

Date: 25 June 2021

Subject: GMCA Capital Outturn 2020/2021

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

PURPOSE OF REPORT

This report is to inform members of the Greater Manchester Combined Authority of the capital outturn for 2020/21.

RECOMMENDATIONS:

Note the 2020/21 actual outturn capital expenditure of £420.3 million compared to the forecast position presented to the GMCA in February 2021. compared to forecast for 2020/21 presented to GMCA on 12 February 2021 of £427.6 million.

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Equalities Implications: N/A

Climate Change Impact Assessment and Mitigation Measures: N/A

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 would 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.

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

Number of attachments included in the report: None

BACKGROUND PAPERS:

- Report to Greater Manchester Combined Authority: 'GMCA Capital Programme 2019/20 – 2022/23' 14 February 2020.
- Report to Greater Manchester Combined Authority: 'Local Growth Fund Programme Update and Approvals' 31 July 2020.
- Report to Greater Manchester Combined Authority: 'GMCA Capital Update 2020/21' 27 November 2020.
- Report to Greater Manchester Combined Authority: 'GMCA Capital Update 2020/21' 25 September 2020.
- Report to Greater Manchester Combined Authority: 'GMCA Capital Programme 2020/21 – 2023/24' 12 February 2021.
- Report to Greater Manchester Combined Authority: 'Local Growth Deal Funding and Approvals' 28 May 2021.

| | | |
|--|-------------------------------|-----|
| TRACKING/PROCESS | | |
| Does this report relate to a major strategic decision, as set out in the GMCA Constitution | | No |
| 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? | | N/A |
| GMTC | 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. Updated forecast outturns were provided on a quarterly basis during 2020/21.

1.2 GMCA's capital programme includes Greater Manchester Fire and Rescue Services, Economic Development and Regeneration programmes 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, legacy works;
- Metrolink Trafford Park Line Extension;
- Other Metrolink Schemes;
- Transport Interchanges;
- Bus Priority;
- Other capital projects and programmes including Transforming Cities, Active Travel, Smart Ticketing and Cycle City Ambition Grant (CCAG 2), Joint Air Quality Unit (JAQU) Early Measures Investment Fund (EMIF), Clean Bus Initiatives, OLEV-EV Taxi, Rail – Access for All;
- Transport 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 The actual capital expenditure for 2020/21 was £420.3 million compared to forecast for 2020/21 presented to GMCA on 12 February 2021 of £427.6 million. This is summarised in Appendix A and the major variances are described in this report. The financing of capital expenditure in 2020/21 is provided in Appendix B.

1.4 It should be noted that this report is a draft of the expected outcome of the 2020/21 capital outturn position, ahead of the audit of the Statement of Accounts, however it is not anticipated that there will be any significant changes.

2. IMPACT OF COVID-19

2.1 The progression of a significant number of schemes and their associated expenditure profiles continued to be impacted by the pandemic. Throughout the year TfGM and Local Authority Delivery Partners worked with their respective supply chains to keep these impacts to a minimum; whilst simultaneously prioritising the need to ensure that all work continues to be carried out in a manner which is both safe and compliant with national guidance.

2.2 Some of these impacts manifested themselves on the final outturn figures for 2020/21 reported within this update, and it is anticipated that these impacts will continue to

varying degrees into the future in respect of expenditure within 2021/22. These impacts are being kept under regular review and will continue to be reported to the GMCA 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 borrowing).
- 3.2 The GMTF was established on the basis that GMCA would repay the borrowings in full by 2045, in part through the application of Metrolink net revenues (being Metrolink revenues, net of operating, maintenance and other related costs); in part by the application of the annual ring-fenced levy contributions, which will be raised by GMCA, under its levying powers and in part from local, third party, revenue contributions.
- 3.3 The GMCA and TfGM hold earmarked reserves which are ring-fenced to pay for and manage the risks of delivering their ongoing capital programme. This includes the capital programme reserve which will be utilised as the financing costs (which include both the interest costs and minimum revenue provision with respect to the borrowings, which have been or will be taken out to fund the delivery of the schemes). As reported previously to GMCA, due to the impact of COVID-19, Metrolink has suffered a significant reduction in farebox revenues. In the period to 31 March 2021, the loss in net revenues has been offset by grant funding from DfT, however the ongoing funding position is uncertain.

