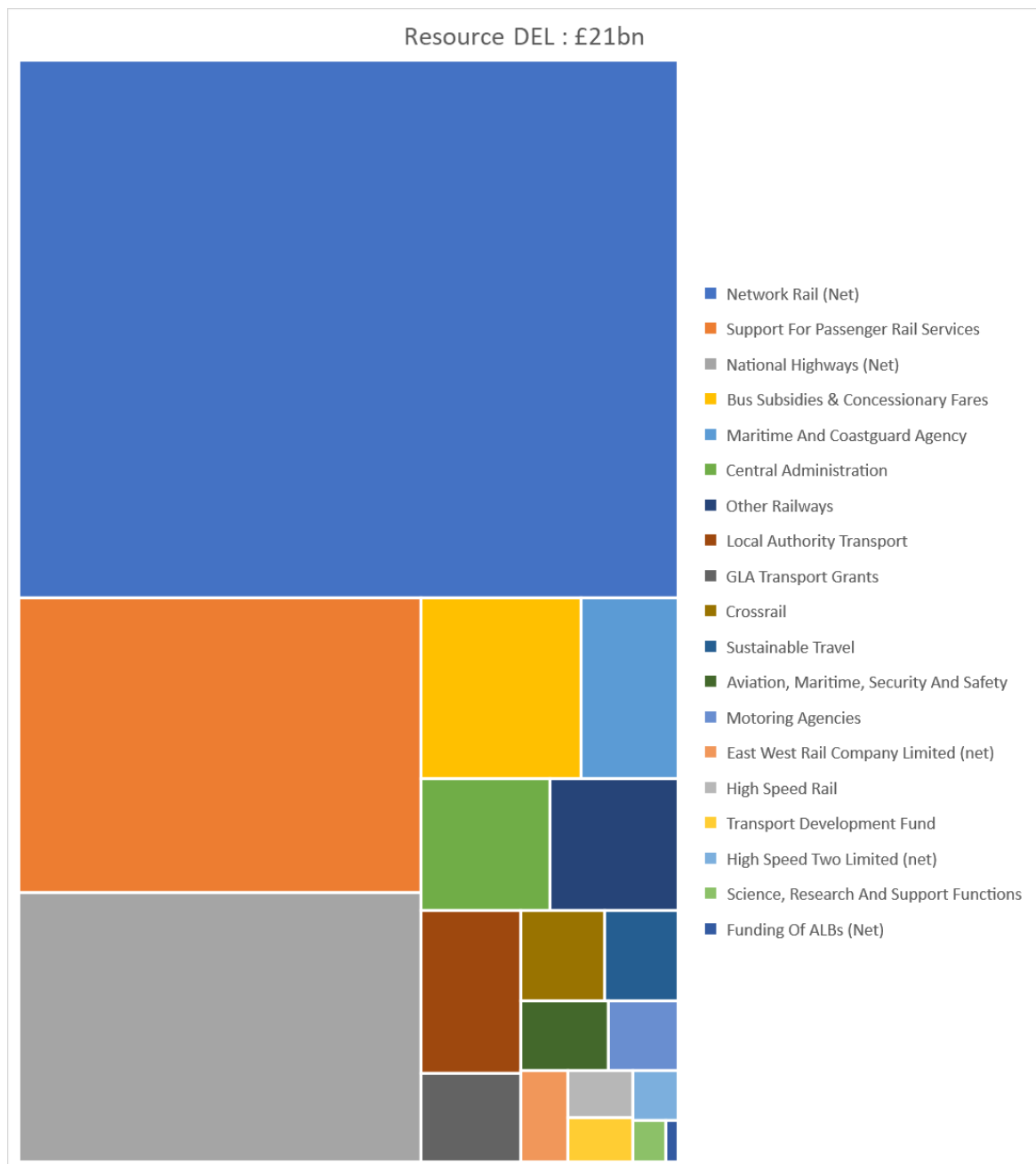
- Resource Departmental Expenditure Limit ("Resource DEL"): day to day running costs, split between:
 - Administration costs: staff and associated costs
 - Resource programme costs: resources used directly to support policy objectives
- Capital Departmental Expenditure Limit ("Capital DEL"): investment in infrastructure
- Resource Annually Managed Expenditure ("Resource AME"): mainly provisions and interest payments - in DfT's case, mainly Network Rail.
- Capital Annually Managed Expenditure ("Capital AME"): in DfT's case, mainly High-Speed Rail and National Highways.

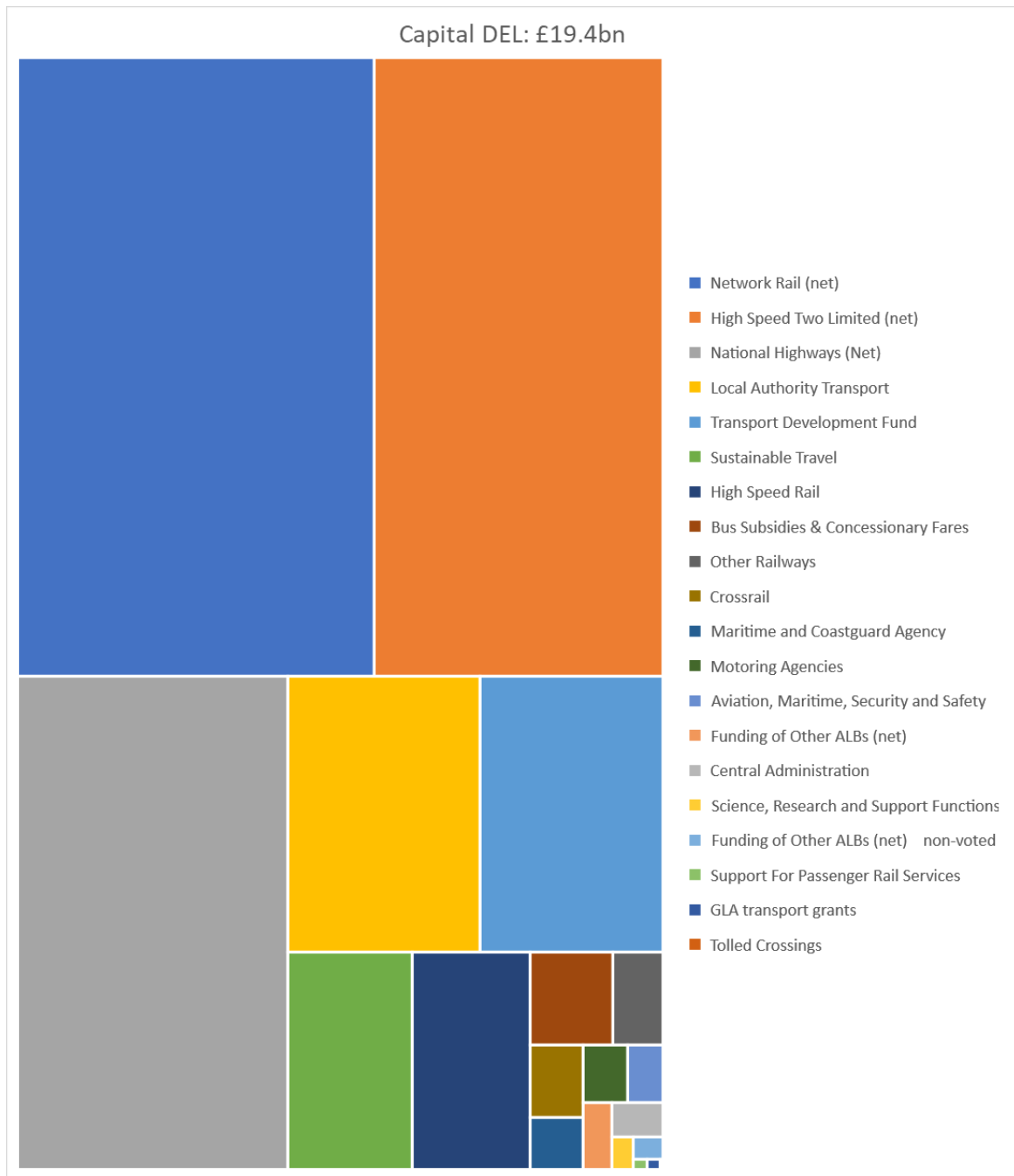
In addition, Parliament votes a net cash requirement, designed to cover the elements of the above budgets which require DfT to pay out cash in year.

