



Department
for Transport

Memorandum for Supplementary Estimate 2023-24

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1. Overview

1.1 Objectives

The Department's vision is to 'Connect People and Places' - people want reliable, comfortable, and affordable journeys and through significant investments we are making people's journeys easier, safer, and faster. We play a vital role in supporting the economy by creating an inclusive transport network for everyone, as well as a safer, more secure, and sustainable transport system.

The Department's strategic aims 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 and improve transport users' experience, ensuring that the network is safe, reliable, and inclusive.

The Department has also set out its strategic enablers:

1. **International** (what was previously called, 'increasing our global impact')
2. **Science and technology**
3. **Safety and security**
4. **Be an excellent department**

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:

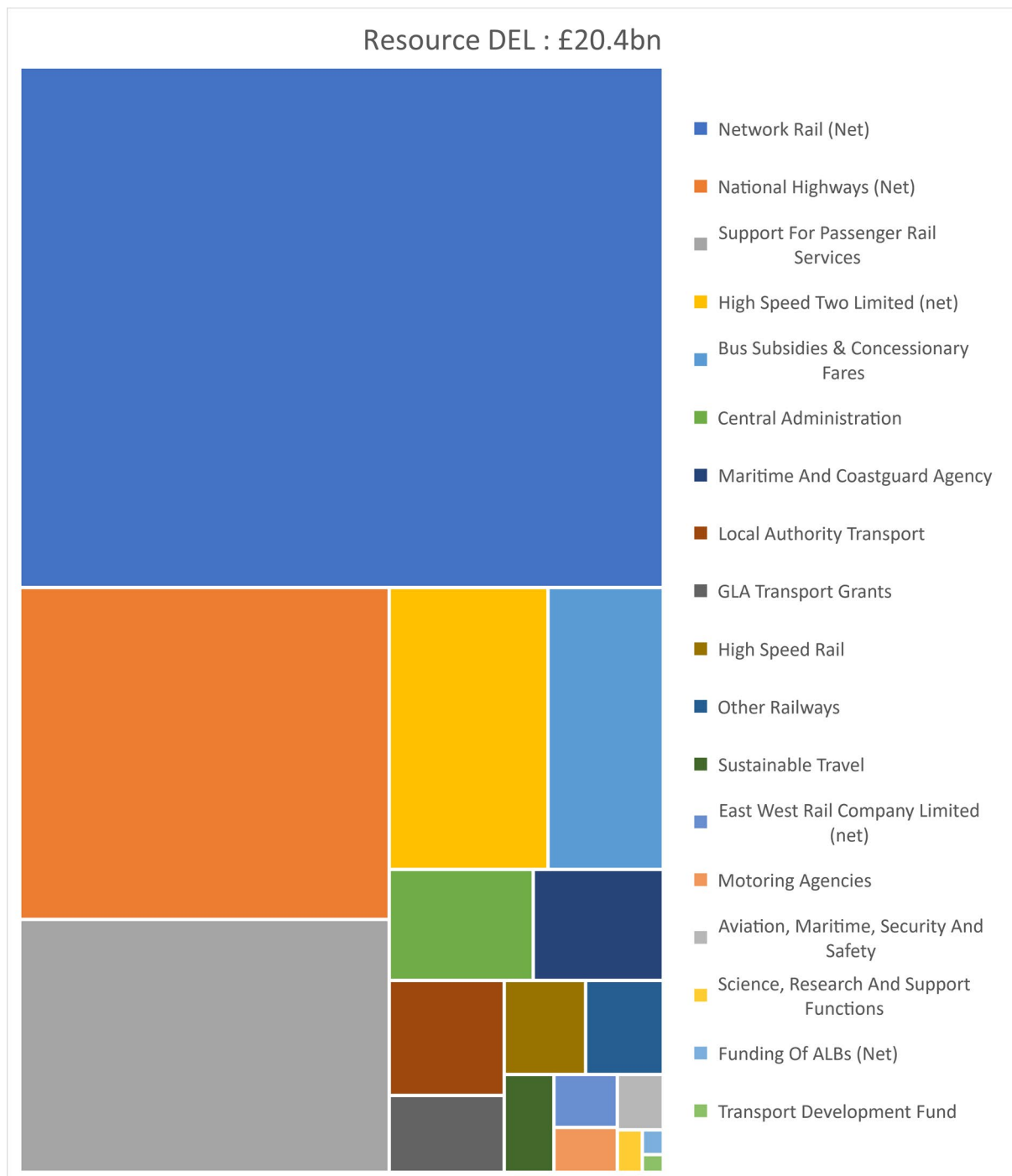
- Resource Departmental Expenditure Limit ("Resource DEL"): day to day running costs and costs of programme delivery, split between:
 - Administration costs: staff and associated costs
 - Resource programme costs: resources used directly to support policy objectives
- Capital Departmental Expenditure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

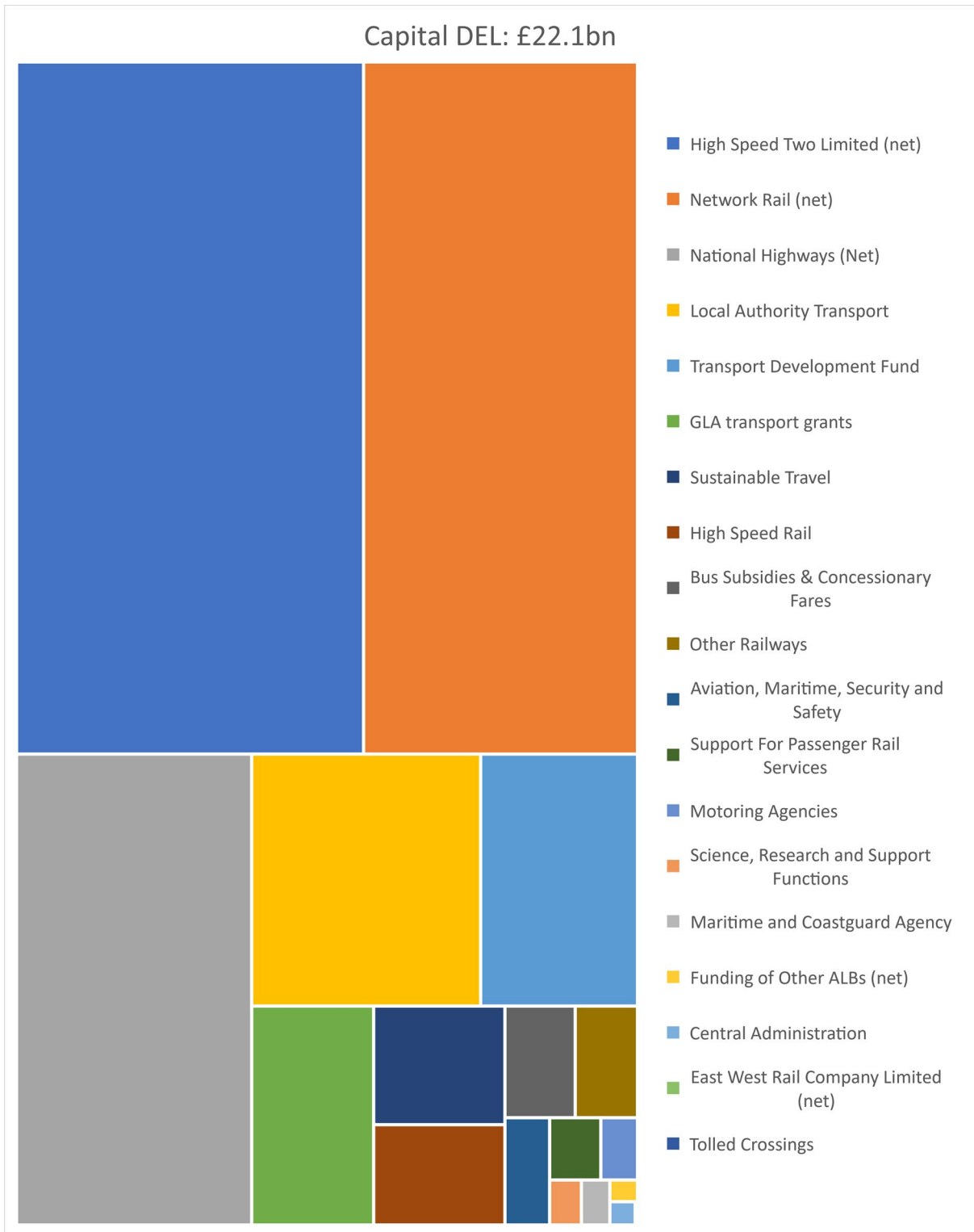
- Capital Annually Managed Expenditure (“Capital AME”): mainly movements in capital provisions, in DfT’s case, mainly High-Speed Rail and National Highways.