Metrolink Programme

- 3.4 The Metrolink Programme includes the close out of certain activities relating to the Phase 3 expansion programme as well as other service and operational improvement works to the network.
- 3.5 The total expenditure for 2020/21 was £4.2 million, compared to the previous forecast of £5.2 million. The variance is primarily due to a pre year-end review of capital cost allocations; and a rephasing of some works into 2021/22.
- 3.6 The total outturn cost is within the total approved budget.

Metrolink Renewal and Enhancement Capital Programme

- 3.7 The total expenditure for 2020/21 was £4.2 million, compared to the previous forecast of £4.1 million. This variance of £0.1 million is due to the phasing of works during 2020/21.

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

Park and Ride

3.9 The total expenditure in 2020/21 was £0.1 million and in line with the previous forecast.

3.10 The total outturn cost is within the total approved budget.

Bus Priority Programme

3.11 The total expenditure in 2020/21 was £0.4 million and in line with the previous forecast.

3.12 The total outturn cost is within the total approved budget.

A6 to Manchester Airport Relief Road (A6MARR)

3.13 Stockport Council is responsible for the delivery of the A6MARR, resulting in the expenditure largely comprising grant payments to Stockport MBC.

3.14 The total expenditure in 2020/21 was £3.8 million, compared to a £2.9 million forecast. The variance is predominately due to the phasing of costs relating to final accounts and land acquisitions.

3.15 The total outturn cost is within the total approved budget

Stockport Town Centre Access Plan

3.16 Stockport MBC is responsible for the delivery of Stockport Town Centre Access Plan (TCAP), a DfT retained Growth Deal Major scheme.

3.17 The total expenditure in 2020/21 was £3.4 million and in line with the previous forecast.

3.18 The total outturn cost is within the total approved budget.

4. METROLINK TRAFFORD EXTENSION

4.1 The total costs recognised in 2020/21 was £13.1 million compared to the previous forecast of £6.9 million. The variance is predominately due to a revised assessment of land and property related costs being recognised in the year. These costs were included within budgeted risk and contingency allowances.

4.2 The total 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 total expenditure for 2020/21 was £19.3 million, compared to the previous forecast of £21.8 million. The variance is primarily due to the tram manufacturer's delivery schedule being impacted by various supply chain issues. In total 4 trams were delivered by 31 March 2021.
- 5.3 The Cycling and Walking Challenge Fund total 2020/21 capital expenditure was £17.6 million. There was also an additional £3.4 million revenue expenditure in 2020/21 for the COVID-19 Safe Streets Save Lives schemes which was approved in November 2020 as a capital / revenue switch due to the temporary nature of this emergency expenditure. The previous forecast of £27.8 million included both the capital expenditure and the Safe Street Save Lives revenue expenditure.
- 5.4 The Cycling and Walking Challenge Fund variance predominantly relates to consultation and supply chain issues due to Covid19. This variance is now forecasted to be spent by the end of Summer 2021.
- 5.5 Total forecast outturn costs are within the total approved budgets.

6. ACTIVE TRAVEL FUND

- 6.1 In 2020/21 this programme consisted of Emergency Active Travel, short-term, measures to mitigate the impact of COVID-19
- 6.2 The total expenditure for Active Travel Fund for 2020/21 was £1.9 million which is in line with the previous forecast.
- 6.3 Total forecast outturn costs are within the total approved budgets.

7. OTHER CAPITAL SCHEMES AND PROGRAMMES

- 7.1 The other capital schemes and programmes include:
- Smart Ticketing;
 - Cycle City Ambition Grant 2 (CCAG2);
 - Joint Air Quality Unit (JAQU) Early Measures;
 - Clean Bus Initiatives;
 - OZEV EV Taxi Project; and
 - Rail - Access for All
- 7.2 The total expenditure on Smart Ticketing for 2020/21 was £0.4 million compared to the previous forecast of £0.5 million. This variance is due to the phasing of risk allowances.
- 7.3 The total expenditure for CCAG 2 for 2020/21 was £5.4 million compared to the previous forecast of £4.9 million. The variance is primarily due to the phasing of construction expenditure as the remaining schemes approach completion.

