

Date: 28 June 2019

Subject: GMCA Capital Outturn 2018/19

Report of: Cllr David Molyneux, Portfolio Holder - Resources
Richard Paver, Treasurer to GMCA

PURPOSE OF REPORT

This report is to inform members of the Greater Manchester Combined Authority capital outturn for 2018/19.

RECOMMENDATIONS:

1. Note the 2018/19 outturn capital expenditure compared to the forecast position presented to GMCA in February 2019;
2. Approve the addition to the 2019/20 Capital Programme of the Clean Bus Technology programme which will be funded from the £5.98 million grant awarded by the Joint Air Quality Unit Department for Environment, Food and Rural Affairs (Defra) and Department for Transport (DfT) with further details as set out in section [8];
3. Note that under delegated Authority the addition of the Air Quality Monitoring Networks (AQMN) programme being delivered by TfGM on behalf of the 10 Local Authorities to the capital programme and the awarding of grants to Local Authorities as set out in section [8]; and
4. Note that under delegated Authority as outlined in the Mayor's Cycling and Walking Challenge Fund report of the 29 March 2019; the Wigan Bridgewater Canal Improvement scheme has been approved by the GMCA Chief Executive in consultation with the GM Mayor.

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Risk Management – An assessment of major budget risks faced by the authority are carried out quarterly as part of the reporting process – at the present time a significant proportion of the capital budget is funded through grant. In order to mitigate the risk of monetary claw back the full programme is carefully monitored against the grant conditions and further action 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 2018/19.

Number of attachments included in the report: 0

BACKGROUND PAPERS:

Report to Greater Manchester Combined Authority: ‘GMCA Transport, Housing and Economic Development and Regeneration Capital Programme 2017/18 – 2020/21’: 26 January 2018.

Report to Greater Manchester Combined Authority: ‘Transforming Cities Fund’ 29 March 2018.

Report to Greater Manchester Combined Authority: ‘Transforming Cities Challenge Fund’ 29 June 2018.

Report to Greater Manchester Combined Authority: ‘GMCA Capital Update 2018/19’ 27 July 2018.

Report to Greater Manchester Combined Authority: ‘GMCA Capital Update 2018/19’ 26 October 2018.

Report to Greater Manchester Combined Authority: ‘GMCA Capital Programme 2018/19 – 2021/22’ 15 February 2019.

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

1. INTRODUCTION AND BACKGROUND

1.1 The Greater Manchester Combined Authority (GMCA) approved the 2018/19 Capital Programme at its meeting on 26 January 2018 and updated forecast outturns were provided on a quarterly basis during 2018/19.

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

- The Greater Manchester Transport Fund ('GMTF');
- Metrolink Phase 3 extensions;
- Metrolink Trafford Line extension;
- Other Metrolink Schemes;
- Transport Interchanges;
- Bus Priority;
- Other capital projects and programmes including Transforming Cities, Early Measures, Cycle Safety, Smart Ticketing and Cycle City Ambition Grant (CCAG 2);
- Growth Deal Major Schemes;
- Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal);
- Capital Highways Maintenance and Pot-Hole funds
- Investments including Growing Places and Regional Growth Fund;
- Empty Home Programme;
- Economic Development and Regeneration Growth Deal Schemes;
- Fire Premises;
- Fire IT Schemes;
- Fire Vehicles & Equipment;
- Waste Operational Sites; and
- Waste Non-Operational Sites

1.3 The forecast for 2018/19 presented to GMCA on 15 February 2019 compared to actual capital expenditure for 2018/19 is summarised in Appendix A and the major variances are described in this report.

2. GREATER MANCHESTER TRANSPORT FUND (GMTF)

2.1 At its meeting on 12 May 2009, the AGMA Executive agreed to establish a Greater Manchester Transport Fund (GMTF), incorporating prioritised schemes based on delivering the maximum economic benefit (GVA) to Greater Manchester, consistent with positive package level social and environmental outcomes.

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

Metrolink Programme

- 2.5 The Metrolink Programme includes:
- Phase 3 programme;
 - Metrolink Second City Crossing('2CC'); and
 - SEMMMs Interface Works;
- 2.6 The total expenditure in 2018/19 was £5.8 million, compared to the forecast of £7.7 million. The variance is due to the revised phasing of risk allowances and of certain residual works.
- 2.7 The total forecast outturn cost is within the total approved budget.

