

Date: 28 July 2023

Subject: GMCA Capital Update Quarter 1 2023/24

Report of: Councillor David Molyneux, Portfolio Lead for Investment & Resources
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.

Recommendations:

The GMCA is requested to:

1. Note the current 2023/24 forecast of £681.3m compared to the 2023/24 budget of £591.8m and approve changes to the capital programme as set out in the report.
2. Note an increase in the Transport capital budget approved by GMCA in June 2023 as part of the Transport Capital Programme report for the City Region Sustainable Transport schemes of £41.4m as outlined in section 2.9. Note the inclusion within this figure of Greater Manchester's (GM's) share of the national Additional Maintenance (Pothole) Funding of £6.2m within the 2023/24 forecast as outlined in section 2.9.4 of this report.
3. Approve other increase in capital budget over £500k as follows:
 - Active Travel Fund 4 (ATF4) capital funding of £3.6m as outlined in section 2.5;
 - Access for All of £2.8m as outlined at section 2.7;
 - GM One Network of £1.8m as outlined at section 2.14;
 - Regional Growth Fund Loans of £3.9m outlined at section 3.1;
 - Growing Places of £9.3m for outlined at section 3.2;
 - Housing Investment Loans Fund of £9.6m outlined at section 3.3;
 - Brownfield Land Fund of £16.4m outlined at section 3.7;
 - Public Sector Decarbonisation Scheme funding of £1.8m outlined at section 3.9;

- UK Share Prosperity Fund carry forward of £1m unspent approvals from 2022/23 outlined at section 3.10;
- Social Housing Decarbonisation funding of £26.7m outlined at section 3.11;
- Social Housing Quality Fund of £15.0m outlined at section 3.12;
- Homeless Rough Sleeper Accommodation Programme of £2.1m outlined at section 3.13 and
- Fire and Rescue Services of £4.0m outlined as section 4.

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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 sets out the forecast capital expenditure for 2023/24.

Number of attachments to the report: None

Background Papers

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

Greater Manchester Active Travel Programme – 26 May 2023

Transport Capital Programme – 26 May 2023

Transport Capital Programme – 30 June 2023

GMCA Transport Revenue Update 2023/24 – 28 July 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

N/A

Overview and Scrutiny Committee

N/A

1. Introduction/Background

- 1.1 The Greater Manchester Combined Authority (GMCA) approved the 2023/24 capital programme at its meeting on 10 February 2023. This report provides the first in a series of updates throughout 2023/24 and seeks approval for changes to capital budget for schemes above £500k.
- 1.2 GMCA's capital programme includes Greater Manchester Fire and Rescue Services (GMFRS), 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;
 - 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);
 - 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 Schemes;
 - k) Fire and Rescue Service Schemes;
 - l) Waste and Resources Schemes; and
 - m) Police and Crime Commissioner Schemes.

- 1.3 The 2023/24 Capital Programme is summarised in Appendix A and the major variances are described in this report.
- 1.4 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 (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 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 Transport Revenue 2023/24 Quarter 1 update, 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 current forecast expenditure on these works in 2023/24 is £9.7m, compared to a budget of £10.4m. The variance is primarily due to the rephasing of certain works into future years.
- 2.1.6 The total forecast 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 current forecast expenditure in 2023/24 is £11.7m, compared to a budget of £10.8m. The variance is due to the programme for the development and delivery of renewals having been reviewed and revised, resulting in a number of scheme activities being brought forward.

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

Park and Ride

2.1.10 The current forecast expenditure in 2023/24 is in line with budget.

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

Bus Priority Programme

2.1.12 The current forecast expenditure in 2023/24 is £0.2m, compared to a budget of £1.0m. The variance is due to a number of land transactions being settled at lower than budgeted values.

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

Interchanges

2.1.14 The current forecast expenditure in 2023/24 is in line with budget.

2.1.15 The total forecast 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 of grant payments to Stockport MBC.

2.2.2 The current forecast expenditure in 2023/24 is £3.6m, which is in line with budget.

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

2.3 Metrolink Trafford Park Extension

2.3.1 The current forecast expenditure in 2023/24 relating to ongoing land negotiations is £0.3m, which is in line with budget.

