

Date: 12 July 2024

Subject: GMCA Capital Outturn 2023/24

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

Purpose of Report

This report is to inform members of the Greater Manchester Combined Authority of the capital outturn for 2023/24.

Recommendations:

The GMCA is requested to:

1. Note the 2023/24 actual outturn capital expenditure of £541.1m compared to the forecast position presented to GMCA on 9 February 2024 of £579.1m.
2. Note the update on property acquisitions for Project Skyline as detailed in section 8 of the report; and
3. Approve the additions to the capital programme in 2024/25 as listed in section 8 of the report.

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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 details the actual capital expenditure for 2023/24.

Number of attachments to the report: None

Background Papers

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

GMCA 2023/24 Capital Update – Quarter 1 – 28 July 2023

GMCA 2023/24 Capital Update – Quarter 2 – 27 October 2023

GMCA 2023/24 Capital Update – Quarter 3 – 9 February 2024

[GMCA GM Children & Young People programme update 22 March 2024](#)

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?

Bee Network 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. Updated forecast outturns were provided on a quarterly basis during 2023/24.
- 1.2 GMCA's capital programme includes Greater Manchester Fire and Rescue Services, Economic Development & Regeneration programmes, Waste & 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, Facilities Management Renewals, 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 2023/24 was £541.1m compared to a forecast for 2023/24 presented to GMCA on 9 February 2024 of £579.1m. This is summarised

in Appendix A and the major variances are described in this report. The financing of capital expenditure in 2023/24 is provided in section 7.

- 1.4 It should be noted that this report is a draft of the expected outcome of the 2023/24 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. 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 Transport Revenue 2023/24 outturn, 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.

2.2. Metrolink Programme

- 2.2.1. 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.
- 2.2.2. The total expenditure on these works for 2023/24 was £7.4m compared to a previous forecast of £7.1m. The variance is primarily due to the rephasing of works from future financial years into 2023/24 as they were delivered ahead of forecast.

2.3. Metrolink Renewals and Enhancements

- 2.3.1. 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, the programme was 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).
- 2.3.2. The total expenditure for 2023/24 was £11.3m compared to a previous forecast of £13.2m. The variance is predominantly driven by delivery of digital radios for trams being re-sequenced into Q1 2024/25.

2.4. Bus Priority Programme

- 2.4.1. The total expenditure for 2023/24 was £0.1m, compared to the previous forecast of £0.2m. The variance is due to rephasing of some monitoring and evaluation work into 2024/25.

2.5. A6 to Manchester Airport Relief Road (A6MARR)

- 2.5.1. Stockport Council is responsible for the delivery of the A6MARR, resulting in the expenditure largely comprising grant payments to Stockport MBC.
- 2.5.2. The total expenditure for 2023/24 was £2.4m, compared to a previous forecast of £3.6m. The variance is due to land acquisition settlements being rephased into future years.

2.6. Metrolink Trafford Park Extension

- 2.6.1. The total expenditure for 2023/24 was £0.6m, compared to a previous forecast of £0.4m. The variance is due to the earlier than forecast expenditure on land related transactions.

2.7. Transforming Cities Fund

- 2.7.1. The programme includes:
- a) The Metrolink Additional Capacity Programme; and
 - b) The Mayor's Cycling and Walking Challenge Fund (MCF)
- 2.7.2. The Metrolink Additional Capacity programme total expenditure for 2023/24 is £3.2m, compared to a previous forecast of £2.6m. The variance is due to some

works that were previously anticipated to be undertaken in 2024/25 having been completed in 2023/24.

- 2.7.3. The Cycling and Walking Challenge Fund overall programme management and design assurance is undertaken by TfGM, with the majority of schemes being delivered by the 10 GM Local Authorities. The Programme includes Transforming Cities Fund 1 (TCF1) and CRSTS 1 funding. The total 2023/24 expenditure was £27.3m, which was in line with the previous forecast of £27.8m. The variance is due to the rephasing of a small element of works across the 129 schemes into 2024/25.

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

- 2.8.1. Active Travel Fund programme has had a number of phases (2, 3, 4 and 4 extension) and comprises 38 cycling and walking infrastructure schemes. The ATF capital programme is being delivered by the Local Authorities and Transport for Greater Manchester. The total expenditure for 2023/24 is £6.9m, which is in line with the previous forecast.