1.3 Main areas of Spending

The charts below show the key areas of DfT's DEL funding sought in the latest Main Estimate 2022-23.

The Resource DEL numbers include depreciation.





Note: Negative values were omitted from all the Tree-maps for presentational alignment.

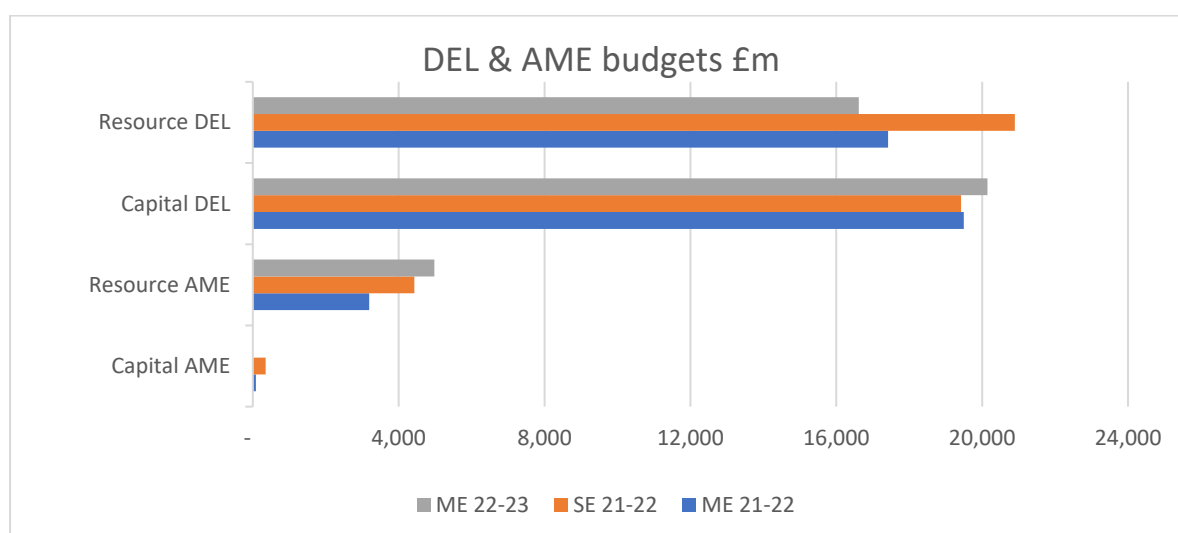
The Main Estimate also includes £4.6bn AME, of which £4.5bn is allocated to Network Rail.

The Net Cash Requirement for FY2022-23 in the Main Estimate is £31.8bn.

1.4 Comparison of spending totals sought

The Table and graph below show how the totals sought in the Main Estimate 2022-23 compare to final budgets sought in the Supplementary Estimate 2021-22 as well as to last year's Main Estimate 2021-22.

Spending Total Amounts sought this year (Main Estimate 2022-23)		Compared to final budget last year. (Supplementary Estimate 2021-22)		Compared to original budget last year. (Main Estimate 2021-22)	
	£m	£m	%	£m	%
Resource DEL	16,618.3	-4,278.4	-25.7%	-801.6	-4.8%
Capital DEL	20,146.8	+725.9	+3.6%	+651.3	+3.2%
Resource AME	4,976.2	+545.6	+11.0%	+1,784.6	+35.9%
Capital AME	-327.0	-677.2	207.1%	- 412.2	126.1%



1.5 Key drivers of spending changes since Supplementary Estimate 2021-22

The main cause of changes in Resource DEL is a reduction in budgets for Covid-19 related support measures. The most significant of these relates to rail passenger services, which at Supplementary Estimate 2021-22 covered the full financial year when restrictions around travel were still in place. The 2022-23 Main Estimate reflects the forecast costs for the full financial year as agreed at Spending Review 2021. Whilst an element of uncertainty remains regarding the rate of recovery in demand for rail services, the focus has shifted to promoting the safe return of passengers to the railway. The Department will work closely with HM Treasury to monitor the need for any further Covid-19 support for Rail services and will revisit this at the Supplementary Estimate. Sections 1.9 and 2.1 provide more details on the changes.

The increase in Capital DEL is due to the planned delivery of High Speed 2 (HS2), a higher budget for National Highways reflecting the profile of the Road Investment Strategy 2 (RIS2), a higher budget for Network Rail reflecting Control Period 6 profiles, and other additional funding secured in Spending Review 2021. Refer to section 1.9 and 2.1.

The main change in Resource AME is due to the expected increase in inflation impacting interest payments. Refer to section 2.1

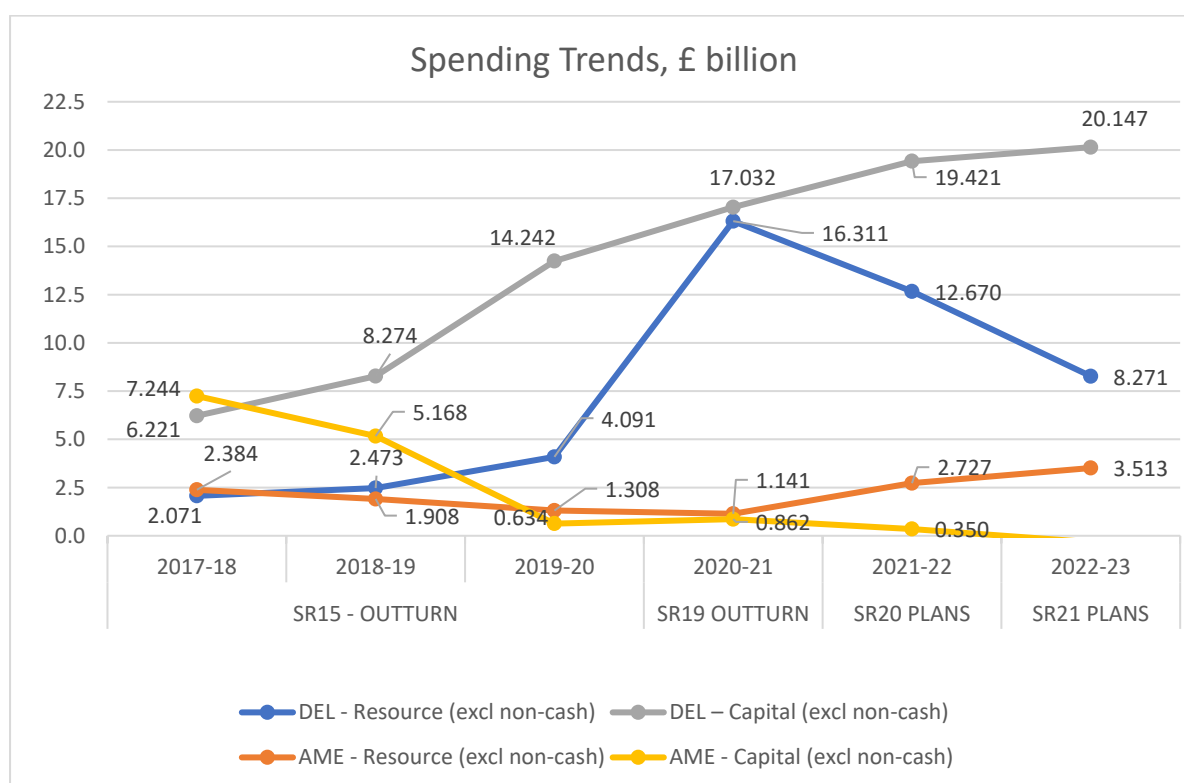
The main change in Capital AME is the decrease in High-Speed Rail (HSR) due to changes in provisions. Refer to section 2.1.

