

Date: 27 October 2023

Subject: GMCA Capital Update Quarter 2 2023/24

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

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## **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 £623.6m compared to the previous forecast of £681.3m and approve changes to the capital programme as set out in the report.
2. Approve other increase in capital budget over £0.5m as follows:
  - Cycling and Walking Challenge Fund capital funding of £0.7m as outlined in section 3.4.3.
  - Transport Local Growth Deal 1 Majors Schemes of £1.7m as outlined at section 3.11; and
  - UK Shared Prosperity Fund of £7.7m as outlined at section 4.10.

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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 approved the 2023/24 capital programme at its meeting on 10 February 2023. This report is part of a series of updates throughout 2023/24 and seeks approval for changes to capital budget for schemes above £0.5m.
- 1.2 The Authority's capital programme includes Greater Manchester Fire and Rescue Services (GMFRS), Economic Development & Regeneration programmes, Waste and Resources Service and the continuation of the programme of activity currently being delivered by the Authority, Transport for Greater Manchester (TfGM) and Districts 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 Department for Environment, Food and Rural Affairs (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); and
  - h) Capital Highways Maintenance, Traffic Signals and Full Fibre.
- 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. CRSTS Re-baselining**

- 2.1 On 4 October 2023, the Prime Minister announced additional funding to be provided through City Region Sustainable Transport Settlements (CRSTS). The indicative allocation for Greater Manchester is c£2.5 billion.
- 2.2 The final allocation, funding profiles and split of capital and revenue funding will be confirmed in due course following engagement with Department for Transport (DfT). The DfT will also discuss with city regions and HM Treasury whether a proportion of the indicative CRSTS2 allocation may be brought forward into the final 2 years of CRSTS1 as part of ongoing work with MCAs on their current delivery plans.
- 2.3 The ongoing re-baselining exercise of CRSTS1 has therefore been paused in light of these announcements.

## **3. Transport Schemes**

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

- 3.1.1 The GMTF programme is funded from a combination of grants from the DfT; a 'top slice' from the Greater Manchester Integrated Transport Block (ITB), Local Transport Plan (LTP) funding and from a combination of borrowings, to be undertaken by the Authority, and partly from local/third party contributions and local resources (including LTP and prudential borrowing).
- 3.1.2 The GMTF was established on the basis that the Authority would repay the borrowings in full by 2045, in part through the application of Metrolink net revenues (being Metrolink revenues, net of operating, maintenance and other related costs), in part by the application of the annual ring-fenced levy contributions, which will be raised by the Authority, under its levying powers and in part from local, third party, revenue contributions.
- 3.1.3 The Transport Revenue 2023/24 Quarter 2 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**

- 3.1.4 The Metrolink GMTF Programme includes the close out of certain activities relating to the Phase 3 expansion programme as well as other service and operational improvement works to the network.

3.1.5 The current forecast expenditure on these works in 2023/24 is £9.4m, compared to a previous forecast of £9.7m. The variance is primarily due to the rephasing of works into future years to minimise disruption to the customer.

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

### **Metrolink Renewals and Enhancements**

3.1.7 The Metrolink Renewals and Enhancements programme has historically been funded by prudential borrowings, with repayments being made from Metrolink net revenues. However, because of COVID-19 and the associated impact on Metrolink revenues, the programme has been reprioritised, with only works that are either safety or operationally critical currently being delivered. The works are now funded from a mixture of borrowings and grant, including the City Regional Sustainable Transport Settlement (CRSTS).

3.1.8 The current forecast expenditure in 2023/24 is £11.1m, compared to a previous forecast of £11.7m. The variance is due to the programme for the development and delivery of renewals having been reviewed and revised to minimise disruption to the customer, resulting in works being rephased into next financial year.

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

### **Park and Ride**

3.1.10 The current forecast expenditure in 2023/24 is in line with the previous forecast.

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

### **Bus Priority Programme**

3.1.12 The current forecast expenditure in 2023/24 is £0.2m and is in line with the previous forecast.

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

### **Interchanges**

3.1.14 The current forecast expenditure in 2023/24 is in line with the previous forecast.

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

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

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

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

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

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

3.3.1 The current forecast expenditure in 2023/24 is £0.2m, compared to a previous forecast of £0.3m. This is due to final accounts for utilities being agreed lower than originally forecast.

