

GREATER MANCHESTER COMBINED AUTHORITY

Date: 10 February 2023

Subject: F. GMCA Capital Programme 2022/23 – 2025/26

Report of: Councillor David Molyneux, Portfolio Lead for Resources and Steve Wilson,
Treasurer

Purpose of Report

To present an update in relation to the Greater Manchester Combined Authority's 2022/23 capital expenditure programme and the 2023/24 capital budget and forward plan for approval.

Recommendations:

The GMCA is requested to:

1. Note the current 2022/23 forecast of £462.1m compared to the 2022/23 previous forecast of £565.6m and approve changes to the capital programme as set out in the report.
2. Approve the capital programme budget for 2023/24 and the forward plan as detailed in the report and in Appendix A.
3. Approve funding from the City Region Sustainable Transport Scheme (CRSTS) grant as set out in Section 3.10 of this report.

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Equalities Impact, Carbon and Sustainability Assessment:

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 2022/23, 2023/24 and future years.

Number of attachments to the report: None

Background Papers

GMCA Capital Programme 2021/22 – 2024/25 - 11 February 2022

GMCA 2022/23 Capital Update – Quarter 1 – 29 July 2022

GMCA 2022/23 Capital Update – Quarter 2 – 28 Oct 2022

GMCA Transport Revenue Budget 2023/24 – 10 February 2023

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

GM Transport Committee

N/A

Overview and Scrutiny Committee

8th February 2023

1. Introduction/Background

- 1.1 The Greater Manchester Combined Authority (GMCA) approved the 2022/23 capital programme at its meeting on 11 February 2022. The latest 2022/23 capital reforecast at quarter 2 was reported and noted by the GMCA at its meeting on 28 October 2022.
- 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 Vehicles (EV), Taxi, EV Taxi Infrastructure, Clean Air Zones (CAZ), Financial Support Schemes (FSS) and DEFRA Air Quality Monitoring;
 - d) City Regions Sustainable Transport Settlement (CRSTS) funded schemes;
 - e) Other capital projects and programmes including Transforming Cities Fund 1, Active Travel, Cycle City Ambition Grant (CCAG 2), Rail – Access for All, Cycle Safety, Bus Franchising and Zero Emission Buses Regional Areas (ZEBRA);
 - f) Transport Growth Deal Major Schemes;
 - g) Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal);
 - h) Capital Highways Maintenance, Traffic Signals and Full Fibre;
 - i) Investments including Growing Places, Regional Growth Fund and Housing Investment Fund;
 - j) Economic Development and Regeneration Growth Deal Schemes;
 - k) Fire and Rescue Service Schemes; and
 - l) Waste and Resources Schemes.

- 1.3 The proposed Capital Programme for 2022/23 to 2025/26 is summarised in Appendix A and the major variances are described in this report.

2. Impact of National and Global Pressures

- 2.1 As previously reported, the progression of a number of schemes and their associated expenditure profiles has been impacted by global pressures on construction materials availability, associated pricing and inflationary pressures.
- 2.2 TfGM and Local Authority Delivery Partners are continuing to work with their respective supply chains to mitigate the impacts of the above matters; albeit due to more recent ongoing global events and trends this continues to be an increasing challenge across the capital programme.
- 2.3 It is anticipated that these impacts will continue in respect of expenditure within 2022/23, 2023/24 and beyond. Officers are progressing work to formulate a strategy to address these and related issues. A report detailing the outcome of this work and associated recommendations will be submitted to the GMCA in May 2023.
- 2.4 It is therefore recommended to adopt a prudent approach to scheme expenditure and the drawing down of funding whilst this work is being progressed.
- 2.5 To this end, this report includes a request for the drawdown of the following CRSTS funding, including to enable scheme development and delivery, to continue over the coming months, ahead of a further report being brought to the Combined Authority in May 2023.
- £2.9 million to Rochdale Council to support their Strategic Highways Maintenance commitments, with works due to commence on site during 2023/24;
 - £2.6 million to support a number of GM Local Authorities to progress the development of their Streets for All programmes; and
 - £14.8 million to support the development / delivery of a number of TfGM promoted bus and rail schemes, £6.3 million of which relates to expenditure that has been cash flowed from revenue budgets in the current financial year to date and that now needs 'switching' to be funded from CRSTS. The remaining £8.5 million is forecast expenditure in the period to the end of quarter 1 2023/24.

