

GREATER MANCHESTER COMBINED AUTHORITY

Date: 27th November 2020

Subject: Capital Update 2020/21

Report of: Cllr David Molyneux, Portfolio Lead for Resources and Steve Wilson,
Treasurer to GMCA

PURPOSE OF REPORT

To present an update in relation to the Greater Manchester Combined Authority 2020/21 capital expenditure programme.

RECOMMENDATIONS:

GMCA is requested to;

1. Note the current 2020/21 forecast increased spend of £19.710 million compared to the 2020/21 capital forecast approved at the September 2020 GMCA meeting.
2. Approve the addition to the Capital Programme of the retrofit element of the Clean Bus Fund project (part of the Greater Manchester Clean Air Programme) with a current forecast expenditure of £3.4 million in 2020/21 and of £12.0 million in 2021/22 as set out in section 8 of this report.
3. Approve up to £4 million for #SafeStreetsSaveLives as detailed in para 5.4 to be funded from the earmarked reserves for revenue contribution to capital. The capital allocation in the programme for Mayor's Challenge Fund will be reduced by up to £4m to ensure this is affordable.
4. Approve the transfers to Districts of Pothole and Challenge funding totalling £20.199 million, as detailed in para 11.4.

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Risk Management – An assessment of major budget risks faced by the authority are carried out quarterly as part of the reporting process – at the present time a significant proportion of the capital budget is funded through grant. In order to mitigate the risk of monetary claw back the full programme is carefully monitored against the grant conditions and further action will be taken as necessary.

Legal Considerations – There are no specific legal implications contained within the report

Financial Consequences – Revenue – There are no specific revenue considerations contained within the report, however the revenue budget contains resources to meet the capital costs of the authority. Changes in the capital programme can affect the budget to meet these costs.

Financial Consequences – Capital – The report sets out the forecast expenditure for 2020/21.

Equalities Implications - There are no specific equality implications contained within the report, however the capital programme approved by the GMCA reflects the priorities for Greater Manchester.

BACKGROUND PAPERS:

Report to Greater Manchester Combined Authority: ‘GMCA Capital Programme 2019/20 – 2022/23’: 14 February 2020.

Report to Greater Manchester Combined Authority: ‘GMCA Local Growth Fund Programme Update and Approvals’ : 31 July 2020.

Report to Greater Manchester Combined Authority: ‘GMCA Capital Update 2020/21’: 25 September 2020

TRACKING/PROCESS	
Does this report relate to a major strategic decision, as set out in the GMCA Constitution	Yes
EXEMPTION FROM CALL IN	

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?	No	
TfGMC	Overview & Scrutiny Committee	
N/A	N/A	

1. INTRODUCTION AND BACKGROUND

1.1 The Greater Manchester Combined Authority (GMCA) approved the 2020/21 Capital Programme at its meeting on 14 February 2020.

1.2 GMCA's capital programme includes Economic Development and Regeneration programmes, Waste and the continuation of the programme of activity currently being delivered by Transport for Greater Manchester ("TfGM") and Local Authorities including the following elements:

- The Greater Manchester Transport Fund ('GMTF');
- Metrolink Phase 3 extensions;
- Metrolink Trafford Line extension;
- Other Metrolink Schemes;
- Transport Interchanges;
- Bus Priority;
- Other capital projects and programmes including Transforming Cities, Early Measures, Cycle Safety, Smart Ticketing and Cycle City Ambition Grant (CCAG 2);
- Growth Deal Major Schemes;
- Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal);
- Capital Highways Maintenance, Traffic Signals and Full Fibre;
- Investments including Growing Places, Regional Growth Fund and Housing Investment Fund; and
- Economic Development and Regeneration Growth Deal Schemes.

1.3 During Quarter 2 a review took place of the progress with the development and delivery of the Local Growth Fund (LGF) Programme and was reported to GMCA on 31st July 2020. The GMCA approved funding for the remaining elements of the programme and to utilise financial flexibilities under the 'Single Pot'. This enabled new projects to be brought into the LGF to amend the funding structure of the current LGF projects in order to ensure that the required level of expenditure is achieved by March 2021. The outcome of this is reflected in the forecast outturn for 2020/21 at Quarter 2 for both transport and non-transport LGF projects.

