



Department
for Transport

Memorandum for Supplementary Estimate 2020-21



Department for Transport

The Department for Transport has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the Department's website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact the Department.

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
Telephone 0300 330 3000
Website www.gov.uk/dft

General enquiries <https://forms.dft.gov.uk>

© Crown copyright 2020

Copyright in the typographical arrangement rests with the Crown.

You may re-use this information (not including logos or third-party material) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit www.nationalarchives.gov.uk/doc/open-government-licence **OGI** or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: psi@nationalarchives.gsi.gov.uk.

Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned

Contents

1. Overview	4
1.1 Objectives	4
1.2 Spending Controls	4
1.3 Main areas of Spending	5
1.4 Comparison of spending totals sought.....	7
1.5 Key drivers of spending changes since Main Estimate 2020-21	8
1.6 New policies and programmes: ambit changes and accounting policy changes	8
1.7 Spending trends	9
1.8 Administration costs and efficiency plans	9
1.9 Funding: Reserve Claims and Budget Exchanges	10
2. Spending detail	12
2.1 Explanations of changes in spending	12
2.2 Ring fenced budgets	18
2.3 Contingent liabilities	19
Table A and B	20
Glossary of Terms	21

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 Provisional Priority Outcomes at Spending Review 20 are:

1. Improve connectivity across the United Kingdom and grow the economy by enhancing the transport network on time and on budget.
2. Tackle climate change and improve air quality by decarbonising transport.
3. Build confidence in the transport network as the country recovers from Covid19 and improve transport users' experience, ensuring that the network is safe, reliable and inclusive

1.2 Spending Controls

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

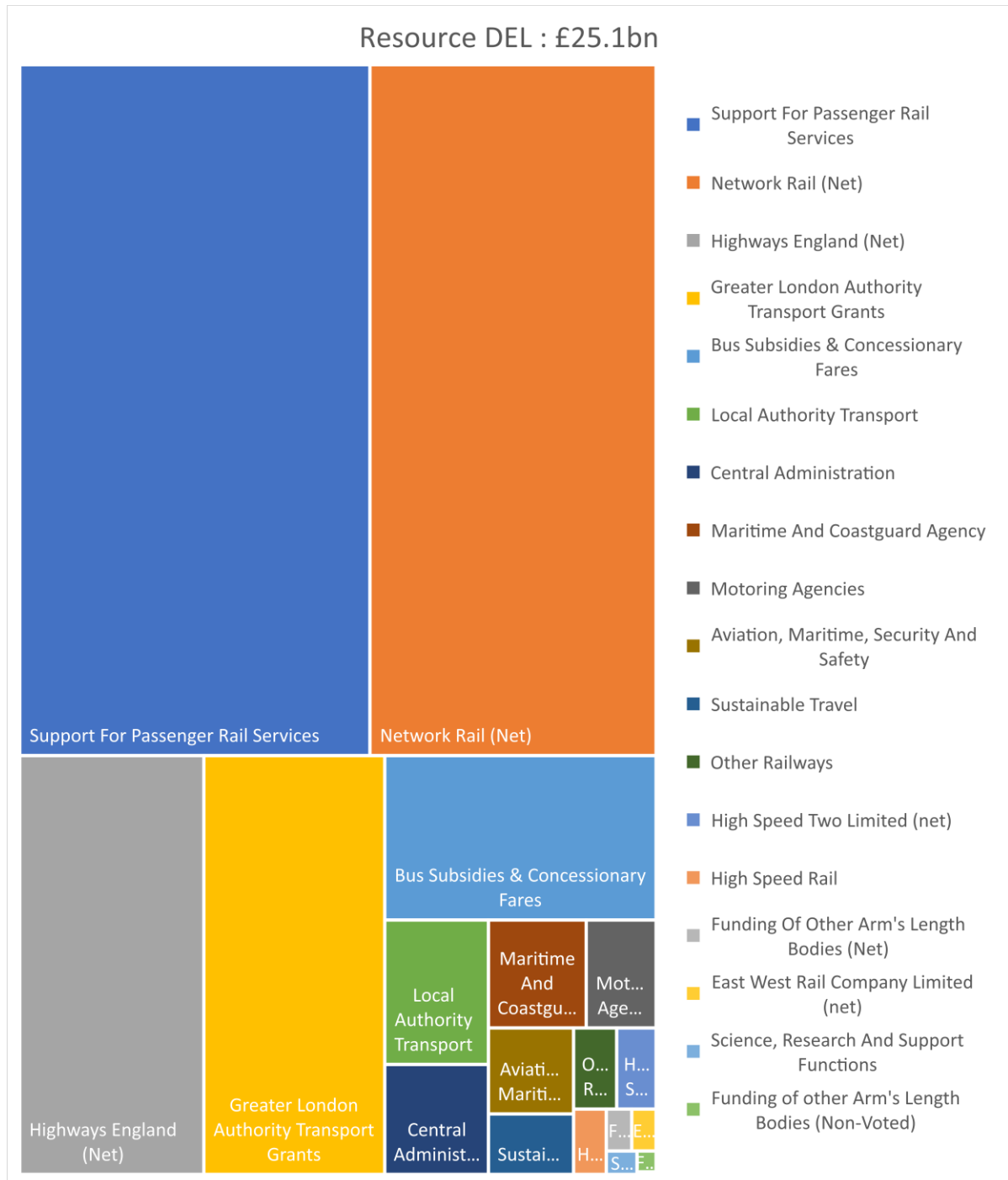
The spending totals which Parliament votes are:

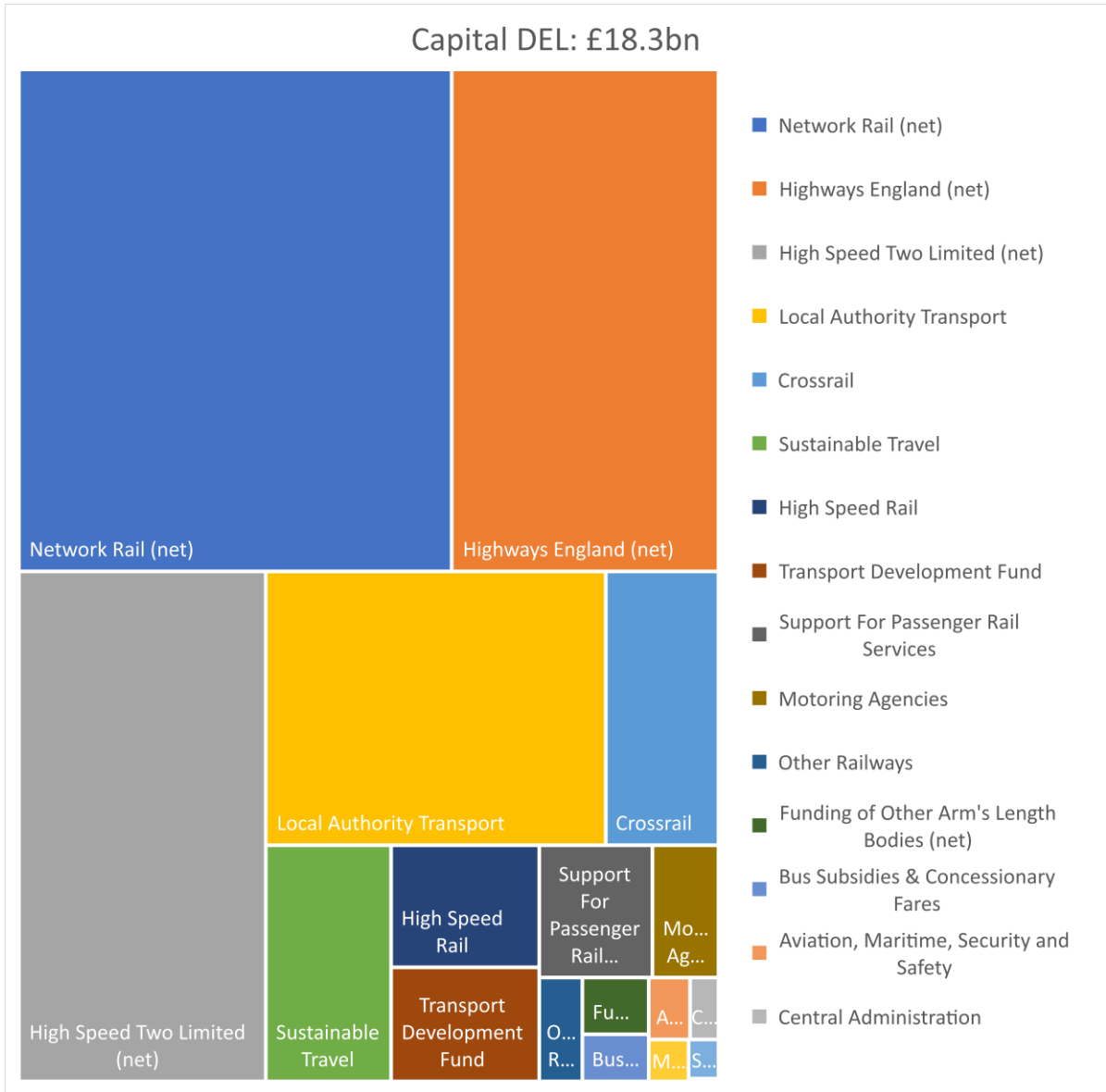
- Resource Departmental Expenditure Limit ("Resource DEL"): day to day running costs
- Capital Departmental Expenditure Limit ("Capital DEL"): investment in infrastructure
- Resource Annually Managed Expenditure ("Resource AME"): in DfT's case mainly market-led impacts upon Network Rail
- Capital Annually Managed Expenditure ("Capital AME"): in DfT's case mainly capital provision expenses for High Speed Rail Group in support of High Speed Two