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; 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).
- 3.1.2 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 GMCA, under its levying powers and in part from local, third party, revenue contributions.
- 3.1.3 The GMCA Transport Revenue Budget 2023/24 report, on the agenda for this meeting, includes further detail on the overall revenue funding position, including in relation to Metrolink net revenues and financing costs.

Metrolink Programme

- 3.1.5 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.
- 3.1.6 The current forecast expenditure on these residual works in 2022/23 is £3.3m, compared to a previous forecast of £4.1m. The variance is primarily due to the rephasing of certain activities and associated costs into future years.
- 3.1.7 The 2023/24 budgeted expenditure is £10.4m.
- 3.1.8 The total forecast and budget outturn costs are within the total approved budget.

Metrolink Renewals and Enhancements

- 3.1.9 The Metrolink Renewals and Enhancements programme has historically been funded by prudential borrowings, with repayments being made from Metrolink net revenues. However, because of COVID-19 and the associated impact on Metrolink revenues referred to above, the programme has been reprioritised, with only works that are either safety or operationally critical currently being delivered.

3.1.10 The current forecast expenditure in 2022/23 is £15.2m, compared to a previous forecast of £14.7m.

3.1.11 The 2023/24 budgeted expenditure is £10.8m.

3.1.12 The current year forecast, and the 2023/24 budgeted expenditure, includes some renewals and enhancements expenditure funded from CRSTS and ITB.

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

Park and Ride

3.1.14 The current forecast expenditure for 2022/23 is £0.1m, which is in line with the previous forecast.

3.1.15 The 2023/24 budgeted expenditure is nil.

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

Bus Priority Programme

3.1.17 The current forecast expenditure in 2022/23 is £0.2m, which is in line with the previous forecast.

3.1.18 The 2023/24 budgeted expenditure is £1.0m.

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

Interchanges

3.1.20 The current forecast expenditure in 2022/23 is £0.01m, which is in line with the previous forecast.

3.1.21 The 2023/24 budgeted expenditure is nil.

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

3.2 A6 to Manchester Airport Relief Road (A6MARR)

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

3.2.2 The current forecast expenditure in 2022/23 is £2.7m, which is in line with the previous forecast.

3.2.3 The 2023/24 budgeted expenditure is £3.6m.

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

3.3 Metrolink Trafford Park Extension

- 3.3.1 The expenditure relates to the closure of final accounts on land transactions.
- 3.3.2 The current forecast expenditure in 2022/23 is £0.2m, compared to a previous forecast of £0.3m. The 2023/24 budgeted expenditure is £0.3m.
- 3.3.3 The total forecast and budget outturn costs are within the total approved budget.

3.4 Transforming Cities Fund – First Allocation (TCF1)

- 3.4.1 The programme includes:
 - a) The Metrolink Additional Capacity Programme; and
 - b) The Mayor's Cycling and Walking Challenge Fund (MCF)
- 3.4.2 The Metrolink Additional Capacity programme includes the purchase of 27 additional trams (all of which have now been delivered) and additional supporting infrastructure. The current forecast expenditure for 2022/23 is £12.0m, compared to a previous forecast of £14.1m. The variance is predominantly due to the rephasing of some of the additional infrastructure works into next year.
- 3.4.3 The 2023/24 budgeted expenditure is £4.7m.
- 3.4.4 The Cycling and Walking Challenge Fund includes 127 schemes. Overall programme management and design assurance undertaken by TfGM. The majority of schemes are delivered by the Local Authorities. The current forecast expenditure in 2022/23 is £30.9m, compared to a previous forecast of £33.6m. The variance is mainly due to the reprofiling of some design development into future years.
- 3.4.5 The 2023/24 budgeted expenditure for the MCF programme is £28.3m.
- 3.4.6 Total forecast and budget outturn costs are within the total approved budgets.

3.5 Active Travel Fund (ATF 2 and 3)

- 3.5.1 The Active Travel Fund programme (ATF 2 and 3) comprises 27 cycling and walking infrastructure schemes. The ATF capital programme is being delivered by the Local Authorities, with supporting behaviour change activities being delivered and managed in conjunction with TfGM. The current forecast expenditure in 2022/23 is £3.3m, compared to a previous forecast of £4.5m. The variance is due to rephasing of some ATF 2 expenditure from 2022/23 to 2023/24 due to changes to the original programme of works and rephasing of ATF 3 design expenditure into next year.