2.3.2 The total forecast 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 includes the purchase and delivery of 27 additional trams and additional supporting infrastructure. The current forecast expenditure for 2023/24 is £4.7m, which is in line with budget.

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 current forecast expenditure for 2023/24 is £28.0m, which is in line with the budget of £28.3m.

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

2.5 Active Travel Fund (ATF 2, 3 and 4) and Cycle Safety Grant

2.5.1 As referenced in the May 2023 Greater Manchester Active Travel Programme report, the Active Travel Fund programme has received the fourth tranche of capital funding (Active Travel, ATF, 4) from Department for Transport (DfT) of £24.1m on 22 March 2023. The current 2023/24 ATF 4 forecast expenditure in 2023/24 is £3.6m.

2.5.2 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 current forecast expenditure for 2023/24 is £7.5m, which is in line with budget.

2.5.3 The current forecast for the Cycle Safety Grant is £0.3m, which is in line with budget.

2.5.4 The total forecast costs are within the total approved budgets.

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 was provided in July.

2.6.4 The current forecast is £20.8m, compared to a budget of £20.0m. The variance is predominantly due to taxi retrofit works being rephased from the previous financial year into this financial year.

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

2.7 Rail - Access for All

2.7.1 A further £2.7m of funding has been awarded by Department of Transport (DfT) to Network Rail increasing the total Greater Manchester Rail Access for All Programme funding to £12.5m. The current forecast expenditure in 2023/24 for the Access for All Programme is £5.4m, compared to a budget of £2.6m. The variance is predominantly due to this additional funding resulting in further works being carried out this financial year.

2.7.2 The total forecast costs are within the total approved budgets for these programmes.

2.8 Bus Franchising

2.8.1 The current 2023/24 forecast expenditure is £70.4m, which is in line with the budget of £70.8m.

2.8.2 The 2023/24 forecast expenditure includes costs funded from CRSTS local matched funding contributions met from borrowings.

2.8.3 The total forecast cost is within the total approved budget.

2.9 City Region Sustainable Transport Settlement (CRSTS)

2.9.1 The re-baselined CRSTS scheme list was approved by GMCA on 26 May 2023.

2.9.2 The current 2023/24 forecast expenditure for CRSTS funded schemes is £132.2m, compared to a budget of £98.2m. The variance is predominantly due to an increase in the Core and Strategic Maintenance forecast from £35.0m to £68.0m offset by rephasing of Electric Vehicle (EV) Buses infrastructure works and design activities on Bury Interchange into future years and the rephasing of Rapid Transit development activities.

2.9.3 The 2023/24 forecast includes £16.3m of Minor Works / Road Safety (previously ITB funding), £35m of Core Maintenance, both approved within the May 2023 Transport Capital Programme paper. The GMCA is requested to note the allocation of Minor Works / Road Safety and Core Maintenance and the agreed split allocated to the Local Authority partners, as per the table below.

2.9.4 The 2023/24 forecast also includes £6.2m Additional Maintenance (Pothole) funding approved within the June 2023 Transport Capital Programme paper, as per the table below.

Authority	Minor Works/ Road Safety (ITB) 2023/24 £'000	Core Highways Maintenance 2023/24 £'000	Pothole Funding 2023/24 £'000
Bolton	829	3,822	678
Bury	543	2,549	452
Manchester	1,685	4,757	844
Oldham	707	3,067	544
Rochdale	652	3,058	543
Salford	796	3,143	558
Stockport	791	3,978	706
Tameside	631	2,905	515
Trafford	607	2,912	516
Wigan	908	4,807	853
GMCA	8,150	-	-

Authority	Minor Works/ Road Safety (ITB) 2023/24 £'000	Core Highways Maintenance 2023/24 £'000	Pothole Funding 2023/24 £'000
Total	16,300	35,000	6,210

2.9.5 The total forecast 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 current 2023/24 forecast expenditure is £1.3m, compared to a budget of £23.0m. The variance is due to the timing of land assembly costs.

2.10.3 The total forecast 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 2023/24 forecast expenditure is £57.4m, which is in line with the budget of £57.8m.

