

Date: 30 June 2023

Subject: GMCA Capital Outturn 2022/2023

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

Purpose of Report

This report is to inform members of the Greater Manchester Combined Authority of the capital outturn for 2022/2023.

Recommendations:

The GMCA is requested to:

1. Note the 2022/23 actual outturn capital expenditure of £442.6m compared to the forecast position presented to GMCA on 10 February 2023 of £462.1m.

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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 reports the actual capital expenditure for 2022/23.

Number of attachments to the report: None

Background Papers

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

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

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

GMCA 2022/23 Capital Update – Quarter 3 – 10 February 2023

Transport Capital Programme – 26 May 2023

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

1. Introduction/Background

- 1.1 The Greater Manchester Combined Authority (GMCA) approved the 2022/23 capital programme at its meeting on 11 February 2022. Updated forecast positions have been provided on a quarterly basis during 2022/23.
- 1.2 GMCA's capital programme includes Greater Manchester Fire and Rescue Services, Economic Development and Regeneration programmes, Waste and Resources Service and the continuation of the programme of activity currently being delivered by GMCA, Transport for Greater Manchester (TfGM) and Local Authorities including the following elements:
- a) The Greater Manchester Transport Fund ('GMTF');
 - b) Metrolink Trafford Park Line Extension;
 - c) Clean Air Schemes including Early Measures Investment Fund (EMIF), Clean Bus Initiatives, Office for Zero emissions Vehicles (OZEV), Electric Vehicles (EV), Taxi, EV Taxi Infrastructure, Clean Air Zones (CAZ), Financial Support Schemes (FSS) and DEFRA Air Quality Monitoring with expenditure met in full from government grant;
 - d) City Regions Sustainable Transport Settlement (CRSTS) funded schemes;
 - e) Other capital projects and programmes including Transforming Cities Fund 1, Active Travel, Cycle City Ambition Grant (CCAG 2), Rail – Access for All, Cycle Safety, Bus Franchising and Zero Emission Buses Regional Areas (ZEBRA);
 - f) Transport Growth Deal Major Schemes;
 - g) Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal);
 - h) Capital Highways Maintenance, Traffic Signals and Full Fibre;
 - i) Investments including Growing Places, Regional Growth Fund and Housing Investment Fund;
 - j) Economic Development and Regeneration Growth Deal Schemes;
 - k) Fire and Rescue Service Schemes; and
 - l) Waste and Resources Schemes.

- 1.3 The actual expenditure for 2022/23 was £442.6m compared to a forecast for 2022/23 presented to GMCA on 10 February 2023 of £462.1m. This is summarised in Appendix A and the major variances are described in this report. The financing of capital expenditure in 2022/23 is provided in section 7.
- 1.4 It should be noted that this report is a draft of the expected outcome of the 2022/23 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.
- 1.5 Measures are in place to identify and manage inflation and other cost pressures within project budgets as set out in the May 2023 Transport Capital Programme report.

2. Transport Schemes

2.1 Greater Manchester Transport Fund (GMTF)

- 2.1.1 The GMTF programme is funded from a combination of grants from the Department for Transport; a 'top slice' from the Greater Manchester Integrated Transport Block (ITB) Local Transport Plan (LTP) funding; and from a combination of borrowings, to be undertaken by GMCA, and partly from local/third party contributions and local resources (including LTP and prudential borrowing).
- 2.1.2 The GMTF was established on the basis that GMCA would repay the borrowings in full by 2045, in part through the application of Metrolink net revenues (being Metrolink revenues, net of operating, maintenance and other related costs); in part by the application of the annual ring-fenced levy contributions, which will be raised by GMCA, under its levying powers and in part from local, third party, revenue contributions.
- 2.1.3 The GMCA Revenue Outturn 2022/23, 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

- 2.1.4 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.

2.1.5 The total expenditure on these works for 2022/23 was £3.1m compared to a previous forecast of £3.3m. The variance is primarily due to the rephasing of some works into 2023/24.

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

Metrolink Renewals and Enhancements

2.1.7 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 City Regional Sustainable Transport Settlement (CRSTS).