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 graph below shows the key areas of DfT’s DEL funding sought in the latest Supplementary Estimate 2023-24. The numbers include non-cash depreciation.





Note: Negative values were omitted from these charts for presentational alignment.

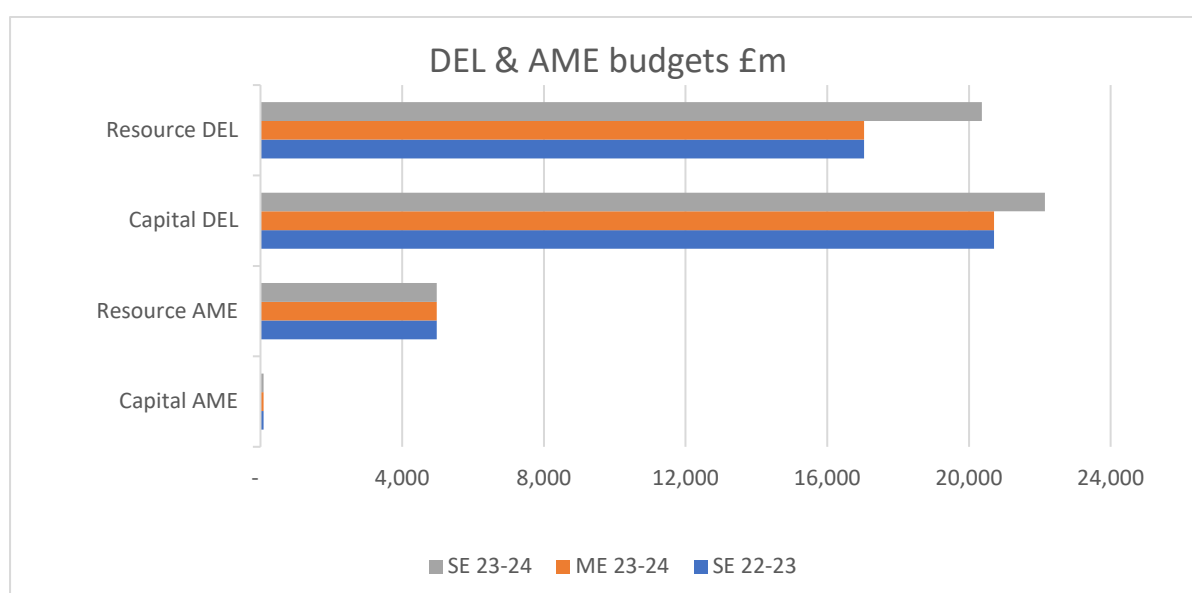
The Supplementary Estimate also includes **£4.9bn** in Resource AME, the majority of which is allocated to Network Rail.

The new Net Cash Requirement for FY2023-24 as in the Supplementary Estimate is **£36.9bn**.

1.4 Comparison of spending totals sought.

The Table and graph below show how the totals sought in the Supplementary Estimate 2023-24, compare to budgets sought in the Main Estimate 2023-24, as well as to the Final Outturn in 2022-23.

Spending Total Amounts sought this year (Supplementary Estimate 2023-24)	Compared to original budget this year. (Main Estimate 2023-24)		Compared to final outturn last year (Accounts outturn 2022-23)		
	£m	£m	%	£m	%
Resource DEL	20,362.6	+3,320.9	+16.3%	+3,476.2	+17.1%
Capital DEL	22,149.5	+1,444.3	+6.5%	+1,611.2	+7.3%
Resource AME	4,976.0	-	0.0%	+1,249.9	+25.1%
Capital AME	83.0	-	0.0%	+195.3	+235.3%



1.5 Key drivers of spending changes

Key drivers of spending changes compared to Main Estimate 2023-24

The key drivers for changes in Resource DEL are increased depreciation due to the impact of higher than forecast inflation, additional non cash funding for impairments and write-off of works following the cancellation of HS2 Phase 2 and additional funding to cover shortfalls in rail revenue. See section 1.9 and 2.1 and notes 2, 7, and 13 for more details.

The key drivers for changes in Capital DEL are cost pressures on the HS2 Programme, which have been partly offset in-year underspends across the department, and additional funding for TFL, Highways Maintenance and the Levelling Up Fund. See section 2.1 for more details.

Key drivers of spending changes compared to 2022-23 Outturn

Our Resource DEL Supplementary Estimate position is £3.5bn higher than our 2022-23 Resource DEL outturn. This is mostly driven by a forecast increase in non-cash depreciation costs, in addition to one-off impairment costs in 2023-24 arising from the cancellation of HS2 Phase 2.

Our Capital DEL Supplementary Estimate position is £1.6bn higher than our 2022-23 Capital DEL outturn. This is mostly driven by increased capital spending on HS2, in addition to other changes in spending profiles across the Department's major infrastructure programmes.

Our Resource AME Supplementary Estimate position is £1.2bn higher than our 2022-23 Resource AME outturn. This is due to projected increase in non-cash costs arising from changes in economic variables and associated impact on market values during the year.

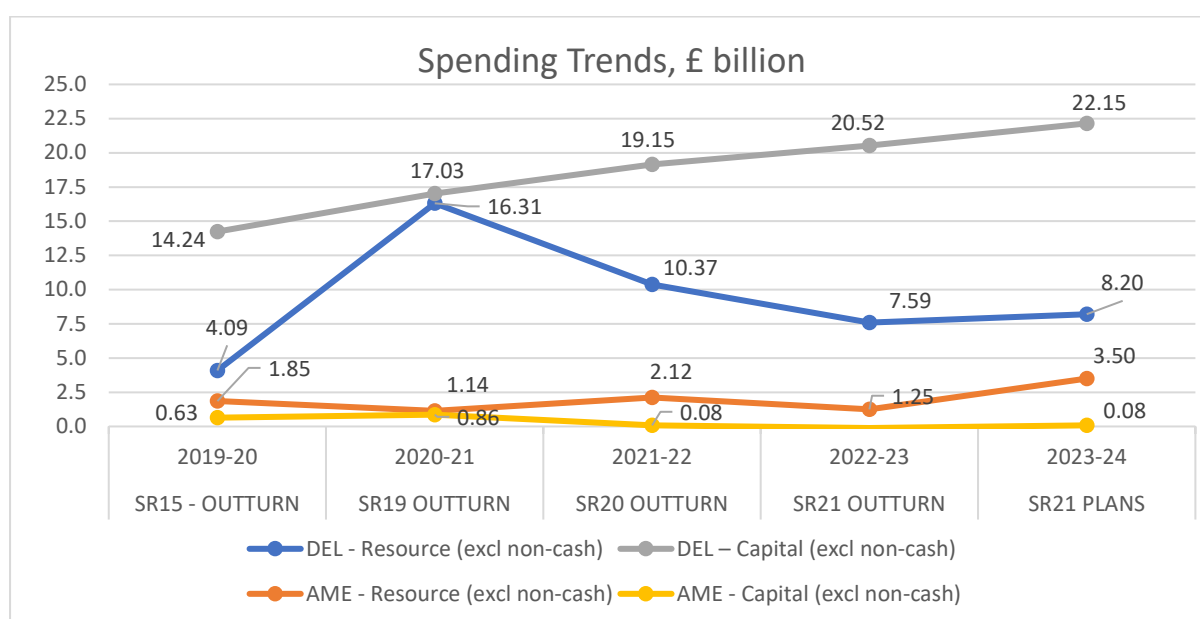
Our Capital AME Supplementary Estimate position is £0.2bn higher than our 2022-23 Capital AME outturn. This is due to changes in capital provisions for land acquisitions in support of major transport projects by National Highways and HS2 Ltd.

