

## Greater Manchester Combined Authority

Date: 11 February 2022

Subject: Budget Paper F - GMCA Capital Programme 2021/22 -2024/25

Report of: Cllr David Molyneux, Portfolio Holder - Resources  
Steve Wilson, Treasurer to GMCA

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### Purpose of Report

To present an update in relation to the Combined Authority's 2021/22 capital expenditure programme and to present the capital programme budget for 2022/23 – 2024/25 for approval.

### Recommendations:

GMCA is requested to:

- a) Note the current 2021/22 forecast of £479.9m compared to the 2021/22 quarter 2 capital forecast of £625.7m; and
- b) Approve the capital programme budget for 2022/23 and the forward plan as detailed in the report and in Appendix A.

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## Equalities Impact, Carbon and Sustainability Assessment:

### 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. 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, 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 expenditure for 2021/22, 2022/23 and future years.

**Number of attachments to the report:** 0

### Comments/recommendations from Overview & Scrutiny Committee

### Background Papers

#### Reports to Greater Manchester Combined Authority:

GMCA Capital Programme 2020/21 – 2023/24 - 12 February 2021

GMCA Capital Update 2021/22 – Quarter 1 – 10 September 2021

GMCA Capital Update 2021/22 – Quarter 2 – 26 November 2021

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
<b>EXEMPTION FROM CALL IN</b>		
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	
GM Transport Committee	Overview & Scrutiny Committee	
N/A	8 <sup>th</sup> February 2022	

## 1. INTRODUCTION AND BACKGROUND

- 1.1 The Greater Manchester Combined Authority (GMCA) approved the 2021/22 Capital Programme at its meeting on 12 February 2021. The latest 2021/22 capital reforecast was reported to and noted by the GMCA at its meeting on 26 November 2021.
- 1.2 GMCA's capital programme includes Greater Manchester Fire and Rescue Services, Economic Development and Regeneration programmes, Waste & Resources Service and the continuation of the programme of activity currently being delivered by Transport for Greater Manchester (TfGM) and Local Authorities including the following elements:
- a) The Greater Manchester Transport Fund (GMTF);
  - b) Metrolink Trafford Park Line Extension;
  - c) Clean Air Schemes including Early Measures Investment Fund (EMIF), Clean Bus Initiatives, Office for Zero emissions Vehicles (OZEV) Electric Vehicle (EV) Taxi, Clean Air Plan (CAP) EV Taxi Infrastructure, Clean Air Zones (CAZ) and Financial Support Scheme (FSS);
  - d) Other capital projects and programmes including Transforming Cities 1 and 2, Active Travel, Cycle City Ambition Grant (CCAG 2), Rail – Access for All, Cycle Safety, and Bus Franchising;
  - e) Transport Growth Deal Major Schemes;
  - f) Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal);
  - g) Capital Highways Maintenance, Traffic Signals and Full Fibre;
  - h) Investments including Growing Places, Regional Growth Fund and Housing Investment Fund;
  - i) Economic Development and Regeneration Schemes;
  - j) Fire and Rescue Service Schemes; and
  - k) Waste & Resources Schemes.
- 1.3 The 2021/22 Capital Programme is summarised in Appendix A and the major variances are described in this report.

1.4 The 2022/23 Capital Programme forecast does not include any of the recently allocated City Region Sustainable Transport Settlement funding (CRSTS), as the programme case was submitted to Government during January 2022, with confirmation of the award currently anticipated by the end of March 2022. The 2022/23 budget will be updated and brought back to GMCA for approval once the final programme has been confirmed.

## **2. IMPACT OF COVID-19**

2.1 As previously reported, the progression of a significant number of schemes and their associated expenditure profiles has been impacted upon by COVID-19. During 2021, these impacts have been compounded by global pressures on construction materials availability and associated pricing, to which the pandemic and other market forces have proved to be contributory factors.

2.2 TfGM and Local Authority Delivery Partners are continuing to work with their respective supply chains to keep the impacts of the above matters to a minimum.

2.3 Some of these impacts have manifested themselves on the capital expenditure forecast figures reported within this update. It is anticipated that these impacts will continue, to varying degrees, in respect of expenditure and overall scheme costs within current and future financial years.

2.4 These impacts are being kept under regular review and will continue to be reported to the GMCA through future capital updates.