3.5.2 The 2023/24 budgeted expenditure for the ATF 2 and 3 programme is £7.5m.

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

3.6 Cycle Safety Grant

3.6.1 The current forecast expenditure in 2022/23 from the Cycle Safety Grant is £0.1m, compared to a previous forecast of £0.3m. The variance is due to certain works being rephased into 2023/24.

3.6.2 The 2023/24 budgeted expenditure is £0.3m.

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

3.7 Clear Air Programme

3.7.1 This is a range of Clean Air schemes which are funded entirely through grant funding from central government.

3.7.2 The 'Case for a new Greater Manchester Clean Air Plan' was submitted to the Secretary of State in draft on 1 July 2022 and confirmed as an approved document, following a meeting of the Greater Manchester Air Quality Administration Committee on 17 August 2022. The costs to date and all future costs are fully funded by the Government's Joint Air Quality Unit. The current forecast included for the Clean Air Plan is broadly in line with original budget and the previous forecast. The Government's has now asked Greater Manchester to provide additional evidence that will enable them to further consider the case for a new investment-led, non-charging Greater Manchester Clean Air Plan.

3.7.3 The current forecast expenditure in 2022/23 is £20.6m. 2023/24 budget expenditure is £20.0m.

3.7.4 The total outturn costs are within approved budgets for this programme.

3.8 Other Capital Schemes and Programmes

3.8.1 The other capital schemes and programmes include:

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

3.8.2 The current forecast expenditure is 2022/23 for CCAG 2 is £0.1m, which is line with the previous forecast.

3.8.3 The 2023/24 budgeted expenditure is nil.

3.8.4 The Access for All Programme current forecast expenditure in 2022/23 is £1.0m, compared to a previous forecast of £2.1m. The variance is predominantly due to the rephasing of constructions works into next year.

3.8.6 The 2023/24 budgeted expenditure is £2.6m.

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

3.9 Bus Franchising

3.9.1 The current forecast expenditure in 2022/23 is £30.9m, compared to a previous forecast of £39.1m. The variance is predominantly related to the rephasing of depot costs from future years into 2022/23, offset by a rephasing of ticketing infrastructure expenditure into future years.

3.9.2 The 2023/24 budgeted expenditure is £70.8m, which largely relates to depot and land acquisition costs, aligned to the depot strategy as set out in the assessment

3.9.3 The current year forecast and 2023/24 budgeted expenditure includes expenditure funded from CRSTS local matched funding contributions met from borrowing.

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

3.10 City Region Sustainable Transport Settlement (CRSTS)

3.10.1 The current forecast expenditure in 2022/23 for CRSTS funded schemes is £77.3m, compared to a previous forecast of £87.8m. The variance is predominantly due to entering into contract for the delivery of an additional 50 Electric Vehicle (EV) buses ahead of the previous schedule; offset by the rephasing of certain HS2 development activities; and the rephasing of other works us Franchising ticketing infrastructure procurement and Bus Pinchpoint Local Authority works,

3.10.2 The 2023/24 budgeted expenditure is £98.2m, a summary of which is included in Appendix A.

3.10.3 Within the 2023/24 budgeted expenditure £8.5m relates to Strategic and £26.3m for Core, Highways Maintenance programmes, allocated to the GM Local Authorities in the table below.

Authority	Strategic Highways Maintenance 2023/24 £'000	Core Highways Maintenance 2023/24 £'000
Bolton	1,730	2,867
Bury	783	1,912
Manchester	675	3,568
Oldham	699	2,300
Rochdale	2,925	2,294
Salford	1,125	2,357
Stockport	-	2,984
Tameside	-	2,179
Trafford	-	2,184
Wigan	612	3,605
Total	8,549	26,250

3.10.4 The total forecast and budget outturn costs are within the total approved budget for this programme.

3.11 Zero Emission Buses Regional Areas (ZEBRA)

3.11.1 The ZEBRA project has received £35.7m of Department for Transport Zero Emission Buses Regional Areas funding and £12.5m GMCA funding funded from prudential borrowing.