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

2.11.3 The total forecast 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 2023/24 forecast expenditure on these schemes is £1.5m, compared to a budget of £1.2m. The variance is due to rephasing of Salford City Council's New Bailey St Gateway Phase 1 scheme works into this financial year from 2024/25.

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

2.13 Traffic Signals

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

2.14 GM One Network

- 2.14.1 The GM One Network scheme is for Wide Area Network services across several GM councils and GMCA and fulfils the Department for Culture, Media and Sport (DCMS) grant conditions for activating the Local Full Fibre Network (LFFN) dark fibre infrastructure.
- 2.14.2 The expenditure has increased due to reprofiling of the scheme from 2022/23 to 2023/24.

3 Economic Development and Regeneration

3.1 Regional Growth Fund (RGF)

- 3.1.1 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.
- 3.1.2 The forecast expenditure has increased to £11.4m due to a drawdown being delayed from 2022/23 offset by one scheme not going ahead.

3.2 Growing Places

- 3.2.1 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.
- 3.2.2 The forecast expenditure has increased to £21.0m due to a scheme not progressing in 2022/23 as planned. This scheme is now included in 2023/24.

3.3 Housing Investment Loans Fund (HILF)

- 3.3.1 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.
- 3.3.2 The forecast expenditure has increased to £133.0m due to expenditure is driven by the recycling of funds. The forecast shows the fund at full capacity for 2023/24. At the end of 2022/23 the fund was also at full capacity.

3.4 Life Sciences Funds

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

3.4.2 The forecast expenditure has increased to £2.369m due to the last drawdown in 2022/23 being delayed. This drawdown is now included in the forecast expenditure for 2023/24.

3.5 Pankhurst Institute

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

3.5.2 The total forecast expenditure is within budget.

3.6 City Deal

3.6.1 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.

3.6.2 This is now at final stages of agreement for the remaining pool, after two schemes totalling c£20m have been approved and spend has been profiled over a three-year period resulting in expenditure being reprofiled into later years.

3.7 Brownfield Land Fund

3.7.1 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.

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

3.8 Affordable Homes

3.8.1 The Affordable Homes grant scheme is largely finished with very small amounts spent and received. The forecast has been revised down to reflect this.

3.9 Public Sector Decarbonisation Scheme

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

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

3.10 UK Shared Prosperity Fund

3.10.1 The forecast spend of £3.7m includes the underspend from 2022/23. This carry forward of budget has been agreed with Department for Levelling Up, Housing and Communities (DLUHC).

3.11 Social Housing Decarbonisation

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

3.11.2 The increase in expenditure is due to Wave 1 being rolled over from 2022/23 and the inclusion of Wave 2 in 2023/24.

3.12 Social Housing Quality Fund

3.12.1 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.

3.12.2 The increase in expenditure is due to the grant funding being received in 2023/24.

3.13 Rough Sleeper Accommodation Programme

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

3.13.2 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. Fire and Rescue Service

4.1 Estates

4.1.1 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 as a result of the 2022/23 outturn position.

4.2 Transport

4.2.1 Transport is forecast to budget at quarter 1, however, there may be movement in future reporting periods in line with the Special Appliance Review which forms part of the Fire Cover Review currently out to consultation.

4.3 ICT

4.3.1 The forecast is in line with the 2022/23 outturn position with budgets re-profiled into 2023/24 for schemes, including the remaining Full Fibre Network budget, all of which are on track to be delivered in year.

4.4 Equipment

4.4.1 At the end of 2022/23, there were a number of equipment replacement schemes which were not delivered within the year, most of which were in relation to supply chain issues. It is anticipated spend against these schemes will be incurred within the year.

4.5 Sustainability

4.5.1 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

4.6 Waking Watch Relief Fund

4.6.1 Waking Watch has 2 schemes within 2023/24, the end of the Relief Fund and the start of the Replacement Fund. 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.

5. Waste and Resources

5.1 Operational Assets

5.1.1 The current forecast expenditure is in line with budget. There is potential for the majority of expenditure at Reliance Street, Newton Heath Household Waste Recycling Centre (HWRC) to slip into 2024/25. The project has many technical, planning and procurement requirements which may delay construction on site.

6. Police and Crime Commissioner

6.1 Reducing Reoffending

6.1.1 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.