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

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

3.4.1 The programme includes:

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

3.4.2 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 £4.3m, compared to a previous forecast £4.7m. The variance is due to additional supporting infrastructure works now forecast to be completed next financial year.

3.4.3 The Cycling and Walking Challenge Fund includes 127 schemes. Overall programme management, governance and assurance is undertaken by TfGM on behalf of the Authority. Most schemes are delivered by the Districts. The current forecast expenditure for 2023/24 is £28.7m, compared to a previous forecast of £28.0m. The variance is due to agreement of the final account for Stockport MBC's MCF programme.

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

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

3.5.1 The Active Travel Fund programme (ATF 2, 3 and 4) comprises 37 cycling and walking infrastructure schemes. The ATF capital programme is being delivered predominantly by the Districts. The total current forecast expenditure for 2023/24 is £8.0m compared to a previous forecast of £11.1m. The variance is predominantly due to recently funded bids being at an early stage and a corresponding programme wide review which has rephased expenditure into future years.

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

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

### **3.6 Clear Air Programme**

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

3.6.2 The '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.

3.6.3 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 2023. Due to the government's review of its bus retrofit programme both sets of requested evidence will need further work by Greater Manchester. The Greater Manchester Authorities continue to work with government to ensure Greater Manchester has an agreed Clean Air Plan as soon as possible, updates are provided to the Greater Manchester Air Quality Administration Committee.

3.6.4 The current forecast is £20.8m, which is in line with the previous forecast.

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

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

3.7.1 The current forecast expenditure in 2023/24 for the Access for All Programme is £3.9m, compared to a previous forecast of £5.4m. The variance is predominantly

due to contract award being concluded in Q3 of 2023 /24 and therefore rephasing of main contract works based on contractor's programme.

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

### **3.8 Bus Franchising**

3.8.1 The current 2023/24 forecast expenditure is £58.4m, compared to a previous forecast of £70.4m. The variance is predominantly due to continuing negotiations relating to future (Tranche 3) bus depot acquisitions and ongoing IS equipment procurement activities rephasing expenditure into 2024/25.

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

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

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

3.9.1 The current 2023/24 forecast expenditure for CRSTS funded schemes is £103.4m, compared to a previous forecast of £132.2m. The variance is predominantly due to a rephasing of Bus Infrastructure activities and design works on Bury Interchange into the current financial year, offset by a rephasing of the Local Authorities Strategic Maintenance allocation into future years to align with latest programme delivery.

3.9.2 The total forecast cost is within the total approved budget for this programme.

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

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

3.10.2 The current 2023/24 forecast expenditure is £0.5m, compared to a previous forecast of £1.3m. The variance is due to associated infrastructure works, including utility works, now rephased into next financial year.

3.10.3 The total forecast cost is within the total approved budget for this programme.

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

3.11.1 The Transport Local Growth Deal 1 and 3 Majors Programme consists of 15 major schemes (excluding Stockport Town Centre Access Plan (TCAP) which are being delivered by TfGM and the Districts. The total 2023/24 forecast expenditure is

£58.7m, compared to a previous forecast of £57.4m. This is predominantly due to Stockport Interchange construction activities taking place ahead of schedule, offset by rephasing of Carrington A1 design works into next financial year.

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

3.11.3 The total forecast costs are within the total approved budget for all projects.

### **3.12 Minor Works**

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

3.12.2 The total 2023/24 forecast expenditure on these schemes is £1.0m, compared to a previous forecast of £1.5m. The variance is due to rephasing of Salford Council's New Bailey St Gateway Phase 1 construction works into next financial year.

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

### **3.13 Traffic Signals**

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

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

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

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

### **3.15 GM One Network**

3.15.1 The GM One Network scheme is for Wide Area Network services across several Districts and the Authority and fulfils the Department for Culture, Media and Sport (DCMS) grant conditions for activating the Local Full Fibre Network (LFFN) dark fibre infrastructure. There is currently potential for the completion date to be moved back a small number of weeks and this is currently being closely monitored.