1.6 New policies and programmes

No changes in this section.

1.7 Spending trends

The chart below shows overall spending trends for the last five years and plans presented in Main Estimates for 2022-23. Numbers exclude depreciation and other non-cash.



Resource DEL had broadly remained stable in cash terms up to 2018-19. The increases since 2019-20 mainly relate to Network Rail transferring out some of its AME into the Department's DEL boundary from financial year 2019-20 and support measures put in place for public transport as a result of the Covid-19 pandemic in financial years 2020-21 and 2021-22. The reductions seen since 2020-21 reflect the fact that Covid-19 support is dependent on the progress made throughout the pandemic and the UK's economic recovery.

Capital DEL has steadily increased in cash terms since 2016-17, mostly because of increasing spend by National Highways, Network Rail and High Speed 2 (HS2).

Resource AME broadly remained stable in cash terms up to 2018-19, but then decreased from 2019-20 due to Network Rail transferring out of AME and into the Department's DEL boundary.

Capital AME broadly remained stable in cash terms up to 2018-19, but then decreased in 2019-20 due to Network Rail transferring out of AME and into the Department's DEL boundary. There was a modest increase in 2020-21 due to changes in provisions, which is non-recurring in 2021-22 and 2022-23.

1.8 Administration costs

Administration costs are set to increase by £11.1m (3.1%) compared to last year's final budgets.

Spending Total Amounts sought this year (Main Estimate 2022-23)		Compared to final budget last year. (Supplementary Estimate 2021-22)		Compared to original budget last year. (Main Estimate 2021-22)	
	£m	£m	%	£m	%
Administration costs	371.3	+11.1	+3.1%	+11.2	+3.1%

The increase represents the growth of the Department, supporting key government priorities including decarbonisation, large infrastructure projects and the country's response to and recovery from Covid-19.

1.9 Funding: Spending Review 2021 and Budgets

The levels of DEL funding for the Department for Transport are based on the plans published in the 2021 Spending Review (SR21). Since then, some agreed changes were made, and some additional funding secured for 2022-23. Most notably:

The Department received the following additional funding in relation to COVID-19:

- Transport for London (TfL) Funding Package: £200m RDEL
- Bus Support and Recovery Grants: £146m RDEL
- Light Rail: £42m RDEL

The Department also received additional budget for the following:

- Crossrail loan to TfL: £259m CDEL
- Shared Outcomes fund (Loneliness Fund): £1.8m RDEL and £1.5m CDEL
- Shared Digital Carbon Architecture Fund: £0.1m RDEL and £4.6m CDEL

In addition, the Department agreed in last year's Supplementary Estimate the following Budget Exchanges from 2021-22 to 2022-23:

- Network Rail: £350m Capital DEL
- National Highways: £175m Capital DEL
- Cycling and Walking: £54m Capital DEL
- Union Connectivity (UCR): £14.6m Resource DEL

Finally, the Department transferred (net) £10.4m Resource DEL to, and received £2.7m Capital DEL from, Other Government Departments. Refer to Table B for a complete list of the budget cover transfers.

2. Spending detail

2.1 Explanations of changes in spending

Resource DEL

The table below provides a breakdown by programme within each RDEL Estimate line compared with the 2021-22 Supplementary Estimate.

Subheads	Description		Resource DEL			
		£ million			%	
		Main Estimate 22/23	Supplementary Estimate 21/22	Change from Supplementary Estimate		note number
A	Tolled Crossings	-145.0	-101.6	-43.4	43%	1
B	Local Authority Transport	377.0	476.7	-99.6	-21%	2
C	National Highways (Net)	2,497.0	2,595.7	-98.8	-4%	
D	Funding of Other ALBs (net)	-29.8	-1.5	-28.3	1926%	3
E	Other railways	389.3	161.2	228.1	141%	4
F	Sustainable Travel	154.8	159.1	-4.4		
G	Bus Subsidies and Concessionary Fares	670.2	811.4	-141.2	-17%	5
H	GLA Transport grants	202.1	2,106.5	-1,904.4	-90%	6
I	Crossrail	175.5	-27.6	203.1	-736%	7
J	Aviation, Maritime, Security & Safety	142.4	242.6	-100.2	-41%	8
K	Maritime & Coastguard Agency	406.2	389.9	16.3	4%	
L	Motoring Agencies	113.6	154.0	-40.4	-26%	9
M	Science, research and support functions	31.0	28.4	2.6		
N	Central Administration	392.0	460.4	-68.4	-15%	10
O	Support for Passenger Rail Services	2,736.7	5,670.8	-2,934.1	-52%	11
P	High Speed Rail	70.7	18.5	52.2	282%	See note 13
Q	Transport Development Fund	66.6	44.7	21.9	49%	12
R	High Speed Two Limited (net)	51.9	279.9	-227.9	-81%	13
S	East West Rail Company Limited (net)	99.2	82.5	16.7	20%	14
T	Network Rail	8,205.0	7,330.0	875.0	12%	15
U	Funding of Other ALBs (net) non-voted	11.8	15.0	-3.2		
	Total voted and non-voted	16,618.3	20,896.7	-4,278.4	-20%	

Differences of more than 10% and which are **more than £+/-10m** are explained below. Numbers relate to the relevant row in the table above. Further detail of spending within these totals is given in Table A.

1. Tolled Crossing
Resource DEL is forecast to reduce by £43.4m (43%) since last year's Supplementary Estimate. This is driven by:
 - Increased forecast income from Dartford crossings.
 - Depreciation budgets of approximately £33m not included in Main Estimate 22/23, to be included in the Supplementary Estimate.
2. Local Authority Transport
Resource DEL spending is forecast to reduce by £99.6m (21%) since last year. This is driven by:
 - Continued recovery from the Covid-19 pandemic has reduced light rail funding requirements with respect to the Supplementary Estimate 2021/22. For the purposes of the Main Estimate, £42m of light rail funding is managed alongside funding received for buses (subhead G).
3. Funding of other ALBs
Resource DEL spending is forecast to reduce by £28.3m since last year because of the following:
 - During 2021/22 there was a significant reduction in income associated with Air Passenger Charges (ATOL protected package holiday bookings) due to the impact of Covid-19 and associated travel restrictions. For 2022/23 the Main Estimate has been set on the basis that income levels will return to pre-pandemic levels.
4. Other Railways
Resource DEL spending is forecast to increase since last year by £228.1m. This is driven by:
 - Funding allocated at the Spending Review for the Rail Workforce Reform Programme.
5. Bus Subsidies and Concessionary fares
Resource DEL spending is forecast to decrease by £141m (17%) since last year. This is mainly driven by:
 - Continued recovery from the Covid-19 pandemic, which has reduced requirements for Covid-19 Bus Service Support Grant (CBSSG) Response and Restart funding settlements. The funding enables bus operators to mitigate the continued impact of loss of revenue, while continuing to build back to normal service levels.
6. GLA Transport Grants
Resource DEL spending is forecast to decrease by £1,904m (90%) since last year. This is driven by:
 - The 2021/22 Supplementary Estimate reflected the full year TfL funding settlement for support provided to TfL to run services against reduced demand. In comparison, the 2022/23 Main Estimate includes £200m settlement up to June 2022.
7. Crossrail
Resource DEL spending is forecast to increase by £203.1m since last year. This is driven by:
 - Reduced interest repayments on loans made to TfL and GLA of £22m, compared to £27m in the 21-22 Supplementary Estimate as well as a technical adjustment to correct an erroneous classification between RDEL and CDEL in the SR21 settlement.
8. Aviation, Maritime, Security, Safety
Resource DEL spending is forecast to decrease by £100m (41%) since last year. This is mainly driven by:
 - The 2021/22 Supplementary Estimate included a budget of £87m for the Airport and Ground Operations Support Scheme (AGOSS). This scheme was one of the Covid-19 support measures introduced by the Department and there is no provision to extend this scheme into 2022-23.

