

## **GREATER MANCHESTER COMBINED AUTHORITY**

### **OVERVIEW & SCRUTINY COMMITTEE**

Date: 7 February 2024

Subject: Paper E - GMCA Capital Programme 2023/24 – 2026/2027

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

---

### **Purpose of Report**

To present an update in relation to the Greater Manchester Combined Authority's 2023/24 capital expenditure programme and the 2024/25 capital budget and forward plan for approval.

### **Recommendations:**

The GMCA Overview and Scrutiny Committee is requested to:

Consider and comment on the report and note the recommendations which will be considered by the GMCA at its meeting on the 9 February 2024 as below.

The GMCA is requested to:

1. Note the current 2023/24 forecast of £579.1m compared to the 2023/24 previous forecast of £623.6m and approve changes to the capital programme as set out in the report and Appendix A.
2. Approve the capital programme budget for 2024/25 of £685.2m and the forward plan for future years as set out in the report and Appendix A.

3. Approve the addition to, and the subsequent drawdown from, the 2023/24 capital programme of £4.4m for local highways maintenance activities, as outlined in section 3.9.4 of this report.
4. Approve the inclusion of Trailblazer funding as outlined in section 4.14 of this report.

## **Contact Officers**

Name: Steve Wilson, Treasurer

E-Mail: [steve.wilson@greatermanchester-ca.gov.uk](mailto:steve.wilson@greatermanchester-ca.gov.uk)

Name: Steve Warrener, Managing Director / Finance and Corporate Services  
Director, Transport for Greater Manchester

E-mail: [steve.warrener@tfgm.com](mailto:steve.warrener@tfgm.com)

## **Equalities Impact, Carbon and Sustainability Assessment:**

There are no specific equalities impact, carbon and sustainability issues contained within this report.

## **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 forecast capital expenditure for 2023/24, 2024/25, and future years.

**Number of attachments to the report:** None

## **Background Papers**

GMCA Capital Programme 2022/23 – 2025/26 – 10 February 2023

Transport Capital Programme – 26 May 2023

GMCA 2023/24 Capital Update – Quarter 2 – 27 October 2023

Transport Capital Programme – 25 January 2024

### **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

### **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?

### **GM Transport Committee**

### **Overview and Scrutiny Committee**

7<sup>th</sup> February 2024

## **1. INTRODUCTION AND BACKGROUND**

- 1.1 The Greater Manchester Combined Authority approved the 2023/24 capital programme at its meeting on 10 February 2023. The latest 2023/24 capital reforecast at quarter 2 was reported and noted by the Authority at its meeting on 27 October 2023.
- 1.2 The Authority's capital programme includes Greater Manchester Fire and Rescue Services (GMFRS), Economic Development & Regeneration programmes, Waste & Resources Service and the continuation of the programme of activity currently being delivered by the Authority, Transport for Greater Manchester (TfGM) and GM Local Authorities (LA) including the following elements:
- a) The Greater Manchester Transport Fund (GMTF);
  - b) Metrolink Trafford Park Line Extension;
  - c) Clean Air funded schemes;
  - d) City Regions Sustainable Transport Settlement (CRSTS) funded schemes;
  - e) Other capital projects and programmes including Transforming Cities Fund 1, Active Travel, 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); and
  - h) Capital Highways Maintenance, Traffic Signals and Full Fibre.
- 1.3 The proposed Capital Programme for 2023/24 to 2026/27 is summarised in Appendix A and the major variances are described in this report.

## **2. CITY REGION SUSTAINABLE TRANSPORT SCHEME RE-BASELINING**

- 2.1 Following the announcement of the Government's Network North plan on 4 October 2023, engagement with Department for Transport (DfT) officials regarding the indicative c£2.5bn allocation for Greater Manchester for the period April 2027 to March 2032 that formed part of this announcement is ongoing. When added to GM's £1.07bn settlement for CRSTS1, which covers the five-year period up to

March 2027, this indicative allocation contributes to an overall pipeline to the end of the financial year 2031/32 of c£3.5bn.