2.9. Clear Air Programme

- 2.9.1. This is a range of Clean Air schemes which are funded entirely through grant funding from central government.
- 2.9.2. The 'Case for a new Greater Manchester Clean Air Plan' was submitted to the Secretary of State in July 2022. In January 2023, government asked GM for additional evidence including modelling 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. In April 2023, the government advised of a review of its bus retrofit programme as it had evidence that retrofitted buses have poor and highly variable performance in real-world conditions. Due to the bus retrofit review the requested evidence needed further work. In December 2023, GM submitted an update to the Secretary of State on the Case for a new Greater Manchester Clean Air Plan and confirmed that an appraisal of GM's proposed investment-led plan has been undertaken against a benchmark charging Clean Air Zone (CAZ) in the centre of Manchester and Salford.
- 2.9.3. As a consequence of the issues highlighted above the total 2023/24 expenditure was £1.2m, compared to a previous forecast of £2.4m.

2.10. Other Capital Schemes and Programmes

2.10.1. The other capital schemes and programmes include

- a) Rail – Access for All;
- b) Facilities Management Renewals; and
- c) Downing Street land purchase.

2.10.2. The total 2023/24 expenditure for the Access for All Programme was £3.1m, compared to the previous forecast of £3.5m. This variance is predominately driven by the rephasing of some works into 2024/25 due to delays in securing rail industry approvals. The delays are not anticipated to impact on completion dates.

2.10.3. The total 2023/24 expenditure for Facilities Management Renewals was £0.3m, compared to a previous forecast of £nil. The expenditure, funded from borrowings, related to certain time critical asset renewal and replacement works.

2.10.4. The total 2023/24 expenditure for the acquisition of the land at Downing Street is £16.4m, compared to a previous forecast of £nil. The acquisition was funded from borrowings which will be repaid from future rental income.

2.11. Bus Franchising

2.11.1. The total 2023/24 expenditure was £92.4m, compared to a previous forecast of £86.8m. The variance is predominantly due to IS and Ticketing equipment originally planned to be purchased in 2024/25 being purchased in 2023/24, offset in part by the phasing of the acquisition of a number of the remaining bus depots.

2.11.2. The 2023/24 expenditure includes costs funded from both CRSTS grant and local matched funding contributions met from borrowings.

2.12. City Region Sustainable Transport Settlement (CRSTS)

2.12.1. The total 2023/24 expenditure for CRSTS funded schemes is £97.9m, compared to a previous forecast of £101.7m. The variance is predominantly due to activity on the Outline Business Case (OBC) for Golborne Station and on the Streets for All programme taking place ahead of forecast, offset by the rephasing of some Zero Emission Buses (ZEB's) from 2023/24 into Quarter 1 2024/25. Please refer to para 2.9.3, for Mayors Challenge fund expenditure to Active Travel schemes funded from CRSTS1.

2.13. Zero Emission Buses Regional Areas (ZEBRA)

- 2.13.1. The ZEBRA project has received £35.7m of Department for Transport Zero Emission Buses Regional Areas funding and £12.5m funded from prudential borrowing.
- 2.13.2. The total 2023/24 expenditure was £0.5m, which is in line with the previous forecast.

2.14. Transport Local Growth Deal 1 Majors Schemes

- 2.14.1. 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 expenditure was £66.8m, compared to a previous forecast of £64.2m. The variance is predominantly due to construction activities on Salford Bolton Network Improvement (SBNI) and Stockport Interchange taking place ahead of schedule.
- 2.14.2. The 2023/24 expenditure includes costs funded from the CRSTS grant.

2.15. Local Growth Deal Minor Works

- 2.15.1. The Minor Works schemes are being delivered by TfGM and the Local Authorities.
- 2.15.2. The total 2023/24 expenditure on these schemes was £0.5m compared to a previous forecast of £0.3m. The variance is predominantly due to Growth Deal 3 Bus Passenger Enhancement works being completed ahead of forecast.