- The level of liquidity support provided to the Civil Aviation authority is reducing by £28m from the 2021-22 Supplementary Estimate to the 2022-23 Main Estimate.

9. Motoring Agencies

Resource DEL spending is forecast to decrease by £40m (26%) since last year. This is mainly driven by:

- 2021-22 Supplementary Estimate included funding to cover loss of income due to the impact of Covid-19, whereas at the 2022-23 Main Estimate this is no longer required.

10. Central Administration

Resource DEL spending is forecast to reduce by £68.4m (15%) since last year. This is mainly driven by:

- Non-Cash depreciation cover requested at the Supplementary Estimates for potential write downs of HS2 Inventory.

11. Support for Passenger Rail Services

Resource DEL spending is forecast to decrease by £2,934m (52%) since last year. This is driven by:

- The 2021-22 Supplementary Estimate included a full year of support for Train Operators, whilst in the 2022-23 Main Estimate, this is reduced as passenger demand is expected to increase.

12. Transport Development Fund

Resource DEL spending is forecast to increase by £21.9m since last year. This is driven by:

- development funding in 2022-23 to support Mayoral Combined Authorities and the delivery of City Regional Sustainable Transport Settlements.

13. High Speed Rail & High Speed 2 Limited

Net Resource DEL spending is forecast to reduce by £175.8m since last year. This is driven by:

- In 2021-22 there was a one-off charge for an impairment to design works.
- A reduction in RDEL funding as HS2 is in delivery with majority of spending directed towards Phase 2b Western Leg, which is expected to reach capitalisation point in 2022-23.

14. East West Rail Company Limited

Resource DEL spending is forecast to increase by £16.7m (20%) since last year. This is driven by:

- Continued development of the East West Rail programme, particularly the latter Connection Stages.

15. Network Rail

Resource DEL spending is forecast to increase by £875m (12%) since last year. This is driven by:

- Additional funding agreed as part of the Spending Review, in line with NR's agreed spend profile, to allow for increased levels of delivery, risk, and depreciation costs.

Capital DEL

The table below shows a breakdown by programmes within each CDEL Estimate line compare with the 2021-22 Supplementary Estimate.

Subheads	Description	Capital DEL				
		£ million		%		
		Main Estimate 22/23	Supplementary Estimate 21/22	Change from Supplementary Estimate		note number
A	Tolled Crossings	0.7	0.6	0.1		
B	Local Authority Transport	1,481.2	1,662.5	-181.3	-11%	16
C	National Highways ALB (net)	3,745.7	3,045.7	700.0	23%	17
D	Funding of Other ALBs (net)	54.8	30.6	24.2	79%	18
E	Other railways	132.8	113.8	19.0	17%	19
F	Sustainable Travel	758.7	987.2	-228.5	-23%	20
G	Bus Subsidies and Concessionary Fares	216.6	289.5	-73.0	-25%	21
H	GLA Transport grants	3.9	5.0	-1.1	-23%	
I	Crossrail	107.0	547.1	-440.1	-80%	22
J	Aviation, Maritime, Security & Safety	57.0	303.1	-246.1	-81%	23
K	Maritime & Coastguard Agency	77.3	61.2	16.1	26%	24
L	Motoring Agencies	73.3	123.4	-50.0	-41%	25
M	Science, research and support functions	19.4	22.3	-2.9		
N	Central Administration	48.5	44.3	4.3		
O	Support For Passenger Rail Services	4.0	464.2	-460.2	-99%	26
P	High Speed Rail	720.4	254.5	466.0	183%	27
Q	Transport Development Fund	1,415.8	850.0	565.8	67%	28
R	High Speed Two Limited (net)	5,011.5	4,907.9	103.6	2%	
S	East West Rail Company Limited (net)	0.3	0.3	-0.1		
T	Network Rail	6,198.6	5,707.7	490.9	9%	
U	Funding Of ALBs non-voted (Net)	19.4	0.0	19.4		29
	Total voted and non-voted	20,146.8	19,420.9	725.9	4%	

Differences of more than 10% and **more than +/-£10m** are explained below. Numbers relate to the relevant row in the table above. Further detail of spending within these totals is given in Table A.

16. Local Authority Transport

Capital DEL spending is forecast to decrease by £181m (11%) since last year's Supplementary Estimate. This driven mainly by:

- Acceleration of £150m pothole and £27m Major Road Network and Large Local Majors from 2022-23 into 2021-22.

17. National Highways (ALB)

Capital DEL spending is forecast to increase by £700m (23%) since last year. This is driven by:

- The Road Investment Strategy 2 budget profile agreed at Spending Review 2021 and a budget exchange (see section 1.9) from the 2021-22 Supplementary Estimate.

18. Funding of other ALBs

Capital DEL spending is forecast to increase by £24m (79%) since last year. This is a result of:

- The recognition of IFRS 16 new leases and lease extensions during 2022-23 related to British Transport Police.

19. Other Railways

Capital DEL spending is forecast to increase by £19m (17%) since last year. This is mainly due to:

- The change in profile for expenditure by NEXUS, relating to the fleet replacement on the Tyne and Wear Metro.

20. Sustainable Travel

Net Capital DEL spending is forecast to decrease by £228.5m (23%) since last year. This includes:

- An overall reduction of £55m for Cleaner Vehicles & Low Carbon and Cleaner & Smarter Transport.
- A new budget allocation of £10.8m at the Main Estimate 2022-23 for Scientific Research.
- An adjustment to reflect the balance of financial risks and opportunities across the Department at the time of the Main Estimate. We expect to review this at the Supplementary Estimate.

21. Bus Subsidies and Concessionary Fares

Net Capital DEL spending is forecast to decrease by £73m (25%). This is a result of:

- Provision of £122m for Bus service Improvement Plans.
- Reduction in funding for Zero Emission Buses in line with the agreed profile.

22. Crossrail

Capital DEL spending under these subheads is forecast to decrease by £440m or 80% since last year. This is due to

- Most of the Crossrail Loan funding now having been drawn down, and the 22-23 forecast representing the final elements of the last tranche of loans, with funding only for part of the year.

23. Aviation, Maritime, Security & Safety

Capital DEL spending is forecast to decrease by £246m (81%) since last year. This is driven by:

- During 2021-22 the Department provided £142m in grant funding to ports as part of the Ports Infrastructure Fund. This was a one-off scheme with no budget allocated for 2022-23.
- Each year the Department provides CDEL budget cover to reflect the net borrowing requirement of Trust Ports (the Trust Ports are Public Corporations). Due to the volatility and unpredictable nature of Trust Port borrowing, a budget is not set at Main Estimate but is allocated through the Supplementary Estimate process. For 2021-22 the Supplementary Estimate requirement was £107.8m.

24. Maritime & Coastguard Agency

Capital DEL spending is forecast to increase by £16m (26%). This is driven by:

- Planned increased investment in Coastguard infrastructure.