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 Supplementary Estimates for 2022-23. **Numbers exclude depreciation and other non-cash.**



Resource DEL increased in 2020-21 which reflects the cost of government interventions to support the transport sector during the Covid-19 pandemic. These costs reduced in 2021-22 and 2022-23 as

the industry and passenger numbers recover. The increase in 2023-24 is due to demand being lower than forecast at SR21 and the ongoing impact of Industrial Action, which has created pressures against Rail Revenue.

Capital DEL has been steadily increasing in cash terms since 2019-20 as the Department was allocated further budgets at the SR19, SR20 and SR21 because of the increasing programmes of work delivered by National Highways, Network Rail and HS2 Ltd.

Resource AME moves with the rate of RPI inflation and other economic variables, increasing/decreasing index-linked interest costs and other non-cash costs.

Capital AME broadly remained stable.

1.8 Administration costs

Administration costs show an increase since the Main Estimate due to pressures arising primarily from increased pay costs.

Spending Total Amounts sought this year (Supplementary Estimate 2023-24)	Compared to original budget this year. (Main Estimate 2023-24)		Compared to final outturn last year. (Accounts outturn 2022-23)		
	£m	£m	%	£m	%
Administration costs	376.2	+4.67	0.0	+40.0	12%

1.9 Funding: Reserve Claims

The Department received Reserve Claims at the Supplementary Estimate:

- Support for Train Operating Companies (TOCs): £890m Resource DEL
- HS2: £819m Capital DEL and £74m Resource DEL
- Transport for London (TfL) Funding Package: £240.2m Resource DEL and £266m Capital DEL
- Levelling Up Fund: £206.7m Capital DEL
- Highways Maintenance: £150m Capital DEL
- £2 Bus Fare Cap - £75m Resource DEL

The Department also received additional budget cover for the following:

- Non-cash depreciation cover for impairment and write-off of works arising from HS2 Phase 2 cancellation and additional depreciation costs on transport network assets: £2,050m.

In addition, the Department has agreed with HMT to switch £5m from RDEL Programme to Admin due to pay related pressures.

Finally, the Department transferred a net of £7.9m Resource DEL to and received a net of £2.6m 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 shows a breakdown by programmes within each Resource DEL Estimate line compared with the 2023-24 Main Estimate.

Subheads	Description	Resource DEL				note number
		£ million		%		
		Supplementary Estimate 23/24	Main Estimate 23/24	Change from Main Estimate		
A	Tolled Crossings	-103.0	-149.5	46.5	-31%	1
B	Local Authority Transport	382.3	362.6	19.7	5%	
C	National Highways (net)	3,540.0	2,839.3	700.7	25%	2
D	Funding of Other ALBs (net)	-36.7	-25.6	-11.1	43%	3
E	Other railways	211.8	493.5	-281.7	-57%	4
F	Sustainable Travel	140.4	161.8	-21.4	-13%	5
G	Bus Subsidies and Concessionary Fares	939.8	606.7	333.0	55%	6
H	GLA Transport grants	254.5	17.6	236.9	1348%	7
I	Crossrail	-41.0	-40.7	-0.2		
J	Aviation, Maritime, Security & Safety	73.8	90.7	-16.9	-19%	8
K	Maritime & Coastguard Agency	416.6	419.8	-3.2		
L	Motoring Agencies	82.3	107.6	-25.3	-24%	9
M	Science, research, and support functions	30.6	30.8	-0.2		
N	Central Administration	461.6	381.5	80.1	21%	10
O	Support for Passenger Rail Services	2,696.9	1,614.8	1,082.1	67%	11
P	High Speed Rail	221.3	69.4	151.9	219%	See note 13
Q	Transport Development Fund	10.6	25.6	-14.9	-58%	12
R	High Speed Two Limited (net)	1,292.0	18.6	1,273.4	6847%	13
S	East West Rail Company Limited (net)	96.6	82.3	14.3	17%	14
T	Network Rail (net)	9,677.3	9,920.1	-242.8	-2%	15
U	Funding of Other ALBs (net) non-voted	15.0	15.0	0.0		
	Total voted and non-voted	20,362.6	17,041.7	3,320.8	19%	

Differences of more than 10% which are more than £10 million and of more than £200 million are explained below. Numbers relate to the relevant row in the table above. Further detail of spending within these totals is given in the Table at Annex A.

1. Tolled Crossings

Resource DEL is forecast to increase by £46.5m (2%) since Main Estimate. This is driven by:

- Additional depreciation for Severn River Crossing that was not allocated at the Main Estimate. This reallocation of budgets between estimate lines does not impact total spending requirements.

2. National Highways

Resource DEL is forecast to increase by £700.7m (25%) since Main Estimate. This is driven by:

- Additional depreciation of £672m, following a review of the valuation and condition assessment of the Strategic Road Network during the year. Inflation increases the valuation of the Strategic Road Network, which in turn produces a higher depreciation charge for the year.
- A net increase of £29m due to inflationary pressures on construction contracts.

3. Funding of Other ALBs

Resource DEL is forecast to reduce by £11.1m (43%) since Main Estimate. This is driven by:

- An increase of £2.5m in British Transport Police's (BTP) non-cash requirements and a £9m net increase in BTP's expenditure, primarily due to an increase in pay costs.
- A reduction of £24m against the Air Travel Trust Fund (ATTF). Package holiday bookings have been much higher than originally expected with bookings back to pre-pandemic levels. Therefore, higher than anticipated levels of ATOL income, together with fewer travel organiser failures than expected, has resulted in a net positive position of £24m above Main Estimate.

4. Other Railways

Resource DEL spending is forecast to reduce by £293.7m (60%) since Main Estimate. This is driven by:

- Underspends against the funding allocated at SR21 for the Rail Workforce Reform Programme and Northern Powerhouse. These savings have been used to partially cover the revenue pressures in Support for Passenger Rail services (Section O).

5. Sustainable Travel

Resource DEL spending is forecast to reduce by £21.5m (13%) since Main Estimate. This is mainly driven by:

- Underspend on grant schemes towards sustainable travel initiatives.

6. Bus Subsidies and Concessionary fares

Resource DEL spending is forecast to increase by £333m (55%) since Main Estimate. This is driven by:

- The launch of two new grant schemes Bus Service Operators Grant Plus (BSOG+) and Bus Service Improvement Plans Plus (BSIP+).
- Continuation of the Bus Fare Cap policy at the £2 rate, rather than increasing the cap to £2.50 in November as originally planned.

7. GLA Transport Grants

Resource DEL spending is forecast to increase by £236.9m since Main Estimate. This is driven by:

- Ongoing support funding for TFL, to maintain essential transport services. The increased forecast is for the revenue top-up payments as per the conditions agreed in the TFL longer term funding deal.

8. Aviation, Maritime, Security, Safety

Resource DEL spending is forecast to decrease by £16.9m (19%) since Main Estimate. This is mainly driven by:

- Reduction of £5m in General Aviation costs including slippage on the general aviation skills programme.
- £3m transfer of budget to the Home Office to enable them, to progress the ongoing Automatic Prohibited Items Detection System programme.
- Reduction of £3m in costs of the remedial works to make safe the SS Richard Montgomery wreck.

9. Motoring Agencies

Resource DEL net forecast to decrease by £25.3m (24%) since Main Estimate. This is mainly driven by:

- Better-than-expected income from Sale of Marks which improved the net position.