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 chart below shows the key areas of DfT's DEL funding sought in the latest Supplementary Estimate 2020-21. The numbers include depreciation.



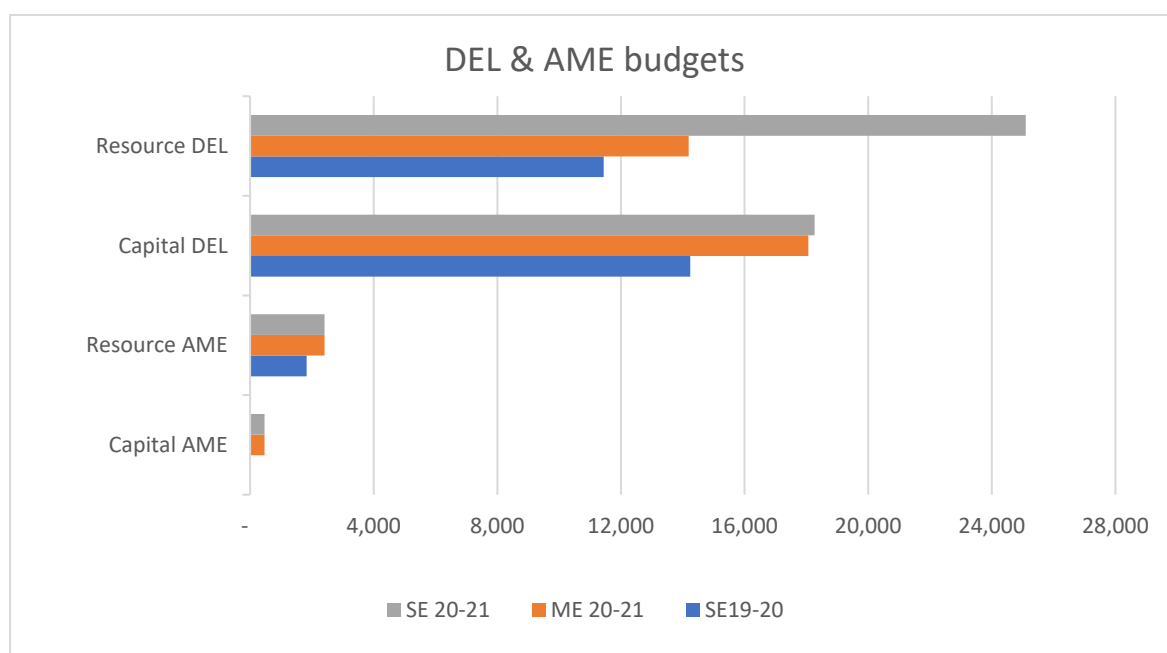


The Supplementary Estimate also includes £2.9bn AME, split between £2.4bn resource and £500m capital. The majority of Resource AME (£2bn) is allocated to Network Rail and the majority of Capital AME (£440m) to High Speed Rail in support of the High Speed Two project.

1.4 Comparison of spending totals sought

The Table and graph below show how the totals sought in the Supplementary Estimate compared to original budgets sought in the Main Estimate 20-21 as well as to last year's final outturn. The key difference to last year's outturn is the additional RDEL spending resulting from activities relating to DfT's response to the Covid-19 pandemic, and activities relating to EU-Transition.

Spending Total Amounts sought this year (Supplementary Estimate 2020-21)	Variation compared to original budget this year (Main Estimate 2020-21)		Variation compared to final outturn last year (Accounts outturn 2019/20)		
	£m	£m	%	£m	%
Resource DEL	25,099.0	+10,906.7	+76.8%	+13,661.0	+119.4%
Capital DEL	18,265.1	+201.3	+1.1%	+4,023.1	+28.2%
Resource AME	2,408.5	0.0	0.0%	+581.2	+31.8%
Capital AME	469.6	0.0	0.0%	+459.2	+4424.5%



1.5 Key drivers of spending changes since Main Estimate 2020-21

The main cause of changes in Resource DEL are:

- Financial implications of DfT's response to the Covid-19 pandemic. Refer to 1.9, Subheads A, B, D, F, G, H, J, L, O and notes 1, 2, 3, 5, 6, 7, 8, 9 and 11 in 2.1.
- Increase in resource costs due to EU-transition activities. Refer to 1.9, Subhead L and note 9 in 2.1.

The main causes of change in Capital DEL are the response to Covid-19, an increase in Crossrail Funding due to a pre-agreed loan, EU-transition funding, the accounting impact of Train Operating Companies (TOCs) reclassification as Public Corporations, and an underspend in HS2 that has been reprofiled into future years as part of the Spending Review 2020 settlement. Refer to Subheads F, I, L, O, P, R and notes 14, 17, 19, 20, 21.

£5.8bn was advanced to DfT from the Contingencies Fund in December 2020 to provide cash supporting existing services. The Department will draw a further advance from the Contingencies Fund later in 2020-21, reflecting the additional uplift in spending authorised through the Supplementary Estimate. The increase in Net Cash Requirement requested in the Supplementary Estimate will enable full repayment to be made to the Fund.

1.6 New policies and programmes: ambit changes and accounting policy changes

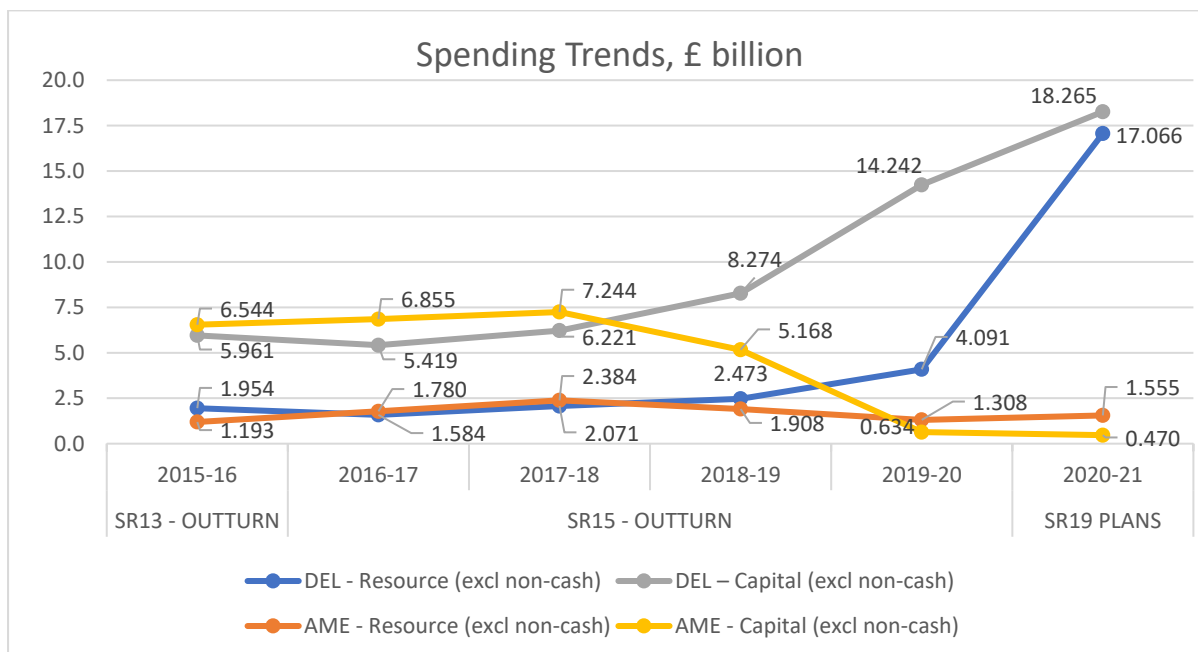
The Office for National Statistics (ONS) has made a number of statistical classification announcements which impact the Department's Estimate:

- In March 2020, ONS reclassified DFT OLR Holdings Ltd (DOHL) from central government to public corporation status, with a backdated effective date of June 2018. Accordingly, DOHL has been de-consolidated from the Department's Estimate in 2020-21. The impact of this statistical reclassification of DOHL is not material.
- In July 2020, ONS reclassified the 12 TOCs who hold franchise agreements with the Department from private sector to public corporation status, with effect from 1st April 2020. Accordingly, subsidies to the TOCs are now reflected in the Supplementary Estimate as transactions with Public Corporations. In addition, the Supplementary Estimate reflects the impact of this reclassification on the Department's Public Corporations Market & Overseas Borrowing requirements (see para 1.9).

We also suggested a change to our ambit by including the income and expenditure relating to the public sector decarbonisation scheme.

1.7 Spending trends

The chart below shows overall spending trends for the last five years with revised plans presented in Supplementary Estimates for 2020-21. Numbers exclude depreciation and other non-cash.



Resource DEL has broadly remained stable in cash terms up to 2018-19 but then increased as a result of Network Rail transferring out of AME and into the Department's DEL boundary, with a further increase in 2020-21 due to support measures implemented during the Covid-19 pandemic.

Capital DEL has been steadily increasing in cash terms since 2016-17 because of increasing work programmes for Highways England and High Speed Two project. In 2019-20 this increases significantly with the incorporation of Network Rail in the Department's DEL boundary.

Resource AME has broadly remained stable in cash terms up to 2018-19 but then decreased as a result of Network Rail transferring out of AME and into the Department's DEL boundary.

Capital AME has broadly remained stable in cash terms up to 2018-19 but then decreased as a result of Network Rail transferring into the Department's DEL boundary.

1.8 Administration costs and efficiency plans

Administration costs are set to increase by 3.2% compared to Main Estimate and 6% compared to last year's final outturn.

Spending Total Amounts sought this year (Supplementary Estimate 2020-21)	Variation compared to original budget this year (Main Estimate 2020-21)			Variation compared to final outturn last year (Accounts outturn 2019-20)	
	£m	£m	%	£m	%
Administration costs	311.6	+9.4	+3.2%	+16.6	+6%

The increase in administration costs in-year is primarily related to increased budget cover for the impact of IRFS16.

1.9 Funding: Reserve Claims and Budget Exchanges

The Department received Reserve Claims in relation to the following:

- **Covid-19 response: £10bn RDEL and £580m CDEL.** This funding is split between:
 - £5.7bn for the Rail Emergency Measures Agreements (EMAs) and Emergency Recovery Measures Agreements (ERMAs) split between £5.5bn RDEL and £207m CDEL.
 - £200m CDEL cover for the accounting impact of Train Operating Companies' reclassification as Public Corporations.
 - £2.7bn for the Transport for London (TfL) extraordinary grant. DfT transferred the funds and HMT provided budget cover at supplementary estimates
 - £1.19bn for the Covid-19 Bus Service Support Grant (CBSSG).
 - £380m to cover a number of Covid-19 related pressures such as lost income from DVLA and Dartford Crossing.
 - £124m for Covid-19 Light Rail support.
 - £82m for the recently announced package to provide business rates support to airports through the winter.
 - £250m for Active Travel commitment (Cycling and Walking) split between £77m RDEL and £173m CDEL.
- **Crossrail: £796m CDEL** for the previously agreed bridging loan with Crossrail Ltd to address their funding issues.
- **EU-transition: Borders Funding of £241.6m (of which: £76.6m RDEL and £164.9m CDEL)** for the Department's EU-transition preparations. This was allocated to provide additional resilience in Kent (traffic management) and for haulier advice sites.
- **Challenge Fund: £100m CDEL** of additional funding for highways maintenance announced in 20/21 as part of a fiscal stimulus package.

The Department received additional budget cover for the following non-standard Reserve Claims:

- **HS2 inventory: £100m RDEL (non-cash)** cover in relation to a write-down of land and property assets for the High-Speed project which are accounted for as inventory. A further assessment of the inventory write-down is underway, but the results will not be available until the first quarter of 2021.

- **Network Rail depreciation: £687m (non-cash)** due to a revaluation exercise at the previous year-end which increases the depreciation charge for the current year. The outcome of the revaluation exercise was not known at the point of finalising the Main Estimate.
- **Additional Rail Funding: £100m RDEL** budget cover from HM Treasury as part of a risk sharing agreement following lower than forecast rail revenue income. The risk sharing calculation is based on a combination of GDP and Central London Employment data and reflects the OBR's latest GDP forecasts.

In addition to the above, the Department is transferring the following funding to future years:

- **HS2:** £1bn CDEL underspend has been re-profiled into future years as part of the SR20 settlement.
- **Highways England:** £360m CDEL underspend has been re-profiled into future years as of the SR20 settlement.
- **Joint Air-Quality Unit:** £75m CDEL underspend surrendered in this financial year pending agreement with HM Treasury on reprofiling.

Finally, the Department has transferred out a net of **-£7.6m RDEL** and **-£102.4m CDEL** to Other Government Departments. Refer to Table B for a complete list of the **budget cover transfers**.

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 the table in Annex A.

1. Tolled Crossing

Resource DEL income under this subhead is forecast to decrease by £33m or 29%

This is driven by:

- Reduction in income from the Dartford Crossing since the Main Estimate due to lower traffic volumes during the Covid-19 pandemic.

2. Local Authority Transport

Resource DEL spending under these subheads is, overall, forecast to increase by £162m or 44%

This is driven by:

- The support DfT have provided for Light Rail throughout the Covid-19 pandemic to ensure that key services continued to operate.

3. Funding of other ALBs

Resource DEL spending under these subheads is, overall, forecast to increase by £63.4m or 250%

This is driven by:

- ATTF (Air Travel Trust Fund) - £38m net income at Main Estimate falling to £20m net expenditure at Supplementary Estimates. The travel restrictions which have been in place during the Covid-19 pandemic have had a major impact on the number of package holidays that have been booked. This means that the level of income received into the ATOL scheme (administered by the Air Travel Trust Fund) has reduced significantly resulting in a net expenditure position for the fund rather than a surplus.
- BTPA (British Transport Police) - £12m pressure due to changes in IFRS16 assessments.

4. Other railways

Resource DEL spending under these subheads is, overall, forecast to increase by £447m.

This subhead includes spending on local rail networks such as the Tyne and Wear Metro, and digital signalling. The increase is a result of the Department managing pressures across its budget, which were recorded against this sub-segment. Over the course of the year this pressure has been managed via a combination of prudent budget management and a claim on the HMT Reserve.

5. Sustainable travel:

Resource DEL spending under these subheads is, overall, forecast to increase by £69.7m or 61%

This is driven by:

- £76m increase in Cycling funding (part of the £250m Active Travel package announced by HMT)

6. Bus Subsidies and Concessional fares:

Resource DEL spending under these subheads is, overall, forecast to increase by £1,104.4m or 227%.

This was driven by:

- The support DfT have provided to bus operators throughout the Covid-19 pandemic to ensure that key services continued to operate.

7. GLA Transport Grants

Resource DEL spending under these subheads is forecast to increase by £2,698.9m.

This was driven by:

- The grant support DfT have provided TfL in 20/21 to ensure that key London transport services continued to operate through the Covid-19 pandemic.

8. Aviation, Maritime, Security, Safety

Resource DEL spending under these subheads is forecast to increase by £162.8m or 166%.