2.1.8 The total expenditure for 2022/23 was £14.7m compared to a previous forecast of £15.2m. The variance is due to outturn capital costs being lower than anticipated.

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

Park and Ride

2.1.10 The total expenditure for 2022/23 was £0.01m, which is in line with the previous forecast.

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

Bus Priority Programme

2.1.12 The total expenditure for 2022/23 was £0.3m, compared to the previous forecast of £0.2m. The variance is due to agreeing certain final accounts earlier than forecast.

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

Interchanges

2.1.14 The total expenditure for 2022/23 was £0.1m, against a previous forecast of £0.01m. The variance is due to ongoing progress in closing out final accounts.

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

2.2 A6 to Manchester Airport Relief Road (A6MARR)

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

2.2.2 The total expenditure for 2022/23 was £3.1m, compared to a previous forecast of £2.7m. The variance is due to the earlier than forecast completion of land transactions.

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

2.3 Metrolink Trafford Park Extension

2.3.1 The total expenditure for 2022/23 was £0.5m, compared to a previous forecast of £0.2m. The variance is due to the earlier than forecast completion of land transactions.

2.3.2 The total cost is within the total approved budget.

2.4 Transforming Cities Fund – First Allocation (TCF1)

2.4.1 The programme includes:

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

2.4.2 The Metrolink Additional Capacity programme 2022/23 actuals include the remaining delivery and acceptance of the trams and associated additional supporting infrastructure. The total expenditure for 2022/23 is £12m, which is in line with the previous forecast.

2.4.3 The Cycling and Walking Challenge Fund includes 127 schemes. Overall programme management and design assurance is undertaken by TfGM. Most schemes are delivered by the Local Authorities. The total expenditure for 2022/23 is £29.2m, compared to a previous forecast of £30.9m. The variance is due to the rephasing of certain works into 2023/24.

2.4.4 The total outturn costs are within the total approved budgets.

2.5 Active Travel Fund (ATF 2 and 3) and Cycle Safety Grant

2.5.1 The Active Travel Fund programme (ATF 2 and 3) comprises 26 cycling and walking infrastructure schemes. The ATF capital programme is being delivered by the Local Authorities. The total expenditure for 2022/23 is £2.8m, compared to a

previous forecast of £3.3m. The variance is predominantly due to the rephrasing of certain works into 2023/24.

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

2.6 Clear Air Programme

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

2.6.2 The 'Case for a new Greater Manchester Clean Air Plan' was submitted to the Secretary of State in draft on 1 July 2022 and confirmed as an approved document, following a meeting of the Greater Manchester Air Quality Administration Committee on 17 August 2022. The costs to date and all future costs are fully funded by the Government's Joint Air Quality Unit. The current forecast included for the Clean Air Plan is broadly in line with original budget and the previous forecast.

2.6.3 In January 2023, government asked GM for additional evidence to support the case for a non-charging Clean Air Plan. GM leaders responded with initial evidence. This showed how investment in zero-emission buses will help GM meet legal limits for nitrogen dioxide on the A58 Bolton Road in Bury with the launch of regulated bus services in Wigan and Bolton. Government has also asked GM to model 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. An update to GM's Air Quality Administration Committee will be provided in July.

2.6.4 The total 2022/23 expenditure was £19.8m, compared to a previous forecast of £20.6m with the reasons for this being set out above.

2.6.5 The total cost is within approved budgets for this programme.

2.7 Other Capital Schemes and Programmes

2.7.1 The other capital schemes and programmes include:

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

2.7.2 The total 2022/23 expenditure for CCAG 2 was £0.1m, which is in line with the previous forecast.

- 2.7.3 The total 2022/23 expenditure for the Access for All Programme was £1.0m, which is in line with the previous forecast.
- 2.7.4 The total outturn costs are within the total approved budgets for these programmes.

2.8 Bus Franchising

- 2.8.1 The total 2022/23 expenditure was £19.6m, compared to a previous forecast of £30.9m. The variance is predominantly related to ongoing negotiations for the bus depots resulting in costs being rephased into future years.
- 2.8.2 The 2022/23 expenditure includes costs funded from CRSTS local matched funding contributions met from borrowings.
- 2.8.3 The total outturn cost is within the total approved budget.