25. Motoring Agencies

Capital DEL spending is forecast to decrease by £50m (41%). This is driven by:

- DVSA reduced spending, as in Supplementary 2021-22 received additional funding for Inland Traffic Management.

26. Support for Passenger Rail Services

Capital DEL is forecast to decrease by £460m. This is mainly driven by:

- The TOC operational support budget has been allocated in Resource DEL at the Main Estimate. The Department will need to switch an element of this budget into Capital DEL at the Supplementary Estimate.

27. High-Speed Rail

Capital DEL spend on Land & Property is forecast to increase by £466m. This reflects:

- Anticipated increased activity in settling claims for Phase 1, following the increase in notices issued as a result of the End of Powers for compulsory purchase on Phase 1.
- Anticipated increased activity on Phase 2, in settling outstanding claims and key strategic acquisitions.

28. Transport Development Fund

Capital DEL spending is forecast to increase by £566m (67%) since last year. This is driven by:

- The Transforming Cities Fund has decreased however this has been offset by new funding provided for the City Regional Sustainable Transport Settlements.

29. Funding of Other ALBs (net) - Non-Voted

Capital DEL spending is forecast to increase by £19.4m. This is driven by:

- Northern Lighthouse Board and Trinity House vessel replacement programmes.

Resource AME

The table below shows a breakdown by programmes within each RAME Estimate line compare with the 2021-22 Supplementary Estimate.

Subheads	Description		Resource AME			
			£ million		%	
		Main Estimate 22/23	Supplementary Estimate 21/22	Change from Supplementary Estimate		note number
V	National Highways (net)	10.0	2.9	7.1		
W	Network Rail (net)	4,536.9	3,983.4	553.5	14%	30
X	Funding of Other ALBs (net)	111.8	101.6	10.2	10%	31
Y	Other Railways	231.5	230.8	0.8		
Z	Aviation, Maritime, Security & Safety	-1.1	-1.4	0.4		
AA	Maritime & Coastguard Agency	1.0	13.5	-12.5	-93%	32
AB	Motoring Agencies	-5.4	-2.3	-3.1		
AC	Central Administration	96.0	96.1	-0.1		
AD	High Speed Rail	0.0	1.4	-1.4		
AE	High Speed Two Limited (net)	0.0	0.0	0.0		
AF	East West Rail Company Limited (net)	0.5	5.0	0.0		
AG	Funding of Other ALBs (net)	-5.1	-0.5	-4.6		
	Total voted and non-voted	4,976.2	4,430.6	550.1	12%	

Differences of more than 10% and **more than +/-£10m** are explained below. Numbers relate to the relevant row in the table above. Further detail of spending within these totals is given in Table A.

30. Network Rail (net)

Resource AME is forecast to increase by £554m (14%) since last year. This is driven by:

- Expected increase in inflation increasing interest by £1,215m, valuation of Derivative Financial Instruments £260m and Pension valuation by £85m.
- Increase in Corporation Tax £114m. Offset by reduction in the movement in the provision for Deferred Taxation of £560m due to exclusion of non-recurring rate change.

31. Funding of Other ALBs (net)

Resource AME is forecast to increase by £10.2m (10%) since last year. This is driven by:

- £3.6m related to pension costs & liabilities for British Transport Police.
- £6.5m scored as a credit in the Supplementary against the provisions utilised on ATOL claims which is now removed for the Main Estimate.

32. Maritime & Coastguard Agency

Resource AME is forecast to reduce by £12.5m (93%) since last year. This is driven by:

- £12.5m was forecast in 2021-22 against the deferral of transfers of freehold estates to the Government Property Agency.

Capital AME

The table below shows a breakdown by programmes within each CAME Estimate line compare with the 2021-22 Supplementary Estimate.

	£ million			%	
	Main Estimate 22/23	Supplementary Estimate 21/22	Change from Supplementary Estimate		note number
National Highways (net)	50.0	89.0	-39.0	-44%	33
Aviation, Maritime, Security & Safety	-23.3	-11.7	-11.6	100%	34
High Speed Rail	-354.7	267.9	-622.6	-232%	35
High Speed Two Limited (net)	0.0	5.0	-5.0		
East West Rail Company Limited (net)	1.0	0.0	1.0		
Total voted and non-voted	-327.0	350.2	-677.2	-193%	

Differences of more than 10% and **more than +/-£10m** are explained below. Numbers relate to the relevant row in the table above.

33. National Highways (net)

Capital AME is forecast to decrease by £39m (44%) since last year. This mainly relates to:

- Development Consent Orders (DCO) and other delays have meant the trigger point for provisions has moved further into the future, resulting in reduced provisions this year.

34. Aviation, Maritime, Security & Safety

Capital AME is forecast to decrease by £11.6m (100%):

- This reflects the agreed profile of loan repayments due from the General Lighthouse Fund (£11.7m in 2021-22 and two equivalent payments due in 2022-23).

35. High Speed Rail

Capital AME is forecast to decrease by £622.6m. This reflects the budgeted change in profile of movements in HS2 Land & Property provisions, from additions to (+) and expenditure against (-) the provisions.

2.2 Ring fenced budgets

Within the totals, the following elements are ring fenced i.e.: savings in these budgets cannot be used to fund pressures in other budgets.

Amounts sought this year. (Main Estimate 2022-23)		Compared to final budget last year. (Supplementary Estimate 2021-22)		Compared to original budget last year. (Main Estimate 2021-22)	
	£m	£m	%	£m	%
High Speed Two Limited (Resource DEL)	51.9	- 235.3	-81.9%	-155.6	-75.0%
High Speed Two Limited (Capital DEL)	5,011.5	+28.8	+0.6%	+588.0	+13.3%
High Speed Rail (Capital DEL)	720.4	+466.5	+183.7%	-17.5	-2.4%
National Highways (Capital DEL)	3,745.7	+700.0	+23.0%	- 70.9	-1.9%
Depreciation (Resource DEL)	8,279.1	-	0.0%	+192.5	+2.4%
Depreciation (Resource AME)	343.4	- 87.7	-20.3%	-1,017.9	-74.8%

2.3 Contingent liabilities

There are no revisions to statutory and non-statutory liabilities since Supplementary Estimate 2021-22.

Table A

Tables (i) and (ii) provided separately.

Table B

Provided separately

Glossary of Terms

Administration Budget: A Treasury control on resources consumed directly by departments and agencies/NDPBs that forms part of the Departmental Expenditure Limit (DEL). Includes things such as staff costs, accommodation, etc, where they are not directly associated with frontline service delivery.

Ambit: The ambits are set out in Part I of the departmental Estimate. Separate ambits are required for both expenditure and income in each budgetary category included in the Estimate (DEL, AME and non-budget). The ambit describes the activities for which provision sought in the Estimate will be used.

Annually Managed Expenditure (AME): AME is spending included in Total Managed Expenditure (TME), which does not fall within Departmental Expenditure Limits (DELs). Expenditure in AME is generally less predictable and controllable than expenditure in DEL.

Arm's Length Body (ALB): A Non-Departmental Public Body (NDPB), company in which the department has a significant shareholding, or other sponsored body.

Budget Exchange: A mechanism that allows departments to surrender an underspend in advance of the end of the financial year in return for a corresponding increase in the following year, subject to Treasury agreement.

Contingent liabilities: Potential liability that is uncertain but recognises that future expenditure may arise if certain conditions are met or certain events happen.

Departmental Expenditure Limit (DEL): A Treasury budgetary control. DEL spending forms part of Total Managed Expenditure (TME) and includes that expenditure which is generally within the departments control and can be managed with fixed multi-year limits. Some elements may be largely demand led. There is a small DEL Reserve from which the Treasury may support unavoidable costs that cannot be absorbed within the existing limit.