3.11.2 The current forecast expenditure in 2022/23 is £0.5m, against a previous forecast of nil. The variance is due to the bringing forward of some depot electrification works into this financial year.

3.11.3 The 2023/24 budgeted expenditure is £23.0m.

3.11.4 The total forecast and budget outturn costs are within the total approved budget for this programme.

3.12 Transport Local Growth Deal 1 Majors Schemes

3.12.1 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 in 2022/23 is £52.5m, compared to a previous forecast of £53.2m. The variance is predominantly due to rephasing of Oldham Town Centre works into the current financial year, offset by the rephasing of some construction activities on the SBNI programme into the 2023/24 financial year.

3.12.2 The current year forecast and the 2023/24 budgeted expenditure includes some expenditure that will be funded from the CRSTS grant.

3.12.3 The 2023/24 budgeted expenditure is £57.8m.

3.13 Minor Works

3.13.1 The Minor Works schemes are being delivered by TfGM and the Local Authorities

3.13.2 The current forecast expenditure for 2022/23 on these schemes is £2.9m compared to a previous forecast of £3.7m. The variance is due to the rephasing of works across various schemes from 2022/23 into 2023/24.

3.13.3 The 2023/24 budgeted expenditure is £1.2m.

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

3.14 Traffic Signals

3.14.1 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.

3.15 Full Fibre Network

3.15.1 The current forecast expenditure is £1.1m compared to a previous forecast of £3.3m. The scheme is now largely complete.

3.16 GM One Network

3.16.1 Following installation of full fibre network, the GM One Network project will provide the equipment to 'light the fibre' that has been installed at the public sector sites. The project has been rephased from quarter 4 2022/23 to quarter 2 and capital expenditure phased over the life of the project. This has reduced forecast spend in 2022/23 from £12.1m to £3.1m with a budget of £3.5m estimated for 2023/24.

4 Economic Development and Regeneration

4.1 Regional Growth Fund (RGF)

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 at quarter 3 is now £9.2m with additional schemes having been added.

4.1.2 The 2023/24 budgeted expenditure is £7.5m.

4.2 Growing Places

4.2.1 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. The forecast at quarter 3 is now £11m as an additional scheme has now been included.

4.2.2 The 2023/24 budgeted expenditure is £11.7m.

4.3 Housing Investment Fund

4.3.1 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 government has provided a £300m loan to provide the up-front funding and loans are approved by GMCA. The forecast at quarter 3 is now £45m with pipeline schemes not expected to complete during 2022/23 previously removed.

4.3.2 The 2023/24 budgeted expenditure is £123.4m.

4.4 Skills Capital Round 2 & 3

4.4.1 The current forecast expenditure of £2.2m is in line with a small change from the previous forecast position.

4.5 Life Sciences Fund 1

4.5.1 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 current forecast expenditure of £0.7m has decreased from the previous quarter as Life Sciences 2 has now been shown on a separate line.

4.5.2 The 2023/24 budgeted expenditure is £2.2m.

4.6 Life Sciences Fund 2

4.6.1 Life Sciences Fund 2 is reinvesting the returns from Life Sciences Fund 1. The forecast expenditure for 2022/23 is £2.6m.

4.7 Pankhurst Institute

4.7.1 The forecast expenditure is in line with budget and previous forecasts. The 2023/24 budgeted expenditure is £0.8m.

4.8 City Deal

4.8.1 The City Deal funding was extended from 31 March 2022 to 30 September 2022. A further extension has now been granted until 31 January 2023. The scheme has been removed for 2022/23 and £30m reprofiled into 2023/24.

4.9 Brownfield Land Fund

4.9.1 The current expenditure forecast is £17.9m which is lower than previous estimates due to the reprofiling of some schemes into 2023/24.

4.9.2 The 2023/24 budgeted expenditure is £36.1m.

4.10 Affordable Homes

4.10.1 The current expenditure forecast is £0.01m which is lower than previous forecasts. Timing of payments of grants is dependent on schemes coming forward and grant is claimed in arrears.

4.10.2 The 2023/24 budgeted expenditure is 0.1m.

4.11 Public Sector Decarbonisation Scheme 1

4.11.1 The 2021/22 programme was carried forward to reflect agreed carry forward to 2022/23 of £42.980m to be spent by end of June 2022. The programme has now successfully completed and final claim submitted with final spend being £41.6m.