2.9 City Region Sustainable Transport Settlement (CRSTS)

- 2.9.1 The total 2022/23 expenditure for CRSTS funded schemes is £77.6m, compared to a previous forecast of £77.3m. The variance is predominantly due to Local Authority Strategic Maintenance works undertaken being higher than forecast, offset by Tram Train and Bus Infrastructure Corridor development works and Bus Franchising ticketing infrastructure works being rephased into 2023/24.
- 2.9.2 The total cost is within the total approved budget for this programme.

2.10 Zero Emission Buses Regional Areas (ZEBRA)

- 2.10.1 The ZEBRA project has received £35.7m of Department for Transport Zero Emission Buses Regional Areas funding and £12.5m funded from prudential borrowing.
- 2.10.2 The total 2022/23 expenditure was £0.2m compared to a previous forecast of £0.5m. The variance is due to rephasing of depot electrification works into 2023/24.
- 2.10.3 The total outturn cost is within the total approved budget for this programme.

2.11 Transport Local Growth Deal 1 Majors Schemes

- 2.11.1 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 Local Authorities. The total 2022/23 expenditure was £58.3m, compared to a previous forecast of £52.5m. The variance is

predominantly due to construction activities on Stockport Interchange taking place ahead of schedule.

2.11.2 The 2022/23 expenditure includes costs funded from the CRSTS grant.

2.11.3 The total outturn costs are within the total approved budget for all projects.

2.12 Minor Works

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

2.12.2 The total 2022/23 expenditure on these schemes is £3.1m compared to a previous forecast of £2.9m. The variance is due to works being completed ahead of forecast.

2.12.3 The total outturn costs are within the total approved budgets.

2.13 Traffic Signals

2.13.1 The total 2022/23 expenditure is £3.3m. All traffic signals are externally funded and the annual amount will fluctuate year on year dependant on the level of new installations and developments

2.14 Full Fibre Network

2.14.1 The total 2022/23 expenditure to the non-Fire elements is £0.5m. The scheme is now largely complete.

2.15 GM One Network

2.15.1 Following installation of full fibre network, the GM One Network project will provide the equipment to 'light the fibre' that has been installed at the public sector sites. The total spend in 2022/23 is £0.1m and the outstanding budget will be rephased in 2023/24.

3 Economic Development and Regeneration

3.1 Regional Growth Fund (RGF)

3.1.1 The RGF of £65m was secured by GM through two rounds of bidding in 2012/13 and 2013/14. The RGF has supported eligible projects and programmes raising private sector investment to create economic growth and employment. Some schemes that were due to complete in the final quarter of 2022/23 are now expected in 2023/24.

3.2 Growing Places

3.2.1 The Growing Places Fund originally secured by GM in 2012/13 totalled £34.5m of capital grant funding which is being used to provide up front capital investment in schemes. Some schemes that were due to complete in the final quarter of 2022/23 are now expected in 2023/24.

3.3 Housing Investment Fund

3.3.1 The Greater Manchester Housing Investment Fund has been designed to accelerate and unlock housing schemes. It will help build the new homes to support the growth ambitions across Greater Manchester. To facilitate this government has provided a £300m loan to provide the up-front funding and loans are approved by GMCA. Some schemes that were due to complete in the final quarter of 2022/23 are now expected in 2023/24.

3.4 Skills Capital Round 2 and 3

3.4.1 The expenditure in 2022/23 of £2.2m is in line with previous forecast position.

3.5 Life Sciences Fund 1 and 2

3.5.1 The Greater Manchester and Cheshire Life Sciences Fund is a seed and early-stage venture capital fund targeting life sciences businesses located in the Greater Manchester and Cheshire and Warrington region. The total cost is within the previous forecast.