Derivatives: A derivative is a financial instrument or other contract within the scope of IFRS9 with all three of the following characteristics:

First its value changes in response to the change in a specified interest rate, financial instrument price, commodity price, foreign exchange rate, index of prices or rates, credit rating or credit index, or other variable, provided in the case of a nonfinancial variable that the variable is not specific to a party to the contract (sometimes called the 'underlying'). Second, it requires no initial net investment or an initial net investment that is smaller than would be required for other types of contracts that would be expected to have a similar response to changes in market factors and third, it is settled at a future date.

Grant-in-Aid: Financing payment made by a department to an NDPB or other arm's length body.

Non-budget: Income and expenditure normally refers to income and expenditure that pass through a government department's books and that are not included in DEL or departmental.

Net Cash Requirement (NCR): The limit voted by Parliament reflecting the maximum amount of cash that can be released from the Consolidated Fund to a department in support of expenditure in its Estimate. In the case of a negative net cash requirement, the department must generate a surplus of at least that amount.

Non-Departmental Public Body (NDPB): A body that has a role in the process of government but is not a government department or part of one (though NDPBs fall inside the budgetary, Estimates and accounting boundary of government departments). NDPB's operates, to a greater or lesser extent, at arm's length from Ministers.

Provision: A liability that has arisen but where the timing and/or amount of the payment is uncertain.

Reserve: An amount within DEL not allocated to departmental programmes, which provides a margin to cover emergencies and genuinely unforeseen contingencies.

Spending Review (SR): A cross-government review of departmental aims and objectives and analysis of spending programmes. Results in the allocation of multi-year budgetary limits.

Supplementary Estimate: The means by which departments seek to amend parliamentary authority provided through Main Estimates by altering the limits on resources, capital and/or cash or varying the way in which provision is allocated. Normally presented in January each year.

Supply Expenditure: Is expenditure that is voted by Parliament either in the annual Main Estimates (at the start of the year) or in Supplementary Estimates in-year.

Non-voted Expenditure: Expenditure is expenditure that is not voted by Parliament through the Supply procedure. It includes spending funded from various funds, such as the National Insurance Fund.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Subheads	Column	Description		Resource DEL					Capital DEL					
				Main Estimate 22/23	Supplementary Estimate 21/22	Change			Main Estimate 22/23	Supplementary Estimate 21/22	Change			
				£ million			%		see note number	£ million				%
A	Gross Gross Income	Tolled Crossings	Tolled Crossings	5.2	0.2	5.0				0.0	0.0	0.0		
			Dartford Crossing Tolls	0.6	33.4	-32.8	-98%	1	0.7	0.8	-0.1			
			Dartford Crossing Tolls	-150.8	-135.2	-15.6	12%	1	0.0	0.0	0.0			
		Sub total	-145.0	-101.6	-43.4	43%	1	0.7	0.8	-0.1				
B		Local Authority Transport	LA Major Schemes	36.3	36.3	0.0			596.3	359.3	237.1	66%	16	
			LA Road Maintenance	0.0	0.0	0.0		62.5	977.7	-915.2	-94%	16		
			LA PFI Schemes	322.4	322.4	0.0		0.0	0.0	0.0				
			Integrated Transport	0.0	0.0	0.0		514.5	260.4	254.1	98%	16		
			Block Grant											
			Northern Transport Strategy	18.2	18.4	-0.1		0.0	-1.3	1.3				
			Other LA Schemes	0.1	99.6	-99.5	-100%	2	308.0	66.5	241.5	363%	16	
		Sub total	377.0	476.7	-99.6	-21%	2	1,481.2	1,662.5	-181.3	-11%	16		
C		National Highways (ex Highways England ALB) (net)	HE administration	45.0	45.0	0.0			0.0	0.0				
			Making better use of the network	1,158.4	740.1	418.3		0.0	0.0					
			Maintenance	0.0	287.3	-287.3		0.0	0.0					
			Traffic Officer Services	0.0	99.3	-99.3		0.0	0.0					
			Associated costs of investment	1,293.6	1,424.1	-130.5		0.0	0.0					
			Capital programme					3,745.7	3,045.7	700.0	23%	17		
			Sub total	2,497.0	2,595.7	-98.8	-4%		3,745.7	3,045.7	700.0	23%	17	
		D	Gross Income	Funding of Other ALBs (net)	Transport Focus (net)	6.6	6.7	-0.1			0.0	0.0		
Air Travel Trust Fund	32.8				23.3	9.5		0.0	0.0					
Air Travel Trust Fund	-72.8				-34.2	-38.6	113%	3	0.0	0.0				
Operator of Last Resort	0.0				0.0	0.0		0.0	0.0					
British Transport Police (net)	3.6				2.7	0.9		54.8	30.6	24.2	79%	18		
Sub total	-29.8			-1.5	-28.3		3	54.8	30.6	24.2	79%	18		
E	Gross Income	Other Railways	British Rail Board Residuary	6.7	11.7	-5.0			0.0	0.0	0.0			
			British Rail Board Residuary	-9.2	-8.6	-0.6		0.0	0.0	0.0				
	Gross Income	Channel Tunnel Rail Link Eurotunnel	241.8	178.3	63.5	36%	4	0.0	0.0	0.0				
			Channel Tunnel Rail Link Eurotunnel	-228.6	-165.2	-63.4	38%	4	0.0	0.0	0.0			
	Gross Income	Rail Grants including Nexus Community Rail & Research & Freightliner Rail pensions Rail projects (incl Thameslink & Digital) London and Continental Railways Strategy HS1 and Ashford HS1 and Ashford Intercity Express Programme Intercity Express Programme Rail Reform RTP Pensions and Workforce Reform Rail Infrastructure Northern Powerhouse and Intergrated Plan Rail Analysis & Research	27.8	27.1	0.7		95.0	75.0	20.0	27%	19			
			0.8	0.8	0.0		0.0	0.0	0.0					
			12.4	19.3	-6.9		0.0	0.0	0.0					
			1.6	8.0	-6.4		28.5	10.2	18.2	178%	19			
			0.9	0.6	0.3		2.3	1.4	0.9					
			0.6	0.5	0.1		0.0	0.0	0.0					
			46.1	46.1	0.0		0.0	0.0	0.0					
			-54.4	-54.4	0.0		0.0	0.0	0.0					
			0.0	0.0	0.0		0.0	0.0	0.0					
			0.0	0.0	0.0		0.0	0.0	0.0					
			40.0	18.2	21.8	120%	4	0.0	0.0	0.0				
			261.4	0.0	261.4		4	0.0	0.0	0.0				
			8.5	0.8	7.7		0.0	18.9	-18.9	-100%	19			
			20.9	66.5	-45.6	-69%	4	0.0	0.0	0.0				
			12.0	14.0	-2.0		7.0	8.3	-1.3					
Sub total	389.3	163.7	225.6	138%	4	132.8	113.8	19.0	17%	19				
F		Sustainable Travel	Cleaner Vehicles & Low Carbon (net)	34.4	49.2	-14.8			407.4	585.5	-178.2	-30%	20	
			Cleaner and Smarter Transport	2.1	0.0			123.0	0.0	123.0	#DIV/0!	20		
			Cycling England (net)	12.7	31.5	-18.9		208.3	401.0	-192.7	-48%	20		
			Europe	1.5	0.9	0.6		0.9	0.6	0.3				
			Freight grants	20.1	20.5	-0.4		6.9	0.0	6.9				
			Smart and integrated ticketing	8.8	7.8	1.0		0.0	0.0	0.0				
			Chief Scientific Officer Research	0.0	0.0	0.0		10.8	0.0	10.8	#DIV/0!	20		
			Sustainable Transport	75.2	49.2	26.0		1.5	0.1	1.4				
		Sub total	154.8	159.2	-4.4	-3%		758.7	987.2	-228.5	-23%	20		
G		Bus Subsidies and Concessionary Fares	Bus Service Operator Grant	670.0	812.6	-142.6	-18%	5	123.9	1.1	122.8	11322%	21	
			Concessionary Fares	0.0	-3.0			0.0	0.0	0.0				
			Accessibility (net)	0.3	1.1	-0.8		2.7	17.6	-14.9	-85%	21		
		Sub total	670.2	811.4	-141.2	-17%	5	216.6	289.5	-73.0	-25%	21		
H		GLA Transport grants	Transport for London grant	202.1	2,106.5	-1,904.4	-90%	6	3.9	5.0	-1.1			
I	Crossrail	Crossrail		175.5	-27.6	203.1	-736%	7	107.0	547.1	-440.1	-80%	22	
J	Gross	Aviation, Maritime, Security & Safety	Air Accident Investigation Branch	8.6	8.1	0.5			0.4	0.4	0.0			
			Aviation (incl R&D)	55.8	74.6	-18.8	-25%	8	10.5	3.2	7.3			
			Aviation Serv Trans, Security & Royal Travel	14.5	16.0	-1.4		0.0	0.0	0.0				
			Dangerous Goods (incl R&D)	2.1	1.9	0.2		0.4	0.4	0.0				
			Marine Accident Investigation Branch (net)	4.9	5.0	0.0		0.3	0.1	0.2				
			Maritime (net)	14.1	10.9	3.3		23.9	172.1	-148.2	-86%	23		
			Rail Accident Investigation Branch (net)	5.5	5.4	0.1		0.3	0.1	0.2				
			Road Safety Grants	1.0	1.1	-0.1		5.1	1.9	3.2				
			Maritime Public Corporation (Maritime Trust Port)	0.0	0.0	0.0		0.0	107.8	-107.8	-100%	23		
			Transport security	5.0	4.0	1.0		4.0	4.5	-0.5				
			Transitional Aviation Security	7.1	1.2	5.9		8.1	10.8	-2.7				
			National Air Traffic Services	0.0	0.0	0.0		0.0	0.0	0.0				
			Maritime Trust Ports	0.0	0.0	0.0		0.0	0.0	0.0	#DIV/0!			
			Air Safety Support International (net)	0.0	0.0	0.0		0.0	0.0	0.0				
			Airport Capacity Costs (net)	18.7	113.1	-94.5	-83%	8	3.9	1.6	2.3			
			Aviation Maritime International & Security Covid19	0.0	1.4	-1.4		0.0	0.1	-0.1				
			COVID 19 Domestic	5.0	0.0	5.0		0.0	0.0	0.0				
			Sub total	142.4	242.6	-100.2	-41%	8	57.0	303.1	-246.1	-81%	23	

