

## Greater Manchester Combined Authority

Date: 24<sup>th</sup> June 2022

Subject: GMCA Provisional Capital Outturn 2021/22

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

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### Purpose of Report

This report is to inform members of the Greater Manchester Combined Authority provisional capital outturn for 2021/22.

### Recommendations:

The GMCA is requested to note the 2021/22 provisional outturn capital expenditure of £499.275 million compared to the forecast position presented to the GMCA on 11 February 2022 of £479.917 million which is a variance of £19.358m reduction in spend compared to forecast.

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

No decisions are included in this report.

## **Risk Management**

An assessment of major budget risks faced by the authority are carried out quarterly as part of the reporting process – there are no specific risks identified with the 2021/22 provisional outturn position.

## **Legal Considerations**

There are no specific legal implications with regards to the 2021/22 budget update.

## **Financial Consequences – Revenue**

There are no specific revenue implications contained in this report.

## **Financial Consequences – Capital**

The report sets out the capital expenditure for 2021/22

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

## **Comments/recommendations from Overview & Scrutiny Committee**

N/a

## **Background Papers**

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

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

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

GMCA Capital Update 2021/22 – Quarter 3 – 11 February 2022

## **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?

No

**GM Transport Committee**

N/a

**Overview and Scrutiny Committee**

N/a

## 1. INTRODUCTION AND BACKGROUND

1.1 The Greater Manchester Combined Authority (GMCA) approved the 2021/22 Capital Programme at its meeting on 12 February 2021. Updated forecast outturns were provided on a quarterly basis during 2021/22.

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, Clean Air Plan (CAP), EV Taxi Infrastructure, Clean Air Zones (CAZ) and Financial Support Schemes (FSS);
- d) Other capital projects and programmes including Transforming Cities 1 and 2, Active Travel, Cycle City Ambition Grant (CCAG 2), Rail – Access for All, Cycle Safety, and Bus Franchising;
- e) Transport Growth Deal Major Schemes;
- f) Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal);
- g) Capital Highways Maintenance, Traffic Signals and Full Fibre;
- h) Investments including Growing Places, Regional Growth Fund and Housing Investment Fund;
- i) Economic Development and Regeneration Growth Deal Schemes;
- j) Fire and Rescue Service Schemes; and
- k) Waste and Resources Schemes

1.3 The actual capital expenditure for 2021/22 was £499.275m compared to forecast for 2021/22 presented to GMCA on 11 February 2022 of £479.917m which is a variance of £19.358m reduction in spend compared to forecast. This is summarised in Appendix A and the major variances are described in this report. The financing of capital expenditure in 2021/22 is provided in section 7.

1.4 It should be noted that this report is a draft of the expected outcome of the 2021/22 capital outturn position, ahead of the audit of the Statement of Accounts, however it is not anticipated that there will be any material changes to the position presented in this report.

## **2. IMPACT OF COVID-19 AND GLOBAL PRESSURES**

2.1 As previously reported, the progression of a significant number of schemes and their associated expenditure profiles has been impacted upon by COVID-19. During 2021/22, these impacts have been compounded by global pressures on construction materials availability and associated pricing, to which the pandemic and other market forces have proved to be contributory factors.

2.2 TfGM and Local Authority Delivery Partners are continuing to work with their respective supply chains to keep the impacts of the above matters to a minimum, albeit due to more recent ongoing global events and trends this is becoming an increasing challenge.

2.3 Some of these impacts have manifested themselves on the final outturn figures for 2021/22 reported within this update. It is anticipated that these impacts will continue to varying degrees into the future in respect of expenditure within 2022/23.

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

## **3. TRANSPORT SCHEMES**

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

3.1.1 The GTMF 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 GTMF 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 and TfGM hold earmarked reserves which are ring-fenced to pay for and manage the risks of delivering their ongoing capital programme. This includes the capital programme reserve which will be utilised as the financing costs (which include both the interest costs and minimum revenue provision with respect to the borrowings, which have been or will be taken out to fund the delivery of the schemes).
- 3.1.4 As reported previously to GMCA, due to the impact of COVID-19, Metrolink has suffered a significant reduction in farebox revenues. Following a period of stability and patronage growth between September and early December 2021, the emergence of the Omicron variant resulted in patronage and farebox revenue reducing again. There has since been a recovery once work from home guidance was lifted, this recent growth is budgeted to continue in 2022/23. The DfT COVID support was sufficient to cover the majority of the operating deficit in 2021/22. Additional funding has now been announced covering the first half of 2022/23, up to 4 October 2022, with Metrolink being allocated £20.5m.