## **3. TRANSPORT SCHEMES**

### **3.1 Greater Manchester Transport Fund (GMTF)**

3.1.1 The GMTF programme is funded from a combination of grants from the Department for Transport (DfT); a 'top slice' from the Greater Manchester Integrated Transport Block (ITB) Local Transport Plan (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).

3.1.2 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 the GMCA, under its levying powers; and in part from local, third party, revenue contributions.

- 3.1.3 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).
- 3.1.4 As reported previously to GMCA, due to the impact of COVID-19, Metrolink has suffered a significant reduction in farebox revenues. Following a period of stability and patronage growth since September 2021, the recent emergence of the Omicron variant has resulted in patronage and farebox revenue decreasing once more. The confirmed COVID support, provided up to the end of the financial year, is currently forecast to be sufficient to cover the majority of the operating deficit in 2021/22. However, no funding has been agreed to support the forecast deficit for 2022/23 onwards; and discussions with DfT are ongoing.

## **3.2 Metrolink Programme**

- 3.2.1 The Metrolink Programme includes the close out of certain activities relating to the Phase 3 expansion programme.
- 3.2.2 The current forecast expenditure in 2021/22 on these residual works is £7.0m, which is in line with the previous forecast.
- 3.2.3 The 2022/23 budgeted expenditure is £5.9m.
- 3.2.4 The total forecast and budget outturn costs are within the total approved budget.

## **3.3 Metrolink Renewal and Enhancement Capital Programme**

- 3.3.1 The Metrolink Renewals and Enhancements programme has historically been funded by prudential borrowings, with repayments being made from Metrolink net revenues. However, as result of COVID-19 and the associated impact on Metrolink revenues referred to at 3.1.4 above, the programme was reprioritised,

with only works that are either safety or operationally critical currently being delivered.

3.3.2 The current forecast expenditure in 2021/22 is £9.3m, compared to a previous forecast of £8.5m. The variance relates to the early conclusion of procurement and associated contract award exercises for track renewals works as well as phasing of risk allowances.

3.3.3 The 2022/23 budgeted expenditure is £10.2m.

3.3.4 The total forecast and budget outturn costs are within the total approved budget.

### **3.4 Park and Ride**

3.4.1 The current forecast and budget expenditure in 2021/22 is £0.1m, which is in line with the previous forecast.

3.4.2 The 2022/23 budgeted expenditure is £0.01m.

3.4.3 The total forecast outturn costs are within the total approved budget.

### **3.5 Bus Priority Programme**

3.5.1 The current forecast expenditure in 2021/22 is £0.2m, which is in line with the previous forecast.

3.5.2 The 2022/23 budgeted expenditure is £0.2m.

3.5.3 The total forecast and budget outturn costs are within the total approved budget.

### **3.6 Interchanges**

3.6.1 The current forecast expenditure in 2021/22 is £0.1m, which is line with the previous forecast.

3.6.2 The 2022/23 budgeted expenditure is £0.1m.

3.6.3 The total forecast and budget outturn costs are within the total approved budget.

### **3.7 A6 to Manchester Airport Relief Road (A6MARR)**

- 3.7.1 Stockport Council is responsible for the delivery of the A6MARR, resulting in the expenditure largely comprising grant payments to Stockport Council.
- 3.7.2 The current forecast expenditure in 2021/22 of £3.7m, is in line with the previous forecast of £3.4m
- 3.7.3 The 2022/23 budgeted expenditure is £6.2m.
- 3.7.4 The total forecast and budget outturn cost is within the total approved budget.

### **3.8 Metrolink Trafford Extension**

- 3.8.1 The current forecast expenditure in 2021/22 is £0.7m, compared to a previous forecast of £0.2m. The variance is predominately due to the rephasing of risk allowances arising from the completion of several land transactions in the current financial year.
- 3.8.2 The 2022/23 budget expenditure is £0.4m.
- 3.8.3 The total forecast and budget outturn costs are within the total approved budget.