10. Central Administration

Resource DEL spending is forecast to increase by £73.1m (19%). This is mainly driven by:

- Additional non-cash requirements for proposed impairment of intangible assets following establishment of Unity, the HMRC-led Shared Services Programme Cluster.

11. Support for Passenger Rail services

Resource DEL spending is forecast to increase by £1,082m (67%) since Main Estimate. This is driven by:

- Lower demand than forecast at SR21 and the ongoing impact of Industrial Action, which created pressures against Rail Revenue.

12. Transport Development Fund

Resource DEL spending is forecast to reduce by £14.9m (58%) since Main Estimate. This is driven by:

- Reallocation of funds for meeting the £2 bus fare cap pressures in Section G.

13. High Speed Two Limited & High-Speed Rail

Resource DEL spending is forecast to increase by £1,425m since Main Estimate. This is driven by:

- Additional non-cash requirement of £1,300m for impairment and write-off of works following the Network North announcement and reflects the decision to not proceed with Phase 2, and revaluation of land & property assets which are accounted for as inventory.
- Additional cash requirement of £74m for on-going Phase 2 costs. These costs were allocated to Phase 2 in 2023-24 and were classified as Capital in the Main Estimate. However, following its cancellation, costs can no longer be capitalised, and the residual costs associated with close down result in a Resource expense.
- The support for the additional non cash requirements and ongoing Phase 2 costs was confirmed as part of the Network North announcement.

14. East West Rail Company Limited

Resource DEL spending is forecast to increase by £14.3m (17%) since Main Estimate. This is driven by:

- Re-baselining of the programme and the impact on timescales for subsequent decisions.

15. Network Rail

Resource DEL spending is forecast to reduce by £243m since Main Estimate. This is driven by:

- Reduction in depreciation of £175m due to lower than forecast inflation.
- Net reduction of £68m due to a reduction in risk funding, offset by increased schedule 4/8 performance payments caused by adverse weather.

Capital DEL

The table below shows a breakdown by programmes within each Capital DEL Estimate line compare with the 2023-24 Main Estimate.

Subheads	Description	Capital DEL				
		£ million		%		
		Supplementary Estimate 23/24	Main Estimate 23/24	Change from Main Estimate		
A	Tolled Crossings	0.0	0.7	-0.7		
B	Local Authority Transport	1,779.1	1,477.9	301.2	20%	16
C	National Highways (net)	3,420.7	3,611.0	-190.3	-5%	17
D	Funding of Other ALBs (net)	18.5	24.1	-5.6		
E	Other railways	214.5	164.6	49.9	30%	18
F	Sustainable Travel	480.5	689.5	-208.9	-30%	19
G	Bus Subsidies and Concessionary Fares	243.1	281.6	-38.5	-14%	20
H	GLA Transport grants	823.6	554.0	269.6	49%	21
I	Crossrail	-139.0	-139.0	0.0		
J	Aviation, Maritime, Security & Safety	148.1	174.8	-26.7	-15%	22
K	Maritime & Coastguard Agency	39.5	55.6	-16.1	-29%	23
L	Motoring Agencies	70.4	72.5	-2.1		
M	Science, research, and support functions	44.1	19.8	24.3	123%	24
N	Central Administration	18.0	15.7	2.4		
O	Support For Passenger Rail Services	98.7	70.5	28.2	40%	25
P	High Speed Rail	405.5	557.7	-152.2	-27%	<i>See note 27</i>
Q	Transport Development Fund	1,220.8	1,354.0	-133.2	-10%	26
R	High Speed Two Limited (net)	7,412.0	5,967.0	1,445.0	24%	27
S	East West Rail Company Limited (net)	1.7	0.3	1.5		
T	Network Rail (net)	5,850.8	5,753.2	97.6	2%	
U	Funding Of ALBs non-voted (Net)	-1.3	0.0	-1.3		
	Total voted and non-voted	22,149.5	20,705.2	1,444.3	7%	

Differences of more than 10% which are more than £10 million and of more than 5% and c£200 million are explained below. Numbers relate to the relevant row in the table above. Further detail of spending within these totals is given in the Table at Annex A.

16. Local Authority Transport

Capital DEL spending is forecast to increase by £301m (23%) since Main Estimate. This is mainly driven by:

- Levelling Up Fund reserve claim of £206.7m. The Fund is held by HMT and delegated to departments at the Supplementary Estimate when the requirement for the year is clear.
- Highways Maintenance reserve claim of £150m. The support was confirmed as part of the Network North announcement.
- Transfer of funding for the North East Combined Authority (NECA) from Section Q (Transport Development Fund)
- Underspends on the MRN / LLM (Major Road Networks/Large Local Majors) due to delays in schemes.

17. National Highways

Capital DEL spending is forecast to decrease by £190m (5%) since the Main estimate. This is driven by:

- Reduction of £150m that relates to the net position of National Highways major projects and renewals programmes, with the continued impact of DCO challenges on major road projects.
- Reduction of £40m that relates to slippage of spend into 24/25.

18. Other Railways

Capital DEL spending is forecast to increase by £49.9m (30%) since Main Estimate. This is mainly driven by:

- The transfer of budget from Network Rail for enhancement projects funded from the Rail Network Enhancements Pipeline (RNEP) but delivered by third parties by agreement with DfT. Predominantly this relates to the funding of the Northumberland Line project.

19. Sustainable Travel

Capital DEL spending is forecast to decrease by £209m (30%) since Main Estimate. This is driven by:

- Reduction of £85m due to delays on Rapid Charge Fund and Zero Emission HGV schemes and £112m due to reduced demand and higher cancellation rates on Plug in grants and Home and Workplace chargepoints schemes.
- Reduction of £28.5m relating to some Clean Air Zones not being implemented as well as lower cost plans in other areas and £4.4m due to delays in Connected and Semi-Autonomous Vehicles.
- The above reductions have been partially offset by an increase of £36m for the Smart Ticketing role out across 100 more stations in London and the South East and planned software upgrades to improve consistency of ticket availability in ticket vending machines (TVMs).

20. Bus Subsidies and Concessionary Fares

Capital DEL spending is forecast to reduce by £38.5m (14%) since Main Estimate. This is driven by:

- The reprofiling of spend on capital projects including the capital elements of Bus Service Improvement Plan (BSIP) and Transport for West Midlands (TfWM) Ticketing Scheme.

21. GLA Transport Grants

Capital DEL spending is forecast to increase by 269.6m (49%) since Main estimate. This is mainly driven by:

- Increased funding to support Transport for London's (TfL) essential capital upgrades, maintenance and rolling stock procurement.

22. Aviation, Maritime, Security & Safety

Capital DEL spending is forecast to reduce by £26.6m (15%) since Main Estimate. This is mainly driven by:

- Each year the Department provides CDEL budget cover to reflect the net borrowing requirement of Trust Ports, who are classified for statistical purposes as 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 2023-24 the Supplementary Estimate requirement was £12m.
- A reduction of £38m associated with the replacement of the General Lighthouse Authority inspection vessels. The procurement process for one of the vessels has been paused resulting in a reduction in requirement during the year.

23. Maritime & Coastguard Agency

Capital DEL spending is forecast to reduce by £16.1m (29%) since Main Estimate. This is driven by:

- Lower level of spend on the planned investment in Coastguard infrastructure.

24. Science, research, and support functions

Capital DEL spending is forecast to increase by £24.3m since Main Estimate. This is driven by:

- An increase to Road Safety Research budgets as part of Plan for Drivers Green Light Fund to improve traffic signals.

25. Support for Passenger Rail Services

Capital DEL is forecast to increase by £28.2 (40%) since Main Estimate. This is driven by:

- The requirement of Train Operating Companies (TOCs) for capital funds primarily to make required improvements/upgrades to depots holding rolling stock.

26. Transport Development Fund

Capital DEL spending is forecast to decrease by £133.2m (10%) since Main Estimate. This is mainly driven by:

- Reduced funding of £50m for Greater Manchester and West of England Mayoral Combined Authorities (MCAs) as they have able to retain Business Rates Retention (BRR) income due to a change in DLUHC policy.
- Transfer of funding for the North East Combined Authority (NECA) to Section B (Local Authority Transport).