This was mainly driven by:

- £41m liquidity support provided to the Civil Aviation Authority as part of the Department's Covid-19 response (the CAA's variable income streams have diminished significantly following the implementation of travel restrictions)
- £30m provided to ferry lifeline services such as the Isle of Wight and Isles of Scilly as part of the Department's Covid-19 response
- £7m provided to support lifeline air service routes (for instance London to Derry) as part of the Department's Covid-19 response
- £82m grant scheme for airfields and air handlers to assist with their business rates as part of the Department's Covid-19 response.

9. Motoring Agencies

Resource DEL spending under these subheads is forecast to increase by £201.8m or 302%

This was mainly driven by:

- £27m grant support DfT have provided DVSA during the Covid-19 pandemic to ensure that operational costs could be met.
- Additional budget from the Reserve to replace reduction in DVLA income due to the impact of Covid-19 (£107m)
- £46m increase in Roads EU Transition funding for the Information and Advice Sites and running costs of Kent sites

10. Central Administration

Resource DEL spending under these subheads is forecast to increase by £112.9m or 38%

This was mainly driven by £100m increase in non-cash cover to write down HS2 inventory.

11. Support for Passenger Rail Services

Resource DEL spending under these subheads is, overall, forecast to increase by £5.7bn.

The Department estimates that support for Train Operating Companies throughout the pandemic, via EMA and ERMA agreements with private sector owned franchises and direct support to those publicly owned, will be around £9bn. £2.9bn of this was allocated in the Main Estimate and the additional funding has been provided in the Supplementary Estimate. This support ensured that train services continued to operate throughout the pandemic.

12. High Speed Rail & High Speed 2 Limited

Resource DEL spending under these subheads is, overall, forecast to reduce by £165.9m. This is driven by

- Pause to work on Crossrail 2 following the outbreak of the Covid 19 pandemic
- The NPR programme has to date received an annual funding settlement based upon the TfN and DfT forecast of expenditure. The FY20/21 forecast assumed a full programme of activity. Some activities were however delayed which has resulted in an underspend. These activities included HS2 Ltd development work, caused by a pause following publication of

the Oakervee review; and invitations to tender, issued later than planned because the annual settlement was confirmed later than expected.

Work on Phase 2b was paused while HS2 Ltd considered the recommendations of the Oakervee review.

Capital DEL

The table below shows a breakdown by programmes within each CDEL Estimate line compare with the 2020-21 Main Estimate.

Subheads	Description	Capital DEL				
		£ million		%		
		Supplementary Estimate 20/21	Main Estimate 20/21	Change from Main Estimate		
A	Tolled Crossings	0.3	0.8	-0.4		
B	Local Authority Transport	2,402.0	2,616.4	-214.5	-8%	
C	Highways England ALB (net)	3,454.7	3,831.0	-376.3	-10%	13
D	Funding of Other ALBs (net)	96.8	99.8	-3.0		
E	Other railways	115.7	103.8	11.9	12%	See note 20
F	Sustainable Travel	764.0	617.4	146.6	24%	14
G	Bus Subsidies and Concessionary Fares	80.7	4.9	75.8	1560%	15
H	GLA Transport grants	0.0	0.0	0.0		
I	Crossrail	796.0	0.0	796.0		16
J	Aviation, Maritime, Security & Safety	66.0	33.1	32.9	100%	17
K	Maritime & Coastguard Agency	43.2	104.6	-61.4	-59%	18
L	Motoring Agencies	225.3	57.5	167.8	292%	19
M	Science, research and support functions	30.2	32.1	-1.8		
N	Central Administration	45.4	35.7	9.6	27%	
O	Support For Passenger Rail Services	387.1	0.0	387.1		20
P	High Speed Rail	467.3	711.5	-244.2	-34%	21
Q	Transport Development Fund	436.1	430.7	5.3		
R	High Speed Two Limited (net)	3,248.2	4,056.5	-808.3	-20%	21
S	East West Rail Company Limited (net)	1.9	0.9	1.0		
T	Network Rail	5,604.3	5,327.1	277.2	5%	
U	Funding Of ALBs non-voted (Net)	0.0	0.0	0.0		
	Total voted and non voted	18,265.2	18,063.8	201.5	1%	

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.

13. Highways England ALB

Capital DEL spending under these subsegments is forecast to decrease by £376m or -10%

This is a result of:

- Reprofitting of the RIS 2 Settlement. The Department surrendered £360m at the Supplementary Estimate, and this was reprofiled into future years of RIS 2 as part of the 2020 Spending Review settlement.

14. Sustainable travel

Capital DEL spending under these subsegments is forecast to increase by £146.6m or 24%

This is mainly due to:

- The capital element of the £250m Active Travel package announced in May

15. Bus Subsidies and Concessionary travel

Capital DEL spending under these subsegments is forecast to increase by £75.8m or 1560%

This is a result of:

- Funding to support Better Deal for Bus Users package including All Electric Bus Towns.

16. Crossrail

Capital DEL spending under these subsegments is forecast to increase by £796m

This is a result of:

- Funding for the Crossrail loan that is transferred to DfT at the Supplementary Estimate.

17. Aviation, Maritime, Security & Safety

Capital DEL spending under these subheads is forecast to increase by £32.9m or 100%

This is a result of:

- £52m increase due to new Ports Infrastructure Grant Fund, which has been transferred to the Department from Cabinet Office.
- £11m reduction in costs due to underspends in various General Aviation schemes,
- £4m surplus against the Trust Ports net borrowing requirement,
- £2m underspend in transport security related research projects.

18. Maritime and Coastguard Agency

Capital DEL spending under these subheads is forecast to decrease by £61.4m or 59%

This is a result of:

- Delays to projects mainly as a result of Covid-19 pandemic resulting in lower than anticipated expenditure.

19. Motoring Agencies

Capital DEL spending under these subheads is forecast to increase by £167.8m or 292%

This is driven by:

- An increase in Roads EU Transition funding for the acquisition and construction of 2 new sites in Kent for cross-government use
- Funding to support DVSA committed investment plans.

20. Support for Rail Passenger Services & Other Railways

Capital DEL spending under these subheads is forecast to increase by £399m.

This is driven by:

- The CDEL element of the financial support provided to Train Operating Companies as part of EMA and ERMA agreements during the Covid-19 pandemic (£207m).
- Accounting changes related to the reclassification of the Train Operating Companies into Public Corporations.

21. High Speed Two limited (net) & High-Speed Rail –

Capital DEL spending under those subheads is forecast to decrease by £1bn.

This is driven by the later Notice to Proceed date for Phase 1 construction following the Oakervee Report and Government Review. Within this agreement the Department reprofiled £1bn of funding from this financial year.

Resource AME

The table below shows a breakdown by programmes within each RAME Estimate line compare with the 2020-21 Main Estimate.

Subheads	Description	Resource AME			
		£ million		%	
		Supplementary Estimate 20/21	Main Estimate 20/21	Change from Main Estimate	note number
V	Highways England (net)	7.9	10.0	-2.1	
W	Network Rail (net)	2,055.9	2,036.0	19.9	1%
X	Funding of Other ALBs (net)	78.1	82.1	-4.0	
Y	Other Railways	175.5	180.1	-4.7	
Z	Aviation, Maritime, Security & Safety	-1.7	-1.7	0.0	
AA	Maritime & Coastguard Agency	1.0	2.4	-1.4	
AB	Motoring Agencies	-1.5	-1.6	0.1	
AC	Central Administration	95.0	95.0	0.0	
AD	High Speed Rail	-1.1	5.0	-6.1	
AF	East West Rail Company Limited (net)	-0.4	1.0	-1.4	
AE	High Speed Two Limited (net)	0.0	0.0	0.0	
AG	Funding of Other ALBs (net)	-0.1	0.1	-0.3	
	Total voted and non-voted	2,408.5	2,408.5	0.0	0%

Capital AME

The table below shows a breakdown by programmes within each CAME Estimate line compare with the 2020-21 Main Estimate.

Subheads	Description	Capital AME				note number
		£ million		%		
		Supplementary Estimate 20/21	Main Estimate 20/21	Change from Main Estimate		
V	Highways England (net)	132.0	50.0	82.0	164%	22
Y	Other Railways	0.0	0.0	0.0		
Z	Aviation, Maritime, Security & Safety	-20.0	-20.0	0.0		
AD	High Speed Rail	356.3	439.6	-83.3	-19%	23
AE	High Speed Two Limited (net)	1.3	0.0	1.3		
Total voted and non-voted		469.6	469.6	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

22. Highways England

Capital AME under this subhead increased by £82m or 164%, this mainly relates to:

- Low utilisation because of lower actual lands expenditure.
- Land payments underspent due to a variety of factors such as DCO, COVID-19 and the general nature of lands costs.