### **3.9 Transforming Cities Fund – First Allocation (TCF)**

- 3.9.1 This programme includes:
  - a) Metrolink Additional Capacity; and
  - b) Cycling and Walking Mayoral Challenge Fund (MCF)
- 3.9.2 The Metrolink Additional Capacity programme includes the purchase of 27 additional trams and additional supporting infrastructure. The current forecast expenditure in 2021/22 is £16.9m, which is in line with the previous forecast.
- 3.9.3 The 2022/23 budgeted expenditure is £15.0m.
- 3.9.4 The Cycling and Walking Challenge Fund 2021/22 current forecast expenditure in 2021/22 is £40.6m, compared to a previous forecast of £43.5m. The variance reflects reforecasting across the 111 schemes within the programme, with 92 schemes rephasing works into the current financial year. 19 schemes have

rephased final design works and contractual milestones predominantly into next financial year, with the balance into next, and future, financial years.

3.9.5 The 2022/23 budgeted expenditure is £42.3m.

3.9.6 Total forecast and budget outturn costs are within the total approved budgets.

3.9.7 In 2022/23, TfGM will continue to undertake the MCF programme management role and associated activities with delivery of the overall programme on behalf of the GMCA, including the provision of a central support team. This is in recognition of the need to continue programme delivery beyond the original 4-year term of MCF, in support of ongoing GM-wide scheme delivery. In July 2018, the GMCA approved MCF programme funding of the initial 4 years of the programme. Therefore, as the MCF programme extends into year 5, MCF capital funding is required in 2022/23 to cover the following activities:

- a) Programme and project development support and advice to scheme promoters;
- b) Core programme management, reporting and associated activities, including assurance and governance in accordance with the GM Single Pot Assurance Framework;
- c) MCF programme monitoring and evaluation activities; and
- d) Communications and engagement activity to support scheme and programme promotion.

3.9.8 Note a release from the Mayor's Cycling and Challenge Fund (MCF) funding of £1.9 million to fund these programme management and associated costs in 2022/23 is now required.

### **3.10 Transforming Cities Fund - Second Allocation (TCF2)**

3.10.1 The current TCF2 forecast expenditure in 2021/22 is £1.0m, compared to a previous forecast of £2.2m. The variance is due to the continuing development of schemes and programmes, resulting in some of the budgeted expenditure in 2021/22 now being incurred next financial year.

3.10.2 The 2022/23 budgeted expenditure is £11.7m.

3.10.3 The total forecast and budget outturn costs are within the total approved budget.

### **3.11 Active Travel Fund (ATF)**

3.11.1 The Active Travel Fund (ATF) programme comprises 21 cycling and walking infrastructure schemes located on the public highway, which are to be delivered by the 10 Greater Manchester Authorities. The current ATF forecast expenditure in 2021/22 is £2.5m, compared to a previous forecast of £3.4m. The variance is due to the rephasing of certain design development and other costs into the 2022/23 financial year.

3.11.2 The 2022/23 budgeted expenditure is £10.2m.

3.11.3 Total forecast and budget outturn costs are within the total approved budgets.

### **3.12 Clean Air Programme**

3.12.1 Forecast spend against a range of clean air schemes for 2021/22 has reduced slightly on the previous forecast to £32.9m. This is funded entirely through grant funding from central Government.

3.12.2 The forecast spend against these schemes is expected to be £18.6m in 2022/23.

3.12.3 The total forecast and budget outturn costs are within the total approved budget for all projects.

### **3.13 Other Capital Schemes and Programmes**

3.13.1 The other capital schemes and programmes include:

- a) Cycle City Ambition Grant 2 (CCAG2); and
- b) Rail - Access for All

3.13.2 The current forecast expenditure in 2021/22 on the CCAG 2 programme is £1.7m which is in line with the previous forecast.

3.13.3 The Greater Manchester Rail Access for All Programme consists of £6.7m of funding, awarded by the DfT to Network Rail. The Access for All Programme forecast expenditure in 2022 is £0.6m which is in line with the previous forecast of £0.5m.

3.13.4 The 2022/23 budgeted expenditure is £2.7m.

3.13.5 The total forecast and budget outturn costs are within the total approved budgets for these programmes.

### **3.14 Bus Franchising**

3.14.1 The current forecast expenditure for bus franchising related capital expenditure for 2021/22 is £6.4m compared to a previous forecast of £15.6m. The variance is due to the phasing of expenditure into the next financial year.

3.14.2 The 2022/23 currently budgeted expenditure is £37.5m.

The outputs of this planned expenditure for 2022/23 include in particular:

- a) Costs related to the delivery of the depot strategy, as set out in the Assessment; and
- b) Costs relating to the purchase of on-bus equipment, other equipment and systems which are necessary for the implementation and operation of the franchising scheme.