2.2 GM's formal CRSTS1 re-baselining has now been submitted to Government, following submission of a draft, as previously reported. The response aligns with the principles and associated Scheme List included in the May 2023 GMCA Transport Capital Programme report. The current CRSTS1 scheme budgets set out in this report are based on existing approved funding. A decision from Government in relation to GM's proposed rebaselining is expected in early 2024. Once approved, scheme budgets will be updated to reflect the revised financial funding allocations with the updated number included within the Q1 2024/25 capital update report.

2.3 Further updates will be provided in due course.

### **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 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 the Authority, 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 the Authority 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 Authority, under its levying powers and in part from local, third party, revenue contributions.

3.1.3. The GMCA Transport Revenue Budget 2024/25 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

3.1.4. The Metrolink GMTF 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.

3.1.5. The current forecast expenditure on these works in 2023/24 is £7.1m, compared to a previous forecast of £9.4m. The variance is due to the rephrasing of certain activities into the next financial year.

3.1.6. The 2024/25 budgeted expenditure is £9.3m.

#### Metrolink Renewals and Enhancements

3.1.7. 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, the programme has been reprioritised, with only works that are either safety or operationally critical currently being delivered. The works are now funded from a mixture of borrowings and grant, including the CRSTS.

3.1.8. The current forecast expenditure in 2023/24 is £13.2m, compared to a previous forecast of £11.1m. The variance is due to the accelerated development and delivery of a number of prioritised renewals during 2023/24.

3.1.9. The 2024/25 budgeted expenditure is £18.3m.

#### Park and Ride

3.1.10. The current forecast expenditure in 2023/24 is £0.04m and is in line with the previous forecast.

3.1.11. The 2024/25 budgeted expenditure is £0.03m.

#### Bus Priority Programme

3.1.12. The current forecast expenditure in 2023/24, on monitoring and evaluation activity, is £0.2m and is in line with the previous forecast.

3.1.13. The 2024/25 budgeted expenditure is £0.04m.

#### Interchanges

3.1.14. The current forecast expenditure in 2023/24 is £0.08m and is in line with the previous forecast.

3.1.15. The 2024/25 budgeted expenditure is £0.2m.

### **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 of grant payments to Stockport MBC.

3.2.2. The current forecast expenditure in 2023/24 is £3.6m, which is in line with the previous forecast.

3.2.3. The 2024/25 budgeted expenditure is £3.0m.

### **3.3. Metrolink Trafford Park Extension**

3.3.1. The current forecast expenditure in 2023/24 is £0.4m, compared to a previous forecast of £0.2m. This is due to negotiations relating final accounts on land transactions being progressed ahead of forecast.

3.3.2. The 2024/2025 budgeted expenditure is £0.2m.

### **3.4. Transforming Cities Fund – First Allocation (TCF1)**

3.4.1. The programme includes:

- a) The Metrolink Capacity Improvement Programme (MCIP); and
- b) The Mayor's Cycling and Walking Challenge Fund (MCF)

3.4.2. The Metrolink Capacity Improvement Programme includes the purchase and delivery of 27 additional trams and additional supporting infrastructure. The current forecast expenditure for 2023/24 is £2.6m, compared to a previous forecast £4.3m. The variance is predominantly due to supporting power infrastructure works now forecast to be completed next financial year. The 2024/25 budgeted expenditure is £3.1m.

3.4.3. The Cycling and Walking Challenge Fund includes 127 schemes. Overall programme management, governance and assurance is undertaken by TfGM on behalf of the Authority. The majority of schemes are delivered by the GM LAs. The current forecast expenditure for 2023/24 is £25.6m, compared to a previous forecast of £28.7m. The 2024/25 budgeted expenditure is £8.8m.

### **3.5 Active Travel Fund (ATF 2, 3 and 4) including Cycle Safety Grant**

3.5.1. The Active Travel Fund programme (ATF 2, 3 and 4) including Cycle Safety Grant comprises 37 cycling and walking infrastructure schemes. The ATF capital programme is being delivered predominantly by the GM LAs. The total current forecast expenditure for 2023/24 is £6.9m compared to a previous forecast of £8.3m. The variance is predominantly due to re-phasing of certain works into

future years.