Metrolink Renewal and Enhancement Capital Programme

- 2.8 The total expenditure for 2018/19 was £1.1 million, compared to the forecast of £2.1 million. This variance is primarily due to the phasing of a number of renewals that are now scheduled to be undertaken in 2019/20.
- 2.9 The total forecast outturn cost is within the total approved budget.

Bus Priority Programme

- 2.10 The total expenditure in 2018/19 is £0.3 million, compared to the forecast of £0.7 million. The variance is primarily due to final accounts being settled at levels lower than originally forecast.
- 2.11 The Air Quality Monitoring Networks (AQMN) programme has been submitted for inclusion in the Programme and further details on this scheme are included in Section 8 of this report.

2.12 The total forecast outturn cost is within the total approved budget.

Park and Ride

2.13 The total expenditure in 2018/19 was £0.2 million, which is in line with the forecast.

2.14 The total forecast outturn cost is within the total approved budget.

Bolton Town Centre Transport Strategy (BTCTS)

2.15 The total expenditure for 2018/19 was £0.4 million, compared to the forecast of £0.6 million. The variance is primarily due to certain residual works now anticipated to be completed in 2019/20

2.16 The total forecast outturn cost is within the total approved budget.

A6 to Manchester Airport Relief Road

2.17 Stockport MBC is responsible for the delivery of the A6MARR, which will result in the expenditure largely comprising grant payments to Stockport MBC.

2.18 The total expenditure for 2018/19 was £23 million, compared to the previous forecast of £31.7 million. The variance is primarily due to certain final account agreements across a number of activities now being forecast to be finalised in future years.

2.19 The total forecast outturn cost is within the total approved budget.

Stockport Town Centre Access Plan

2.20 Stockport MBC is responsible for the delivery of Stockport Town Centre Access Plan, a Growth Deal DfT retained scheme.

2.21 The total expenditure for 2018/19 is £15.7 million compared to the previous forecast of £14.1 million. The variance is due to construction works progressing ahead of schedule, over autumn and winter.

2.22 The total forecast outturn cost is within the total approved budget.

3. METROLINK TRAFFORD EXTENSION

3.1 The Metrolink Trafford Line Extension will extend Metrolink as far as the Trafford Centre.

3.2 The total expenditure for 2018/19 of £83.8 million, is in line with the forecast of £84.2 million.

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

4. OTHER CAPITAL SCHEMES & PROGRAMMES

4.1 Other capital projects include:

- Smart Ticketing;
- Cycle City Ambition Grant 2 (CCAG);
- Cycle Safety;
- Transforming Cities (TCF) / Mayoral Challenge Fund (MCF);
- Joint Air Quality Unit (JAQU) Early Measures; and
- Clean Bus Technology.

- 4.2 The total expenditure on Smart Ticketing for 2018/19 was £1.6 million, compared to the forecast of £1.7 million. However, following a review of appropriate allocation of costs between capital and revenue budgets, the net capital expenditure in 2018/19 was £0.6 million.
- 4.3 The total expenditure for CCAG 2 for 2018/19 is £7.7 million compared to the forecast of £8.2 million. The variance is primarily due to a small number of Local Authority delivered interventions being phased into future years.
- 4.4 The Alan Turing Way/Ashton New Road junction cycle safety scheme expenditure of £0.1m for 2018/19 is in line with the forecast.
- 4.5 The £243 million Transforming Cities Fund (TCF) / Mayoral Challenge Fund (MCF) programme includes £160 million allocated to a Mayoral Challenge Fund to support the delivery of the proposals in the Cycling and Walking Commissioners 'Made to Move' report and the emerging 'Streets for all Strategy', with the remaining £83 million allocated for the provision of additional Metrolink tram capacity and supporting infrastructure, as approved at the March 2018 GMCA meeting.
- 4.6 The total expenditure for 2018/19 for the additional Metrolink Tram capacity and supporting infrastructure programme is £23.0 million which is in line with the forecast.
- 4.7 The Cycling and Walking MCF Programme 2018/19 total expenditure is £0.4 million which compared to the forecast of £0.8 million. This £0.4 million variance is due to the phasing of initial design activities for the Local Authorities schemes with the variance in expenditure now to be incurred in 2019/20.
- 4.8 The Wigan Bridgewater Canal Improvement MCF scheme has received delegated approval to proceed and the costs are included in the Capital Programme in 2019/20. The scheme will see the upgrade of 1.4 kilometres of a key section of the Bridgewater Canal towpath with works due to be complete by the end of June 2019.
- 4.9 Joint Air Quality Unit (JAQU) Early Measures Investment Funding (EMIF) 2018/19 expenditure is £0.4m which is in line with the forecast expenditure.
- 4.10 The total forecast outturn cost is within the total approved budget for these programmes.