3.14.3 Note the additional capital expenditure of £19.33 million of the sums approved at the GMCA meeting on 10 September 2021, for the expenditure outlined above

3.14.4 The total forecast and budget outturn costs are within the total approved budget for project. The funding proposal for these costs was set out in the financial strategy for funding Bus Reform as reported to GMCA in November 2020 and was originally approved by GMCA in October 2019.

### **3.15 Transport Local Growth Deal 1 Majors Schemes And 3 (Major and Minor Schemes)**

3.15.1 The Transport Local Growth Deal 1 & 3 Majors Programme consists of 15 major schemes (excluding Stockport Town Centre Access Plan (TCAP)) which are being delivered by TfGM and the Local Authorities. The total current forecast expenditure is £26.4m compared to a previous forecast of £27.5m with the main variances being due to the rephasing of risk allowances on the well-advanced Salford Bolton Network Improvements scheme and the rephasing of works into the

next financial year on the Oldham Town Centre initiative, now that schemes have been tendered and associated programmes of work received.

3.15.2 The Local Growth Deal 3 Minor Works schemes are being delivered by TfGM and the Local Authorities. The current forecast expenditure in 2021/22 is £2.3m, compared to a previous forecast of £3.1m. The variance is predominantly due to the re-phasing of some of the delivery of bus stop accessibility works into the next financial year.

3.15.3 The 2022/23 budgeted expenditure is £49.7m for the Major Schemes and £1.1m for the Minor Schemes.

3.15.4 Total forecast and budget outturn costs are within the total approved budgets.

### **3.16 Minor Works**

3.16.1 The 2021/22 current expenditure forecast for these schemes is £6.6m compared to a previous forecast of £7.3m. The variance is due to works across various schemes now anticipated to be completed next financial year.

3.16.2 The 2022/23 budgeted expenditure is £2.5m.

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

### **3.17 Traffic Signals**

3.17.1 The current forecast is in line with the budget of £2.5m. All traffic signals are externally funded and the annual amount will fluctuate year on year dependant on the level of new installations and developments. Future year forecasts are expected to stay within the £2.5m range.

### **3.18 Full Fibre Network**

3.18.1 Expenditure has been reprofiled into 2022/23 for the remaining sites to be installed. Forecast for 2021/22 is £11.2m.

### **3.19 Highways Maintenance**

3.19.1 Funding is received from central government to be distributed to the constituent authorities. All funding has now been transferred.

3.19.2 There is no forecast for 2022/23 onwards as the CRSTS in paragraph 1.4 consolidates the funding for this budget line.

### **3.20 GM One Network**

3.20.1 Following installation of full fibre network at paragraph 3.18.1, the GM One Network project will provide the equipment to 'light the fibre' that has been installed at the public sector sites.

## **4. ECONOMIC DEVELOPMENT AND REGENERATION**

### **4.1 Regional Growth Fund/ Growing Places**

4.1.1 The RGF of £65m was secured by GM through two rounds of bidding in 2012/13 and 2013/14. The RGF has supported eligible projects and programmes raising private sector investment to create economic growth and employment. The forecast loan advances in 2022/23 is £5m.

4.1.2 The Growing Places Fund originally secured by GM in 2012/13 totalled £34.5m of capital grant funding which is being used to provide up front capital investment in schemes. Loan advances of £8.4m are forecast for 2022/23.

### **4.2 Housing Investment Fund**

4.2.1 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 and loans are approved by GMCA. Forecast drawdowns for 2021/22 currently stand at £77.4m as projects are subject to chance one specific loans and timings are approved. This means the forecast expenditure may come to fruition during 2021/22 but may be carried forward in to 2022/23 which is currently forecast as £80.4m.

### **4.3 Skills Capital**

4.3.1 Forecast expenditure for 2021/22 stands at £4.6m which is slightly down on budget and previous quarter forecast.

4.3.2 Spend for 2022/23 has been forecast as £1.4m.

#### **4.4 Life Sciences Fund**

4.4.1 The GM&C Life Sciences Fund is a seed and early stage venture capital fund targeting life sciences businesses located in the Greater Manchester and Cheshire & Warrington region.