3.5.2. The 2024/25 budgeted expenditure is £13.3m.

### **3.6 Clear Air Programme**

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

3.6.2. The development of the GM CAP is funded by government and is overseen by Joint Air Quality Unit (JAQU), the joint Department for Environment, Food & Rural Affairs (DEFRA) and DfT unit established to deliver national plans to improve air quality and meet legal limits. The costs related to the business case, implementation and operation of the GM CAP are either directly funded or underwritten by government acting through JAQU and any net deficit over the life of the GM CAP will be covered by the New Burdens Doctrine, subject to a reasonableness test.

3.6.3. The 'Case for a new Greater Manchester Clean Air Plan' was submitted to the Secretary of State in July 2022. In January 2023, government asked GM for additional evidence including modelling how its investment-led approach performs (in terms of delivering compliance with legal nitrogen dioxide levels) against the 'benchmark' of a charging clean air zone to address the nitrogen dioxide exceedances identified in central Manchester and Salford. In April 2023, the government advised of a review of its bus retrofit programme as it had evidence that retrofitted buses have poor and highly variable performance in real-world conditions. Due to the bus retrofit review the requested evidence needed further work. In December 2023, GM submitted an update to the Secretary of State on the Case for a new Greater Manchester Clean Air Plan and confirmed that an appraisal of GM's proposed investment-led plan has been undertaken against a benchmark charging Clean Air Zone (CAZ) in the centre of Manchester and Salford. GM's evidence shows that the investment-led, non-charging plan can achieve compliance in 2025. However, it is for government to determine what measures GM is to implement – only the Investment-led Plan complies with the requirement placed on the 10 GM LAs to deliver compliance in the shortest possible time and by 2026 at the latest.

3.6.4. The current forecast expenditure in 2023/24 is £2.4m compared to a previous forecast of £20.8m due to CAZ works being paused until a decision is received



from Government.

- 3.6.5. The 2024/25 budgeted expenditure is currently nil due to awaiting a decision from the Secretary of State as referenced above.

### **3.7 Rail - Access for All**

- 3.7.1. The current forecast expenditure in 2023/24 for the Access for All Programme is £3.5m, compared to a previous forecast of £3.9m. The variance is predominantly due to the phasing of certain works into the next financial year.
- 3.7.2. The 2024/2025 budgeted expenditure is £4.7m.

### **3.8 Bus Franchising**

- 3.8.1. The current 2023/24 forecast expenditure is £86.8m, compared to a previous forecast of £58.4m. The variance is predominantly due to the phasing of the completion of bus depot acquisitions; and of the installation of on board bus equipment.
- 3.8.2. The 2023/24 forecast expenditure includes costs funded from CRSTS local matched funding contributions met from borrowings.
- 3.8.3. The 2024/25 budgeted expenditure is £32.2m.

### **3.9 City Region Sustainable Transport Settlement (CRSTS)**

- 3.9.1. The current 2023/24 forecast expenditure for CRSTS funded schemes is £104.0m, compared to a previous forecast of £103.4m. The variance is predominantly due to a rephasing of bus depot electrification activities into the current financial year and, offset by a rephasing of the Local Authorities Streets for All and EVCI schemes into future years to align with latest programme delivery estimates.
- 3.9.2. The 2024/25 budgeted expenditure (pre CRSTS1 re-baselining being approved) is £152.8m, a summary of which is included in Appendix A.
- 3.9.3. An update will be provided once the CRSTS1 re-baselining has been approved by Government.
- 3.9.4. Government have also announced a further £3.3bn of additional capital funding for local highways maintenance activities in the North, of which GM has been allocated £4.4m in each of 2023/24 and 2024/25, with an aggregated, minimal

additional uplift from 2023/24 to 2033/34 of £296.5m

3.9.5. The split for 2023/24, as noted in the January 2024 Bee Network Committee (BNC) Transport Capital Programme report, between the GM LAs is as per the table below:

<b>Local Authority</b>	<b>2023/24 funding £'000</b>
Bolton	485
Bury	323
Manchester	602
Oldham	389
Rochdale	388
Salford	399
Stockport	505
Tameside	368
Trafford	369
Wigan	610
<b>Total</b>	<b>4,438</b>

### **3.10 Zero Emission Buses Regional Areas (ZEBRA)**

3.10.1. The ZEBRA project has received £35.7m of DfT Zero Emission Buses Regional Areas funding and £12.5m funded from prudential borrowing.