1.4 The 2020/21 Capital Programme is summarised in Appendix A and the major variances are described in this report.

2. IMPACT OF COVID-19

2.1 During the period since the last update, the progression of a significant number of schemes and their associated expenditure profiles continues to be impacted by the COVID-19 pandemic. During this period TfGM and Local Authority Delivery Partners have been working with their respective supply chains to keep these impacts to a minimum; whilst

simultaneously prioritising the need to ensure that all work that takes place is carried out in a manner which is both safe and compliant with national guidance.

- 2.2 Some of these impacts have already manifested themselves on the forecasts reported within this update, and it is anticipated that these impacts will continue to varying degrees into the future. These impacts are being kept under regular review and will continue to be reported to the Combined Authority through future Capital Programme updates.

3. GREATER MANCHESTER TRANSPORT FUND (GMTF)

- 3.1 The GMTF programme is funded from a combination of grants from the Department for Transport; a 'top slice' from the Greater Manchester Integrated Transport Block (ITB) LTP funding; and from a combination of borrowings, to be undertaken by GMCA, and partly from local/third party contributions and local resources (including LTP and prudential borrowings).

- 3.2 The Metrolink Expansion programme included:
- The Phase 3 programme, including a number of Minor Works;
 - Metrolink Second City Crossing ('2CC'); and
 - SEMMMs Interface Works.

- 3.3 The current forecast expenditure for 2020/21 on residual works is £5.2 million, compared to previous forecast of £6.8 million. This variance is primarily due to COVID-19 impacts upon procurement activities associated with the Minor Works. Discussions are ongoing with the supply chain in order to mitigate further impacts as far as possible.

- 3.4 The total forecast outturn cost is within the total approved budget.

Metrolink Renewal and Enhancement Capital Programme

- 3.5 The current forecast expenditure for 2020/21 is £4.5 million, compared to previous forecast of £6.8 million. This variance is primarily due to several procurement activities, contract negotiations and start on site start dates being delayed as a result of the need to take account of COVID-19 related risks and issues.

- 3.6 The total forecast outturn cost is within the total approved budget.

Bus Priority Programme

- 3.7 The current forecast for 2020/21 is £0.3 million, compared to previous forecast of £0.2 million. The variance is due to the phasing of risk allowances in relation to closing out residual elements of the programme.

- 3.8 The total forecast outturn cost is within the total approved budget.

Park and Ride

- 3.9 The current forecast for 2020/21 is £0.01 million compared to previous forecast of £0.1 million. This variance is due to a review of risk allowances within the Park and Ride Programme.
- 3.10 The total forecast outturn cost is within the total approved budget.

A6 to Manchester Airport Relief Road (A6MARR)

- 3.11 Stockport Council is responsible for the delivery of the A6MARR, resulting in the expenditure largely comprising grant payments to Stockport MBC.
- 3.12 The current forecast for 2020/21 is £2.9 million, compared to previous forecast of £4.1 million. This variance is primarily due to the forecast costs of closing out land acquisitions which are now anticipated to be incurred in future financial years.
- 3.13 The total forecast outturn cost is within the total approved budget.

Stockport Town Centre Access Plan

- 3.14 Stockport MBC is responsible for the delivery of Stockport Town Centre Access Plan, a Growth Deal major DfT retained scheme.
- 3.15 The current forecast for 2020/21 of £3.4 million is in line with the previous forecast.
- 3.16 The total forecast outturn cost is within the total approved budget.

4. METROLINK TRAFFORD EXTENSION

- 4.1 The current forecast expenditure in 2020/21 is £8.4 million, compared to previous forecast of £8.3 million. The variance is due primarily to rephasing of risk allowances.
- 4.2 Total forecast outturn cost is within the total approved budget.

5. TRANSFORMING CITIES FUND (TCF)

- 5.1 This programme includes:
- Metrolink Additional Capacity; and

- Cycling and Walking Mayoral Challenge Fund (MCF)