4.12 Homelessness Rough Sleeper Programme

4.12.1 This scheme will deliver 60 units of accommodation and an associated support contract, with accommodation acquired by Resonance and leased to Let Us (GM Ethical Letting Agency) for a period of 30 years. Forecast of £2.8m is in line with previous budget.

4.13 Green Homes

4.13.1 Spend is now complete on this scheme with full grant spend not able to be achieved in the timescales leading to an underspend of £9.7m against budget of £21.5m.

4.14 Public Sector Decarbonisation Scheme 3a single year

4.14.1 There is a forecast of £11.9m against the original programme of £15.5m due to partners expected delivery by the government deadline of 31st March 2023. The programme is extremely challenging to deliver within timescales and there is little flexibility for partners that cannot guarantee permitted spend with timescales.

4.15 Public Sector Decarbonisation Scheme 3a multi-year

4.15.1 Grant award was made during 2022/23 and forecast spend is £0.4m.

4.15.2 The 2023/24 budgeted expenditure is £1m.

4.16 Social Housing Decarbonisation

4.16.1 Scheme is in line with previous forecasts and funding of £10.5m is expected to be spent by 31 March 2023.

4.17 UK Shared Prosperity Fund

4.17.1 The UK Shared Prosperity Fund is a central pillar of central government's Levelling Up agenda and a significant component of central government's support for places. The GMCA is lead authority for Greater Manchester and the amounts included in the budget are the minimum capital spend percentages set out in the national prospectus and it expected that GM will comfortably exceed the minimums of £1m in 2022/23.

4.17.3 The 2023/24 budgeted expenditure is £2.6m.

4.18 Homelessness Accommodation Project

4.18.1 This project has grant funding of £3.9m to support the leasing of good-quality properties for homeless families and contribute to efforts to eliminate the use of 'Bed and Breakfast' accommodation for homeless families. The project is expected to be complete in 2022/23.

5. Fire and Rescue Service

5.1 Estates

5.1.1 An assessment of the estates capital programme strategy has been undertaken to re-profile the five year scheme based on expected timescales of delivery of works following the revision of schemes as reported in the previous period.

5.3 Vehicles & Equipment

- 5.3.1 The forecast against vehicles is in relation to the estimated value of stage payments due to be made within the year for orders placed on appliances plus other vehicles delivered to date.

5.4 Sustainability

- 5.4.1 The expected costs of the grant funded PV and Battery schemes at Ashton and Bury fire stations are lower than budgeted. It is proposed that the residual budget is removed.

5.5 Health & Safety

- 5.5.1 Alongside the estates strategy is a programme of work to replace and update fitness equipment on fire stations. A review of requirements has been completed under the Health, Safety & Fitness team which has been incorporated into the capital programme.

6. Waste and Resources

- 6.1 The main variances on Operational Assets are due to the reprofiling from 2021/22 into the current year of mobile plant and vehicles. Process improvements at Raikes Lane, Bolton have a higher spend than budget but works have also been carried forward from 2021/22.
- 6.2 The forecast spend in 2023/24 of £6.780m can be summarised as:
- a) £3m for a Household Waste Recycling Centre (HWRC) at Reliance Street, Newton Heath;
 - b) £0.460m Environment Agency prescribed changes at Raikes Lane, Bolton;
 - c) £1.320m for rail wagons; and
 - d) £2m for mobile plant and equipment.

7. Funding Requirements

- 7.1 The capital programme over the next three years, results in a borrowing requirement of £364.6m. 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 2023/24 is as follows:

Source	£m
Borrowings	140.6
Capital Receipts	175.5
Grants	230.3
Revenue Contribution	0.1
External Income	45.2
Total Funding	591.8