## 3.2 **Metrolink Programme**

- 3.2.1 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.
- 3.2.2 The total expenditure on these residual works for 2021/22 was £5.877m, compared to the previous forecast of £7.020m. The variance is primarily due to rephasing of some works and associated costs and risk allowances into future years.
- 3.2.3 The total outturn cost is within the total approved budget.

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

- 3.3.1 The Metrolink Renewals and Enhancements programme has historically been funded by prudential borrowings, with repayments being made from Metrolink net revenues. However, because of COVID-19 and the associated impact on Metrolink

revenues referred to at 3.1.4 above, the programme has been reprioritised, with only works that are either safety or operationally critical currently being delivered.

3.3.2 The total expenditure for 2021/22 was £10.938m, compared to the previous forecast of £9.257m. This variance of £1.681m is due to earlier conclusion of the procurement and the subsequent contract award for track renewals.

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

### **3.4 Park and Ride**

3.4.1 The total expenditure in 2021/22 was £21k and in line with the previous forecast.

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

### **3.5 Bus Priority Programme**

3.5.1 The total expenditure in 2021/22 was £190k and in line with the previous forecast.

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

### **3.6 Interchanges**

3.6.1 The total expenditure in 2021/22 was a credit of £136k compared to a previously forecast expenditure of £62k. The variance is due to the conclusion of final account negotiations on certain works.

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

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

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

3.7.2 The total expenditure in 2021/22 was £2.5m, compared to the previous forecast of £3.732m. The variance is predominately due to the phasing of costs relating to land acquisitions into future years.

3.7.3 The total outturn cost is within the total approved budget

### **3.8 Metrolink Trafford Extension**

3.8.1 The total expenditure in 2021/22 was £0.988m compared to the previous forecast of £0.710m. The variance is predominately due the earlier than forecast completion of several land transactions.

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

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

3.9.1 This programme includes:

- Metrolink Additional Capacity; and
- Cycling and Walking Mayoral Challenge Fund (MCF)

3.9.2 The Metrolink Additional Capacity programme includes the purchase of 27 additional trams and additional supporting infrastructure. The total expenditure for 2021/22 was £13.088m, compared to the previous forecast of £16.856m. The variance is primarily due to the rephasing of risk allowances into future years. In total 15 trams were accepted into service during 2021/22.

3.9.3 The Cycling and Walking Challenge Fund total 2021/22 capital expenditure was £40.602m, which was in line with the previous forecast. The Cycle and Walking Challenge Fund programme comprises 87 identified scheme interventions, across 11 scheme promoters within Greater Manchester.

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

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

3.10.1 The total expenditure in 2021/22 was £1.017m which was in line with forecast.

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

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

3.11.1 The Active Travel Fund (ATF) programme comprises 21 cycling and walking infrastructure schemes located on the public highway, which are to be delivered by the 10 Greater Manchester Authorities. The total expenditure in 2021/22 is £1.842m, compared to a previous forecast of £2.461m. The variance is due to rephasing of expenditure on some schemes from 2021/22 into 2022/23.