27. High Speed Two Limited/High Speed Rail Land & Property

Capital DEL spend under these subsegments is showing a net increase of £1,293m since Main Estimate. This is mainly driven by:

- Pressures on HS2 construction costs offset by underspends on the HS2 Land & Property portfolio.

Resource AME

The table below shows a breakdown by programmes within each Resource AME Estimate line compared to the 2023-24 Main Estimate.

Subheads	Description		Resource AME			note number
			£ million	%		
		Supplementary Estimate 23/24	Main Estimate 23/24	Change from Main Estimate		
V	National Highways (net)	30.0	10.0	20.0	200%	28
W	Network Rail (net)	3,713.4	4,536.9	-823.5	-18%	29
X	Funding of Other ALBs (net)	116.4	124.1	-7.7		
Y	Other Railways	639.6	222.9	416.6	187%	30
Z	Aviation, Maritime, Security & Safety	-0.7	-0.6	-0.1		
AA	Maritime & Coastguard Agency	1.0	1.0	0.0		
AB	Motoring Agencies	-1.7	-3.1	1.4		
AC	Central Administration	96.0	102.0	-6.0		
AD	High Speed Rail	-0.7	0.0	-0.7		
AE	High Speed Two Limited (net)	400.0	0.0	400.0	100%	31
AF	East West Rail Company Limited (net)	0.5	0.5	0.0		
AG	Funding of Other ALBs (net)	-17.7	-17.7	0.0	0%	
	Total voted and non-voted	4,976.0	4,976.0	0.0	0%	

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 the table in Annex A.

28. National Highways (Net)

Resource AME is forecast to increase by £20m since Main Estimate. This is driven by:

- Increase in take-up of Provisions.

29. Network Rail

Resource AME is forecast to decrease by £823.5m (18%) since Main Estimate. This is driven by:

- Inflation rates being lower than forecast when budgets were set at the Main Estimate. The non-cash underspend has been used to cover non-cash pressures in HS2 and Rail.

30. Other Railways

Resource AME is forecast to increase by £416.7m since Main Estimate. This is mainly driven by:

- A £368m non cash increase to cover projected increase due to changes in economic variables and associated impact on market values during the year.

31. High Speed Two Limited

Resource AME is forecast to increase by £400m since Main Estimate. This is driven by:

- Increases in HS2’s non-cash requirements following the October announcement affecting the scope of the scheme. The RAME increase should provide budget cover for an expected increase in provisions.

Capital AME

The table below shows a breakdown by programmes within each Capital AME Estimate line compared to the 2023-24 Main Estimate.

Subheads	Description	Capital AME				note number
		£ million			%	
		Supplementary Estimate 23/24	Main Estimate 23/24	Change from Main Estimate		
V	National Highways (Net)	50.0	100.0	-50.0	-50%	32
Y	Other Railways	0.0	0.0	0.0		
Z	Aviation, Maritime, Security and Safety	0.0	-22.5	22.5	-100%	33
AD	High Speed Rail	22.3	0.0	22.3	100%	34
AE	High Speed Two Limited (net)	10.2	5.0	5.2		
AF	East West Rail Company Limited (net)	0.5	0.5	0.0		
	Total voted and non-voted	83.0	83.0	0.0	0%	

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 the table in Annex A.

32. National Highways (Net)

Capital AME spending is forecast to reduce by £50m (50%) since Main Estimate. This is driven by:

- The utilisations of provisions exceeding in-year provisions forecast.

33. Aviation, Maritime, Security & Safety

Capital AME spending is forecast to increase by £22.5m since Main Estimate. This is driven by:

- The Department allowing a payment holiday against the pension buyout loan that is in place with the General Lighthouse Fund, to facilitate the purchase of replacement inspection vessels. The reduction in loan principal receipts into the Department has resulted in the net increase in capital AME.

34. High Speed Rail

Capital AME spending is forecast to increase by £22.3m since Main Estimate. This is driven by:

- Slower utilisation of capital provisions as a result of less than planned expenditure on Land & Property.

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 on other budgets, unless agreed with HMT. Changes below have been agreed with HMT.**Error! Not a valid link.**

2.3 Contingent liabilities

The following statutory liabilities have been revised since Main Estimate 2023-24:

- Railways Act 1993, Transport Act 2000: Contingent liabilities arise from signing of new, replacement and extended passenger rail franchise and successor agreements, and other agreements to encourage railways investment. The liability increased by c£1,321m, from £557m to £1,879m to include new undertakings that cover the period after an individual National Rail Contract (NRC) has expired. Due to the NRCs' terms and conditions, the Department is exposed to a narrower range of risks than under the predecessor arrangements, so the likelihood of payment would be lower.
- CTRL Act 1996. Undertaking under the HS1 concession agreement: the liability reduced by £427m from £4,539m to £4,112m. The liability varies in line with CTRL's borrowings, including breakage penalties, because under certain termination scenarios, the Department would be required to repay the debt.

The following non-statutory liability has been revised since Main Estimate 2023-24:

- Reinstatement of International Maritime Organisation (IMO) building, and abatement of rent, if IMO building destroyed; and rehousing of IMO during rebuilding: The liability increased by £46.4m from £90m to £136.4m to reflect the updated reinstatement cost based on a valuation commissioned during the year.
- National Highways third party claims: The contingent liability has been increased by c£1m from £ c£10m to £11m to reflect current estimate. This category covers several claims and the financial exposure at any given time reflects the number and type of claims.
- Letters of comfort have been issued providing an indemnity in relation to legal action taken against the Judge, Counsel, solicitors, and secretaries to the Thames Safety Inquiry (report published in year 2000) and the Victim Identification Inquiry (report published in year 2001) following major transport disasters: The liability increased by £8m from £12m to £20m, reflecting the latest best estimate of the potential financial exposure.
- In 2013 the Secretary of State agreed to quantifiable (disclosed) and unquantifiable assurances, warranties, indemnities, and potential losses to external parties under the Thameslink Rolling Stock contracts with Siemens, Network Rail and Cross London Trains: The amount has been updated from £702m to £644m to reflect a current estimate of the costs. Some (but not all) of the individual CLs cover outstanding rentals for a specified period if the lessee fails to pay; as and when the lessee pays the rentals all by itself, our exposure reduces.
- Indemnities issued to businesses at Rail privatisation and transferred from BRBR on abolition: The liability has been removed as final remaining indemnity has expired.
- Commitment by the Department to fund any shortfall of toll revenue from the Mersey Gateway Bridge to meet Halton's financial obligations under the Demand Management Participation Agreement: The liability has been reduced by £109m from ££1,305m to £1,196m since the financial exposure reduces as toll revenues are collected.
- Cross-guarantees within NR Group - indemnities given by companies within the Network Rail Group to support entities that are not consolidated within the DfT resource accounts, to deliver value for money to the taxpayer: This liability increased by £9m from £163m to £172m. The change in financial exposure relates to developments on the activities for which the guarantees and indemnities were provided, for example, in the delivery of projects. The amount has been updated to reflect a current estimate of the costs.
- Other contingent liabilities, including legal claims, comprising both quantifiable (disclosed) and unquantifiable amounts: The amount in this category has a net reduction of £50.3m from 184.7m to £134.5m. The amount has been updated to reflect a current estimate of the costs.
- Indemnities to stakeholders relating to infrastructure works, comprising quantifiable (disclosed) and unquantifiable elements. This comprises existing indemnities that have now been classified separately due to materiality, and indemnities given since the Main Estimate: The amount in this category has a net reduction of £324m from £545.7m to £221.6m. During the year, HS2 Ltd reviewed their processes for classifying undertakings and assurances,

leading to a reduction to the totals presented as contingent liabilities; this was reflected in the Annual Report and Accounts for 2022-23.