23. High Speed Rail

Capital AME under this subhead decreased by £83m or 19%, this mainly relates to movement in capital 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 on other budgets.

Spending Total Amounts sought this year. (Supplementary Estimate 2020-21)	Compared to original budget this year. (Main Estimate 2020-21)		Compared to final outturn last year. (Accounts outturn 2019-20)		
	£m	£m	%	£m	%
High Sped Two Limited (Resource DEL)	113.9	-129.1	-53.1%	-131.9	-53.7%
High Sped Two Limited (Capital DEL)	3,248.2	-808.3	-19.9%	+1,002.5	+44.6%
Highways England (Capital DEL)	3,454.7	-376.3	-9.8%	+222.9	+6.9%
Depreciation (Resource DEL)	8,060.3	+770.0	+10.6%	+724.5	+9.9%
Depreciation (Resource AME)	431.0	-0.5	-0.1%	+420.3	+3915.3%

2.3 Contingent liabilities

The following statutory liabilities have been revised since Main Estimate:

- Land Compensation Act 1973, Part I: Highways England: at Main Estimate we estimated possible obligations in relation to land and property acquisitions at £133.5m to reflect the characteristics of the land that Highways England is acquiring, i.e. the extent, the location and the price, which in turn reflects Highways England's programme of road schemes. These are no longer classified as contingent liabilities.
- Railways Act 1993, Transport Act 2000: Contingent liabilities arise from signing of new, replacement and extended passenger rail franchise agreements, and other agreements to encourage railways investment. The liability reduced by £479.6m from £1.693 to £1.214bn because our liability decreases as the contracts draw closer to their end date, and some of them have expired.
- CTRL Act 1996. Undertaking under the HS1 concession agreement. The liability increased from £4.6bn to £4.7bn. The amount is largely driven by HS1 Ltd.'s outstanding borrowings and therefore increases in line with them.

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

- Under the HS1 Concession agreement the Secretary of state may be liable for a number of quantifiable (disclosed) and unquantifiable payments. This category covers two types of undertakings, one of which is considered to be unquantifiable under current conditions. The category has therefore been assessed as unquantifiable.
- 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 potential contingent liability is reduced from £1.04bn to £700m as one of the obligations could be triggered only by factors within our control and so is not a contingent liability.
- In 2012 the Secretary of State agreed to quantifiable (disclosed) and unquantifiable assurances, warranties, indemnities and potential losses to external parties under the Inter City Express Rolling Stock contracts with Agility Consortium and Network Rail. The potential contingent liability is decreased from £6.2bn to £5.9bn reflecting experience with rolling out the service.
- Commitment by the Department reduced from £1.39bn to £1.34bn 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 Bridge is now open to traffic and generating toll revenues. As a result, the potential shortfall (the difference between Halton's financial obligations and the amount of revenues generated to date) is reducing.
- 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, including projects delivered internationally or with private sector stakeholders. The liability has decreased from £175m to £168m. The Department's

financial exposure will be driven by a variety of factors, including guaranteed parties' working capital cycles and the projects' stage of completion.

- Other contingent liabilities, including legal claims reduced from £1bn to £930m due to the reclassification of some items.
- 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.
- Letters of comfort have been issued to provide indemnities in relation to interventions due to Covid-19.

Table A and B

Table A and B are provided separately.

Glossary of Terms

Administration Budget: Expenditure incurred by departments and agencies in providing those services which are not directly associated with frontline service delivery. Includes pay, training, travel, accommodation, stationery, utilities, etc.

Ambit: The ambits describe the activities for which provision sought in the Estimate will be used. They 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).

Annually Managed Expenditure (AME): A Treasury budgetary control for expenditure which is generally less predictable and controllable than expenditure in DEL.

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

Budget Exchange: A mechanism that allows Departments either a) to carry forward a forecast DEL underspend from one financial year to the next or b) surrender a forecast DEL underspend in advance of the end of the financial year (through a DEL reduction in the Supplementary Estimate) in return for a corresponding DEL increase in the following year.

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

Departmental Expenditure Limit (DEL): A Treasury budgetary control for expenditure which is generally within the department's control and can be managed within fixed four-year limits (Comprehensive Spending Review period).

Departmental Unallocated Provision (DUP): An amount held back by a department to meet unforeseen pressures in expenditure and is not allocated at the start of the year to any particular programme. It forms part of the DEL.

Derivatives: A derivative is a financial contract that derives its value from an underlying asset. The buyer agrees to purchase the asset on a specific date at a specific price. Derivatives can be used for a number of purposes, including insuring against price movements, increasing exposure to price movements for speculation or getting access to otherwise hard-to-trade assets or markets. Network Rail has in the past bought derivatives, such as interest rate swaps, to offset changes in the prices of their borrowing arrangements or purchases of plant. This helped them to forecast their financial position more accurately over a five-year control period, and to plan other aspects of their budgets and activities more effectively over that period.

Grant-in-Aid: Financing payment made by a department to a Non-Departmental Public Body or other Arm's Length Bodies.

Non-budget: This is a parliamentary control, one of the main items that appear in this limit relates to Prior Period Adjustments.

Provision: A provision is set up to cover recognised liabilities which either have to be paid out by departments over a period of more than one year (such as pensions or contractual obligations), or are held back by the departments pending decision for eventual payment if directed by a ruling body.

Reserve: A small amount of both resource and capital DEL budgetary provision that has not been allocated by HM Treasury to a department. The function of the Reserve is to assist departments with the costs of genuinely unexpected and unforeseeable events, which are also large relative to the department's available resources.

Spending Review (SR): A cross-Government review of the departmental aims and objectives and analysis of all spending programmes, with the resultant allocation of four year Departmental Expenditure Limits (DEL).

Supplementary Estimate: A single opportunity for a Department to seek parliamentary authority for additional resources and/or cash above that obtained in the Main Estimate, or vary the way in which resources are allocated. Supplementary Estimates are normally presented in February.

Voted Expenditure: That which has been authorised by Parliament in response to Supply Estimates.