3.11.2 The total outturn costs are within the total approved budget.



### **3.12 Clear Air Programme**

- 3.12.1 The Clean Bus Fund and Clean Bus Technology Fund expenditure in 2021/22 was £7.482m, compared to a previous forecast of £8.653m. The variance is due to some bus retrofit works now being rephased from 2021/22 into 2022/23.
- 3.12.2 The OZEV and CAP EV Taxi Infrastructure Project expenditure in 2021/22 was £2.109m, compared to a previous forecast of £2.530m. The variance is due to rephasing of utilities work into next financial year.
- 3.12.3 The total expenditure in 2021/22 for implementation of the GM Clean Air Zone (CAZ) was £12.127m compared to previous forecast of £18.137m. The variance is due to the Government revoking the direction to implement the Clean Air Zone and giving Greater Manchester until 1 July 2022 to present a new plan to achieve compliance with legal air quality standards in the shortest time possible and by 2026 at the latest. All non-committed capital expenditure across CAZ has been paused.
- 3.12.4 The total expenditure in 2021/22 for the Clean Air Financial Support Scheme (FSS) was £3.344m, which is line with the previous forecast.
- 3.12.5 The total expenditure in 2021/22 for the Joint Air Quality Unit (JAQU) Early Measures Investment Funding (EMIF) was £332k, which is in line with the previous forecast.
- 3.12.6 The total outturn costs are within the total approved budget for all projects.

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

- 3.13.1 The other capital schemes and programmes include:
- Cycle City Ambition Grant 2 (CCAG 2); and
  - Rail – Access for All
- 3.13.2 The total expenditure for CCAG 2 for 2021/22 was £1.625m compared to the previous forecast of £1.732m. The variance is primarily due to the rephasing of monitoring and evaluation activities into next financial year.
- 3.13.3 The Greater Manchester Rail Access for All Programme has £6.7 million of funding, awarded by the Department for Transport (DfT) to Network Rail. The Access for All Programme total expenditure in 2021/22 was £463k, compared to a forecast of

£0.624m. The variance is due to the rephrasing of part of the programme into next financial year, in part due to the impact of Covid and global pressures noted in section 2 above.

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

### **3.14 Bus Franchising**

3.14.1 The total expenditure for bus franchising related capital expenditure for 2021/22 is £5.223m, compared to a previous forecast of £6.423m. The variance is due to the rephrasing of certain expenditure from 2021/22 into 2022/23 as a result of awaiting the outcome of the judicial review.

3.14.2 The total forecast outturn costs are within the total approved budget for the project.

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

3.15.1 The Transport Local Growth Deal 1 & 3 Majors Programme consists of 15 major schemes (excluding Stockport Town Centre Access Plan (TCAP)) which are being delivered by TfGM and the Local Authorities. The total 2021/22 expenditure is £28.044m, compared to a previous forecast of £26.440m. The variance is predominantly due to construction activities on Stockport Interchange having commenced ahead of the original schedule.

3.15.2 The Local Growth Deal 3 Minor Works schemes are being delivered by TfGM and the Local Authorities. The total expenditure in 2021/22 is £2.287m, in line with the previous forecast.

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

### **3.16 Minor Works**

3.16.1 The 2021/22 total expenditure for these schemes was £5.134m compared to the previous forecast of £6.642m. The variance is due to the rephrasing of works across various schemes from 2021/22 into 2022/23.

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

### **3.17 Traffic Signals**

3.17.1 The 2021/22 total expenditure was £2.230m compared to budget of £2.500m. All traffic signals are externally funded and the annual amount will fluctuate dependant on the level of new installations and developments.

### **3.18 Highways Maintenance and Pot Hole**

3.18.1 Government grant funding is received and a proportion is distributed to constituent local authorities. For 2021/22 expenditure of £47.164m has been incurred.

### **3.19 Full Fibre Network**

3.19.1 The 2021/22 expenditure was £12.313m compared to forecast at Quarter 3 of £11.2m. The government grant funding for the programme is now fully spent and remaining spend in 2022/23 will be from within GMCA budget.

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

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

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 spend for 2021/22 is £8.295m.

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 spend for 2021/22 is £10.250m.

### **4.2 Housing Investment Fund**

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 DLUHC provided a £300m loan to provide the up-front funding and loans are approved by GMCA. Drawdowns for projects are subject to change once specific loans and timings are approved. Spend in 2021/22 was £139.412m.

### **4.3 Skills Capital**

Spend for 2021/22 of £3.445m was slightly below previous forecast of £4.596m.

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

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. Spend for 2021/22 of £0.749m was slightly below previous estimate

#### 4.5 **Getting Building Fund**

The full grant for Getting Building fund of £34.6m has been expended during 2021/22 as planned.