- The Department has accepted obligations to indemnify operators under the Space Industry Act 2018 (the 2018 Act) and Space Industry Regulations 2021 for losses occurring before the satellite reaches orbit. During 2022-23, one launch took place: Cosmic Girl, on 9th of January 2023. There was no cost to the taxpayer under the indemnity. There have been no further launches to date. The potential cost is considered to be unquantifiable.

Table A

Table provided separately in excel.

Table B

Table provided separately in excel.

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 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 within the departments control and can be managed with fixed multi-year limits. Some elements may be demand led. There

is a small DEL Reserve from which the Treasury may support unavoidable costs that cannot be absorbed within the existing limit.

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

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-cash: Expenditure where there is no directly related cash transaction, but which reflects resources used. Examples include depreciation and provisions.

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). NDPBs operate, 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.

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: 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 or General Lighthouse Fund.

Subheads	Column	Description	Programme	Resource DEL				Capital DEL						
				Supplementary Estimate 23/24	Main Estimate 23/24	Change	%	see note number	Supplementary Estimate 23/24	Main Estimate 23/24	Change	%	see note number	
				£ million				£ million						
A	Gross Income	Tolled Crossings	Tolled Crossings	0.2	0.2	0.0				0.0	0.0	0.0		
			Dartford Crossing Tolls	44.6	1.1	43.7	4047%	1		0.0	0.7	-0.7		
			Dartford Crossing Tolls	-148.0	-150.8	2.8				0.0	0.0	0.0		
			Sub total	-103.0	-149.5	46.5	-31%	1		0.0	0.7	-0.7		
B		Local Authority Transport	LA Major Schemes	2.0	21.2	-19.3				206.7	0.0	206.7	#DIV/0!	16
			LA Major Schemes Road Strategy	22.6	0.0	22.6				-169.7	0.0	169.7	#DIV/0!	16
			LA Road Maintenance	0.0	0.5	-0.4				1,222.7	1,411.3	-188.6	-13%	16
			LA PFI Schemes	322.3	322.4	-0.1				0.0	0.0	0.0		
			Integrated Transport Block Grant	0.0	0.0	0.0				180.0	170.0	9.0	6%	
			Northern Transport Strategy	35.4	18.5	16.9				0.0	0.0	0.0		
			Other LA Schemes	0.3	0.1	0.0				0.0	-103.4	103.4	-100%	16
			Sub total	382.4	362.6	19.7	5%			1,779.1	1,477.9	301.2	20%	16
C		National Highways (net)	NH administration	45.0	45.0	0.0	0%			0.0	0.0	0.0		
			Making better use of the network	905.7	1,271.3	-365.6	-29%	2		0.0	0.0	0.0		
			Maintenance	298.1	0.0	298.1	#DIV/0!	2		0.0	0.0	0.0		
			Traffic Officer Services	96.2	0.0	96.2	#DIV/0!	2		0.0	0.0	0.0		
			Associated costs of investment	2,195.0	1,523.0	672.0	44%	2		0.0	0.0	0.0		
			Capital programme							3,420.7	3,611.0	-190.3	-5%	17
			Sub total	3,540.0	2,839.3	700.7	25%	2		3,420.7	3,611.0	-190.3	-5%	17
D	Gross Income	Funding of Other ALBs (net)	Transport Focus (net)	7.5	6.6	0.9				0.0	0.0	0.0		
			Air Travel Trust Fund	15.3	32.9	-17.6	-54%	3		0.0	0.0	0.0		
			Air Travel Trust Fund	-79.6	-72.8	-6.9	9%			0.0	0.0	0.0		
			Operator of Last Resort	0.0	0.0	0.0				0.0	0.0	0.0		
			British Transport Police (net)	20.2	7.6	12.5	165%	3		18.5	24.1	-5.6		
			Sub total	-36.7	-25.6	-11.1	43%	3		18.5	24.1	-5.6		
E	Gross Income	Other Railways	British Rail Board Residuary	6.3	6.0	0.2				0.0	0.0	0.0		
			British Rail Board Residuary	-10.8	-15.9	5.1				0.0	0.0	0.0		
			Channel Tunnel Rail Link Eurotunnel	373.5	313.0	60.5				0.0	0.0	0.0		
			Channel Tunnel Rail Link Eurotunnel	-359.0	-299.0	-60.0				0.0	0.0	0.0		
			Nexus	28.2	27.8	0.3				120.8	102.2	18.6	18%	18
			Community Rail & Research & Freightliner	1.0	1.1	-0.1				0.0	0.0	0.0		
			Rail pensions	11.7	10.1	1.6				0.0	0.0	0.0		
			Rail projects (incl Thameslink & Digital)	2.9	5.6	-2.7				60.9	50.9	9.9	20%	18
			London and Continental Railways	0.9	0.9	0.0				2.1	1.8	0.2		
			Strategy	0.1	2.5	-2.4				0.0	0.0	0.0		
			HS1 and Ashford	41.9	46.1	-4.2				0.0	0.0	0.0		
			HS1 and Ashford	-54.4	-54.4	0.0				0.0	0.0	0.0		
			Rail Trans, Policy, Legislation & Gov	3.3	4.0	-0.8				0.0	0.0	0.0		
			RTP Programme Directors Office	12.4	17.0	-4.7				0.0	0.0	0.0		
			Rail Workforce Transformation	120.6	380.7	-260.1	-68%	4		0.0	0.0	0.0		
			Rail Infrastructure Strategy and Portfolio	0.1	2.1	-2.0				0.0	0.0	0.0		
			Northern Powerhouse and Integrated Rail Plan	10.7	30.8	-20.1	-65%	4		25.5	0.0	25.5	#DIV/0!	18
			Rail Analysis & Research	22.2	15.1	7.1				5.3	9.6	-4.3		
			Train Fleet	0.3	0.3	0.0				0.0	0.0	0.0		
			Sub total	211.8	493.5	-281.7	-57%	4		214.5	164.6	49.9	30%	18
F		Sustainable Travel	Cleaner Vehicles & Low Carbon	35.4	41.5	-6.0		5		334.7	536.7	-202.0	-38%	19
			Cleaner and Smarter Transport (net)	5.9	-9.7	15.6	-160%	5		13.3	46.1	-32.8	-71%	19
			Cycling England (net)	-2.3	10.2	-12.4	-122%	5		2.3	2.3	0.0		
			Active Travel England	58.5	58.4	0.1	0%			54.0	54.0	0.0		
			Economy, Union and Levelling Up	3.9	9.4	-5.4	-58%	5		0.0	0.0	0.0		
			Europe	1.3	3.8	-2.6	-67%	5		1.1	1.1	0.0		
			Freight grants	20.0	20.0	0.0				5.9	15.4	-9.5	-161%	19
			Smart and integrated ticketing	16.4	26.0	-9.6	-37%	5		66.1	30.0	36.1	55%	19
			Chief Scientific Officer Research	0.0	0.0	0.0				3.0	3.8	-0.8		
			Sustainable Transport	1.2	2.3	-1.1				0.0	0.0	0.0		
			Sub total	140.3	161.8	-21.5	-13%	5		480.5	689.5	-209.0	-30%	19
G		Bus Subsidies and Concessionary Fares	Bus Service Operator Grant	938.6	607.4	331.2	55%	6		148.8	186.9	-38.1	-20%	20
			Green Buses	0.0	0.0	0.0				92.0	92.0	0.0		
			Concessionary Fares	0.0	0.0	0.0				0.0	0.0	0.0		
			Accessibility (net)	1.2	-0.7	1.9				2.9	2.7	0.2	-14%	
			Sub total	939.8	606.7	333.0	55%	6		243.1	281.6	-38.5	-14%	20
H		GLA Transport grants	Transport for London grant	254.5	17.6	236.9	1348%	7		823.6	554.0	269.6	49%	21
I		Crossrail (net)		-41.0	-40.7	-0.2	1%			-139.0	-139.0	0.0		
J		Aviation, Maritime, Security & Safety	Air Accident Investigation Branch	8.6	8.8	-0.2				0.4	0.4	0.0		
			Airport Capacity Costs (net)	0.0	-8.5	8.5	-100%	8		0.0	4.0	-4.0		
			Aviation (incl R&D)	8.0	33.0	-25.0	-76%	8		4.3	6.3	-2.0		
			Aviation Serv Trans, Security & Royal Travel	19.6	12.3	7.3	60%	8		12.2	0.0	12.2	#DIV/0!	22
			Dangerous Goods (incl R&D)	1.6	1.6	-0.1				0.3	0.3	0.0		
			Logistics and Borders	9.1	0.0	9.1	#DIV/0!	8		1.1	2.5	-1.4		
			Marine Accident Investigation Branch (net)	5.0	5.2	-0.2				0.3	0.3	0.0	0%	
			Maritime (net)	6.5	19.8	-13.2	-67%	8		63.6	94.3	-30.7	-33%	22
			Rail Accident Investigation Branch (net)	5.8	5.7	0.1				0.3	0.3	0.0		
			Road Safety Grants (incl R&D)	1.2	0.9	0.4				51.6	54.2	-2.6	-5%	
			Maritime Public Corporation (Maritime Trust Port)	0.0	0.0	0.0				12.6	0.0	12.6	#DIV/0!	22
			Transport security	6.0	5.0	1.0				0.0	4.0	-4.0	-100%	22
			Transitional Aviation Security	2.4	7.0	-4.6	-65%			1.5	8.1	-6.6	-81%	22
			National Air Traffic Services	0.0	0.0	0.0				0.0	0.0	0.0		
			COVID 19 Domestic	0.0	0.0	0.0				0.0	0.0	0.0		
			Sub total	73.8	90.7	-16.9	-19%	8		148.1	174.8	-26.6	-15%	22
K		Maritime & Coastguard Agency (net)		416.6	419.8	-3.2	-1%			39.5	55.6	-16.1	-29%	23
L	Gross Income	Motoring Agencies	Driver & Vehicle Licensing Agency	640.1	597.6	42.5				12.9	21.0	-8.1		
			Driver & Vehicle Licensing Agency	-506.3	-468.6	-37.7				0.0	0.0	0.0		
			Government Car Service	0.0	0.0	0.0				0.8	0.7	0.1		
			Vehicle Certification Agency	26.8	27.0	-0.2				4.4	3.5	0.9		
			Vehicle Certification Agency	-21.8	-24.3	2.5				0.0	0.0	0.0		
			Driver and Vehicle Standards Agency (formerly VOSA)	-115.8	-79.9	-35.9	45%	9		0.0	0.0	0.0		
			Driver and Vehicle Standards Agency	469.0	453.2	15.8	3%			52.3	47.2	5.1		
			Driver and Vehicle Standards Agency	-409.7	-397.4	-12.3	3%			0.0	0.0	0.0		
			Sub total	82.3	107.6	-25.4	-24%	9		70.4	72.4	-2.0		
M		Science, research and support functions	Technical & Safety	0.0	0.0	0.0				0.0	0.0	0.0		
			Analysis and Strategy	1.1	0.9	0.2				3.8	4.4	-0.6		
			Freight research & statistics	0.6	0.0	0.6				2.9	0.7	2.2		