Non-voted Expenditure: Public expenditure outside that voted by Parliament in Supply Estimates. It is largely used for ALB budgets.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Subheads	Column	Description	Programme	Resource DEL				Capital DEL						
				Supplementary Estimate 20/21	Main Estimate 20/21	Change				Supplementary Estimate 20/21	Main Estimate 20/21	Change		
				£ million		%	see note number			£ million		%	see note number	
A	Gross	Tolled Crossings	Tolled Crossings	0.0	0.2	-0.2				0.0	0.8	-0.8		
	Gross		Dartford Crossing Tolls	33.2	33.5	-0.3				0.3	0.0	0.3		
	Income		Dartford Crossing Tolls	-114.9	-148.4	33.5	-23%	1		0.0	0.0	0.0		
			Sub total	-81.7	-114.7	33.0	-29%	1		0.3	0.8	-0.4	-58%	
B		Local Authority Transport	LA Major Schemes	24.8	27.8	-3.0				575.1	911.7	-336.6		
			LA Road Maintenance	0.0	0.0	0.0				1,589.1	1,464.4	124.8		
			LA PFI Schemes	322.4	322.4	0.0				0.0	0.0	0.0		
			Integrated Transport Block Grant	0.0	0.0	0.0				232.5	232.5	0.0		
			Northern Transport Strategy	22.0	21.5	0.5				4.8	7.4	-2.6		
			Other LA Schemes	164.8	0.4	164.4	38673%	2		0.5	0.5	0.0		
			Sub total	533.9	372.1	161.9	44%	2		2,402.0	2,616.4	-214.5	-8%	
C		Highways England ALB (net)	HE administration	44.0	44.0	0.0								
			Making better use of the network	791.2	1,181.0	-389.8								
			Maintenance	288.6	0.0	288.6								
			Traffic Officer Services	97.4	0.0	97.4								
			Associated costs of investment	1,529.2	1,515.0	14.2								
			Capital programme							3,454.7	3,831.0	-376.3	-10%	13
			Sub total	2,750.4	2,740.0	10.4	0%			3,454.7	3,831.0	-376.3	-10%	13
D	Gross	Funding of Other ALBs (net)	Transport Focus	6.6	6.6	-0.1				0.5	0.5			
			Air Travel Trust Fund	39.1	32.5	6.6								
			Operator of Last Resorts	6.0	6.0									
	Income		British Transport Police	12.2	6.0	6.2				13.4	16.3	-2.9	-18%	
			Air Travel Trust Fund	-18.9	-70.5	51.6	-73%	3						
			Operator of Last Resorts	-6.9	0.0	-6.9				83.0	83.0	0.0		
			Sub total	38.0	-25.4	63.4	-250%	3		96.8	99.8	-3.0	-3%	
E	Gross	Other Railways	British Rail Board Residuary	2.8	3.0	-0.2				4.0	0.0	0.0		
	Income		British Rail Board Residuary	-9.2	-8.4	-0.8				0.0	0.0	0.0		
	Gross		Channel Tunnel Rail Link Eurotunnel	132.8	313.4	-180.5				0.0	0.0	0.0		
	Income		Channel Tunnel Rail Link Eurotunnel	-102.0	-300.0	198.0				0.0	0.0	0.0		
			Rail Grants including Nexus	26.6	27.2	-0.6				58.3	49.8	8.5		
			Community Rail & Research & Freightliner	0.8	0.8	-0.1				0.0	0.0	0.0		
			Rail pensions	13.6	13.7	-0.1						0.0		
			Rail projects (incl Thameslink & Digital)	59.3	-385.4	444.7	-115%	4		35.4	37.4	-2.0		
			London and Continental Railways	1.0	0.5	0.5				1.0	0.9	0.1		
			Strategy	0.3	0.7	-0.3				0.7	1.2	-0.5		
	Gross		HS1 and Ashford	46.1	46.1	0.0				0.0	0.0	0.0		
	Income		HS1 and Ashford	-54.4	-54.4	0.0				0.0	0.0	0.0		
	Gross		Intercity Express Programme	-0.6	1.5	-2.1				7.7	1.5	6.2		
	Income		Intercity Express Programme	0.0	0.0	0.0				0.0	0.0	0.0		
			Rail Reform	7.8	18.7					0.0	0.0	0.0		
			Rail Analysis & Research	-0.1	0.0	-0.1				8.6	13.0	-4.4		
			Sub total	124.9	-322.6	447.4	-139%	4		115.7	103.8	11.9	12%	see note 20
F		Sustainable Travel	Cleaner Vehicles & Low Carbon	28.3	34.9	-6.6				582.5	612.9	-30.3	-5%	
			Cycling England	95.2	14.9	80.3	540%	5		176.2	4.2	172.1	4142%	14
			Europe	0.6	1.3	-0.7				0.2	0.2	0.1		
			Freight grants	20.0	20.0	0.0				0.0	0.0	0.0		
			Smart and integrated ticketing	7.1	10.5	-3.4				4.7	0.0	4.7		
			Sustainable Transport	32.5	32.5	0.0				0.2	0.2	0.0		
			Sub total	183.8	114.1	69.7	61%	5		764.0	617.4	146.5	24%	14
G		Bus Subsidies and Concessionary Fares	Bus Service Operator Grant	1,588.9	482.4	1,106.6	229%	6		78.3	1.9	76.4	4110%	15
			Accessibility	2.4	4.5	-2.2				2.4	3.0	-0.6		
			Concessionary Fares	0.0	0.0	0.0				0.0	0.0	0.0		
			Sub total	1,591.3	486.9	1,104.4	227%	6		80.7	4.9	75.8	1560%	15
H		GLA Transport grants	Transport for London grant	2,701.9	3.0	2,698.9	89963%	7		0.0	0.0	0.0		
I	Crossrail	Crossrail		1.8	2.6	-0.8				796.0	0.0	796.0		16
J	Gross	Aviation, Maritime, Security & Safety	Air Accident Investigation Branch	8.1	8.1	0.0				0.3	0.3	0.0		
	Income		Aviation	59.7	24.2	35.5	146%	8		0.6	11.4	-10.8	-95%	17
			Aviation	0.0	0.0	0.0				0.0	0.0	0.0		
			Aviation Serv Trans, Security & Royal Travel	15.2	12.8	2.4				0.0	0.0	0.0		
			Dangerous Goods	1.6	1.6	-0.1				0.3	0.5	-0.1		
			Marine Accident Investigation Branch (net)	4.1	4.8	-0.6				0.3	0.3	0.1		
			Maritime (net)	34.8	9.4	25.4	270%	8		53.3	3.2	50.1	1560%	17
			Rail Accident Investigation Branch (net)	5.2	5.1	0.0				0.1	0.2	-0.1		
			Road Safety Grants	1.1	1.2	-0.1				1.8	2.0	-0.1		
			Maritime Public Corporation	0.0	0.0	0.0				0.0	0.0	0.0		
			Transport security	8.3	6.2	2.1				6.4	8.3	-1.9		
			Transitional Aviation Security	0.5	2.9	-2.3				5.8	6.3	-0.5		
			National Air Traffic Services	0.3	0.0	0.3				0.0	0.0	0.0		
			Maritime Trust Ports	0.0	0.0	0.0				-4.4	0.0	-4.4		
			Air Safety Support International (net)	0.0	0.0	0.0				0.0	0.0	0.0		
			Airport Capacity Costs (net)	121.2	21.9	99.3	453%	8		1.4	0.7	0.7		
			Aviation Maritime International & Security Covid19	0.8	0.0	0.8				0.0	0.0	0.0		
			Sub total	260.9	98.2	162.7	166%	8		66.0	33.1	32.9	100%	17
K	Gross	Maritime & Coastguard Agency (net)		376.7	396.0	-19.3	-5%			43.2	104.6	-61.4	-59%	18
L	Gross	Motoring Agencies	Driver & Vehicle Licensing Agency	525.3	508.3	17.0				20.0	23.4	-3.5		