- 7.4 Joint Air Quality Unit (JAQU) Early Measures Investment Funding (EMIF) 2020/21 expenditure was £0.4 million which is in line with the previous forecast.
- 7.5 The Clean Bus Fund and Clean Bus Technology Fund expenditure for 2020/21 was of £4.0 million compared to the previous forecast of £4.4 million. The variance is due to due to a rephasing of the second phase of retrofit works that are now expected to complete by September 2021.
- 7.6 The OZEV EV Taxi Project is to support the roll-out of the dedicated Taxi Electric Vehicle Charging Infrastructure. The total expenditure for 2020/21 was is in line with the previous forecast. The works are expected to be completed by July 2022, although opportunities to accelerate the programme of works are being explored with the contractor.
- 7.7 The Greater Manchester Rail Access for All Programme has £6.7 million of funding, awarded by the Department for Transport (DfT) to Network Rail. The funding agreement between TfGM and Network Rail is expected to be agreed by end of Quarter 1 in 2021/22 to provide step free access to Daisy Hill, Irlam and Walkden rail stations alongside minor access improvements at 22 GM stations. The total expenditure for 2020/21 was £0.1 million which is in line with the previous forecast.
- 7.8 The total forecast outturn costs are within the total approved budgets for these programmes.

8. TRANSPORT LOCAL GROWTH DEAL 1 MAJORS SCHEMES AND TRANSPORT GROWTH DEAL 3 (Major and Minor Schemes)

- 8.1 The Government awarded a total of £493.3 million, over three Local Growth Deals to GM from 2015-2021, for capital projects that will benefit the local area and economy.
- 8.2 Transport projects were allocated £350.3 million to support the infrastructure and capital requirements for Greater Manchester's (GM's) priority Transport schemes. In addition, a further £7.3 million of Northern Powerhouse Infrastructure Fund (NPIF) was allocated to Transport in December 2016 that is being managed as part of the Growth Deal programme. The total above exclude the Stockport Town Centre Access Plan (TCAP) which is a Department for Transport (DfT) 'retained scheme', for which Stockport Council report the financial outturn separately to DfT.
- 8.3 The full Growth Deal grant allocation was spent by the 31 March 2021 deadline. Whilst the deadline for grant spend was 31 March 2021, several projects have expenditure beyond this date and as a result, and by using financial flexibilities available to GMCA, a number of additional eligible projects were brought into the programme to ensure spend of the full allocation by 31 March 2021 to meet grant conditions, as previously approved by the GMCA and the LEP.
- 8.4 The Transport 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 total expenditure for 2020/21 was £39.6 million - in line with the previous forecast of £39.4 million.

8.5 The Growth Deal 3 Minor Works schemes are also being delivered by TfGM and the Local Authorities. The total expenditure for 2020/21 was £6.6 million compared to a previous forecast of £7.3 million. The variance is primarily due to the phasing of some elements of works which will now be completed this financial year.

8.6 Total forecast outturn costs are within the total approved budgets.

9. MINOR WORKS

9.1 The 2020/21 total expenditure for these schemes was £6.7 million compared to the previous forecast of £7.8 million. The majority of the variance relates to the prioritisation of expenditure to ensure that the Growth Deal grant conditions were met.

9.2 Total forecast outturn costs are within the total approved budgets.

10. GMCA CONTROLLED TRANSPORT SCHEMES

Capital Highways Maintenance

10.1 Included within the Single Pot is the Highways Maintenance allocations previously paid as ring-fenced 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. In previous years the allocation to Districts has been agreed as part of the approval of the Capital Programme.

10.2 For 2020/21 the allocation to Districts was agreed at £27.2 million with a further in-year allocation of £20.9 million for the Pothole and Challenge Fund which was added to the 2020/21 Capital Programme and approved by GMCA in November 2020.