#### 4.6 **Brownfield Land Fund**

Spend against the grant for 2021/22 is £39.780m is slightly higher than previous forecast due to timing of approvals.

#### 4.7 **Affordable Homes**

Programme to bring empty homes back in to use. Expenditure in 2021/22 is £88k dependent on number of units completed and funding for each is received from Homes England.

#### 4.8 **Public Sector Decarbonisation Scheme**

The Public Sector Decarbonisation Scheme (PSDS) grant via Salix is to half carbon emissions from the Public Estate by 2032, through the deployment of energy efficiency and heating measures, excluding gas powered boilers and Combined Heat and Power (CHP).

Expenditure to end of 2021/22 was £35.257m. The scheme has been extended to June 2022 and remaining grant funding is forecast to be expended during this period.

#### 4.9 **Homelessness Rough Sleeper Programme**

The phase one grant of £1.335m has been fully expended in 2021/22.

#### 4.10 **Green Homes Grant**

The Green Homes grants are provided by central government to support domestic retrofit projects. Spend on Phase 1a in 2021/22 of £1.939m is below forecast with final spend due by end of June 2022.

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

- 5.1 The 2021/22 budget for GM Fire and Rescue Service (GMFRS) in February 2022 was approved at £11.186m. The draft capital outturn position at March 2022 is an expenditure of £6.861m, a variance of £4.326m relating the following areas:
- 5.2 Estates underspend of £889k is mainly in relation to the profile of works at Bury TSC (£0.752m), the remaining budget has been slipped to 2022/23 when the spend will be incurred. The other variances are mainly due to spend being transferred to revenue where it does not comply with capital deminimus thresholds, mainly against Minor Works and Asset Strategy Group budgets.
- 5.3 Separate budgets are currently in the programme for Minor Works and Asset Strategy Group. Budget Management Group are asked to approve the merger of the two budgets into one line of the Estates Capital Programme.
- 5.4 The slippage of £1.717m against Transport is in relation to Aerial Appliances which was being held within the budget until the outcome of decisions around the Scorpion and lead times of vehicles on order were established.
- 5.5 During the first quarter of 2022/23, the Head of Finance and the Fleet Manager will work together to review and revise the replacement programme for A Fleet, B Fleet and other vehicles which will enable the profiling of the capital programme to be reflective of expectations and assumptions.
- 5.6 The main variance against ICT Capital Programme is in relation to the Local Full Fibre Network (LFFN) budget. The assumption during 2021/22 was that the funding would be required in full within the year. A decision has now been taken to utilise the Transport funding in the first instance and once the funding is exhausted, the call will then be on the Fire funding, therefore, the budget has been moved into 2022/23.

- 5.7 The variance on equipment is mainly due to spend not meeting the criteria of capital, mainly due to the capital de minimis of £20k, therefore, spend has been transferred to the revenue budget.
- 5.8 Work has been undertaken during 2021/22 to identify the equipment replacement programme for future years, this is due to be finalised in the first quarter of 2022/23.
- 5.9 Budget has been added to the Sustainability programme in respect of Low Carbon Skills Fund to cover the costs of works around LED lighting. It is anticipated that this will be fully funded through available grant via the CA.
- 5.10 The Ashton Fire Station and Bury Fire Station PV and Battery schemes are to be funded from the Public Sector Decarbonisation Scheme. The works in respect of these schemes have not yet completed, however, an extension to the end of June has been requested and granted. The variance has been slipped to 2022/23.

#### Waking Watch Relief Fund (WWRF)

- 5.11 A Memorandum of Understanding (MOU) is in place between Department for Levelling Up, Housing and Communities (DLUHC) and GMFRS to assess bids and distribution of funding made available for the replacement of waking watch through the installation of alarm systems. The original MOU stated that Greater Manchester could claim up to £2.050m, however, further funding was made available.
- 5.12 This has been a successful scheme with all of the initial funds plus the additional being committed. DLUHC have requested that GMCA/GMFRS agree a further MOU for the Waking Watch Replacement Fund.
- 5.13 The remaining budget from 2021/22 will roll forward to 2022/23 fully funded by Government and an addition to the budget will be implemented for Q1 for the final figure of the Relief Fund plus the additional budget for the Replacement Fund.