4.4.2 Forecast expenditure for 2021/22 has risen slightly from previous forecast but is still below budget. Expenditure has now been reprofiled into 2022/23.

#### **4.5 Pankhurst Centre**

4.5.1 The expenditure for 2021/22 has been reprofiled into 2022/23.

#### **4.6 Getting Building Fund**

4.6.1 The 2021/22 current expenditure forecast is £34.6m which is the balance of grant funding available. No further grant or expenditure is available in 2022/23.

#### **4.7 Brownfield Land Fund**

4.7.1 The 2021/22 current expenditure forecast is £37.9m compared to an original budget of £30m. The variance relates to rephasing and timing of drawdowns by participants.

4.7.2 The remainder of the multi-year grant is forecast to be expended as per the original timing schedule.

#### **4.8 Affordable Homes**

4.8.1 Programme to bring empty homes back in to use. Expenditure is dependent on number of units completed and funding for each is received from Homes England.

#### **4.9 Public Sector Decarbonisation Scheme**

4.9.1 The submission of a bid for the Public Sector Decarbonisation Scheme (PSDS) was reported to the 27 November 2020 meeting of the GMCA. The purpose of the grant via Salix is to halve carbon emissions from the Public Estate by 2032, through the deployment of energy efficiency and heating measures, excluding gas powered boilers and Combined Heat and Power (CHP).

4.9.2 The 2021/22 current expenditure forecast is £57.6m which is being spent by GMCA, TfGM, GM Local Authorities and other partner organisations within GM. The scheme has been extended and the remaining sum of £20.6m will be spent in 2022/23.

#### **4.10 Homelessness Rough Sleeper Programme**

4.10.1 The 2021/22 current expenditure forecast is £1.3m and was approved at the 27 November 2020 meeting of the GMCA. All funds have been expended.

#### **4.11 Green Homes Grant**

4.11.1 The 2021/22 current expenditure forecast is £3.3m which includes phases 1a, 1b and 2 and is to support domestic retrofit projects fully funded by UK central government.

4.11.2 The total budget for 2022/23 is £21.5m which is within the total approved budget.

### **5. FIRE AND RESCUE SERVICE**

5.1 Since the previous forecast, work has been undertaken with budget holders to update the estimated spend within the year and future years in relation to schemes and projects. This has resulted in a forecast for 2021/22 of £11.185m with the slippage mainly due to updated delivery plans in relation to the Estates Strategy.

5.2 The forecast spend for 2022/23 has been updated to reflect the slippage from the current year.

### **6. WASTE AND RESOURCES SERVICE**

#### **6.1 Operational Sites**

6.1.1 The current forecast spend on Operational Sites is £24.150m which is slightly lower than previous forecast. This forecast assumes facilities will have passed acceptance tests in the current financial year.

6.1.2 Future years expenditure has been allowed for a replacement HWRC, process improvements on the turbine and a rolling programme of rail wagon replacements.

## 6.2 Non-Operational Sites

6.2.1 The current forecast for non-operational sites is in line with previous forecasts

6.2.2 Future years expenditure includes provision for culvert improvement and drainage replacement on two closed landfill sites.

## 7. FUNDING REQUIREMENTS

7.1 The capital programme over the next three years, results in a borrowing requirement of £360.8m. Provision has been made in the revenue budget for the associated financing costs.

7.2 The estimated funding profile for the forecast spend in financial year 2022/23 is as follows:

Source	£m
Borrowings	157.1
Capital Receipts	94.4
Access for All grant	2.7
Active Travel grant	10.2
Affordable Homes	0.2
Brownfield Land Fund	18.0
Clean Air grant	18.4
Early Measures grant	0.2
Earnback grant	6.6
Green Homes grant	21.5
Public Sector Decarbonisation Fund	20.6
Transforming Cities grant	57.3
Transforming Cities 2 grant	11.7
Revenue Contribution	0.1
External income	2.5
<b>Total funding</b>	<b>421.6</b>