Appendix A – Q1 2023/24 forecast

	Budget 2023/24	Current 2023/24 Forecast	(Increase)/ Decrease
	£'000	£'000	£'000
Metrolink Programme	10,392	9,662	730
Metrolink Renewals and Enhancements	10,762	11,651	(889)
Park and Ride	-	42	(42)
Bus Priority Programme	982	206	776
Interchange Programme	-	8	(8)
Greater Manchester Transport Fund	22,136	21,569	567
Road Schemes (Stockport)			
A6 MARR / SEMMMS	3,600	3,600	-
Stockport Council Schemes total	3,600	3,600	-
Other Metrolink Schemes			
Trafford Extension	325	299	26
Other Metrolink Schemes total	325	299	26
Other Capital Schemes			
TCF - Mayors Challenge Fund	28,256	27,969	287
TCF - Metrolink Capacity Improvement Programme	4,657	4,698	(41)
Active Travel Fund	7,505	11,105	(3,600)
Cycle Safety	258	258	-
Clean Air Schemes	20,039	20,818	(779)
Access For All	2,602	5,353	(2,751)
Bus Franchising	70,773	70,398	375
Zero Emission Buses Regional Areas (ZEBRA)	23,004	1,318	21,686
Other Capital Schemes total	157,094	141,917	15,177
Bus CRSTS	46,115	43,208	2,907
Active Travel CRSTS	-	-	-
Interchanges CRSTS	1,900	984	916
Rail CRSTS	2,284	2,352	(68)
Other CRSTS	1,300	1,300	-
Metrolink CRSTS	4,858	1,277	3,581
Local Authority CRSTS	41,764	83,115	(41,351)
City Region Sustainable Transport Scheme	98,221	132,236	(34,015)
Growth Deal			
TfGM Majors	57,156	56,315	841
Local Authorities Majors	634	1,122	(488)

	Budget 2023/24	Current 2023/24 Forecast	(Increase)/ Decrease
	£'000	£'000	£'000
Growth Deal total	57,790	57,437	353
Minor Works			
ITB Local Authorities	415	334	81
Growth Deal 1 & 2 Local Authorities	555	788	(233)
Growth Deal 2 TfGM Schemes	10	11	(1)
Growth Deal 3 TfGM schemes	255	332	(77)
Growth Deal 3 Local Authorities	-	-	-
Minor Works total	1,235	1,465	(230)
Traffic Signals (Externally Funded)	2,500	2,500	-
GM One Network	3,518	5,343	(1,825)
Total Capital - Transport	346,419	366,366	(19,947)
Regional Growth Fund	7,503	11,371	(3,868)
Growing Places	11,685	21,000	(9,315)
Housing Investment Fund	123,363	133,000	(9,637)
Life Sciences Fund 1	2,203	2,369	(166)
Pankhurst Institute	793	793	-
City Deal	30,000	9,361	20,639
Brownfield Land Fund	36,112	52,521	(16,409)
Affordable Homes	100	50	50
Public Sector Decarbonisation Scheme 3a multi year	1,002	2,774	(1,772)
UK Shared Prosperity Fund	2,646	3,663	(1,017)
Social Housing Decarbonisation	-	26,673	(26,673)
Social Housing Quality Fund	-	15,000	(15,000)
Rough Sleeper Accommodation Programme	-	2,142	(2,142)
Total Capital - Economic Development & Regeneration	215,407	280,717	(65,310)
Estates	12,186	12,908	(722)
Transport	7,720	7,720	-
ICT	400	1,617	(1,217)
Equipment	274	1,555	(1,281)
Sustainability	75	333	(258)
Health & Safety	522	521	1
Waking Watch Relief	2,000	2,541	(541)
Total Capital - Fire & Rescue Service	23,177	27,195	(4,018)
Operational Sites	6,780	6,780	-

	Budget 2023/24	Current 2023/24 Forecast	(Increase)/ Decrease
	£'000	£'000	£'000
Total Capital - Waste & Resources	6,780	6,780	-
Reducing Reoffending	-	203	(203)
Total Capital - Police and Crime Commissioner	-	203	(203)
Total Capital	591,783	681,261	(89,478)