K	Gross	Maritime & Coastguard Agency (net)		406.2	389.9	16.3	4%			77.3	61.2	16.1	26%	24	
L	Gross	Motoring Agencies	Driver & Vehicle Licensing Agency	595.0	595.0	0.0				21.1	15.2	5.9			
	Income		Driver & Vehicle Licensing Agency	-455.7	-470.6	14.9	-3%			0.0	0.0	0.0			
			Compliance & Agency Sponsorship	0.0	0.0	0.0				0.0	0.0	0.0			
			Government Car Service	0.0	0.0	0.0				0.7	1.6	-0.9			
	Gross		Vehicle Certification Agency	26.5	23.4	3.1				4.3	1.7	2.6			
	Income		Vehicle Certification Agency	-25.1	-21.9	-3.2				0.0	0.0	0.0			
	Gross		Driver and Vehicle Standards Agency (formerly VOSA)	5.1	117.3	-112.2	-96%	9		0.0	47.5	-47.5	-100%	25	
	Income		Driver and Vehicle Standards Agency (formerly VOSA)	-77.9	-131.8	53.8	-41%	9		0.0	0.0	0.0			
	Gross		Driver and Vehicle Standards Agency (formerly DSA)	447.6	419.4	28.1	7%			47.2	57.3	-10.1	-18%	25	
	Income		Driver and Vehicle Standards Agency (formerly DSA)	-401.9	-376.8	-25.1	7%			0.0	0.0	0.0			
		Sub total		113.6	154.0	-40.4	-26%	9		73.3	123.4	-50.0	-41%	25	
M		Science, research and support functions	Technical & Safety	0.0	0.0	0.0				0.0	0.0	0.0			
			Analysis and Strategy	0.9	1.4	-0.6				4.3	14.5	-10.1			
			Road Investment Strategy	3.8	0.0	3.8				0.0	0.0	0.0			
			Client												
			Road Safety research	4.5	4.6	-0.1				3.2	-1.2	4.4			
			Rail Research	0.0	0.0	0.0				0.0	0.0	0.0			
			Freight research & statistics	0.0	4.8	-4.8				0.4	0.4	0.0			
			Transport statistics - roads	8.3	8.9	-0.7				0.2	0.2	0.0			
			Transport analysis and economics research	0.0	0.0	0.0				0.0	0.0	0.0			
			Statistics personal travel	9.9	5.3	4.6				8.5	8.5	0.0			
			Local Research												
			Programme	0.0	0.2	-0.2				0.0	0.0	0.0			
			Rail and Land Transport												
			Compliance Security	3.6	3.1	0.5				2.8	0.0	2.8			
			Sub total		31.0	28.4	2.6				19.4	22.3	-2.9		
N		Central Administration	Road Safety Publicity	6.3	6.6	-0.3				0.0	0.0	0.0			
			Central administration	317.0	304.3	12.7	4%	10		0.0	0.0	0.0			
			Capital Infrastructure	0.2	0.2	0.0				0.0	0.0	0.0			
			Investment (net)												
			Project Delivery Capability	6.6	5.8	0.8				5.4	4.6	0.9			
			Human Resources												
			Programme expenditure	17.2	14.5	2.7				3.9	0.0	3.9			
			Shared Services (net) - (incl migration)	9.3	10.7	-1.4				22.0	29.9	-7.8			
			Capability	0.0	0.0	0.0				0.0	0.0	0.0			
			Digital Services	12.8	9.1	3.8				10.5	5.5	5.1			
			Finance & Estates	7.8	4.9	2.9				0.0	0.0	0.0			
			Shareholding & Corporate Sponsorship (net)	-3.4	-3.4	0.0				0.0	0.0	0.0			
			Group Property (net)	18.0	107.7	-89.7	-83%	10		6.6	4.4	2.2			
			Acceleration Unit	0.2	0.0	0.2				0.0	0.0	0.0			
		Sub total		392.0	460.4	-68.4	-15%	10		48.5	44.3	4.3			
O		Support for Passenger Rail Services	Goods & Services	13.1	23.7	-10.7	-45%	11		0.0	0.0	0.0			
			Current grants to Local Government	109.9	1.3	108.7		11		0.0	0.0	0.0			
			Capital Grants to Public Corporations	0.0	0.0	0.0				0.0	557.4	-557.4	-100%	26	
			Capital Loans	0.0	0.0	0.0				0.0	-102.0	102.0	-100%	26	
			Capital Grants to Private Sector	0.0	0.0	0.0				4.0	8.8	-4.8			
			Subsidies to Private Sector	2,612.4	5,679.3	-3,066.8	-54%	11		0.0	0.0	0.0			
			Premia Income	0.0	-34.6	34.6	-100%	11		0.0	0.0	0.0			
			Rentals (net)	0.0	0.0	0.0				0.0	0.0	0.0			
			Staff Costs	1.3	1.2	0.0				0.0	0.0	0.0			
			Sub total		2,736.7	5,670.8	-2,934.1	-52%	11		4.0	464.2	-460.2	116%	26
						0									
P			High Speed Rail	Transport Development Fund -Rail	1.0	1.7	-0.7				0.0	0.6	-0.6		
		High Speed 2 Policy, Legislation & Funding		8.1	8.0	0.1				716.4	250.0	466.4	187%	27	
		High Speed 2 Strategy & Engagement		0.0	0.0	0.0				0.0	0.0	0.0			
		High Speed 2 Project Sponsorship		1.1	3.7	-2.6				0.0	0.0	0.0			
		Project Hexagon		57.2	3.8	53.4		See 13		0.0	0.0	0.0			
		Euston		2.0	0.7	1.3				4.0	3.9	0.1			
		High Speed Rail East West Rail		1.0	0.4	0.6				0.0	0.0	0.0			
		HS2 Interface		0.3	0.2	0.1				0.0	0.0	0.0			
		Sub total		70.7	18.5	52.2	282%	See 13		720.4	254.5	466.0	183%	27	
Q		Transport Development Fund		66.6	44.7	21.9	49%	12		1,415.8	850.0	565.8	67%	28	
R		High Speed Two Limited		51.9	279.9	-228.0	-81%	13		5,011.5	4,907.9	103.6	2%		
S		East West Rail Company Limited		99.2	82.5	16.7	20%	14		0.3	0.3	0.0			
T		Network Rail (net)		8,205.0	7,330.0	875.0	12%	15		6,198.6	5,707.7	490.9	9%		
U		Funding of Other ALBs (net) - Non-Voted	Norther Lighthouse Board (net)	5.7	6.0	-0.3				10.0	0.0	10.0	#DIV/0!	29	
			Trinity Lighthouse Service (net)	5.6	8.6	-3.0				9.4	0.0	9.4	#DIV/0!	29	
			Commissioners of Irish Lights (net)	0.5	0.4	0.0				0.0	0.0	0.0	#DIV/0!		
			Sub total		11.8	15.0	-3.2				19.4	0.0	19.4	#DIV/0!	29
				16,618.3	20,899.2	-4,281.0				20,146.8	19,421.0	725.9			