5. GROWTH DEAL MAJORS SCHEMES

- 5.1 The Growth Deal 1 Majors programme consists of 12 major schemes that are being delivered by TfGM and the Local Authorities. One scheme (Stockport Town Centre Access Plan), is a DfT retained scheme as noted above.
- 5.2 TfGM Growth Deal 1 Majors consists of three Interchange related developments (Stockport, Wigan and Ashton link roads), Highways network improvements (Bolton and Salford), Metrolink Improvements and the development of Salford Central rail station. The 2018/19 total expenditure for these schemes is £18.2 million compared to the forecast of £17.2 million. This variance primarily is due to the Ashton Interchange project progressing ahead of forecast.
- 5.3 Local Authority Growth Deal 1 Majors consists of a number of Highways schemes, two Wigan schemes (A49 and M58 link roads); a Rochdale scheme (South Heywood); a scheme developed jointly between Manchester and Salford with Manchester as lead (Regent Rd/Water St); and a further Manchester scheme (Great Ancoats St). The total 2018/19 expenditure for these schemes is £12.7 million compared to the £11.4 million forecast. Works on Regent Road have now recommenced following the appointment of a new contractor after the previous contractor fell into administration, which has led to expenditure on the scheme being £0.8 million below forecast. The other Local Authority schemes are £2.1million ahead of forecast mainly due to the commissioning of advance utility diversion works allowing the schemes to progress ahead of forecast.
- 5.4 The Growth Deal 3 programme includes a combination of both major and minor schemes. The total expenditure for 2018/19 is £4.7 million, compared to the forecast of £5.1 million. The variance is primarily due to a rephasing of main construction into future years on the Local Authority Interventions.
- 5.5 Total forecast outturn cost for all schemes remains within the total approved budget.

6. MINOR WORKS

- 6.1 The Minor Works Programme is a combination of schemes being delivered by the Local Authorities and TfGM.
- 6.2 The programme consists of schemes funded from a combination of Integrated Transport Block (ITB), Growth Deal 1 (GD1) and Growth Deal 2 (GD2).
- 6.3 The total expenditure for 2018/19 was £8.1 million, compared to the forecast of £8.8 million. The variance is predominately due to spend on Local Authority Interventions being lower than the forecast.
- 6.4 Total forecast outturn cost is within the total approved budget.

7. GMCA CONTROLLED TRANSPORT SCHEMES

Traffic Signals

- 7.1 In 2018/19, total expenditure amounted to £2.4 million compared to £2.5 million forecast as at January 2019. The variance is due to a decrease in works throughout quarter 4. All traffic signals are externally funded and the annual amount will fluctuate year on year dependant on the level of new installations and developments.

Capital Highways Maintenance

- 7.2 In 2018/19, total expenditure amounted to £32.7 million compared to £34.2 million forecast as at January 2019. The variance is due to National Productivity Investment Fund schemes being lower than the current forecast.

8. ADDITIONS TO THE CAPITAL PROGRAMME

Clean Bus Technology Fund

- 8.1 In September 2017, the Joint Air Quality Unit (Department for Environment, Food and Rural Affairs (Defra) and Department for Transport) announced funding to support projects to retrofit buses with technology accredited to reduce tailpipe emissions of nitrogen oxides. The opportunity was open to all local authorities in England and Wales.
- 8.2 TfGM submitted a bid on behalf of GMCA and was successfully awarded the maximum funding allowed £3 million, with £1.5 million to be spent in 2018/19 and a further £1.5 million to be spent in 2019/20. This will fund the retrofitting of 187 buses.
- 8.3 In February 2019 successful authorities were given the opportunity to bid for up to £3 million additional funds and TfGM successfully secured funds of £2.994 million to retrofit a further 176 vehicles. The full amount of £5.994 million has now been released to GMCA.
- 8.4 In order to determine the allocation of the funds originally awarded, TfGM ran a procurement type exercise inviting bids based on how often vehicles travelled on 10 priority roads across GM. To select these priority roads officers assessed all bus routes in GM and assessed vehicles by age, class and type that intersected the PCM (Pollution climate model) links. To qualify for the tender, vehicles were also required to be Euro IV/V rated, less than 10 years old and operators had to demonstrate that they had sourced an CVRAS accredited technology supplier. Compliant bids were received from three operators (First, Stagecoach and Transdev/Rosso) to retrofit 108 vehicles, at a cost of £1.82 million. A further £1.18 million remained outstanding.
- 8.5 In order to determine the allocation of the remaining funding, TfGM completed a second tender exercise. This exercise sought to identify buses which intersected with 147 priority road links, identified by government and local modelling as likely to have levels of NO₂ in breach of legal limits (more than 40 µg/m³) beyond 2020, if no action is taken. The previous eligibility criteria based on age, Euro rating and supplier accreditation also remained. This tender round was oversubscribed. Compliant bids were received from four operators: First, Stagecoach, Arriva and Rosso/Transdev, and covered a possible 270 buses at a cost exceeding £4.4 million. These bids were ranked based on retrofit costs and a number of