- 5.2 The Metrolink Additional Capacity programme includes the purchase of 27 additional trams and additional supporting infrastructure. The current forecast for 2020/21 is £23.3 million, compared to previous forecast of £25.2 million. This variance is due to an updated understanding of incurred and anticipated COVID-19 impacts across the programme. The largest proportion of the variance is due to COVID-19 impacts on the tram manufacturer's delivery schedule. Whilst tram manufacturing has continued throughout, it has been significantly impacted due to availability of resources and parts to maintain progress. The first tram was delivered in November and is planned to enter into service during December 2020. It is forecast that up to 5 trams per quarter will subsequently enter into operation with the final tram due to enter service during April 2022.
- 5.3 The Cycling and Walking Challenge Fund current forecast expenditure in 2020/21 is £28 million, compared to previous forecast of £22.6 million. This variance is due to increased forecast expenditure as schemes transition from development to the delivery phase particularly for the Local Authorities with multiple schemes. This has been facilitated by streamlining the approvals process, and as at October 2020 there had been £31 million of full scheme approvals, with 24 schemes currently forecast to be on site by March 2021.
- 5.4 In May 2020 Local Authorities launched the #SafeStreetsSaveLives campaign to support social distancing during coronavirus lockdown and recovery, with £5 million of emergency funding made available through the Cycling and Walking Challenge Fund. 'Pop-up' infrastructure and temporary measures prioritised to enable safe essential travel and exercise for GM residents have been delivered.
- 5.5 In order to ensure the correct funding and accounting treatment, it is proposed to 'top slice' the Mayor's Cycling and Walking Challenge Fund in 2020/21. GMCA is recommended to approve up to £4 million for #SafeStreetsSaveLives to be funded from earmarked reserves for revenue contribution to the funding of the capital programme. It is proposed to reduce £4 million from the Mayor's Cycling and Walking Challenge Fund in 2020/21 to fund this expenditure.
- 5.6 Total forecast outturn costs are within the total approved budgets.

6. EMERGENCY ACTIVE TRAVEL FUND

- 6.1 In June 2020 DfT announced £1.9 million to the GMCA from the Emergency Active Travel Fund Tranche 1, to support the installation of temporary schemes relating to delivering cycling and walking facilities to help mitigate the impact of COVID-19. All schemes are forecast to be completed by the end of November 2020 and the current forecast is £1.9 million.
- 6.2 Total forecast outturn costs are within the total approved budgets.

6.3 A further announcement in relation to Greater Manchester's bid into Tranche 2 of the Emergency Active Travel Fund is expected shortly.

7. OTHER CAPITAL SCHEMES & PROGRAMMES

7.1 The other capital projects include

- Cycle City Ambition Grant 2 (CCAG);
- Smart Ticketing
- Joint Air Quality Unit (JAQU) Early Measures; and
- Clean Bus Initiatives.

7.2 The current forecast expenditure in 2020/21 on the CCAG 2 programme of £2.2 million is in line with the previous forecast.

7.3 The Smart Ticketing current forecast is £0.5 million compared to the previous forecast of £0.04 million. This variance is primarily due to the increased functionality provided by a Customer Self option for the Metrolink contactless scheme.

7.4 Joint Air Quality Unit (JAQU) Early Measures Investment Funding (EMIF) 2020/21 current forecast expenditure is £0.8 million compared to the previous forecast of £0.9 million. This variance is primarily due to phasing of expenditure now being incurred in 2021/22 following a revised installation schedule for the rapid chargers for electric vehicles.

7.5 The Clean Bus Technology Fund 2020/21 current forecast expenditure of £4.3 million is in line with the previous forecast.

7.6 Total forecast outturn cost for all projects and programmes included in Section 7 is within the total approved budget.

8. CLEAN BUS FUND – (Retrofit)

8.1 The Clean Bus Fund initiative has £15.4 million of funding awarded by JAQU to support the retrofitting of buses with technology accredited to reduce tailpipe emissions of nitrogen oxides within legal compliance limits.

8.2 TfGM has worked with all Greater Manchester bus operators to collect fleet data, including model, age and engine type. This information has been used to inform the number of vehicles able to be retrofitted to achieve compliance. The key features of the retrofit proposal are summarised below:

- Available for vehicles operating on local registered bus services in Greater Manchester;
- The Fund would promote compliance through financial support for retrofit up to a maximum of £16,000 per vehicle;

- The retrofit fund would be available at least 12 months prior to the Clean Air Zone (CAZ) introduction to give operators an opportunity to become compliant; and
- Any funded vehicles must continue to operate for a period of 5 years or 150,000 miles, whichever is first, or must be replaced with a CAZ compliant vehicle.

8.3 The 2020/21 current forecast expenditure for this Clean Bus Fund retrofit programme is £3.4 million. The remaining funding is forecast to be spent in 2021/22.