		Road Investment Strategy Client	5.3	3.8	1.5			0.0	0.0	0.0		
		Road Safety research	4.5	4.5	0.0			24.5	3.2	21.3	666%	24
		Rail Research	0.0	0.0	0.0			0.0	0.0	0.0		
		Transport statistics - roads	7.5	7.9	-0.4			0.1	0.2	-0.1		
		Transport analysis and economics research	0.0	1.4	-1.4			0.0	0.0	0.0		
		Statistics personal travel	8.2	9.0	-0.8			12.5	8.5	4.0	48%	24
		Local Research Programme	0.0	0.0	0.0			0.0	0.0	0.0		
		Rail and Land Transport Compliance Security	3.5	3.3	0.3			0.3	2.8	-2.6		
		National Roads Policy Assessment	0.0	0.0	0.0			0.0	0.0	0.0		
		Sub total	30.6	30.8	-0.2	-1%		44.1	19.8	24.3	123%	24
N	Central Administration	Road Safety Publicity	5.6	5.6	0.0			0.0	0.0	0.0		
		Central Administration	319.9	313.7	6.2	2%	10	0.0	0.0	0.0		
		Capital Infrastructure Investment (net)	0.2	0.2	0.0			0.0	0.0	0.0		
		Group Property (net)	7.2	10.8	-3.6	-33%	10	5.1	1.3	3.7		
		Human Resources Programme expenditure	116.1	25.9	90.2	348%	10	-0.7	3.9	-4.6		
		Project Delivery Capability	6.6	6.6	0.0			0.3	0.5	-0.3		
		Digital Services	11.1	10.1	1.0	10%	10.0	13.4	9.9	3.5		
		Shared Services (net) - (incl migration)	1.1	0.3	0.7			0.0	0.0	0.0		
		Capability	0.0	0.0	0.0			0.0	0.0	0.0		
		Finance & Estates	6.7	7.2	-0.5			0.0	0.0	0.0		
		Shareholding & Corporate Sponsorship (net)	-12.9	-0.2	-12.8	7739%	10	0.0	0.0	0.0		
		Acceleration Unit	0.0	1.2	-1.2			0.0	0.0	0.0		
		Sub total	461.5	381.5	80.1	21%	10	18.0	15.7	2.4		
		Departmental Unallocated Provision	0.0	0.0	0.0			0.0	0.0	0.0		
O	Support for Passenger Rail Services	Goods & Services	11.0	49.4	-38.4	-78%	11	0.0	0.0	0.0		
		Current grants to Local Government	4.8	108.5	-103.8	-96%	11	0.0	0.0	0.0		
		Capital Grants to Public Corporations	0.0	0.0	0.0			97.4	70.0	27.4	39%	25
		Capital Loans	0.0	0.0	0.0			0.0	0.0	0.0		
		Capital Grants to Private Sector	0.0	0.0	0.0			1.3	0.5	0.8		
		Subsidies to Public Corporations	2,677.2	1,455.6	1,223.6	84%	11	0.0	0.0	0.0		
		Premia Income	0.0	0.0	0.0			0.0	0.0	0.0		
		Rentals (net)	0.0	0.0	0.0			0.0	0.0	0.0		
		Business Rates	0.1	0.0	0.1			0.0	0.0	0.0		
		Staff Costs	1.8	1.2	0.6			0.0	0.0	0.0		
		Sub total	2,696.8	1,614.8	1,082.1	67%	11	98.7	70.5	28.2	40%	25
P	High Speed Rail	Transport Development Fund -Rail	0.2	0.2	0.0			0.0	0.0	0.0		
		High Speed 2 Policy, Legislation & Funding	199.3	11.4	187.9	1641%	13	398.8	553.7	-154.9	-28%	27
		High Speed 2 Strategy & Engagement	0.0	0.0	0.0			0.0	0.0	0.0		
		High Speed 2 Project Sponsorship	0.6	1.1	-0.6			0.0	0.0	0.0		
		Eastern Leg Development	11.7	48.8	-37.1	-76%	13	0.0	0.0	0.0		
		Euston	0.9	2.0	-1.1			3.7	4.0	-0.3		
		East West Rail - (High Speed Rail)	8.4	5.5	2.9			3.0	0.0	3.0		
		HS2 Interface	0.2	0.3	0.0			0.0	0.0	0.0		
		Sub total	221.3	69.4	151.9	219%	See note 13	405.5	557.7	-152.2	-27%	See note 27
Q	Transport Development Fund		10.6	25.6	-14.9	-58%	12	1,220.8	1,354.0	-133.2	-10%	26
R	High Speed Two Limited		1,292.0	18.6	1,273.4	6847%	13	7,412.0	5,967.0	1,445.0	24%	27
S	East West Rail Company Limited		96.6	82.3	14.3	17%	14	1.7	0.3	1.5		
T	Network Rail (net)		9,677.3	9,920.1	-242.8	-2%	15	5,850.8	5,753.2	97.6	2%	
U	Funding of ALBs (net) - Non-Voted	Norther Lighthouse Board (net)	6.0	6.0	0.0			-1.3	0.1	-1.3		
		Trinity Lighthouse Service (net)	8.6	8.6	0.0			0.0	0.0	0.0		
		Commissioners of Irish Lights (net)	0.5	0.4	0.0			0.0	0.0	0.0		
		Sub total	15.0	15.0	0.0	0%		-1.3	0.1	-1.3		
			20,362.5	17,041.7	3,320.8	19%		22,149.5	20,705.2	1,444.3	7%	