3.10.2. The current 2023/24 forecast expenditure is £0.5m, which is in line with the

previous forecast.

3.10.3. The 2024/25 budgeted expenditure is £39.8m.

### **3.11 Transport Local Growth Deal 1 Majors Schemes**

3.11.1. The Transport Local Growth Deal 1 and 3 Majors Programme consists of 15 major schemes (excluding Stockport Town Centre Access Plan (TCAP)) which are being delivered by TfGM and the GM LAs. The total 2023/24 forecast expenditure is £64.2m, compared to a previous forecast of £58.7m. The variance is predominantly due to Stockport Interchange construction activities being progressed ahead of schedule.

3.11.2. The 2023/24 forecast expenditure includes costs funded from the CRSTS grant.

3.11.3. The 2024/25 budgeted expenditure is £12.5m.

### **3.12 Local Growth Deal Minor Works**

3.12.1. The Minor Works schemes are being delivered by TfGM and the GM LAs.

3.12.2. The total 2023/24 forecast expenditure on these schemes is £0.3m, compared to a previous forecast of £1.0m. The variance is due to business case submissions for GM LA schemes being rephased into 2024/25.

3.12.3. The 2024/25 budgeted expenditure is £1.4m.

### **3.13 Traffic Signals**

3.13.1 Traffic signals are externally funded and spend will fluctuate dependent on the level on new installations requested. Current forecast is in line with budget.

3.13.2 The 2024/25 budgeted expenditure is £2.5m.

### **3.14 Local Full Fibre Network**

3.14.1 The final milestone has been delivered but there are small number of outstanding issues to be finalised.

3.14.2 The current forecast is £0.1m to allow for these works to be completed.

### **3.15 GM One Network**

3.15.1 The GM One Network scheme is for Wide Area Network services across several GM LAs and the Authority and fulfils the Department for Culture, Media and Sport (DCMS) grant conditions for activating the Local Full Fibre Network (LFFN) dark fibre infrastructure. There is currently potential for the completion date to be

moved back a small number of weeks and this is currently being closely monitored.

3.15.2 The expenditure has increased due to reprofiling of the scheme from 2022/23 to 2023/24.

3.15.3 The 2024/25 budgeted expenditure is £1.0m.

## **4 ECONOMIC DEVELOPMENT AND REGENERATION**

### **4.1 Regional Growth Fund (RGF)**

4.1.1 The Regional Growth Fund was secured in 2012/13 and 2013/14 to create economic growth and lasting employment. This fund is now in the recycling phase.

4.1.2 The forecast expenditure has increased to £10.3m due to new schemes progressing and expected to be completed in year.

4.1.3 The 2024/25 budget expenditure is £5.9m.

### **4.2 Growing Places**

4.2.1 The Growing Places Fund was secured in 2012/13 to generate economic activity and establish sustainable recycled funds. This fund is now in the recycling phase.

4.2.2 The forecast expenditure has increased to £38.4m due to an increase in schemes transferred in from other budget lines.

4.2.3 The 2024/25 budget expenditure is £2m.

### **4.3 Housing Investment Loans Fund (HILF)**

4.3.1 The GM Housing Investment Loan Fund has been designed to accelerate and unlock housing schemes to help build the new homes and support the growth ambitions of Greater Manchester.

4.3.2 Expenditure is constrained by income received from loan repayments and HILF was at full capacity at the end of 2022/23. New schemes are now more likely to be drawn in 2024/25 which has been made possible with the agreement to repay capital to Department for Levelling Up, Housing and Communities (DLUHC) at year end being removed.

4.3.3 The 2024/25 budget expenditure is £209.6m.

#### **4.4 Life Sciences Funds**

4.4.1 The Life Sciences Funds are a 15-year venture capital funds investing in life sciences businesses across the region.