9. GROWTH DEAL MAJORS SCHEMES and GROWTH DEAL 3 (Major and Minor Schemes)

9.1 The Growth Deal 1 & 3 Majors Programme consists of 17 major schemes (excluding Stockport TCAP) which are being delivered by TfGM and the Local Authorities. The current forecast expenditure in 2020/21 is £42.3 million compared to previous forecast of £45.1 million. This variance is due to reduced forecasts on a number of schemes. These include Stockport Interchange / Mixed Use Development, where commencement of main construction has been rescheduled to 2021/22 following a review of the timescales for the implementation of both advanced and main construction works packages in the light of a number of factors, including the continuing impact of COVID-19. Salford Central's reduced in-year spend is driven by expected delays to the start of Network Rail's detailed design phase. A5063 Trafford Rd continues to be impacted further by COVID-19 delays and the Carrington Relief Road (A1) slippage is due to COVID-19 impacts and scheme interdependencies with the current GMSF consultation. Oldham Town Centre schemes cost profile has also reduced as a result of utilitycost savings

9.2 Growth Deal 3 Minor schemes are also being delivered by TfGM and the Local Authorities. The current forecast expenditure in 2020/21 of £7.6 million compared to previous forecast of £7.9 million. The variance is primarily due to works in Salford being rephased into 2021/22 due to COVID-19 impacts.

9.3 Total forecast outturn cost within the total approved budget.

10. MINOR WORKS

10.1 The Minor Works Programme is a combination of schemes being delivered by the Local Authorities and TfGM.

10.2 The programme consists of schemes funded from a combination of Integrated Transport Block (ITB), Growth Deal 1 (GD1) and Growth Deal 2 (GD2) funding.

10.3 The current forecast expenditure in 2020/21 of £8.0 million, compared to previous forecast of £8.1 million. The variance is due to changes on a number of schemes resulting in works being rephased into 2021/22.

10.4 Total forecast outturn cost is within the total approved budget.

11. GMCA CONTROLLED TRANSPORT SCHEMES

Capital Highways Maintenance

- 11.1 Included within the Single Pot is the Highways Maintenance allocations previously paid as ring-fenced Department for Transport (DfT) grants. Whilst the funding is no longer paid as a capital grant, an equivalent amount is received as revenue funding through the 100% business rates pilot.
- 11.2 The estimated 2020/21 allocation was £23.213m for Highways Maintenance and £4.689m for the Incentive Element. The allocation to Districts was agreed in February 2020 as part of the approval of the 2020/21 Capital Programme and is shown in the table below.
- 11.3 The funding from DfT has been confirmed at £22.513m and £4.689m respectively plus an allocation for Pothole and Challenge Fund of £20.899m. The allocation for Highways Maintenance is £0.7m less than the estimated allocation.
- 11.4 The proposal is to allocate the Pothole and Challenge funding on the same basis as the Highways Maintenance funding. The allocation made will be £20.199m which is less the sum of £0.7m which was the amount over estimated for the Highways Maintenance funding. The proposed allocation to each District would be as follows:

Local Authority	Highways Maintenance	Incentive Element	Pothole & Challenge Fund	Total
	£	£	£	£
Bolton	2,535,124	512,000	2,205,961	5,253,084
Bury	1,690,990	342,000	1,471,430	3,504,420
Manchester	3,155,290	637,000	2,745,604	6,537,893
Oldham	2,034,818	411,000	1,770,615	4,216,433
Rochdale	2,028,688	410,000	1,765,281	4,203,968
Salford	2,084,750	421,000	1,814,064	4,319,813
Stockport	2,637,452	533,000	2,295,003	5,465,455
Tameside	1,926,724	389,000	1,676,556	3,992,280
Trafford	1,930,886	390,000	1,680,177	4,001,063
Wigan	3,188,280	644,000	2,774,311	6,606,591
Total	23,213,000	4,689,000	20,199,000	48,101,000

Traffic Signals

- 11.5 All traffic signals are externally funded and the annual amount will fluctuate year on year dependant on the level of new installations and developments. The budget for 2020/21 remains at £2.5m and is forecast to spend budget.