	1	2	3	4
Subheads	Column	Description	Programme	
V		National Highways (ex Highways England ALB) (net)		
W		Network Rail (net)		
X		Funding of Other ALBs (net)	Air Travel Trust Fund	
			British Transport Police	
Y		Other Railways	Channel Tunnel Rail Link Eurotunnel (net)	
			Rail pensions	
			London and Continental Railways (net)	
			Rail Projects	
Z		Aviation, Maritime, Security & Safety	GLA's Pension	
AA		Maritime & Coastguard Agency		
AB		Motoring Agencies	Driver & Vehicle Licensing Agency	
			Vehicle Certification Agency	
			Driver and Vehicle Standards Agency	
			Government Car & Dispatch Agency	
AC		Central Administration	Human Resources Programme	

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

Resource AME						
Supplementary Estimate 23/24	Main Estimate 23/24	Change				Supplementary Estimate 23/24
million			%	see note number		
30.0	10.0	20.0	200%	28		50.0
3,713.4	4,536.9	-823.5	-18%	29		0.0
4.5	12.3	-7.8	-63%			0.0
111.8	111.8	0.0	0%			0.0
116.4	124.1	-7.7	-6%			0.0
151.8	101.5	50.3		30		0.0
-11.6	-9.9	-1.6				0.0
131.3	131.3	0.0				0.0
368.0	0.0	368.0		30		0.0
639.6	222.9	416.7	187%	30		0.0
-0.7	-0.6	-0.1				0.0
1.0	1.0	0.0				0.0
-1.6	-1.6	0.0				0.0
0.0	0.0	0.0				0.0
-0.1	-1.6	1.4				0.0
0.0	0.0	0.0				0.0
-1.7	-3.1	1.4				0.0
96.0	102.0	-6.0				0.0

-0.7	0.0	-0.7			22.3
0.5	0.5	0.0			0.5
400.0	0.0	400.0	#DIV/0!	31	10.2
0.0	0.0	0.0			0.0
-17.7	-17.7	0.0			0.0
0.0	0.0	0.0			0.0
-17.7	-17.7	0.0			0.0
4,976.0	4,976.0	0.0	0%		82.986

0.0	22.3	#DIV/0!	34
0.5	0.0		
5.0	5.2		
0.0			
0.0			
0.0			
0.0			
83.000	0.0	0%	

Review 2021

Spending Review 2021 settlement for 2023-24

Crosrail loan repayments excluded from final allocations

Additional, new, money awarded since SR21:

Spring Budget Announcement

Potholes Fund (Main Estimates)

Leveling Up Fund scheme

Additional funding :

TfL funding deal (Main Estimate)

TfL funding deal (Supplementary Estimate)

TOC's Revenue

HS2

IFRS16 (MCA)

Potholes Fund (HS2 & Network North Announcement)

Buses-£2 bus fare cap scheme (HS2 & Network North Announcement)

Non-cash Depreciation

Depreciation cover in SR 21

Depreciation cover balance in Main Estimate

Depreciation additional cover in Supplementary Estimate

Estimating, forecasting and reprofiling changes:-

AME forecast :

Network Rail

Highways England

Rail

HS2/HSR

Other AME

Budget Exchanges:

Network Rail Budget Flexibility from 22-23 to 23-24

Switch

Crosrail income - switching loan repayments from CDEL to RDEL

Surrender of NIC funding following the reversal of the Health and Social Care Levy

RDEL prog headroom switch to Admin

Neutral funding changes between departments:-

to CO re Special Advisor cost (SpAds)
to Welsh Gov for Core Valley Lines (net)
from FCDO in respect of work that MCA did for the Conflict Security and Stability Fund (CSSF) in Overseas Territories
from FCDO in respect to the Conflict Security and Stability Fund (CSSF) for Counter Terrorism
to HO re JMISC Costs
from FCDO re One HMG Charges
to MoJ re JITS 320, 319, 475
to DLUHC - DfT contribution to Devolution Deals / Greater Manchester Earnback
to MoD re NSO
to BEIS for UKSA- funding for phase 2 of UK SBAS test-bed
to BEIS for PNT Office funding
from CO for Evaluation Accelerator Fund
to Cabinet Office for CS Live 2023
to Cabinet Office re SAI - Public Appointments Digital services DfT Licensing costs
to DLUHC re Planning (NSIP) - "Nationally Significant Infrastructure Projects (NSIP) reforms"
to DEFRA re Planning (NSIP) - "Nationally Significant Infrastructure Projects (NSIP) reforms"
from DLUHC -funding for staff working on LUF for DfT
to Scottish Office for Regional Connectivity PSO Services (Dundee).
23/24 is being re-tendered, so amount included may be revised
to the Northern Ireland Executive for Derry PSO
from FCDO in respect of work that MCA did for the Conflict Security and Stability Fund (CSSF) in Overseas Territories
from FCDO in respect to the Conflict Security and Stability Fund (CSSF) for Counter Terrorism + Economic Det
to HO for APHIDS project
from DBT (Business and Trade) for the joint DfT/DBT Airports Research
to BEIS for UKSA Funding for business case work
from DLUHC (re Housing Infrastructure Fund)(A5)
to DBT for Bray Leino work
to CO for Border Flow Services (BFS)
To DBT to DfT's portion of the Osaka Expo stand cost
from DESNZ for Net zero tool staff costs
from DfT to CO re Special Advisor cost (SpAds)
to DSIT for Foundation Models Taskforce (Safe AI policy announced by PM April 2023).

Other

2023-24 Supplementary Estimate totals as at February 2024

-	0.3	-	0.3	-	-	-	-
-	-	4.0	4.0	-	9.8	-	-
ities	-	1.4	1.4	-	-	-	-
-	-	2.5	2.5	-	-	-	-
-	-	11.5	11.5	-	2.5	-	-
-	-	1.1	1.1	-	-	-	-
-	-	0.0	0.0	-	-	-	-
-	-	5.0	5.0	-	-	-	-
-	-	0.2	0.2	-	-	-	-
-	-	-	-	-	1.1	-	-
-	0.2	-	0.2	-	-	-	-
-	-	-	-	-	0.1	-	-
-	0.1	-	0.1	-	-	-	-
-	0.0	-	0.0	-	-	-	-
-	-	2.7	2.7	-	-	-	-
-	-	2.2	2.2	-	-	-	-
-	-	0.9	0.9	-	-	-	-
-	-	1.3	1.3	-	-	-	-
-	-	1.1	1.1	-	-	-	-
-	-	0.7	0.7	-	-	-	-
-	-	1.0	1.0	-	-	-	-
-	-	2.6	2.6	-	-	-	-
-	-	0.1	0.1	-	-	-	-
-	-	-	-	-	0.2	-	-
-	-	-	-	-	2.7	-	-
-	-	0.2	0.2	-	-	-	-
-	-	1.0	1.0	-	-	-	-
-	-	2.3	2.3	-	-	-	-
-	0.1	-	0.1	-	-	-	-
-	0.1	-	0.1	-	-	-	-
-	-	2.0	2.0	-	-	-	-
-	0.3	-	0.3	-	-	-	-
376.2	19,986.4	20,362.6	22,149.5	4,976.0	83.0	5,059.0	-

1000