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

## **4 Economic Development and Regeneration**

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

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

4.1.2 The forecast expenditure has decreased to £9.4m due to a drawdown being delayed from 2022/23 offset by one scheme not going ahead.

### **4.2 Growing Places**

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

4.2.2 The forecast expenditure has decreased to £15.5m due to a scheme not progressing in 2022/23 as planned.

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

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

4.3.2 Expenditure is constrained by income received from loan repayments and HILF was at full capacity at the end of 2022/23. The forecast expenditure is £133.0m.

### **4.4 Life Sciences Funds**

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

4.4.2 The forecast expenditure is £2.4m due to the last drawdown in 2022/23 being delayed. This drawdown is now included in the forecast expenditure for 2023/24.

### **4.5 Pankhurst Institute**

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

4.5.2 The total forecast expenditure is within budget.

## **4.6 City Deal**

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

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

## **4.7 Brownfield Land Fund**

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

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

## **4.8 Affordable Homes**

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

## **4.9 Public Sector Decarbonisation Scheme**

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

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

## **4.10 UK Shared Prosperity Fund**

4.10.1 The forecast spend of £11.4m has been increased following consolidation of forecast spend data from the Districts. This is matched by a reduction in the amount of revenue spend in 2023/24.

## **4.11 Social Housing Decarbonisation**

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

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

## **4.12 Social Housing Quality Fund**

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

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

## **4.13 Rough Sleeper Accommodation Programme**

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

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

## **5. Fire and Rescue Service**

### **5.1 Estates**

5.1.1 An assessment of the estates capital programme strategy is continuing as part of the Estates Strategy work. It is expected that there will be re-profiling of the schemes once timelines of the full strategy have been identified. The reported variance is the re-profiling of budget to date, reflecting the expected position for the current financial year.

### **5.2 Transport**

5.2.1 Within transport, a Special Appliance Review has been undertaken which formulated part of the Fire Cover Review. Following a period of consultation, the capital programme has been realigned to reflect the outcome.

### **5.3 ICT**

5.3.1 The forecast is broadly in line with the quarter 1 forecasts with the exception of the Emergency Services Mobile Communication Programme (ESMCP) project. The government led project has been delayed until 2025/26, therefore, the £0.2m aligned to this work has been reprofiled.

### **5.4 Equipment**

5.4.1 The minor variance is in relation to the two-year project to purchase water personal protective equipment, spend in year is forecast to be slightly higher than the budget as profiled at quarter one. The required budget has been accelerated from 2024/25 into the current year.

## **5.5 Sustainability**

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

## **5.6 Waking Watch Relief Fund**

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

## **6. Waste and Resources**

### **6.1 Operational Assets**

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

## **7. Police and Crime Commissioner**

### **7.1 Reducing Reoffending**

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

Appendix A – Q2 2023/24 forecast

	Budget 2023/24 £000s	Q1 2023/24 Forecast £000s	Current 2023/24 Forecast £000s	(Increase)/ Decrease £000s
Metrolink Programme	10,392	9,662	9,402	260
Metrolink Renewals and Enhancements	10,762	11,651	11,079	572
Park and Ride	-	42	43	(1)
Bus Priority Programme	982	206	224	(18)
Interchange Programme	-	8	48	(40)
<b>Greater Manchester Transport Fund</b>	<b>22,136</b>	<b>21,569</b>	<b>20,796</b>	<b>773</b>
<b>Road Schemes (Stockport)</b>				
A6 MARR / SEMMMS	3,600	3,600	3,600	-
<b>Stockport Council Schemes total</b>	<b>3,600</b>	<b>3,600</b>	<b>3,600</b>	<b>-</b>
<b>Other Metrolink Schemes</b>				
Trafford Extension	325	299	175	124
<b>Other Metrolink Schemes total</b>	<b>325</b>	<b>299</b>	<b>175</b>	<b>124</b>
<b>Other Capital Schemes</b>				
TCF - Mayors Challenge Fund	28,256	27,969	28,696	(727)
TCF - Metrolink Capacity Improvement Programme	4,657	4,698	4,262	436
Active Travel Fund	7,505	11,105	7,979	3,126
Cycle Safety	258	258	296	(38)
Clean Air Schemes	20,039	20,818	20,797	21
Access For All	2,602	5,353	3,925	1,428
Bus Franchising	70,773	70,398	58,409	11,989
ZEBRA	23,004	1,318	509	809
<b>Other Capital Schemes total</b>	<b>157,094</b>	<b>141,917</b>	<b>124,873</b>	<b>17,044</b>
Bus CRSTS	46,115	43,208	38,184	5,024
Interchanges CRSTS	1,900	984	1,527	(543)
Rail CRSTS	2,284	2,352	1,716	636
Other CRSTS	1,300	1,300	1,300	-
Metrolink CRSTS	4,858	1,277	447	830
Local Authority CRSTS	41,764	83,115	60,236	22,879
<b>Total CRSTS</b>	<b>98,221</b>	<b>132,236</b>	<b>103,410</b>	<b>28,826</b>
<b>Growth Deal</b>				
TfGM Majors	57,156	56,315	58,019	(1,704)
Local Authorities Majors	634	1,122	697	425
<b>Growth Deal total</b>	<b>57,790</b>	<b>57,437</b>	<b>58,716</b>	<b>(1,279)</b>