3.6 Pankhurst Institute

3.6.1 No expenditure was incurred in 2022/23 and the project has been rephased into 2023/24.

3.7 Brownfield Land Fund

3.8.1 The expenditure in 2022/23 was £42.0m. Various schemes that were not expected to be achieved in year were able to complete and the full allocation of grant funding was utilised.

3.9 Affordable Homes

3.9.1 The total outturn is £0.01m which is lower than previous forecasts. Timing of payments of grants is dependent on schemes coming forward and grant is claimed in arrears.

3.10 Public Sector Decarbonisation Scheme

- 3.10.1 The 2021/22 PSDS 1 programme was carried forward to reflect agreed carry forward to 2022/23 of £43.0m to be spent by end of June 2022. The programme has now successfully completed and final claim submitted with final spend in 2022/23 being £40.7m.
- 3.10.2 The outturn for 2022/23 for PSDS 3a single-year is £11.1m and is within budget. This scheme is now complete.
- 3.10.3 Grant award for PSDS 3a multi-year was made during 2022/23 and spend in year is £0.4m. Remaining grant award will be reprofiled into 2023/24.

3.11 Homelessness Rough Sleeper Programme

- 3.11.1 This scheme will deliver 60 units of accommodation and an associated support contract, with accommodation acquired by Resonance and leased to Let Us (GM Ethical Letting Agency) for a period of 30 years. Total outturn for 2022/23 is £1.3m and the remaining grant will be reprofiled into 2023/24.

3.12 Green Homes

- 3.12.1 Spend is now complete on this scheme and underspends have been returned to central government.

3.13 Social Housing Decarbonisation

- 3.13.1 The total expenditure in 2022/23 was £0.3m and the project was granted an extension. The underspend will need rephasing into 2023/24.

3.14 UK Shared Prosperity Fund

- 3.14.1 The UK Shared Prosperity Fund is a central pillar of central government's Levelling Up agenda and a significant component of central government's support for places. The GMCA is lead authority for Greater Manchester and the amounts included in the budget are the minimum capital spend percentages set out in the national prospectus. Funds have been committed to schemes but expenditure will be rephased into 2023/24.

3.15 Homelessness Accommodation Project

- 3.15.1 This project had grant funding of £3.9m to support the leasing of good-quality properties for homeless families and contribute to efforts to eliminate the use of

'Bed and Breakfast' accommodation for homeless families. The initial funding has been further supplemented by the successful bid for in-year funding from DLUHC with an additional £5m being allocated to this scheme. All monies were expended in 2022/23.

3.16 Hive Homes Housing Supply Acceleration

3.16.1 The Authority was successful in its bid for in-year capital funding from DLUHC meaning that this scheme was able to be added to the capital programme in late March 2023. The scheme enables accelerated delivery of six housing schemes. All monies were expended during 2022/23.

4. Fire and Rescue Service

4.1 Estates

4.1.1 Estates underspend of £0.5m is mainly in relation to the reprofile of works across the various Phase 1 Estates Strategy projects, the remaining budget has been slipped to 2023/24.

4.2 ICT

4.2.1 There are 3 main areas of slippage within the ICT capital programme:

- a) Programme for Change (PfC) Investment
- b) Emergency Services Mobile Communication Project (ESMCP)
- c) Local Full Fibre Network (LFFN)

4.2.2 An assessment of the remaining PfC Investment will be undertaken within Q1 2023/24 to ascertain the future plan and requirement of the budget.

4.2.3 The ESMCP has been paused by government, however, local requirements may be needed, therefore, a remaining budget need.

4.2.4 The majority of the budget has been utilised within the LFFN project, the residual budget will be utilised early 2023/24 when the remaining spend is expected.

4.3 Vehicles & Equipment

4.3.1 Transport is within budget as forecast at quarter 3. The value of spend is in relation to the purchase of the High Reach Extendable Turret (HRET), the Polaris vehicles for wildfire capability and first stage payments for 12 fire appliances.

4.3.2 A number of small capital projects within the equipment programme have slipped into future years as a result of supply chain issues, however, all projects are underway and are progressing.