10.3 The forecast outturn for 2020/21 at quarter 3 was £48.8 million and actual outturn for 2020/21 was £50.7 million. The additional spend of £1.9 million relates to a payment for National Productivity Investment Fund from 2019/20 for which funding was held in reserve.

Traffic Signals

10.4 The 2020/21 actual outturn is £3.9 million which is £1.4 million greater than the budget available in the 2020/21 capital programme. The annual spend will fluctuate year on year dependant on the level of new installations and developments. This is demonstrated in the spend for the previous financial year (2019/20) being £1.8 million. Future year forecasts are expected to stay within the £2.5 million range.

Full Fibre

10.5 Following the award of £19.6 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 £29.8 million. The forecast position for 2020/21 at quarter 3 was £12.5 million and actual outturn was £10.3 million. The

difference relates to a rephasing of spend into quarter 1 2021/22 agreed with DCMS.

11. ECONOMIC DEVELOPMENT AND REGENERATION FUNCTIONS

Local Growth Fund (LGF) – ED&R

Skills Capital

11.1 £63 million has been allocated to Skills Capital. The allocation will deliver four strands of investment as follows:

- Large Redevelopment of Further Education
- Priority Sectors
- Smaller Investment Projects
- Digital Skills

11.2 The forecast for 2020/21 at quarter 3 was £40.5 million and actual outturn was £41.1 million. The increase is primarily due to drawdowns being confirmed following full approval of schemes.

Life Sciences

11.3 The Greater Manchester and Cheshire Life Sciences Fund is a seed and early stage venture capital fund targeting life sciences businesses located in the Greater Manchester and Cheshire and Warrington region. The actual outturn for 2020/21 was £1.3 million compared to the previous forecast of £1.1 million. The variance is primarily due to drawdowns being confirmed following full approval of loans and investments.

School of Digital Arts (SODA)

11.4 This project by Manchester Metropolitan University provides a new £35 million facility on the Oxford Road campus and aims to be operational by mid-2021. The actual outturn for 2020/21 was £12.3 million and is in line with previous forecasts.

Pankhurst Institute

11.5 The Pankhurst Institute will be a new Institute which will exploit the University of Manchester's strengths in advanced materials, digital technology and precision medicine to drive health benefit, business growth, productivity-gain and employment in Greater Manchester (GM), filling a critical gap in the GM health innovation ecosystem. The actual outturn for 2020/21 was £4.2 million in line with previous forecasts.

Cyber Innovation Hub

11.6 This project proposes to fit out and purchase IT equipment for the hub with Manchester City Council as the delivery partner. 2020/21 actual outturn was £5 million in line with previous forecasts.

Protos Loan

- 11.7 The Protos loan was acquired from the Evergreen Fund in order to create capacity within the Evergreen Fund. Protos is a subsidiary of Peel established to deliver the development of an industrial site in Cheshire for a variety of uses including waste to energy, biomass and environmental technology facilities. These schemes will generate increased economic activity and jobs within Greater Manchester. The actual outturn for 2020/21 was £7.8 million in line with previous forecasts.

Broughton House

- 11.8 Broughton House is developing its site to create a Veteran Care Village. It will be a complex with both a Registered Nursing facility of 64 beds for Nursing, Dementia and Residential Care. The site will also incorporate 24 apartments for predominantly the over 55s as well as an Armed Forces Support Hub. The actual outturn for 2020/21 was £3 million in line with previous forecasts.

COVID-19 Learner Support

- 11.9 At the 31 July 2020 GMCA meeting it was agreed to increase the provision for Digital Skills elements of LGF spending to now include provision for Covid related adaptations and digital devices, in order to ensure adult learning can continue across the Adult Education providers. The actual outturn for 2020/21 was £2.1 million in line with previous forecasts.

North West Evergreen and Refinanced Housing Investment Fund

- 11.10 It was agreed by GMCA in July 2020 to transfer into the LGF existing GMCA funded projects that were forecast to spend before March 2021 to meet grant timescales for LGF. This also provided the benefit of creating capacity in the Housing and Evergreen funds, which are currently constrained. Scheme delivery and total grant commitment from GMCA were not affected as this is a change to the funding structure of the projects only. The capital outturn for Northwest Evergreen was £17 million and Housing Investment Fund was £18.4 million.