Full Fibre

- 11.6 Following the award of £21.3 million from Department of Digital, Culture, Media and Sport (DCMS) funding to undertake installation of a full fibre network within Greater Manchester. The full cost is anticipated to be £24.684 million, with £3.384 million will be funded from long term borrowings in 2020/21 for the Urban Traffic Management Control element of the programme. It was anticipated that £3.5 million would be spent in 2019/20 and remaining £21.184 million in 2020/21.
- 11.7 Progress has been made in 2020/21 with actual spend of £4.8m being claimed from DCMS in Quarter 1 and £2.030m in Quarter 2. Due to delays caused by COVID-19, DCMS has granted GMCA an extension of the grant period to the end of the first quarter of 2021/22. The forecast spend in 2020/21 is £20.125m.

12. ECONOMIC DEVELOPMENT AND REGENERATION FUNCTIONS

Recycled RGF / GPF

- 12.1 The funding in the 2020/21 capital programme from recycled capital receipts is £5m. The forecast spend, unchanged from Quarter 1, is £6.601m which is £4.456m with £2.145m further due in the remainder of the year.

Housing Investment Fund

- 12.2 The funding in the 2020/21 capital programme is £90.729m, total housing investment funding expenditure is forecast to be £71.034m, with spend to date of £19.7m, with £51.3m further due. Drawdowns have been delayed and reduced as sites were temporarily shut down during the lockdown, and slow to pick up as some of the sites re-opened in a reduced capacity.

Growth Deal – Economic Development and Regeneration Projects

- 12.3 The forecast at Quarter 2 reflects the review of progress on the development and delivery of the LGF Programme the Growth Fund to ensure full spend by 31st March 2021.
- 12.3 Skills Capital (Rounds Two and Three) had £30m in the capital programme for 2020/21 and £15.34m for 2021/22. The projected spend for 2020/21 is £37.726m which reflects the bringing forward of spend projected for 2021/22 into 2020/21.
- 12.4 Life Sciences is a seed and early stage venture capital fund targeting life sciences businesses located in the Greater Manchester and Cheshire & Warrington region. There is £1.5m in the approved capital programme for 2020/21 and £0.6m for 2021/22. The projected spend for for 2020/21 is £1.651m which reflects the bringing forward of some of the spend projected for 2021/22 into 2020/21.

- 12.5 International Screen School Manchester is a project by Manchester Metropolitan University for a £35 million facility on the Oxford Road campus which aims to be operational by mid-2021. There is £9.5m in the capital programme for 2020/21 plus £1.9m for 2021/22 and £1.380m for 2021/22. The projected spend for 2020/21 is £12.332m which reflects the bringing forward of most of the spend projected for 2021/22 into 2020/21.
- 12.6 The Pankhurst Institute has been awarded £5m of LGF investment to be matched by £7.2m of additional capital investment. £13.4m of revenue match will also be provided, resulting in a total project value of over £25m. There is £3m in the capital programme for 2020/21 and £2m for 2021/22. The projected spend for 2020/21 is £4.200m which reflects the bringing forward the majority of the spend projected for 2021/22 into 2020/21.
- 12.7 The Cyber Innovation Hub project will fit out and purchase IT equipment for the hub with Manchester City Council as the delivery partner. As reported at Quarter 1, there is £2.2m in the capital programme for 2020/21 and £2.8m for 2021/22. The grant agreement with Manchester City Council is now in place and it is forecast that the full £5m for the project will be spent in 2020/21.
- 12.8 Investment fund loans from LGF were approved in the Capital Programme of £7.8m in 2020/21 and £1m in 2021/22. The forecast outturn against the two investment loans is £9.894m. Additional Investment Fund Loans of £36m have been included in the LGF for 2020/21 following approval by the GMCA on 31st July 2020 to use the financial flexibilities under the 'Single Pot' available to ensure full spend of the LGF by 31st March 2021. These loans and the projected spend are already included in the Capital Programme against the Housing Investment Fund and will be moved to the LGF once the specific projects to be applied against the LFG are finalised.

LGBT+ Centre

- 12.9 The Proud Trust provides services to LGBT+ young people across Greater Manchester and the North West of England from its hub at the LGBT+ Centre, located on Sidney Street in central Manchester. The Centre is currently in a state of disrepair and lacks the space to accommodate the numbers of young people the Proud Trust wish to work with, or act as a true community hub. The remainder of the scheme is expected to be completed in 2020/21 with full spend against the £338k in the capital programme.