Appendix A

	Budget 2022/23	Previous 2022/23 Forecast	Current 2022/23 Forecast	Variance	2023/24 Forecast	2024/25 Forecast	2025/26 Forecast	Future years forecast
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Metrolink Programme	5,871	4,103	3,296	807	10,392	12,064	2,276	-
Metrolink Renewals and Enhancements	10,217	14,746	15,182	(436)	10,762	26,453	13,182	293,117
Park and Ride	8	75	67	8	-	-	-	7,726
Bus Priority Programme	186	266	184	82	982	6,013	4,963	-
Interchange Programme	54	11	15	(4)	-	468	-	53
Greater Manchester Transport Fund	16,336	19,201	18,744	457	22,136	44,998	20,421	300,896
Road Schemes (Stockport)								
Stockport Town Centre Access Plan (DfT retained scheme)	-	-	-	-	-	-	-	-
A6 MARR / SEMMMS	6,204	2,713	2,675	38	3,600	4,800	3,500	8,714
Stockport Council Schemes total	6,204	2,713	2,675	38	3,600	4,800	3,500	8,714
Other Metrolink Schemes								
Trafford Extension	410	318	233	85	325	2,954	6,721	-
Other Metrolink Schemes total	410	318	233	85	325	2,954	6,721	-
BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD				
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN				

	Budget 2022/23	Previous 2022/23 Forecast	Current 2022/23 Forecast	Variance	2023/24 Forecast	2024/25 Forecast	2025/26 Forecast	Future years forecast
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Clean Air Schemes								
OLEV & CAP Taxi	1,187	1,132	1,225	(93)	1,181	543	-	-
Clean Air Financial Support Scheme (FSS)	1,843	768	768	-	1,134	-	-	-
Clean Air Zone (CAZ)	8,267	8,267	9,434	(1,167)	17,142	-	-	-
Clean Bus Technology Fund	-	424	424	-	-	-	-	-
Clean Bus Fund	7,076	8,533	8,533	-	156	4,087	57	114
Defra Air Quality Monitoring	-	343	49	294	328	-	-	-
Early Measures	243	230	131	99	99	-	-	-
Clean Air Schemes	18,616	19,697	20,564	(867)	20,039	4,631	57	114
Clean Air Schemes total	18,616	19,697	20,564	(867)	20,039	4,631	57	114
Other Capital Schemes								
Smart Ticketing (non Growth Deal Funding)	-	-	-	-	-	-	-	-
CCAG 2	-	112	112	-	-	-	-	-
TCF - Mayors Challenge Fund	39,700	33,573	30,915	2,658	28,256	11,999	-	-
TCF - Metrolink Capacity Improvement Programme	15,044	14,124	12,039	2,085	4,657	7,987	-	-
Active Travel Fund	10,235	4,453	3,287	1,166	7,505	8,655	4,472	-
Access For All	2,716	2,065	1,025	1,040	2,602	4,087	-	533
ZEBRA	-	-	504	(504)	23,004	24,692	-	-
Bus Franchising	37,510	39,107	30,933	8,174	70,773	21,368	393	-
Cycle Safety	-	300	60	240	258	1,224	-	-

	Budget 2022/23 £'000	Previous 2022/23 Forecast £'000	Current 2022/23 Forecast £'000	Variance £'000
Other Capital Schemes total	105,205	93,734	78,875	14,859
Growth Deal				
TfGM Majors	48,608	49,676	48,893	783
Local Authorities Majors	3,669	3,474	3,588	(114)
Growth Deal total	52,277	53,150	52,481	669
Minor Works				
ITB Local Authorities	970	952	837	115
Growth Deal 1 & 2 Local Authorities	1,497	1,791	1,411	380
Growth Deal 2 TfGM Schemes	55	70	67	3
Growth Deal 3 TfGM schemes	1,077	827	591	236
Growth Deal 3 Local Authorities	-	14	14	-
Minor Works total	3,599	3,654	2,920	734
Bus CRSTS	6,900	19,366	22,302	(2,936)
Active Travel CRSTS	-	-	-	-
Interchanges CRSTS	-	250	400	(150)
Rail CRSTS	1,695	10,784	931	9,853
Other CRSTS	3,055	700	-	700
Metrolink CRSTS	60	2,901	639	2,262
Local Authority CRSTS	-	53,760	53,053	707

2023/24 Forecast £'000	2024/25 Forecast £'000	2025/26 Forecast £'000	Future years forecast £'000
137,055	80,012	4,865	533
57,156	21,274	1,686	15,753
634	2,775	1,256	-
57,790	24,049	2,942	15,753
415	397	-	-
555	385	-	-
10	1,037	7	-
255	367	-	-
-	-	-	-
1,235	2,186	7	-
46,115	65,284	101,609	98,971
-	8,632	16,206	15,967
1,900	1,429	4,989	18,321
2,284	18,933	67,547	5,414
1,300	4,540	6,893	5,341
4,858	17,316	17,360	41,031
41,764	105,303	99,554	116,301