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

6.1 The slippage on the operational assets of £8.634m is attributable to reprofiling of spend in relation to works at Raikes Lane, Bolton TRF, Longley Lane, Sharston MRF and mobile plant and equipment. These three schemes will roll forward into 2022/23.

6.2 The slippage on non-operational assets of £151k is attributable to delay in expenditure on site fencing at Waithlands former landfill site. This scheme will roll forward into 2022/23.

## 7. FUNDING REQUIREMENTS

7.1 Below are the funding arrangements for 2021/22.

<b>Financed by:</b>	<b>£000</b>
<u>GMCA Resources</u>	
Borrowing	43,346
Capital Grants	116,519
Revenue Contribution to Capital Outlay	31,847
External Contributions	2,230
External Contributions TfGM	13,361
<b>Total Transport</b>	<b>207,302</b>
Borrowing	0
Capital Grants	112,205
Revenue Contribution to Capital Outlay	0
Useable Capital Receipts	157,353
<b>Total Economic Development and Regeneration</b>	<b>269,558</b>
Borrowing	1,779
Capital Grants	1,751
Revenue Contribution to Capital Outlay	3,330
Capital Receipts	0
<b>Total Fire and Rescue Service</b>	<b>6,861</b>
Borrowing	14,295
Useable Capital Receipts	318
Revenue Contribution to Capital Outlay	941
<b>Total Waste</b>	<b>15,554</b>

<b>Total Funding</b>	<b>499,275</b>
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<b>Financed by:</b>	<b>£000</b>
Borrowing	59,420
Capital Grants	230,475
Revenue Contribution to Capital Outlay	36,118
Capital Receipts	157,671
External Contributions	2,230
External Contributions TfGM	13,361
<b>Total Funding</b>	<b>499,275</b>

## 8. RECOMMENDATIONS

8.1 The recommendations appear at the front of this report.



## Appendix A – Capital Outturn 2021/22

	<b>Budget 2021/22 £000</b>	<b>Previous 2021/22 Forecast £000</b>	<b>Outturn 2021/22 £000</b>	<b>Variance £000</b>
<b>Greater Manchester Transport Fund schemes</b>				
Metrolink Programme	5,770	7,020	5,877	(1,143)
Metrolink Renewals and Enhancements	8,394	9,257	10,938	1,681
Park and Ride	-	97	21	(76)
Bus Priority Programme	77	198	190	(8)
Interchange Programme	51	62	(136)	(198)
<b>Greater Manchester Transport Fund</b>	<b>14,292</b>	<b>16,634</b>	<b>16,890</b>	<b>256</b>
<b>Road Schemes (Stockport)</b>				
A6 MARR / SEMMMS	5,552	3,732	2,500	(1,232)
<b>Stockport Council Schemes total</b>	<b>5,552</b>	<b>3,732</b>	<b>2,500</b>	<b>(1,232)</b>
<b>Other Metrolink Schemes</b>				
Trafford Extension	196	710	988	278
<b>Other Metrolink Schemes total</b>	<b>196</b>	<b>710</b>	<b>988</b>	<b>278</b>
<b>Clean Air Programme</b>				
OZEV-EV Taxi	1,986	2,530	2,109	(421)
Financial Support Scheme (FSS)	-	3,294	3,344	50
Clean Air Zone (CAZ)	-	18,137	12,127	(6,010)
Clean Bus Technology Fund	1,733	2,071	1,646	(425)
Clean Bus Fund	11,571	6,582	5,836	(746)
Early Measures Investment Fund	342	320	332	12
<b>Clean Air Programme total</b>	<b>15,632</b>	<b>32,934</b>	<b>25,394</b>	<b>(7,540)</b>
<b>Other Capital Schemes</b>				
CCAG 2	2,179	1,732	1,625	(107)
TCF - Mayors Challenge Fund	54,290	40,574	40,602	28
TCF - Metrolink Capacity Improvement Programme	18,132	16,856	13,088	(3,768)
Active Travel Fund	6,697	2,461	1,842	(619)
Access For All	1,788	624	463	(161)
<b>Other Capital Schemes total</b>	<b>83,086</b>	<b>62,247</b>	<b>57,620</b>	<b>(4,627)</b>
<b>Growth Deal Majors</b>				