quality questions relating to: annual vehicle mileage; departures per day; number of trips per day intersecting with priority road links; and installation and monitoring of the equipment and vehicles. This ranking process established 79 buses (operated by First and Stagecoach) which could be retrofitted within the remaining funding (total cost £1,167,000).

- 8.6 The total cost of Phase 1 and 2 of the programme will be £3 million.
- 8.7 In February 2019 authorities were given the opportunity to bid for up to £3 million additional funds to expand their existing Clean Bus Technology Fund schemes. TfGM submitted a bid based on the prices and ranking established during the previous tender exercise. This identified an additional 176 buses (across all 4 operators who tendered) which could be retrofitted within the available funding (an actual cost of £2,994,000). TfGM were informed in March 2019 that this bid had been successful and the resulting funding has now been released to the CA.
- 8.8 This report is seeking the release of £5,981,000 of the awarded funding to enable TfGM to facilitate the retrofit programme.
- 8.9 Successful operators are required to sign Terms and Conditions confirming where the retrofitted buses will be deployed, to ensure maximum benefit to Greater Manchester's Clean Air objectives. Following submission of invoices for retrofit orders, operators will be awarded 50% funding with the remaining 50% awarded upon completion of the retrofit work. Operators will be required to provide a monthly report to TfGM on the installation timescales and operational status of the retrofitting and on-going monitoring and performance checks of installed retrofit technology will be undertaken, to ensure grant conditions are adhered to.

Greater Manchester Air Quality Monitoring Network Upgrades

- 8.10 A review of Greater Manchester's existing air quality monitoring network was commissioned by TfGM in 2016. This comprised a full audit of the current configuration of the network, including an assessment of the type, age and number of air quality monitoring stations. The review concluded that investment in monitoring equipment was required in order to provide a robust set of data to inform the decision making of the general public and for supporting UK Government EU obligations. This involved both the replacement of existing and investment in additional monitoring equipment.
- 8.11 The investment in the air monitoring equipment will be made by GM Local Authorities, funded by grants from budget allowances within the Cross City Bus scheme. The estimated amounts to be granted are set out below:

Local Authority	New station £'000	Replacement £'000	Total Grant £'000
Bolton	46	-	46
Rochdale	46	-	46
Tameside	46	24	70
Wigan	46	14	60
Bury	-	45	45
Stockport	-	35	35
Trafford	-	36	36
	184	154	338

8.12 The grants above will be used to:

- Establish new air quality monitoring stations within the Bolton, Rochdale and Wigan local authority areas to monitor particulate matter (PM2.5, PM10) and oxides of nitrogen (NOx);
- Decommission an existing monitoring station at the Two Trees School in Tameside and establish a new monitoring station within the Tameside local authority area to monitor particulate matter (PM2.5, PM10) and oxides of nitrogen (NOx);
- Replace NOx analysers at five existing monitoring stations in the Bury, Stockport, Tameside and Trafford local authority areas; and
- Replace PM10 monitors at eight existing monitoring stations in the Bury, Stockport, Tameside, Trafford and Wigan local authority areas.

8.13 To deliver the proposed upgrades to the monitoring network TfGM have procured a framework agreement for the purchase and installation of new and replacement air quality monitoring equipment. Each local authority where it is proposed to install new/replacement monitoring equipment will 'call off' this framework agreement to procure their own monitoring equipment requirements with the capital costs of the new/replacement equipment reimbursed to the local authorities via a grant claim submitted following the completion of the works.

8.14 Delivery Agreements will be entered into to define the outputs which must be attained in order to qualify for the drawdown of funds. These agreements will also define the maximum sums payable to each district.