4.4.2 The forecast expenditure is £1.0m due to a delayed drawdown.

4.4.3 The 2024/25 budget expenditure is £1.9m.

#### **4.5 Pankhurst Institute**

4.5.1 The Pankhurst Institute is a University of Manchester led initiative to promote needs-led health technology research and innovation.

4.5.2 The total forecast expenditure is within budget.

#### **4.6 City Deal**

4.6.1 The original City Deal from 2012 was to cover a 10-year period. The expenditure was included in the budget due to ongoing negotiations with Homes England for a new City Deal fund.

4.6.2 Homes England have now approved two schemes and there are a further two schemes highly likely to be approved and included within the forecast of £9.4m.

4.6.3 The 2024/25 budget expenditure is £13.0m.

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

4.7.1 The Authority has been successful in receiving funding from central government from the Brownfield Land Fund. The grant from central government has been provided with the aim of creating more homes by bringing more brownfield land into development.

4.7.2 The increase in expenditure is due to additional funding having been awarded.

4.7.3 The 2024/25 budget expenditure is £74.9m.

#### **4.8 Affordable Homes**

4.8.1 The Affordable Homes grant scheme is finished and no further spend is expected.

#### **4.9 Public Sector Decarbonisation Schemes**

4.9.1 The Public Sector Decarbonisation Scheme is grant funding received from central government for public building retrofit projects.

4.9.2 The increase in expenditure is due to the rollover of funding from 2022/23 due to schemes not having been completed.

4.9.3 The 2024/25 budget expenditure is £1.6m.

#### **4.10 UK Shared Prosperity Fund**

4.10.1 The forecast spend of £5.9m has decreased from previous quarter with schemes slipping into 2024/25.

4.10.2 The 2024/25 budget expenditure is £10.7m.

#### **4.11 Social Housing Decarbonisation**

4.11.1 The Social Housing Decarbonisation fund is to improve the energy performance of social rented homes.

4.11.2 The decrease in expenditure is due to schemes being reprofiled into 2024/25.

4.11.3 The 2024/25 budget expenditure is £18.5m.

#### **4.12 Social Housing Quality Fund**

4.12.1 The Social Housing Quality Fund is to make improvements in the physical decency of social housing with a focus on serious hazards, eg mould and damp.

4.12.2 All grant funding is expected to be expended in year.

#### **4.13 Rough Sleeper Accommodation Programme**

4.13.1 The scheme is to support those rough sleeping or with a history of rough sleeping into longer-term accommodation with support.

4.13.2 This project has been rolled over from 2022/23. It is expected to be spent in 2023/24 but will depend on the ability to acquire appropriate units.

#### **4.14 Trailblazer**

4.14.1 The scheme is to fund local priority projects aligned to the Greater Manchester Strategy Shared Commitments and the UK Government Levelling Up Missions with a focus towards prioritising growth opportunities.

4.14.2 The forecast expenditure in 2023/24 is £5m.

4.14.3 The 2024/25 budget expenditure is £5m.

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

#### **5.1 Estates**

5.1.1 An assessment of the estates capital programme strategy is continuing as part of the Estates Strategy work. It is expected that there will be re-profiling of the schemes once timelines of the full strategy have been identified. The reported

variance is the re-profiling of budget to date, reflecting the expected position for the current financial year.

5.1.2 A long-term estates strategy has been formulated, the approved phase 1 of the scheme with plans for new builds, extensions, refurbishments and carbon reduction schemes is underway with expected completion by 2027/28. Alongside this is the Bury Training and Safety Centre which is also underway and due to complete within 2022/23. Phase 2 of the Estates Strategy has been added to with estimates over the period 2028/29 to 2032/33, to align to the proposed extended capital programme timeline.

5.1.3 The 2024/25 budget expenditure is £21.7m.

## **5.2 Transport**

5.2.1 Within transport, a Special Appliance Review has been undertaken which formulated part of the Fire Cover Review. Following a period of consultation, the capital programme was realigned to reflect the outcome. No change to quarter 2 forecast is currently expected.