	Budget 2023/24 £000s	Q1 2023/24 Forecast £000s	Current 2023/24 Forecast £000s	(Increase)/ Decrease £000s
<b>Minor Works</b>				
ITB Local Authorities	415	334	334	-
Growth Deal 1 & 2 Local Authorities	555	788	307	481
Growth Deal 2 TfGM Schemes	10	11	4	7
Growth Deal 3 TfGM schemes	255	332	330	2
Growth Deal 3 Local Authorities	-	-	-	-
<b>Minor Works total</b>	<b>1,235</b>	<b>1,465</b>	<b>975</b>	<b>490</b>
Traffic Signals (Externally Funded)	2,500	2,500	2,500	-
Full Fibre	-	-	70	(70)
GM One Network	3,518	5,343	5,343	-
<b>Total Capital - Transport</b>	<b>346,419</b>	<b>366,366</b>	<b>320,458</b>	<b>45,908</b>
Regional Growth Fund	7,503	11,371	9,433	1,938
Growing Places	11,685	21,000	15,500	5,500
Housing Investment Fund	123,363	133,000	133,072	(72)
Life Sciences Fund 1	2,203	2,369	2,369	-
Pankhurst Institute	793	793	793	-
City Deal	30,000	9,361	9,365	(4)
Brownfield Land Fund	36,112	52,521	52,521	-
Affordable Homes	100	50	-	50
Public Sector Decarbonisation Scheme 3a multi year	1,002	2,774	2,774	-
UK Shared Prosperity Fund	2,646	3,663	11,374	(7,711)
Social Housing Decarbonisation	-	26,673	26,673	-
Social Housing Quality Fund	-	15,000	15,000	-
Rough Sleeper Accommodation Programme	-	2,142	2,142	-
<b>Total Capital - Economic Development &amp; Regeneration</b>	<b>215,407</b>	<b>280,717</b>	<b>281,016</b>	<b>(299)</b>
Estates	12,186	12,908	7,957	4,951
Transport	7,720	7,720	4,272	3,448
ICT	400	1,617	1,417	200
Equipment	274	1,555	1,563	(8)
Sustainability	75	333	333	-
Health & Safety	522	521	521	-
Waking Watch Relief	2,000	2,541	2,112	429
<b>Total Capital - Fire &amp; Rescue Service</b>	<b>23,177</b>	<b>27,195</b>	<b>18,175</b>	<b>9,020</b>
Operational Sites	6,780	6,780	3,780	3,000

	Budget 2023/24 £000s	Q1 2023/24 Forecast £000s	Current 2023/24 Forecast £000s	(Increase)/ Decrease £000s
Non-Operational Sites	-	-	13	(13)
<b>Total Capital - Waste &amp; Resources</b>	<b>6,780</b>	<b>6,780</b>	<b>3,793</b>	<b>2,987</b>
Reducing Reoffending	-	203	203	-
<b>Total Capital - Police and Crime Commissioner</b>	<b>-</b>	<b>203</b>	<b>203</b>	<b>-</b>
<b>Total Capital</b>	<b>591,783</b>	<b>681,261</b>	<b>623,645</b>	<b>57,616</b>