	Budget 2022/23	Previous 2022/23 Forecast	Current 2022/23 Forecast	Variance
	£'000	£'000	£'000	£'000
Total CRSTS	11,710	87,761	77,325	10,436
Traffic Signals (Externally Funded)	2,500	2,500	2,500	-
Full Fibre Network	3,344	3,344	1,050	2,294
GM One Network	12,053	12,053	3,084	8,969
Total - Transport	232,254	298,125	260,451	37,674
Regional Growth Fund	5,000	6,006	9,163	(3,157)
Growing Places	8,444	6,727	11,008	(4,281)
Housing Investment Fund	80,444	48,895	45,038	3,857
Skills Capital Round 2 & 3	1,404	2,072	2,231	(159)
Life Sciences Fund 1	489	1,837	668	1,169
Life Sciences Fund 2	-	-	2,594	(2,594)
Pankhurst Institute	793	793	793	-
City Deal	-	30,000	-	30,000
Brownfield Land Fund	18,000	46,484	17,909	28,575
Affordable Homes	200	200	14	186
Public Sector				
Decarbonisation Scheme 1	20,589	42,980	41,623	1,357
Homelessness Rough				
Sleeper Programme	-	2,796	2,796	0
Green Homes	21,457	21,457	11,735	9,722

2023/24 Forecast	2024/25 Forecast	2025/26 Forecast	Future years forecast
£'000	£'000	£'000	£'000
98,221	221,437	314,158	301,346
2,500	2,500	2,500	
-	-	-	
3,518	1,075	865	8,541
346,419	388,641	356,036	635,897
7,503	5,380	5,000	-
11,685	10,000	10,000	-
123,363	92,892	41,749	-
-	-	-	-
2,203	2,203	-	-
-	-	-	-
793	-	-	-
30,000	-	-	-
36,112	17,421	-	-
100	100	100	-
-	-	-	-
-	-	-	-
-	-	-	-

	Budget 2022/23 £'000	Previous 2022/23 Forecast £'000	Current 2022/23 Forecast £'000	Variance £'000	2023/24 Forecast £'000	2024/25 Forecast £'000	2025/26 Forecast £'000	Future years forecast £'000
Public Sector Decarbonisation Scheme 3a single year	-	15,534	11,948	3,586	-	-	-	-
Public Sector Decarbonisation Scheme 3a multi year	-	-	379	(379)	1,002	1,550	-	-
Social Housing Decarbonisation	-	10,473	10,473	-	-	-	-	-
UK Shared Prosperity Fund	-	-	1,018	(1,018)	2,646	10,665	-	-
Homelessness Accommodation Leasing Project	-	-	3,900	3,900	-	-	-	-
Total ED&R	156,820	236,254	173,290	62,964	215,407	140,211	56,849	-
Estates	12,666	5,883	5,661	222	12,186	24,645	13,709	1,867
ICT	1,574	2,662	2,617	45	400	150	150	300
Vehicles & Equipment	7,634	6,909	3,803	3,106	7,994	1,890	4,480	4,871
Sustainability	240	599	484	115	75	75	75	150
Health & Safety	-	-	82	(82)	522	-	-	-
Waking Watch Relief	-	2,728	728	2,000	2,000	-	-	-
Total Fire & Rescue	22,114	18,781	13,375	5,406	23,177	26,760	18,414	7,188
Operational Sites	9,004	11,104	14,235	(3,131)	6,780	4,820	3,320	-
Non-Operational Sites	1,350	1,350	700	650	-	750	1,200	-

	Budget 2022/23	Previous 2022/23 Forecast	Current 2022/23 Forecast	Variance
	£'000	£'000	£'000	£'000
Total - Waste & Resources	10,354	12,454	14,935	(2,481)
Total Capital	421,542	565,614	462,051	103,563

2023/24 Forecast	2024/25 Forecast	2025/26 Forecast	Future years forecast
£'000	£'000	£'000	£'000
6,780	5,570	4,520	-
591,783	561,182	435,819	643,085