5.2.2 Transport replacement programme budgets are profiled in accordance with expected need and delivery profiles allowing for lead times where supply chains require orders to be placed up to 18 months prior to goods being delivered. The replacement profile of vehicles beyond the current approved capital programme has been included at estimated costs including an allowance for inflation.

5.2.3 The 2024/25 budget expenditure is £3.0m.

## **5.3 ICT**

5.3.1 The forecast is broadly in line with the quarter 2 forecasts with the exception of the reprofiling of the digital transformation scheme into future years in line with the estimated scheme timelines.

5.3.2 The 2024/25 budget expenditure is £0.5m.

## **5.4 Equipment**

5.4.1 The minor variance of £0.1m is in relation to the revised expected delivery of the Positive Pressure Ventilation fan within the programme, this has been slipped to 2024/25.

5.4.2 Equipment replacement programme budgets are profiled in accordance with expected need and delivery profiles allowing for lead times where supply chains require orders to be placed up to 18 months prior to goods being delivered.

5.4.3 The 2024/25 budget expenditure is £3.5m.

## **5.5 Sustainability**

5.5.1 Delivery of core sustainability work was paused in 2022/23 to enable resources to be utilised to deliver on overarching schemes such as Public Sector Decarbonisation Scheme and the wider Estates Strategy which encompasses carbon reduction. As such, the remaining core budget was reprofiled into 2023/24.

## **5.6 Waking Watch Relief Fund**

5.6.1 Waking Watch has two schemes within 2023/24, the end of the Relief Fund and the start of the Replacement Fund. Department for Levelling Up, Housing and Communities (DLUHC) have provided confirmation of additional grant funding in respect of the Relief Fund, further to the original Memorandum of Understanding value, in relation to identified high rise properties which meet the criteria. The forecast at quarter two reflects the expected awards within the year with the remaining reprofiled to 2024/25.

## **6. WASTE AND RESOURCES**

### **6.1 Operational Assets**

6.1.1 The current forecast expenditure has decreased due to expenditure at Reliance Street, Newton Heath Household Waste Recycling Centre (HWRC) being reprofiled in to 2024/25. The project has many technical, planning and procurement requirements which may delay construction on site.

6.1.2 The budget for 2024/25 includes £5m for the above project alongside new mobile plant, equipment and rail wagons.

### **6.2 Non-Operational Assets**

6.2.1 A sum of £0.2m has been included in the 2024/25 budget to build an access ramp at the Waithlands former landfill site to allow access to a lower section of the site. Details of the scheme can be found in Appendix A of the Waste and Resources Budget paper.



## 7. POLICE AND CRIME COMMISSIONER

### 7.1 Reducing Reoffending

7.1.1 This project is to enable Greater Manchester Integrated Rehabilitative Services (GMIRS) providers to strengthen the offer for people on probation. Expenditure of £0.4m was approved with £0.2m of spend incurred in 2022/23 with the remaining spend to take place in 2023/24.

## 8. FUNDING REQUIREMENTS

8.1 The capital programme over the next three years results in a borrowing requirement of £362.9m. Provision has been made in the revenue budget for the associated financing costs.

8.2 The estimated funding profile for the forecast spend in 2024/25 is as follows:

<b>Source</b>	<b>£m</b>
Borrowing	118.2
Grants	332.0
Capital Receipts	232.3
Revenue Contribution	0.2
External Contributions	2.5
<b>Total Funding</b>	<b>685.2</b>