1	2	3	4	5
Subheads	Column	Description	Programme	
				Main Estimate 22 23
V		National Highways (ex Highways England ALB) (net)		10.0
W		Network Rail (net)		4,536.9
X		Funding of Other ALBs (net)	Air Travel Trust Fund British Transport Police	0.0 111.8 111.8
Y		Other Railways	Channel Tunnel Rail Link Eurotunnel Rail pensions London and Continental Railways	112.3 -12.1 131.3 231.5
Z		Aviation, Maritime, Security & Safety	GLA's Pension	-1.1
AA		Maritime & Coastguard Agency		1.0
AB		Motoring Agencies	Driver & Vehicle Licensing Agency Vehicle Certification Agency Driver and Vehicle Standards Agency Government Car & Dispatch Agency	-1.6 0.0 -3.8 0.0 -5.4
AC		Central Administration	Human Resources Programme	96.0

AD		High Speed Rail	0.0
AE		East West Rail Company Limited	0.5
AF		High Speed Two Limited	0.0
AG		Funding of Other ALBs	
		Non-Voted	
		Norther Lighthouse Board	0.0
		Trinity Lighthouse Service	-5.1
		Commissioners of Irish Lights	0.0
			-5.1
			4,976.2

6	7	8	9	10	11	12
Resource AME					Capital AM	
Supplementary Estimate 21/22	Change				Main Estimate 22- 23	Supplementary Estimate 21/22
		%	see note number			
2.9	7.1				50.0	89.0
3,983.4	553.5	14%	30		0.0	0.0
-6.5	6.5	-100%			0.0	0.0
108.2	3.6	3%			0.0	0.0
101.6	10.2	10%	31		0.0	0.0
72.6	39.7				0.0	0.0
26.8	-38.9				0.0	0.0
131.3	0.0				0.0	0.0
230.8	0.8	0%			0.0	0.0
-1.4	0.4				-23.3	-11.7
13.5	-12.5	-93%	32		0.0	0.0
-1.6	0.0				0.0	0.0
0.0	0.0				0.0	0.0
-0.7	-3.1				0.0	0.0
0.0	0.0				0.0	0.0
-2.3	-3.1				0.0	0.0
96.1	-0.1				0.0	0.0

1.4	-1.4				-354.7	267.9	
5.1	-4.6				1.0	0.0	
0.0	0.0				0.0	5.0	
0.0	0.0				0.0	0.0	
-0.5	-4.6				0.0	0.0	
0.0	0.0				0.0	0.0	
-0.5	4.5				0.0	0.0	
4,430.5	-545.6	-12%				-326.989	
						350.244	

13	14	15
E		
Change		
	%	see note number
-39.0	-44%	33
0.0		
0.0		
0.0		
-11.7	100%	34

-622.5	-232%	35
-5.0		
677.2	193%	

Table B: how DEL & AME funding plans for 2021-22 have altered since Spending Review 2021

	DfT
	admin
Spending Review 2021 settlement for 2022-23	345.5
Additional, new, money awarded since SR21: <u>COVID-19 Interventions :</u> TfL Current funding deal Buses Light Rail <u>Other funding :</u> Crossrail Loan Shared outcomes fund (loneliness fund) Shared Digital Carbon Architecture bid	-
<u>Non-cash Depreciation cover:</u>	26.3
Estimating, forecasting and reprofiling changes:- <u>AME forecast :</u> Network Rail National Highways Rail HS2/HSR Other AME <u>Budget Exchanges:</u> National Highways Budget Flexibility to 22-23 Network Rail Budget Flexibility to 22-23 Additional Budget Exchange - Cycling & Walking UCR - budget flexing <u>Switch</u> Crossrail income - switching loan repayments from CDEL to RDEL	

Neutral funding changes between departments:-	
to CO re SpAds	- 0.4
to CO for CS Live	- 0.04
to DLUHC re Manchester Earn Back	
to HO re JMSC Costs (Joint Maritime Sec)	
to HMT re UKGI	
from FCDO re CSSF (Overseas +CT)	
from FCDO re ONE HMG	
from DLUHC re Housing Infrastructure Fund (A5)	
from DFT to MoD re NSO	
2022-23 Main Estimate DEL totals as at April 2022	371.3

	£ million			£ million	
programme	Resource DEL total	Capital DEL	Resource AME	Capital AME	AME total
	-				-
					-
7,425.5	7,771.0	19,452.0	-	-	-
200.0	200.0				-
146.0	146.0				-
42.0	42.0				-
	-				-
	-				-
	-				-
	-	259.0			-
1.8	1.8	1.5			-
0.1	0.1	4.6			-
	-				-
	-				-
8,252.8	8,279.1				-
					-
					-
			4,536.9		4,536.9
			10.0	50.0	60.0
			112.3		112.3
				- 354.7	- 354.7
			317.0	- 22.3	294.7
					-
					-
					-
	-	175.0			-
	-	350.0			-
	-	54.0			-
14.6	14.6				-
	-				-
	-				-
	-				-
174.0	174.0	- 152.0			-

		-				-
		-				-
		-				-
		-				-
	-	0.4				-
	-	0.0				-
-	5.0	-				-
-	9.0	-				-
-	0.4	-				-
	3.9	-				-
	0.9	-				-
		-	2.7			-
-	0.2	-				-
		-				-
16,247.0		16,618.3	20,146.8	4,976.2	- 327.0	4,649.2