	<b>Budget 2021/22 £000</b>	<b>Previous 2021/22 Forecast £000</b>	<b>Outturn 2021/22 £000</b>	<b>Variance £000</b>
TfGM Majors	22,117	16,765	18,375	1,610
Local Authorities Majors	12,418	9,675	9,669	(6)
<b>Growth Deal total</b>	<b>34,535</b>	<b>26,440</b>	<b>28,044</b>	<b>1,604</b>
<b>Minor Works</b>				
ITB Local Authorities	849	1,011	332	(679)
Growth Deal 1 & 2 Local Authorities	6,932	4,993	4,239	(754)
Growth Deal 2 TfGM Schemes	910	638	563	(75)
Growth Deal 3 TfGM schemes	1,347	2,343	2,256	(87)
Growth Deal 3 Local Authorities	1,040	43	31	(12)
<b>Minor Works total</b>	<b>11,078</b>	<b>9,028</b>	<b>7,421</b>	<b>(1,607)</b>
<b>Transforming Cities 2</b>				
TCF2	2,625	1,029	1,017	(12)
<b>Transforming Cities 2 total</b>	<b>2,625</b>	<b>1,029</b>	<b>1,017</b>	<b>(12)</b>
<b>Bus Franchising</b>				
Bus Franchising	-	6,423	5,223	(1,200)
<b>Bus Franchising total</b>	<b>-</b>	<b>6,423</b>	<b>5,223</b>	<b>(1,200)</b>
Traffic Signals (Externally Funded)	2,500	2,500	2,230	(270)
Full Fibre Network	17,252	11,200	12,313	1,113
GM One Network		-	499	499
Highways Capital Maintenance	27,202	34,940	47,164	12,224
<b>Total Capital - Transport</b>	<b>213,950</b>	<b>207,817</b>	<b>207,303</b>	<b>(514)</b>
Recycled GF / RGF Capital Receipts	5,000	8,295	8,147	(148)
Growing Places	20,000	10,250	4,795	(5,455)
Housing Investment Fund	90,142	77,434	139,412	61,978
Growth Deal - Skills Capital Round 2 & 3	9,673	4,596	3,445	(1,151)
Growth Deal - Life Sciences Fund	1,749	999	749	(250)
Growth Deal - Pankhurst Institute	793	-	-	-
Getting Building Fund	31,316	34,612	34,611	(1)
Brownfield Land Fund	30,000	37,907	39,780	1,873
Affordable Homes	-	200	88	(112)
Public Sector Decarbonisation Scheme	-	57,648	35,257	(22,391)

	<b>Budget 2021/22 £000</b>	<b>Previous 2021/22 Forecast £000</b>	<b>Outturn 2021/22 £000</b>	<b>Variance £000</b>
Homelessness Rough Sleeper Programme	-	1,335	1,335	-
Green Homes	-	3,300	1,939	(1,361)
<b>Total Capital - Economic Development &amp; Regeneration</b>	<b>188,673</b>	<b>236,576</b>	<b>269,558</b>	<b>32,982</b>
Estates	4,999	3,194	2,305	(889)
ICT	4,017	1,820	407	(1,413)
Vehicles & Equipment	4,186	3,779	1,988	(1,791)
Sustainability	75	342	409	67
Waking Watch Relief	-	2,050	1,751	(299)
<b>Total Capital - Fire and Rescue Service</b>	<b>13,277</b>	<b>11,185</b>	<b>6,861</b>	<b>(4,324)</b>
Operational Sites	21,300	24,150	15,516	(8,634)
Non-Operational - Sites	1,750	189	38	(151)
<b>Total Capital - Waste &amp; Resources</b>	<b>23,050</b>	<b>24,339</b>	<b>15,554</b>	<b>(8,785)</b>
<b>Total Capital</b>	<b>438,950</b>	<b>479,917</b>	<b>499,275</b>	<b>19,358</b>