Appendix A

	2023/24 Budget	2023/24 Previous Forecast	2023/24 Current Forecast	2023/24 Variance	2024/25 Forecast	2025/26 Forecast	2026/27 Forecast
	£000	£000	£000	£000	£000	£000	£000
Metrolink Programme	10,392	9,402	7,059	2,343	9,269	4,721	9,010
Metrolink Renewals and Enhancements	10,762	11,079	13,169	(2,090)	18,322	41,398	47,404
Park and Ride	-	43	41	2	30	6,980	-
Bus Priority Programme	982	224	202	22	37	5,999	5,621
Interchange Programme	-	48	80	(32)	153	107	89
<b>Greater Manchester Transport Fund</b>	<b>22,136</b>	<b>20,796</b>	<b>20,551</b>	<b>245</b>	<b>27,811</b>	<b>59,205</b>	<b>62,124</b>
<b>Road Schemes (Stockport)</b>							
A6 MARR / SEMMMS	3,600	3,600	3,600	-	3,000	14,705	-
<b>Stockport Council Schemes total</b>	<b>3,600</b>	<b>3,600</b>	<b>3,600</b>	<b>-</b>	<b>3,000</b>	<b>14,705</b>	<b>-</b>
<b>Other Metrolink Schemes</b>							
Trafford Extension	325	175	439	(264)	208	120	10,634
<b>Other Metrolink Schemes total</b>	<b>325</b>	<b>175</b>	<b>439</b>	<b>(264)</b>	<b>208</b>	<b>120</b>	<b>10,634</b>
<b>Clean Air Schemes</b>							
Clean Air Schemes	20,039	20,797	2,433	18,364	-	21,096	2,081
<b>Clean Air Schemes total</b>	<b>20,039</b>	<b>20,797</b>	<b>2,433</b>	<b>18,364</b>	<b>-</b>	<b>21,096</b>	<b>2,081</b>
<b>Other Capital Schemes</b>							
TCF - Mayors Challenge Fund	28,256	28,696	25,565	3,131	8,803	4,992	1,379
TCF - Metrolink Capacity Improvement Programme	4,657	4,262	2,623	1,639	3,058	3,540	788

	<b>2023/24 Budget</b>	<b>2023/24 Previous Forecast</b>	<b>2023/24 Current Forecast</b>	<b>2023/24 Variance</b>	<b>2024/25 Forecast</b>	<b>2025/26 Forecast</b>	<b>2026/27 Forecast</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Active Travel Fund	7,505	7,979	6,908	1,071	13,256	15,210	6,312
Access For All	2,602	3,925	3,533	392	4,668	3,220	-
ZEBRA	23,004	509	509	-	39,773	2,500	3,982
Bus Franchising	70,773	58,409	86,787	(28,378)	32,238	22,241	-
Cycle Safety	258	296	-	296	-	-	1,542
<b>Other Capital Schemes total</b>	<b>137,055</b>	<b>104,076</b>	<b>125,925</b>	<b>(21,849)</b>	<b>101,796</b>	<b>51,703</b>	<b>14,003</b>
<b>Growth Deal</b>							
TfGM Majors	57,156	58,019	63,334	(5,315)	11,669	8,765	8,215
Local Authorities Majors	634	697	849	(152)	834	555	2,413
<b>Growth Deal total</b>	<b>57,790</b>	<b>58,716</b>	<b>64,183</b>	<b>(5,467)</b>	<b>12,503</b>	<b>9,320</b>	<b>10,628</b>
<b>Minor Works</b>							
ITB Local Authorities	415	334	60	274	733	-	-
Growth Deal 1 & 2 Local Authorities	555	307	176	131	500	165	-
Growth Deal 2 TfGM Schemes	10	4	4	-	-	-	1,055
Growth Deal 3 TfGM schemes	255	330	97	233	209	393	-
<b>Minor Works total</b>	<b>1,235</b>	<b>975</b>	<b>337</b>	<b>638</b>	<b>1,442</b>	<b>558</b>	<b>1,055</b>
Bus CRSTS	46,115	38,184	41,472	(3,288)	71,397	76,807	74,649
Active Travel CRSTS	-	-	2,262	(2,262)	13,805	11,650	15,883
Interchanges CRSTS	1,900	1,527	1,406	121	3,173	9,037	16,145
Rail CRSTS	2,284	1,716	1,467	249	4,482	25,252	72,870
Other CRSTS	1,300	1,300	-	1,300	800	5,048	15,237
Metrolink CRSTS	4,858	447	339	108	1,514	10,151	72,952
Local Authority CRSTS	41,764	60,236	57,039	3,197	57,608	99,153	127,996
<b>Total CRSTS</b>	<b>98,221</b>	<b>103,410</b>	<b>103,985</b>	<b>(575)</b>	<b>152,779</b>	<b>237,098</b>	<b>395,732</b>