	Income	Driver & Vehicle Licensing Agency	-323.7	-413.9	90.1	-22%	9		0.0	0.0	0.0		
		Compliance & Agency Sponsorship	19.5	17.0	2.5				0.0	0.0	0.0		
		Government Car Service	0.0	0.0	0.0				0.9	0.7	0.3		
	Gross	Vehicle Certification Agency	24.4	22.7	1.6				1.1	3.0	-1.9		
	Income	Vehicle Certification Agency	-19.4	-21.6	2.3				0.0	0.0	0.0		
	Gross	Driver and Vehicle Standards Agency formerly VOSA	121.6	14.3	107.3	749%	9		244.2	35.4	208.8	590%	19
	Income	Driver and Vehicle Standards Agency formerly DSA	-79.0	-60.0	-19.0	32%	9		-40.8	-5.0	-35.8	717%	19
		Sub total	268.7	66.9	201.8	302%	9		225.3	57.5	167.8	292%	19
M		Science, research and support functions											
		Technical & Safety	0.4	0.2	0.2				20.5	20.8	-0.3		
		Analysis and Strategy	1.9	0.6	1.3				5.7	5.9	-0.2		
		Road Safety research	4.5	3.9	0.6				1.9	4.1	-2.1		
		Rail Research	0.0	0.0	0.0				0.0	0.0	0.0		
		Freight research & statistics	0.0	0.0	0.0				0.4	0.4	0.0		
		Transport statistics - roads	8.6	8.3	0.3				0.2	0.2	0.0		
		Transport analysis and economics research	0.0	0.4	-0.4				0.0	0.6	-0.6		
		Statistics personal travel	4.2	4.7	-0.5				1.4	0.0	1.4		
		Local Research Programme	2.8	4.4	-1.6				0.0	0.0	0.0		
		Rail and Land Compliance	3.1	3.3	-0.2				0.0	0.0	0.0		
		Sub total	25.6	25.8	-0.2	-1%			30.2	32.1	-1.8	-6%	
N		Central Administration											
		Road Safety Publicity	6.9	6.6	0.3				0.0	0.0	0.0		
		Central administration	253.0	245.2	7.8				0.0	0.0	0.0		
		Capital Infrastructure Investment (net)	-2.9	-0.7	-2.2				0.0	13.1	-13.1		
		Project Delivery Capability	0.0	0.0	0.0				1.4	0.0	1.4		
		Human Resources	16.0	17.4	-1.4				0.0	0.0	0.0		
		Programme expenditure	6.5	7.8	-1.2				39.6	18.2	21.4		
		Shared Services - (incl migration)	3.5	4.1	-0.5				0.0	0.0	0.0		
		Capability	9.2	7.2	1.9				5.0	4.5	0.5		
		Digital Services	6.2	6.2	0.0				0.0	0.0	0.0		
		Finance & Estates	109.1	0.0	109.1		10		-0.6	0.0	-0.6		
		Group Property (net)											
		Sub total	407.6	293.7	113.9	39%	10		45.4	35.7	9.6	27%	
O		Support for Passenger Rail Services											
		Goods & Services(net)	25.0	57.2	-32.2	-56%	11		0.0	0.0	0.0		
		Current grants to Local Government	0.0	88.0	-88.0	-100%	11		0.0	0.0	0.0		
		Capital Grants to Public Corporations	0.0	0.0	0.0				207.0	0.0	207.0		20
		Capital Loans	0.0	0.0	0.0				180.0	0.0	180.0		20
		Subsidies to Private Sector	8,628.9	3,992.9	4,636.0	116%	11		0.0	0.0	0.0		
		Premia Income	-30.3	-1,298.2	1,267.9	-98%	11		0.0	0.0	0.0		
		Rentals (net)	0.2	0.0	0.2				0.0	0.0	0.0		
		Staff Costs	3.6	20.0	-16.4	-82%	11		0.0	0.0	0.0		
		Sub total	8,627.5	2,859.9	5,767.6	202%	11		387.0	0.0	387.0	116%	20
P		High Speed Rail											
		Transport Development Fund -Rail	1.0	7.0	-6.0				1.0	0.0	1.0		
		High Speed 2 Policy, Legislation & Funding	7.5	8.1	-0.7				370.4	705.5	-335.1	-47%	See note 21
		High Speed 2 Strategy & Engagement	0.0	0.1	-0.1				0.0	0.0	0.0		
		High Speed 2 Project Sponsorship	0.4	2.6	-2.2				95.9	6.0	89.9	1499%	See note 21
		Project Hexagon	66.1	83.4	-17.3	-21%	See note 12		0.0	0.0	0.0		
		High Speed 2 Finance & Commercial	0.0	0.0	0.0								
		High Speed Rail East West Rail	0.3	0.5	-0.3								
		HS2 Interface	1.4	0.0	1.4								
		Sub total	76.6	101.7	-25.1		See note 12		467.3	711.5	-244.2	-34%	See note 21
Q		Transport Development Fund	0.0	0.0	0.0				436.1	430.7	5.3	1%	
R		High Speed Two Limited	113.9	254.7	-140.8	-55%	12		3,248.2	4,056.5	-808.3	-20%	21
S		East West Rail Company Limited	36.5	35.9	0.6				1.9	0.9	1.0		
T		Network Rail (net)	7,047.8	6,790.4	257.4	4%			5,604.3	5,327.1	277.2	5%	
U		Funding of Other ALBs Non-Voted											
		Norther Lighthouse Board (net)	6.1	5.3	0.9				0.0	0.0	0.0		
		Trinity Lighthouse Service (net)	7.6	7.4	-0.7				0.0	0.0	0.0		
		Commissioners of Irish Lights (net)	0.6	0.5	0.0				0.0	0.0	0.0		
		Sub total	14.2	13.2	0.2				0.0	0.0	0.0		

1	2	3	4	5	5	7	8	9	10	11	11	13	14	15
Subheads	Column	Description	Programme	Resource AME					Capital AME					
				Supplementary Estimate 20/21	Main Estimate 20/21	Change			Supplementary Estimate 20/21	Main Estimate 20/21	Change			
				£ million			%	see note number	£ million			%	see note number	
V		Highways England ALB (net)		7.9	10.0	-2.1			132.0	50.0	82.0	164%		22
W		Network Rail (net)		2,055.5	2,036.0	19.5	1%		0.0	0.0	0.0			
X		Funding of Other ALBs (net)	Air Travel Trust Fund	-3.8	0.2	-4.0			0.0	0.0				
			British Transport Police	81.9	81.9	0.0			0.0	0.0				
				78.1	82.1	-4.0			0.0	0.0	0.0			
Y		Other Railways	Channel Tunnel Rail Link	57.5	62.2	-4.7			0.0	0.0				
			Eurotunnel	-13.4	-13.4	0.0			0.0	0.0				
			Rail pensions	131.3	131.3	0.0			0.0	0.0				
			London and Continental Railways	175.5	180.2	-4.7								
Z		Aviation, Maritime, Security & Safety	GLA's Pension	-1.7	-1.7	0.0			-20.0	-20.0	0.0			
AA		Maritime & Coastguard Agency		1.0	2.4	-1.4			0.0	0.0				
AB		Motoring Agencies	Driver & Vehicle Licensing Agency	-1.6	-1.6	0.0			0.0	0.0				
			Vehicle Certification Agency	0.0	0.0	0.0			0.0	0.0				
			Government Car & Dispatch Agency	0.0	0.0	0.1			0.0	0.0				
				-1.5	-1.6	0.1			0.0	0.0				
AC		Central Administration	Human Resources Programme expenditure	95.0	95.0	0.0			0.0	0.0				
AD		High Speed Rail		-1.1	1.0				356.3	439.6	-83.3	-19%		23
AE		East West Rail Company Limited		0.1	5.0	-4.9			0.0	0.0				
AF		High Speed Two Limited		0.0	0.0	-0.1			1.3	0.0	1.3			
AG		Funding of Other ALBs Non-Voted	Norther Lighthouse Board	0.0	0.0	0.0			0.0	0.0				
			Trinity Lighthouse Service	-0.1	0.2	-0.2			0.0	0.0				
			Commissioners of Irish Lights	0.0	0.0	0.0			0.0	0.0				
				-0.1	0.2	0.3	170%		0.0	0.0				

Table B: how DEL & AME funding plans for 2020-21 have altered since Spending Review 2015

	DfT		£ million		Resource		£ million
	admin	programme	Resource DEL total	Capital DEL	AME	Capital AME	AME total
DEL baseline for SR2015 (2015-16)	-	-	-	12,406.0			
SR2015 addition for 2019-20, compared to 2015-16 baseline	-	-	-	-			
Spending Review outcome as at 21st January, 2016	-	-	-	12,406.0	-	-	-
(R&D) (i.e. Change in policy to record R&D, resulted in budgets switch)	-	70.8	70.8	70.8			
Revised Spending Review total on spending control basis	-	70.8	70.8	70.8	-	-	-
SR 19 - control total- non ring fenced	293.3	3,917.8	4,211.1	-			
SR19 - control total - ring fenced depreciation	7.0	7,111.0	7,118.0	-			
	300.3	10,958.0	11,258.3	70.8	-	-	-
Additional, new, money awarded since SR2015:-							
Local Growth Fund and Local Sustainable Transport Fund -Baseline Transfer to DCLG : CPID COM085				948.0			
Revised Spending Review total as at 11th May, 2016	300.3	10,958.0	11,258.3	11,528.8	-	-	-
<u>Autumn statement 2016</u>							
Local Roads & Local Transport Networks (NPIF)				250.0			
Roads Unallocated (NPIF)				300.0			
Digital Signalling (NPIF)				250.0			
Support for Future Transport (NPIF)				95.0			
Transfer from DCLG funding for Local Growth Fund (LGF)				190.1			
<u>Autumn Budget 2017</u>							
Clean Air Fund (CAF) - Transferred from BEIS				10.0			
Nexus Rolling Stock				29.8			
Transforming Cities Fund: Competitive Pot				40.0			
<u>Budget 2020</u>							
Plug in car grant	-	15.0	15.0				
Joint Air Quality Unit (JAQU)				146.0			
Potholes				500.0			
Plug in car grant				126.5			
Transforming Cities Fund				250.0			
<u>COVID-19 Emergency Funding 2020-21</u>							
COVID-19 uplift for Rail	-	2,900.0	2,900.0				
COVID-19 uplift for Rail (ERMA)		5,493.0	5,493.0	207.0			
COVID-19 for Light Rail		124.4	124.4				
COVID-19 Bus Services Support Grant (response)		66.6	66.6				
COVID-19 Bus Services Support Grant (restart)		1,120.0	1,120.0				
COVID-19 Extraordinary Grant for TfL		2,700.0	2,700.0				
COVID-19 Cycling - Emergency Active Travel Fund		76.7	76.7	173.3			
COVID-19 Additional cover for income losses		380.0	380.0				
<u>EU Transition: Borders Funding 2020-21</u>							
Reserve Claim : EU Transition- Kent		46.2	46.2	164.9			
Reserve Claim: EU Transition- Advice Sites Business Case		30.4	30.4				
Reserve Claim: Crossrail Loan				796.0			
Uplift: Challenge Fund (Local Authorities)				100.0			
Reserve Claim: (cover for the accounting impact)TOCs reclassification as Public Corps				200.0			
Reserve Claim: Rail Risk Share		100.0	100.0				
Reserve Claim: Business Rates Grant		82.0	82.0				
Reserve Claim: Drones Shared Outcome		0.1	0.1	0.2			
Agreed Depreciation Revision		787.0	787.0				
Other DEL non-cash	10.0		10.0				
Other DEL cash	- 0.4		0.4				
Estimating, forecasting and reprofiling changes:-							
British Transport Police (BTP) reprofiling (switch from DEL to AME)	-	-	-		81.9	-	81.9
Network Rail AME forecast	-	-	-		2,036.0	-	2,036.0