8.15 The recommendations of this review have been endorsed by Greater Manchester's Air Quality Working Group and the approach to delivering the upgrades to the AQMN have been endorsed by the GM Clean Air Steering Group.

9. ECONOMIC DEVELOPMENT AND REGENERATION FUNCTIONS

Growing Places Fund (GPF)

- 9.1 The Growing Places Fund (GPF) originally secured by the Combined Authority in 2012/13 totalled £34.5 million of capital funding which is being used to provide up front capital investment in schemes.
- 9.2 The remaining £0.3 million has been utilised within 2018/19, taking the full spend to £34.5 million.

Recycled RGF / GPF

- 9.3 Both the Regional Growth Fund and Growing Places Fund's loans started to be repaid in 2015/16, with the strategy being that a perpetual fund is created to support businesses and enable growth. It should be noted that the forecast will be subject to change once specific loans are approved and the timing of payments confirmed. Within 2018/19 £4.1 million was recycled from available capital receipts.

GM Loans Fund

- 9.4 The Greater Manchester Loan Fund ('GMLF' or 'the Fund') was established in June 2013 in response to market constraints which significantly reduced the availability of debt finance.
- 9.5 The Fund was set up to provide debt finance of between £100k and £500k to small and medium enterprises in the Greater Manchester region, with the objective of generating business growth, creating and safeguarding jobs.
- 9.6 For 2018/19 £5.5 million was defrayed, in-line with previous forecasts.

Empty Homes Programme 2015-18

- 9.7 Following a bid to the Homes and Communities Agency, up to £3.542 million was available between 2015 and 2018 to deliver 232 units. Due to delays in the programme start, the total amount drawn down was £2.4 million delivering 139 homes, with £0.9 million expended within 2018/19 as per the previous forecast.

Housing Investment Fund

- 9.8 The Greater Manchester Housing 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.
- 9.9 To facilitate this DCLG have provided a £300 million loan to provide the up-front funding. The loan with DCLG novated to the Authority from Manchester City Council on the 16 March 2019, however loans out to third parties had not novated as at 31 March 2019, therefore no expenditure has been recorded by the Authority within 2018/19 with the exception of £0.1 million for an investment with HIVE homes.

Growth Deal – Economic Development and Regeneration Projects

- 9.12 Skills Capital (round one) – Actual spend in 2018/19 was £0.7 million compared to the previous forecast of £0.6 million. The variance is due to the timing of grant award payments. The remaining budget will be defrayed over 2019/20.
- 9.13 Skills Capital (round two and three) - £71 million has been allocated to Skills Capital under rounds 2 and 3 of the Growth Deal. It is proposed that the allocation will deliver four strands of investment as follows;
- Large Redevelopment of Further Education
 - Priority Sectors
 - Smaller Investment Projects
 - Digital Skills
- 9.14 Actual expenditure within 2018/19 was £1.9 million as per the previous forecast.
- 9.15 Life Sciences – 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. Actual spend in 2018/19 was £1.6 million compared to the previous forecast of £2.1 million. Fluctuations will occur as investments are agreed and confirmed.
- 9.16 Graphene Engineering Innovation centre (GEIC) – Actual spend in 2018/19 was £1.9 million as per the previous forecast.
- 9.17 International Screen School Manchester – Actual spend in 2018/19 was £0.7 million compared to the previous forecast of £2.8 million. The project is now underway with an updated spend profile.
- 9.18 Cyber Innovation Hub - This project proposes to fit out and purchase IT equipment for the hub with Manchester City Council as the delivery partner. The forecast spend for 2018/19 is nil as per the previous forecast, with the £5 million being profiled over 2019/20 and 2020/21.

10. GREATER MANCHESTER FIRE AND RESCUE SERVICE

- 10.1 The Capital expenditure for 2018/19 has reduced from a forecast of £5.6 million to actual spend of £5 million due to slippage on Estates and ICT and acceleration on Vehicles and Equipment, the variances have been reprofiled into 2019/20.

11 WASTE

- 11.1 Spend on the Raikes Lane Energy from Waste Facility has involved reinstating the turbine building. The budgeted spend included a sum of money to replace the turbine that was also damaged in the fire in September 2017. This sum has been carried forward into 2019/20 to match the anticipated lead in time for delivery.
- 11.2 The balance on spend on Mobile Plant and Equipment has been carried forward into 2019/20. Orders have been placed and the total final spend is expected to be in the region of £9.95 million.