4.4 Sustainability

4.4.1 The budget allocation for 2022/23 in respect of on-going sustainability requirements has remained unspent due to the focus on specific projects in relation to the Public Sector Decarbonisation Scheme (PSDS). It is proposed that the allocation is rolled to 2023/24.

4.5 Waking Watch Relief Fund

4.5.1 The Relief Fund element of the Waking Watch project has been utilised with a small underspend in year, however, the Replacement Fund spend is yet to be incurred. Work is underway to identify and assess bids and distribution of the funding made available for the City Region for the replacement of waking watch through the installation of alarm systems.

4.5.2 The remaining budget from 2022/23 will roll forward to 2023/24 fully funded by Government.

5. Waste and Resources

5.1 Operational Assets

5.1.1 The outturn for operational assets is within forecast. The paper and card project at Bredbury Park Way, Bredbury was cancelled and is not now required and the new Household Waste Recycling Centre (HWRC) at Reliance Street, Newton Heath has been delayed. This project was always forecast to be over more than one year and the budget will need to be reprofiled into 2023/24.

5.2 Non-Operational Assets

5.2.1 The spend on non-operational assets is also within budget. The drainage works at the north of Bredbury former landfill site have been completed with a saving of £0.7m. The culvert improvements works at Waithlands former landfill site have been delayed due to works on the operational assets and timings on when the works can take place during the year. This project will need reprofiling into 2023/24.

6. Police and Crime Commissioner

6.1 Reducing Reoffending

- 6.1.1 A sum of £0.4m was set aside from underspends to give to Greater Manchester Integrated Rehabilitative Services (GMIRS) providers to enable them to strengthen the offer for people on probation. Expenditure of £0.2m was incurred in 2022/23 with the remaining spend to take place in 2023/24.

7. Funding Requirements

- 7.1 Below are the funding arrangements for 2022/23:

Financed by:	£000
Borrowing	32,740
Capital Grants	178,429
External Contributions	3,319
External Contributions TfGM	34,967
Total Transport	249,456
Capital Grants	128,034
Revenue Contribution to Capital Outlay	591
Useable Capital Receipts	45,611
Total Economic Development and Regeneration	174,236
Borrowing	8,525
Capital Grants	900
Revenue Contribution to Capital Outlay	285
Total Fire and Rescue Service	9,711
Borrowing	8,767

Financed by:	£000
Useable Capital Receipts	240
Total Waste	9,007
Revenue Contribution to Capital Outlay	197
Total PCC	197
Total Funding	442,607

Financed by:	£000
Borrowing	50,032
Capital Grants	307,363
Revenue Contribution to Capital Outlay	1,074
Capital Receipts	45,852
External Contributions	3,319
External Contributions TfGM	34,967
Total Funding	442,607

Appendix A – Capital outturn 2022/23

	Budget 2022/23 £'000	Previous 2022/23 Forecast £'000	Provisional 2022/23 Outturn £'000	Variance £'000
Greater Manchester Transport Fund Schemes				
Metrolink Programme	5,871	3,296	3,133	163
Metrolink Renewals and Enhancements	10,217	15,182	14,651	531
Park and Ride	8	67	13	54
Bus Priority Programme	186	184	316	(132)
Interchange Programme	54	15	107	(92)
Greater Manchester Transport Fund Schemes Total	16,336	18,744	18,220	524
Road Schemes (Stockport)				
A6 MARR / SEMMMS	6,204	2,675	3,077	(402)
Stockport Council Schemes total	6,204	2,675	3,077	(402)
Other Metrolink Schemes				
Trafford Extension	410	233	532	(299)
Other Metrolink Schemes total	410	233	532	(299)