13. WASTE

- 13.1 Works on operational assets are ongoing and the reduction in spend is due to payments being reprofiled into 2021/22 in line with contractual commitments.

13.2 Reduced spend on non-operational assets is reflective of the intensive work to deliver other projects in a timely manner. Whilst these projects have been delayed from starting, the planning and design stages have been completed and works will begin in 2021.

14. GM FIRE AND RESCUE

14.1 A number of strategic priorities are under review which will inform the future capital investments profile plus the impact on the programme as a result of the pandemic. There are some changes required to the agreed budget due to the re-profiling required which is reflected in the Appendix. Vehicles investment has been reviewed and re-profiled which has resulted in slippage of £8.147m in line with expected delivery dates of planned orders.

Appendix A	Budget 2020/21	Quarter 1 2020/21 Forecast	Quarter 2 2020/21 Forecast	Forecast (Increase) Decrease 2020/21
	£'000	£'000	£'000	£'000
Greater Manchester Transport Fund	15,406	13,978	10,052	3,926
Road Schemes (Stockport)				
Stockport Town Centre Access Plan (DfT)	2,305	3,445	3,445	-
A6 MARR / SEMMMS	3,927	4,138	2,908	1,230
Stockport Council Schemes total	6,232	7,583	6,353	1,230
Other Metrolink Schemes				
Trafford Extension	6,180	8,304	8,352	(48)
Other Metrolink Schemes total	6,180	8,304	8,352	(48)
Other Capital Schemes				
Other Capital Schemes	-	44	496	(452)
CCAG 2	2,334	2,217	2,217	-
TCF - Mayors Challenge Fund	26,730	22,593	27,960	(5,367)
TCF - Metrolink Capacity Improvement Prog	30,130	25,226	23,284	1,942
Emergency Active Travel Fund	-	-	1,886	(1,886)
Clean Bus Technology Fund	3,590	4,263	4,261	2
Clean Bus Fund	-	-	3,401	(3,401)
Early Measures	1,267	943	771	172
Other Capital Schemes total	64,051	55,286	64,276	(8,990)
Growth Deal				
TfGM Majors	18,613	22,389	20,506	1,883
Local Authorities Majors	26,017	22,773	21,842	931
Growth Deal 3 TfGM schemes	4,011	5,127	4,673	454
Growth Deal 3 Local Authorities	2,603	2,779	2,901	(122)
Growth Deal total	51,244	53,068	49,922	3,146
Minor Works				
ITB Local Authorities	941	1,929	1,080	849

Growth Deal 1 Local Authorities	1,424	776	422	354
Growth Deal 2 Local Authorities	4,473	4,365	5,656	(1,291)
Growth Deal 2 TfGM Schemes	953	989	859	130
Minor Works total	7,791	8,059	8,017	42
Traffic Signals (Externally Funded)	2,500	2,500	2,500	-
Full Fibre Network	21,184	20,125	20,125	(0)
Highways Capital Maintenance	27,202	27,202	48,101	(20,899)
Total Capital - Transport	201,790	196,105	217,698	(21,593)
Recycled GF / RGF Capital Receipts	5,000	6,601	6,601	-
Housing Investment Fund	90,729	71,034	71,034	-
Growth Deal - Skills Capital Round 2 & 3	30,000	30,000	37,726	(7,726)
Growth Deal - Life Sciences Fund	1,500	1,500	1,651	(151)
Growth Deal - International Screen Sch Mcr	9,533	9,533	12,332	(2,799)
Growth Deal - Pankhurst	3,000	3,000	4,200	(1,200)
Growth Deal - Cyber Innovation Hub	2,200	5,000	5,000	-
Growth Deal - Investment Fund Loans	7,816	7,816	9,894	(2,078)
LGBT Centre	338	338	338	-
Total Capital - ED&R	150,116	134,822	148,776	(13,954)
Estates	5,399	5,593	1,203	4,390
ICT	4,722	4,796	928	3,868
Vehicles & Equipment	5,643	4,866	4,977	(111)
Sustainability	75	144	144	-
Total Capital - Fire and Rescue Service	15,839	15,399	7,252	8,147
Operational Sites	23,090	23,190	17,200	5,990
Non-Operational - Sites	1,800	1,800	100	1,700
Total Capital - Waste & Resources	24,890	24,990	17,300	7,690
Total Capital	392,635	371,316	391,026	(19,710)