- 11.3 MBT modification spending has been carried forward to 2019/20. Delays at the start of the process during contract negotiations meant timelines had to be moved.
- 11.4 Spend on the former landfill sites has been limited to the smaller projects with work rescheduled for 2019/20. The intensity of work on the MBT modifications has restricted the time available to this area.

12 RECOMMENDATIONS

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

	Budget 2018/19	Current Forecast 2018/19	Actuals 2018/19	Variance
	£'000	£'000	£'000	£'000
Greater Manchester Transport Fund	22,822	11,398	11,200	(198)
Road Schemes (Stockport)				
Stockport Town Centre Access Plan (DfT retained scheme)	14,226	14,119	15,736	1,617
A6 MARR / SEMMMS	23,304	31,698	22,997	(8,701)
Stockport Council Schemes total	37,530	45,817	38,732	(7,085)
Other Metrolink Schemes				
Trafford Extension	70,508	84,172	83,796	(376)
Other Metrolink Schemes total	70,508	84,172	83,796	(376)
Other Capital Schemes				
Wythenshawe Interchange	-	8	(32)	(40)
Other Capital Schemes	1,314	1,747	621	(1,126)
CCAG 2	7,235	8,159	7,739	(420)
Transforming Cities (Metrolink)	7,000	22,989	22,973	(16)
Mayors Challenge Fund (Cycling and Walking)	10,000	800	369	(431)
Cycle Safety	120	128	77	(51)
Early Measures Fund	3,000	278	351	73
Other Capital Schemes total	28,669	34,109	32,098	(2,011)
Growth Deal				
TfGM Majors	19,862	17,179	18,229	1,050
Local Authorities Majors	14,001	11,404	12,712	1,308
Growth Deal 3 TfGM schemes	-	1,270	1,517	247
Growth Deal 3 Local Authorities	8,673	3,830	3,138	(692)
Growth Deal total	42,536	33,683	35,596	1,913
Minor Works				
ITB Local Authorities and TfGM	1,770	950	21	(929)
Growth Deal 1 Local Authorities	1,896	530	76	(454)
Growth Deal 2 Local Authorities	8,447	3,046	3,809	763
Growth Deal 2 TfGM Schemes	6,976	4,313	4,179	(134)
Minor Works total	19,089	8,839	8,084	(755)
Traffic Signals (Externally Funded)	2,500	2,500	2,369	(131)
Highways Maintenance	34,577	34,167	32,739	(1,428)
Total Capital - Transport	258,232	254,685	244,614	(10,071)
GPF	1,486	341	341	-
Recycled GF / RGF Capital Receipts	15,000	6,020	4,120	(1,900)
GM Loans Fund	8,127	5,550	5,550	-
Empty Homes Programme	857	915	915	-
Housing Investment Fund	141,774	8,061	125	(7,936)
Growth Deal - Skills Capital	1,780	560	658	98
Growth Deal - Skills Capital Round 2 & 3	1,500	1,946	1,946	-
Growth Deal - Life Sciences Fund	2,000	2,100	1,629	(471)
Growth Deal - GEIC	2,046	1,908	1,908	-
Growth Deal - International Screen School Manchester	2,800	2,800	688	(2,112)
Growth Deal - Cyber Innovation Hub	850	-	-	-
Total Capital - Economic Development & Regeneration	178,220	30,201	17,880	(12,321)
Estates Related	3,223	1,040	362	(678)
IT Schemes	914	210	171	(39)
Vehicles and Equipment	9,575	4,348	4,434	86
Total Capital - GM Fire & Rescue	13,712	5,598	4,967	(631)
Operational Sites	6,125	11,840	8,776	(3,064)
Non-Operational Sites	450	75	93	18
Total Capital - Waste	6,575	11,915	8,869	(3,046)
Total Capital	456,739	302,399	276,330	(26,069)

Financed by:	£000
<u>GMCA Resources</u>	
Borrowing	80,405
Revenue Contribution to Capital Outlay	16,175
Capital Grants	138,943
External Contributions	2,369
<u>TfGM / District Resources</u>	
Third Party Contributions	167
District Contributions	6,555
Total Transport	244,614
Borrowing	5,675
Capital Grants	8,085
Useable Capital Receipts	4,120
Total Economic Development and Regeneration	17,880
Capital Grants	868
Revenue Contribution to Capital Outlay	4,099
Total GM Fire and Rescue Service	4,967
Borrowing	6,785
Revenue Contribution to Capital Outlay	2,084
Total Waste	8,869
Total Funding	276,330