	Budget 2022/23 £'000	Previous 2022/23 Forecast £'000	Provisional 2022/23 Outturn £'000	Variance £'000
Clean Air Schemes				
Clean Air Schemes (fully government grant funded)	18,616	20,564	19,797	767
Clean Air Schemes total	18,616	20,564	19,797	767
Other TfGM Capital Schemes				
CCAG 2	-	112	112	-
TCF - Mayors Challenge Fund	39,700	30,915	29,154	1,761
TCF - Metrolink Capacity Improvement Programme	15,044	12,039	12,092	(53)
Active Travel Fund & Cycle Safety	10,235	3,347	2,759	588
Access For All	2,716	1,025	974	51
ZEBRA	-	504	197	307
Bus Franchising	37,510	30,933	19,563	11,370
Other TfGM Capital Schemes total	105,205	78,875	64,852	14,023
Growth Deal				
TfGM Majors	48,608	48,893	54,706	(5,813)
Local Authorities Majors	3,669	3,588	3,602	(14)
Growth Deal total	52,277	52,481	58,308	(5,827)

	Budget 2022/23 £'000	Previous 2022/23 Forecast £'000	Provisional 2022/23 Outturn £'000	Variance £'000
Minor Works				
ITB Local Authorities	970	837	857	(20)
Growth Deal 1 & 2 Local Authorities	1,497	1,411	1,655	(244)
Growth Deal 2 TfGM Schemes	55	67	71	(4)
Growth Deal 3 TfGM schemes	1,077	591	509	82
Growth Deal 3 Local Authorities	-	14	14	-
Minor Works total	3,599	2,920	3,106	(186)
CRSTS				
Bus CRSTS	6,900	22,302	20,632	1,670
Active Travel CRSTS	-	-	-	-
Interchanges CRSTS	-	400	239	161
Rail CRSTS	1,695	931	1,305	(374)
Other CRSTS	3,055	-	-	-
Metrolink CRSTS	60	639	4	635
Local Authority CRSTS	-	53,053	55,464	(2,411)
Total CRSTS	11,710	77,325	77,643	(318)

	Budget 2022/23 £'000	Previous 2022/23 Forecast £'000	Provisional 2022/23 Outturn £'000	Variance £'000
Full Fibre Network	3,344	1,050	545	505
GM One Network	12,053	3,084	55	3,029
Traffic Signals	2,500	2,500	3,321	(821)
Total Other Transport	17,897	6,634	3,921	2,713
Total Capital - Transport	232,254	260,451	249,456	10,995
Affordable Homes	200	14	14	-
Angels Funding Programme	-	-	375	(375)
Brownfield Fund	18,000	17,909	41,964	(24,055)
Green Homes Grant	21,457	11,735	11,450	285
Growing Places	8,444	11,008	2,577	8,431
Life Sciences	489	3,262	3,262	-
Skills Capital	1,404	2,231	2,231	-
Homelessness Rough Sleeper Programme	-	2,796	1,342	1,454
Housing Investment Fund	80,444	45,038	37,142	7,896
Public Sector Decarbonisation	20,589	53,950	52,131	1,819
Social Housing Decarbonisation	-	10,473	293	10,180

	Budget 2022/23 £'000	Previous 2022/23 Forecast £'000	Provisional 2022/23 Outturn £'000	Variance £'000
Regional Growth Fund	5,000	9,163	5,055	4,108
Homelessness Accommodation Leasing	-	3,900	8,900	(5,000)
Hive Homes Housing Supply Acceleration	-	-	7,500	(7,500)
Pankhurst Institute	793	793	-	793
UK Shared Prosperity Fund	-	1,018	-	1,018
Total Capital – Economic Development and Regeneration	156,820	173,290	174,236	(946)
Estates	12,666	5,661	5,158	725
Health & Safety	-	82	83	(83)
ICT	1,574	2,617	1,400	1,262
Sustainability	240	484	226	373
Transport	7,634	3,803	2,557	4,352
Waking Watch Relief	-	728	287	2,441
Total Capital – Fire & Rescue Service	22,114	13,375	9,711	9,070
Operational Sites	9,004	14,235	8,596	2,508
Non-Operational Sites	1,350	700	411	939
Total Capital – Waste & Resources Service	10,354	14,935	9,007	3,447

	Budget 2022/23 £'000	Previous 2022/23 Forecast £'000	Provisional 2022/23 Outturn £'000	Variance £'000
Reducing Reoffending	-	-	197	(197)
Total Capital – Police and Crime Commissioner	-	-	197	(197)
Total Capital	421,542	462,051	442,607	22,369