Recycled RGF / GPF

- 11.11 Both the Regional Growth Fund and Growing Places Fund's loans are now being repaid, with the strategy being that a perpetual fund is created to support businesses and commercial property developments to enable growth. Between 2021/22 and 2023/24 it is estimated that £25m will be recycled back out to businesses and developers. The forecast position for 2020/21 at quarter 3 was £4 million and actual outturn was £2.7 million. For this function the forecast will be subject to change once specific loans are approved and the timing of payments confirmed.

Housing Investment Fund

- 11.12 The Greater Manchester Housing Investment Fund has been designed to accelerate and unlock housing schemes. It will help build the new homes to support the growth ambitions across Greater Manchester. To facilitate this DCLG have provided a £300 million loan to provide the up-front funding.

11.13 Forecasts drawdowns for 2020/21 at quarter 3 were £61.7 million and actual drawdowns were £47 million. This reflects the position after the schemes in paragraph 11.10 were transferred into the LGF.

LGBT+ Centre

11.14 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 was established in 1988, in co-operation with Manchester City Council, and was the first fully publicly funded 'LGBT centre' in Europe. 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 actual outturn for 2020/21 was £0.3 million in line with previous forecasts.

Coronavirus Business Interruption Loan Scheme (CBILS) and Co-Angels

11.15 As part of a £330bn package to support UK businesses affected by Coronavirus, on the 23 March the Government launched the Coronavirus Business Interruption Scheme (CBILS) to provide businesses with loans of up to £5 million. CBILS are available from accredited Banks and lenders, funded from their own capital, but with guarantees against default provided by the British Business Bank (BBB) to a maximum of 80% of an individual loan.

11.16 Co-Angels provides investment into early stage companies alongside other Angel investors to ensure that the start up community continues to be supported. The actual outturn for 2020/21 was £2.9 million in line with previous forecasts.

Bounce Back Loan Fund

11.17 The Government launched the Bounce Bank Loan Scheme on 4 May 2020. The Bounce Back Loan Scheme (BBLs) provides loans of up to £50k to individual businesses, the application supported by a series of applicant self-declarations, rather than a lenders assessment of affordability. The GMCA meeting of 29 May 2020 approved up to £10m of capital towards the scheme. The actual outturn for 2020/21 was £6 million.

Getting Building Fund

11.18 This fund is focussed on 'shovel ready' sites with a key focus on job creation and economic recovery with all allocated spend to be outlaid by 31 March 2022. The actual outturn for 2020/21 was £19.588m compared to budget available for 2021/22 of £22.884m. The overall grant allocated of £54m is permitted to be spent over the period up to 31st March 2022.

Brownfield Land Fund

- 11.19 As part of the March 2020 budget, Government announced a £400m Brownfield Land Fund. For GMCA, this means an initial allocation of £81.1m over a 5 year period to make brownfield land available for housing. The actual outturn for 2020/21 was £17.2 million compared to grant available for 2021/22 of £16.2 million. The additional spend will be met from future year grant allocations.

12. GREATER MANCHESTER FIRE AND RESCUE SERVICE

- 12.1 The Capital expenditure for 2020/21 was £3.4 million compared to a forecast at Quarter 3 of £7.3 million. The change relates to a reduction in spend on vehicles and equipment with delivery expected before 31st March which was delayed into 2021/22 and a small amount of rephasing of spend on the Estate strategy. The underspend of £3.9 million will be added to the 2021/22 GMFRS capital programme.
- 12.2 As previously report GMFRS is currently reviewing its estate to determine where best to invest to improve the fire and rescue service estate. It is anticipated that an update to the GMFRS capital programme will be brought to GMCA for approval in July 2021 to reflect the first phase of this.