Appendix 1

Capital Programme 2021/22 – 2024/25

	Budget 2021/22	Previous 2021/22 Forecast	Current 2021/22 Forecast	Variance	2022/23 Forecast	2023/24 Forecast	2024/25 Forecast	Future years forecast
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Metrolink Programme	5,770	7,029	7,020	9	5,871	28,792	25,129	-
Metrolink Renewals and Enhancements	8,394	8,513	9,257	(744)	10,217	11,819	5,747	298,968
Park and Ride	-	115	97	18	8	-	-	7,706
Bus Priority Programme	77	233	198	35	186	11,949	-	-
Interchange Programme	51	83	62	21	54	284	-	-
<b>Greater Manchester Transport Fund</b>	<b>14,292</b>	<b>15,973</b>	<b>16,634</b>	<b>(661)</b>	<b>16,336</b>	<b>52,844</b>	<b>30,876</b>	<b>306,674</b>
<b>Road Schemes (Stockport)</b>								
A6 MARR / SEMMMS	5,552	3,410	3,732	(322)	6,204	15,852	-	-
<b>Stockport Council Schemes total</b>	<b>5,552</b>	<b>3,410</b>	<b>3,732</b>	<b>(322)</b>	<b>6,204</b>	<b>15,852</b>	<b>-</b>	<b>-</b>
<b>Other Metrolink Schemes</b>								
Trafford Extension	196	174	710	(536)	410	3,891	3,891	4,020
<b>Other Metrolink Schemes total</b>	<b>196</b>	<b>174</b>	<b>710</b>	<b>(536)</b>	<b>410</b>	<b>3,891</b>	<b>3,891</b>	<b>4,020</b>
<b>Clean Air Schemes</b>								
OLEV & CAP Taxi	1,986	1,852	2,530	(678)	1,187	1,341	-	-
Clean Air Financial Support Scheme (FSS)	-	3,678	3,294	384	1,843	-	-	-
Clean Air Zone (CAZ)	-	18,065	18,137	(72)	8,267	12,299	-	-
Clean Bus Technology Fund	1,733	2,071	2,071	-	-	-	-	-
Clean Bus Fund	11,571	10,092	6,582	3,510	7,076	2,496	2,629	-
Early Measures	342	563	320	243	243	-	-	-

	Budget 2021/22	Previous 2021/22 Forecast	Current 2021/22 Forecast	Variance	2022/23 Forecast	2023/24 Forecast	2024/25 Forecast	Future years forecast
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
<b>Clean Air Schemes total</b>	<b>15,632</b>	<b>36,321</b>	<b>32,934</b>	<b>3,387</b>	<b>18,616</b>	<b>16,136</b>	<b>2,629</b>	<b>-</b>
<b>Other Capital Schemes</b>								
CCAG 2	2,179	1,732	1,732	-	-	-	-	-
TCF - Mayors Challenge Fund	54,290	43,509	40,574	2,935	42,288	22,095	19,465	-
TCF - Metrolink Capacity Improvement Programme	18,132	16,925	16,856	69	15,044	5,856	-	-
Active Travel Fund	6,697	3,372	2,461	911	10,235	-	-	-
Access For All	1,788	502	624	(122)	2,716	6,447	-	-
Cycle Safety	-	-	-	-	-	1,542	-	-
<b>Other Capital Schemes total</b>	<b>83,086</b>	<b>66,040</b>	<b>62,247</b>	<b>3,793</b>	<b>70,283</b>	<b>35,940</b>	<b>19,465</b>	<b>-</b>
<b>Growth Deal</b>								
TfGM Majors	22,117	16,335	16,765	(430)	46,020	66,140	27,139	-
Local Authorities Majors	12,418	11,144	9,675	1,469	3,669	4,578	-	-
<b>Growth Deal total</b>	<b>34,535</b>	<b>27,479</b>	<b>26,440</b>	<b>1,039</b>	<b>49,689</b>	<b>70,718</b>	<b>27,139</b>	<b>-</b>
<b>Minor Works</b>								
ITB Local Authorities	849	1,160	1,011	149	970	-	-	-
Growth Deal 1 & 2 Local Authorities	6,932	5,395	4,993	402	1,497	-	-	-
Growth Deal 2 TfGM Schemes	910	703	638	65	55	992	-	-
Growth Deal 3 TfGM schemes	1,347	3,094	2,343	751	1,077	49	-	-
Growth Deal 3 Local Authorities	1,040	-	43	(43)	-	-	-	-
<b>Minor Works total</b>	<b>11,078</b>	<b>10,352</b>	<b>9,028</b>	<b>1,324</b>	<b>3,599</b>	<b>1,041</b>	<b>-</b>	<b>-</b>
<b>Transforming Forming Cities 2</b>								
TCF2	2,625	2,222	1,029	1,193	11,710	23,437	10,880	444
<b>Transforming Forming Cities 2 total</b>	<b>2,625</b>	<b>2,222</b>	<b>1,029</b>	<b>1,193</b>	<b>11,710</b>	<b>23,437</b>	<b>10,880</b>	<b>444</b>