Highways England AME forecast	-	-	-	-	10.0	50.0	60.0
High Speed Two (HS2) Limited AME forecast	-	-	-	-	6.0	439.6	445.6
Network Rail	-	-	-	-	-	-	-
Cab Fitments reprofiling from Rail to Network Rail	-	-	-	-	-	-	-
Other AME	-	-	-	-	269.6	-	269.6
Greater London Authority (GLA's) pension buyout forecast	-	-	-	-	-	20.0	20.0
Budget Flex to 2019-20 from 2020-21 at ME2019-20	-	-	-	100.0	-	-	-
NR CDEL allocation for 2020-21 by HMT	-	-	-	4,810.3	-	-	-
NR changes to forecast	-	-	-	-	-	-	-
Business Rate Retention for GLA Transport Investment Grant	-	-	-	1,010.0	-	-	-
Reduction in Highways Maintenance Capital Grant	-	-	-	51.0	-	-	-
Reduction in Highways Maintenance Efficiency Grant	-	-	-	10.6	-	-	-
Network Rail Budget flex from 2019-20	-	-	-	480.0	-	-	-
Cover for Loans for Shimmer Relocation Assistance (FT)	-	-	-	0.4	-	-	-
Reduction to Integrated Transport Block	-	-	-	25.5	-	-	-
Budget Exchange to 2020-21 GovTech funding							
Budget Exchange to 2020-21 GovTech funding	-	-	-	0.8	-	-	-
High Speed Rail Major Rail Project (HSMRP) Land &Property Provision (non-cash provisions)	-	-	-	-	-	-	-
High Speed Rail Major Rail Project (HSMRP) Land &Property Provision (non-cash provisions)	-	-	-	-	-	-	-
Highways England additional CAME cover for Major Projects lands costs provisions, in particular to Highways England's Regional Investment and Complex Infrastructure programmes.	-	-	-	-	-	-	-
Other AME	-	-	-	-	-	-	-
IFRS16 peppercorn lease impacts across ALBs (non cash Depreciation)	-	-	-	-	5.0	-	5.0
IFRS16 impact on lease expenses plus interest under new regime (cash changes)	7.5	134.0	141.5	400.2	-	-	-
IFRS16 impact depreciation (non-cash) changes from new regime.	9.0	163.0	172.0	-	-	-	-
Other DEL	-	1.7	1.7	-	-	-	-
Network Rail switch RDEL/CDEL							
Network Rail switch RDEL/CDEL	-	100.0	100.0	100.0	-	-	-
Surrender of HS2 underspend	-	-	-	1,002.6	-	-	-
JAQU reduction in 20/21	-	-	-	75.0	-	-	-
Highways England flex	-	-	-	360.0	-	-	-
Neutral funding changes between departments:-							
<i>Other funding transfers:-</i>							
Transfer for MCA Obs/SAR capability review from DFID to MOJ	-	1.2	1.2	-	-	-	-
Transfer to MHLG for Local Growth Funding	-	0.0	0.0	90.4	-	-	-
Transfer from BEIS to DfT re OLEV Fund)	-	-	-	25.1	-	-	-
Transfer from DfT to Cabinet Office for Outsourcing programme	-	2.6	2.6	-	-	-	-
Transfer from FCO to DfT re One HMG platform	-	1.1	1.1	-	-	-	-
Transfer from DFT to DEFRA, relates to Joint Air Quality Unit (JAQU)	-	1.0	1.0	-	-	-	-
Transfer to HCO re Civil Service Group (BI4BG)	-	-	-	-	-	-	-
Transfer to CO, relates to Public Sector Geospatial Agreement (PSGA)	-	-	-	1.1	-	-	-
Transfer from DfT to Cabinet Office (CO), relates to Civil Service Live 2020	-	0.1	0.1	-	-	-	-
Transfer from DfT to Ministry of Housing, Communities and Local Government's (MHCLG) , relates to Greater Manchester Earn back deal	-	3.8	3.8	-	-	-	-
Transfer from DfT to CO, relates to funding for the centralised movement of SPADs to Cabinet Office - Pay Cost	0.2	-	0.2	-	-	-	-
Transfer from DfT to CO, relates to COP26	-	11.6	11.6	-	-	-	-
Transfer from MOD to DfT, relates to MCA (ACCF, project Vision 5)	-	-	-	0.5	-	-	-
Transfer from DExEU (CO) to DfT in relation to four posts moving across to DfT	0.3	-	0.3	-	-	-	-
Transfer from DExEU (CO) to DfT in relation to four post moving across to DfT	0.1	-	0.1	-	-	-	-
Transfer from DfT to CO for funding of the pay costs for centralised movement of SPADs to Cabinet Office, Private Office Group	0.2	-	0.2	-	-	-	-
Transfer to MHCLG (Greater Manchester Earn back deal)	-	1.3	1.3	-	-	-	-
Transfer to Northern Ireland Executive re GB-NI airlinks funding	-	1.6	1.6	-	-	-	-
Transfer from FCDO to DfT re Conflict, Stability and Security Fund (CSSF) - MCA overseas	-	0.4	0.4	-	-	-	-
Transfer from FCDO to DfT re Conflict, Stability and Security Fund (CSSF) - CTPF	-	0.1	0.1	-	-	-	-
Transfer from DfT to Northern Ireland Executive for Regional Connectivity PSO Services (Derry)	-	1.8	1.8	-	-	-	-
Transfer from DfT to Scottish Office for Regional Connectivity PSO Services (Dundee)	-	1.3	1.3	-	-	-	-

Transfer to Department for Education NCATI June 2020 signed DfT MoU	-	-	1.3	-	1.3			
Transfer to DfT re : Funding for Safer Transport comms Campaigns	-	-	1.1	-	1.1			
Transfer to HMT Re funding for UKGI	-	-	0.6	-	0.6			
Transfer from CO re Funding for EU Transition comms campaigns	-	-	0.8	-	0.8			
Transfer from DHSC re PPE	-	-	1.6	-	1.6			
Transfer to HO re APHIDS project	-	-	2.0	-	2.0			
Transfer from CO Returning BCTs that were received at Mains for the BI4BG programme which has now been closed	-	-	0.1	-	0.1			
Transfer from CO for resource and capability increase to foreign investment teams.	-	-	0.0	-	0.0			
Transfer to Welsh Government re Network Rail	-	-	1.8	-	1.8	-154.3		
Transfer from CO re Ports Infrastructure Fund	-	-	-	-	-	52.0		
Transfer to the HO re APHIDS (SIGMA and DASA will be invoiced)	-	-	-	-	-	-0.1		
Transfer from BEIS for the work managed by the OLEV team that work across both departments (Electric Vehicle Energy Taskforce project)	-	-	0.0	-	0.0	0.0		
Transfer to MoJ for Counter-Terrorism Step Up Prisons package	-	-	0.1	-	0.1	0.0		
Transfer to CO (SIA) for JTAC	-	-	0.1	-	0.1	0.0		
Transfer from Northern Ireland Executive- Ferry PSO Scheme	-	-	0.3	-	0.3			
2020-21 Supplementary Estimate DEL totals as at February 2021	311.6	24,787.3	25,099.1	18,265.2	2,408.5	469.6	2,878.1	