13. WASTE

- 13.1 The forecast for the Waste capital programme for 2020/21 at quarter 3 was expenditure of £19.5 million and the actual outturn was £7.3 million. The main variances on operational assets relate to overruns into 2021/22 for MBT modifications and reprofiling of the works at Reliance Street, Newton Heath which is scheduled for completion by October 2021 and works at Longley Lane, Sharston. To enable the works on the Operational Assets to be progressed, Non-Operational Assets work has been scaled back. Works in this area have remained at the design stage and are provisionally being scheduled for expenditure in 2021/22.

14. RECOMMENDATIONS

- 14.1 The recommendations appear at the front of this report.

| APPENDIX A GMCA CAPITAL PROGRAMME PROVISIONAL OUTTURN 2020/21 | Original Budget | Qtr 3 Forecast | Provisional Outturn | Variance |
|--|----------------------------|---------------------------|--------------------------------|-----------------|
| | £000 | £000 | £000 | £000 |
| <u>TRANSPORT</u> | | | | |
| Greater Manchester Transport Fund | | | | |
| Metrolink Programme | 7,006 | 5,208 | 4,240 | -968 |
| Metrolink Renewals and Enhancements | 8,025 | 4,065 | 4,226 | 161 |
| Park and Ride | 79 | 14 | 49 | 35 |
| Bus Priority Programme | 296 | 496 | 391 | -105 |
| Greater Manchester Transport Fund | 15,406 | 9,783 | 8,906 | -877 |
| Road Schemes (Stockport) | | | | |
| Stockport Town Centre Access Plan (DfT retained scheme) | 2,305 | 3,445 | 3,445 | 0 |
| A6 MARR / SEMMMS | 3,927 | 2,908 | 3,808 | 900 |
| Stockport Council Schemes total | 6,232 | 6,353 | 7,253 | 900 |
| Other Metrolink Schemes | | | | |
| Trafford Extension | 6,180 | 6,853 | 13,138 | 6,285 |
| Other Metrolink Schemes total | 6,180 | 6,853 | 13,138 | 6,285 |
| Other Capital Schemes | | | | |
| Other Capital Schemes | 0 | 504 | 353 | -151 |
| Cycling-CCAG 2 | 2,334 | 4,916 | 5,361 | 445 |
| TCF - Mayors Challenge Fund | 26,730 | 27,804 | 17,565 | -10,239 |
| TCF - Metrolink Capacity Improvement Programme | 30,130 | 21,750 | 19,251 | -2,499 |
| Active Travel Fund | 0 | 1,886 | 1,886 | 0 |
| Access For All | 0 | 82 | 85 | 3 |
| OZEV EV | 0 | 91 | 42 | -49 |
| Clean Bus Technology Fund | 3,590 | 4,261 | 3,923 | -338 |
| Clean Bus Fund | 0 | 178 | 67 | -111 |
| Early Measures | 1,267 | 469 | 444 | -25 |
| Other Capital Schemes total | 64,051 | 61,941 | 48,977 | -12,964 |
| Growth Deal - Transport | | | | |
| TfGM Majors | 18,613 | 19,224 | 18,549 | -675 |
| Local Authorities Majors | 26,017 | 20,199 | 21,094 | 895 |
| Growth Deal 3 TfGM schemes | 4,011 | 4,363 | 2,289 | -2,074 |
| Growth Deal 3 Local Authorities | 2,603 | 2,901 | 4,300 | 1,399 |
| Growth Deal total | 51,244 | 46,687 | 46,232 | -455 |
| Minor Works | | | | |
| ITB Local Authorities and TfGM | 941 | 1,080 | -51 | -1,131 |
| Growth Deal 1&2 Local Authorities | 5,897 | 6,291 | 6,332 | 41 |