	<b>2023/24 Budget</b>	<b>2023/24 Previous Forecast</b>	<b>2023/24 Current Forecast</b>	<b>2023/24 Variance</b>	<b>2024/25 Forecast</b>	<b>2025/26 Forecast</b>	<b>2026/27 Forecast</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Traffic Signals (Externally Funded)	2,500	2,500	2,500	-	2,500	2,500	2,500
Full Fibre Network		70	70	-	-	-	-
GM One Network	3,518	5,343	5,385	(42)	1,074	-	-
<b>Total Capital - Transport</b>	<b>346,419</b>	<b>320,458</b>	<b>329,408</b>	<b>(8,950)</b>	<b>303,113</b>	<b>396,305</b>	<b>498,757</b>
Regional Growth Fund	7,503	9,433	10,251	(818)	5,900	5,187	5,000
Growing Places	11,685	15,500	38,414	(22,914)	2,000	10,000	10,000
Housing Investment Fund	123,363	133,072	69,602	63,470	209,573	118,527	128,874
Life Sciences Fund	2,203	2,369	1,044	1,325	1,850	1,925	2,756
Pankhurst	793	793	793	-	-	-	-
City Deal	30,000	9,365	9,365	-	13,022	6,582	-
Brownfield Land Fund	36,112	52,521	52,521	-	74,921	57,500	-
Affordable Homes	100	-	-	-	-	-	-
Trailblazer	-	-	5,000	(5,000)	5,000	-	-
Public Sector Decarbonisation Scheme 3a single year	-	-	1,772	(1,772)	-	-	-
Public Sector Decarbonisation Scheme 3a multi year	1,002	2,774	1,002	1,772	1,550	-	-
Social Housing Decarbonisation	-	26,673	16,400	10,273	18,481	-	-
Social Housing Quality Fund	-	15,000	15,000	-	-	-	-
UK Shared Prosperity Fund	2,646	11,374	5,864	5,510	10,664	-	-
Homelessness Accommodation Leasing Project	-	2,142	2,142	-	-	-	-
<b>Total Capital - Economic Development &amp; Regeneration</b>	<b>215,407</b>	<b>281,016</b>	<b>229,170</b>	<b>51,846</b>	<b>342,961</b>	<b>199,721</b>	<b>146,630</b>
Estates	12,186	7,957	6,920	1,037	21,660	12,063	11,220
Transport	7,720	4,272	4,272	-	2,964	3,580	5,455

	<b>2023/24 Budget</b>	<b>2023/24 Previous Forecast</b>	<b>2023/24 Current Forecast</b>	<b>2023/24 Variance</b>	<b>2024/25 Forecast</b>	<b>2025/26 Forecast</b>	<b>2026/27 Forecast</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
ICT	400	1,417	1,101	316	465	350	150
Equipment	274	1,563	1,490	73	3,465	72	305
Sustainability	75	333	119	214	838	75	75
Health & Safety	522	521	521	-	-	-	-
Waking Watch Relief	2,000	2,112	2,112	-	429	-	-
<b>Total Capital - Fire &amp; Rescue Service</b>	<b>23,177</b>	<b>18,175</b>	<b>16,535</b>	<b>1,640</b>	<b>29,821</b>	<b>16,140</b>	<b>17,205</b>
Operational Sites	6,780	3,780	3,780	-	9,070	35,620	3,188
Non-Operational Sites	-	13	13	-	200	1,200	-
<b>Total Capital - Waste &amp; Resources</b>	<b>6,780</b>	<b>3,793</b>	<b>3,793</b>	<b>-</b>	<b>9,270</b>	<b>36,820</b>	<b>3,188</b>
Reducing Reoffending	-	203	203	-			
<b>Total Capital - Police and Crime Commissioner</b>	<b>-</b>	<b>203</b>	<b>203</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Capital</b>	<b>591,783</b>	<b>623,645</b>	<b>579,109</b>	<b>44,536</b>	<b>685,165</b>	<b>648,986</b>	<b>665,780</b>