	Budget 2021/22	Previous 2021/22 Forecast	Current 2021/22 Forecast	Variance	2022/23 Forecast	2023/24 Forecast	2024/25 Forecast	Future years forecast
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
<b>Bus Franchising</b>								
Bus Franchising	-	15,600	6,423	9,177	37,510	-	-	-
<b>Bus Franchising total</b>	<b>-</b>	<b>15,600</b>	<b>6,423</b>	<b>9,177</b>	<b>37,510</b>	<b>-</b>	<b>-</b>	<b>-</b>
Traffic Signals (Externally Funded)	2,500	2,500	2,500	-	2,500	2,500	2,500	-
Full Fibre Network	21,184	17,252	11,200	6,052	3,344	-	-	-
Highways Capital Maintenance	27,202	34,940	34,940	-	-	-	-	-
GM One Network	-	-	-	-	12,053	-	-	-
<b>Total Capital - Transport</b>	<b>217,882</b>	<b>232,263</b>	<b>207,817</b>	<b>24,446</b>	<b>232,254</b>	<b>222,358</b>	<b>97,380</b>	<b>311,138</b>
Regional Growth Fund	5,000	10,103	8,295	1,808	5,000	3,000	2,000	-
Growing Places	20,000	11,182	10,250	932	8,444	4,250	2,125	-
Housing Investment Fund	90,142	148,181	77,434	70,747	80,444	88,060	90,000	-
Growth Deal - Skills Capital Round 2 & 3	9,673	5,053	4,596	457	1,404	-	-	-
Growth Deal - Life Sciences Fund	1,749	814	999	(185)	489	-	-	-
Growth Deal - Pankhurst Institute	793	-	-	-	793	-	-	-
Getting Building Fund	31,316	34,612	34,612	-	-	-	-	-
Brownfield Land Fund	30,000	37,907	37,907	-	18,000	8,500	8,400	-
Affordable Homes	-	200	200	-	200	200	200	-
Public Sector Decarbonisation Scheme	-	78,237	57,648	20,589	20,589	-	-	-
Homelessness Rough Sleeper Programme	-	1,335	1,335	-	-	-	-	-
Green Homes	-	27,222	3,300	23,922	21,457	-	-	-
<b>Total Economic Development &amp; Regen.</b>	<b>188,673</b>	<b>354,846</b>	<b>236,576</b>	<b>118,270</b>	<b>156,820</b>	<b>104,010</b>	<b>102,725</b>	<b>-</b>
Estates	4,999	4,275	3,194	1,081	12,666	11,010	10,810	7,480
ICT	4,017	2,205	1,820	385	1,574	184	150	450

	Budget 2021/22	Previous 2021/22 Forecast	Current 2021/22 Forecast	Variance	2022/23 Forecast	2023/24 Forecast	2024/25 Forecast	Future years forecast
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Vehicles & Equipment	4,186	4,446	3,779	667	7,634	2,625	2,884	7,688
Sustainability	75	342	342	-	240	75	75	225
Waking Watch Relief	-	2,050	2,050	-	-	-	-	-
<b>Total Fire and Rescue Service</b>	<b>13,277</b>	<b>13,318</b>	<b>11,185</b>	<b>2,133</b>	<b>22,114</b>	<b>13,894</b>	<b>13,919</b>	<b>15,843</b>
Operational Sites	21,300	25,000	24,150	850	9,004	5,320	1,320	-
Non Operational Sites	1,750	200	189	11	1,350	750	1,200	-
<b>Total Waste and Resources</b>	<b>23,050</b>	<b>25,200</b>	<b>24,339</b>	<b>861</b>	<b>10,354</b>	<b>6,070</b>	<b>2,520</b>	<b>-</b>
<b>Total GMCA Capital</b>	<b>442,882</b>	<b>625,627</b>	<b>479,917</b>	<b>145,710</b>	<b>421,542</b>	<b>346,332</b>	<b>216,544</b>	<b>326,981</b>