| | | | | |
|--|----------------|----------------|----------------|---------------|
| Growth Deal 2 TfGM Schemes | 953 | 448 | 425 | -23 |
| Minor Works total | 7,791 | 7,819 | 6,706 | -1,113 |
| GMCA Transport Schemes | | | | |
| Traffic Signals | 2,500 | 2,500 | 3,889 | 1,389 |
| Full Fibre Network | 21,184 | 12,484 | 10,314 | -2,170 |
| Highways Maintenance | 27,202 | 48,801 | 50,699 | 1,898 |
| GMCA Transport Schemes | 50,886 | 63,785 | 64,902 | 1,117 |
| | | | | |
| Total - Transport | 201,790 | 203,221 | 196,114 | -7,107 |
| <u>ECONOMIC DEVELOPMENT & REGENERATION</u> | | | | |
| Growth Deal - ED&R | | | | |
| Skills Capital Round 2 & 3 | 30,000 | 40,548 | 41,133 | 585 |
| Life Sciences Fund | 1,500 | 1,140 | 1,303 | 163 |
| SODA | 9,533 | 12,332 | 12,333 | 1 |
| Pankhurst Institute | 3,000 | 4,207 | 4,207 | 0 |
| Cyber Innovation Hub | 2,200 | 5,000 | 5,000 | 0 |
| Protos Loan | 7,816 | 7,811 | 7,810 | -1 |
| Broughton House | 0 | 3,000 | 3,000 | 0 |
| COVID19 Learner Support | 0 | 2,115 | 2,115 | 0 |
| LA Digital Kit | 0 | 0 | 2,000 | 2,000 |
| NW Evergreen | 0 | 0 | 17,000 | 17,000 |
| Housing Investment Fund Schemes | 0 | 0 | 18,365 | 18,365 |
| Other ED&R Schemes | | | | |
| Recycled GF / RGF Capital Receipts | 5,000 | 3,993 | 2,738 | -1,255 |
| Growing Places | 0 | 3,291 | 3,291 | 0 |
| Housing Investment Fund | 90,729 | 61,704 | 47,005 | -14,699 |
| LGBT Centre | 338 | 338 | 338 | 0 |
| Affordable Homes | 0 | 84 | 103 | 19 |
| CBILS and Co Angels | 0 | 2,900 | 2,900 | 0 |
| Bounceback Loan Fund | 0 | 10,000 | 6,000 | -4,000 |
| Getting Building Fund | 0 | 22,884 | 19,588 | -3,296 |
| Brownfield Land Fund | 0 | 16,200 | 17,219 | 1,019 |
| Total - Economic Development & Regeneration | 150,116 | 197,547 | 213,448 | 15,901 |
| <u>GM FIRE AND RESCUE</u> | | | | |
| Estates | 5,399 | 1,203 | 704 | -499 |
| ICT | 4,722 | 928 | 830 | -98 |

| | | | | |
|-------------------------------------|----------------|----------------|----------------|----------------|
| Vehicles & Equipment | 5,643 | 5,069 | 1,843 | -3,226 |
| Sustainability | 75 | 144 | 48 | -96 |
| Total - GM Fire & Rescue | 15,839 | 7,344 | 3,425 | -3,919 |
| <u>WASTE AND RESOURCES</u> | | | | |
| Operational Sites | 23,090 | 19,335 | 7,209 | -12,126 |
| Non-Operational - Sites | 1,800 | 125 | 73 | -52 |
| Total - Waste and Resources | 24,890 | 19,460 | 7,282 | -12,178 |
| | | | | |
| TOTAL CAPITAL | 392,635 | 427,572 | 420,269 | -7,303 |

APPENDIX B
2020/21 CAPITAL FINANCING

| Financed by: | £000 |
|--|----------------|
| <u>GMCA Resources</u> | |
| Borrowing | 36,022 |
| Capital Grants | 121,082 |
| Revenue Contribution to Capital Outlay | 35,391 |
| External Contributions | 3,619 |
| Total Transport | 196,114 |
| Borrowing | 0 |
| Capital Grants | 105,611 |
| Revenue Contribution to Capital Outlay | 1,838 |
| Useable Capital Receipts | 105,999 |
| Total Economic Development and Regeneration | 213,448 |
| Borrowing | 2,838 |
| Revenue Contribution to Capital Outlay | 573 |
| Capital Receipts | 14 |
| Total GM Fire and Rescue Service | 3,425 |
| Borrowing | 2,588 |
| Revenue Contribution to Capital Outlay | 4,694 |
| Total Waste | 7,282 |
| Total Funding | 420,269 |