2.16. Traffic Signals

- 2.16.1. Traffic signals are externally funded and spend will fluctuate dependent on the level on new installations requested.
- 2.16.2. The total 2023/24 expenditure was £1.6m.

2.17 GM Local Full Fibre Network

- 2.17.1 The final milestone has been delivered but there are small number of outstanding issues to be finalised which may be required in 2024/25.

2.18 GM One Network

- 2.18.1 The GM One Network scheme is for Wide Area Network services across several GM LAs 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.

2.18.2 The total expenditure in 2023/24 was £5m.

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 total expenditure for 2023/24 is £5.5m, compared to the previous forecast of £10.3m, the difference will now be drawn in 2024/25.

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 total expenditure in 2023/24 was £40m which is in line with the previous forecast.

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 Expenditure is constrained by income received from loan repayments and HILF was at full capacity at the end of 2022/23. New schemes are now more likely to be drawn in 2024/25 which has been made possible with the agreement to repay capital to Department for Levelling Up, Housing and Communities (DLUHC) at year end being removed.

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 total expenditure for 2023/24 is £0.2m, due to a delayed drawdown that is expected to take place in 2024/25.

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 budgeted expenditure of £0.8m is now expected to be drawn in 2024/25.

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 Homes England have now approved 4 schemes with £8.1m drawn in 2023/24, £1.2m lower than forecast at Q3, forecast expenditure has been reprofiled to be drawn in 2024/25.

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 from budget is due to additional funding having been awarded, expenditure is in line with Q3 forecast.

3.8. Affordable Homes

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

3.9. Public Sector Decarbonisation Schemes

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

3.9.2 Expenditure in 2023/24 was £2.1m with a small amount to be reprofiled into 2024/25.

3.10. UK Shared Prosperity Fund

3.10.1 The total 2023/24 spend of £7.6m has increased from the previous forecast quarter, this is due to a reprofiling of capital and revenue expenditure.

3.11. Social Housing Decarbonisation

- 3.11.1 The Social Housing Decarbonisation fund is to improve the energy performance of social rented homes. This is the second of the three-year delivery period which finishes in 2025.
- 3.11.2 The decrease in expenditure from £16m to £7m is due to schemes being reprofiled into 2024/25.

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, e.g. mould and damp.
- 3.12.2 The total 2023/24 expenditure is £0.1m less than forecast, this has been reprofiled to 2024/25.

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. Total expenditure is £1.8m less than forecast, this is expected to be spent in 2024/25 but will depend on the ability to acquire appropriate units.

3.14. Trailblazer

- 3.14.1 The scheme is to fund local priority projects aligned to the Greater Manchester Strategy Shared Commitments and the UK Government Levelling Up Missions with a focus towards prioritising growth opportunities.
- 3.14.2 Total expenditure in 2023/24 is £5m.

3.15. Green Homes

- 3.15.1 The grant provides grants to both homeowners and landlords to make energy efficient improvements to homes. The delivery phase of the grant is finished, however partners are still finalising schemes. The remaining balance of scheme funding identified in the table below will be transferred to partners when grant conditions have been met.

3.16. 5G Innovation

- 3.16.1 GMCA were successful in an application to the 5G Innovation Regions Programme during 2023/24, gaining a total award of £3.1m. The programme aims to champion the use of innovative applications powered by 5G from proof of concept to widespread adoption. An initial allocation of £0.1m was made in 2023/24, the remainder of the grant allocation is required to be defrayed by 31 March 2025.
- 3.16.2. The GM 5G project focuses on how partners across Greater Manchester (GM) will tackle the drivers of climate breakdown at a city region level. The project intends to digitally enable hundreds of existing air source heat pumps across social housing. This will accelerate the creation of Smart Energy Grids and bring forward benefits for residents, industry and public services, aligning with GM's Local Area Energy Plan.
- 3.16.3. Co-located on the same 5G network, a digital road network environment will be piloted aiming to reduce congestion and carbon emissions and prioritise traffic flow such as public transport in a quicker, efficient way.

4. Greater Manchester 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 to date, reflecting the expected position for 2023/24.

4.2. Transport

- 4.2.1 A further review of the general fleet has been undertaken to ensure the vehicles selected are in line with the current market and to ensure all opportunities are maximised in relation to carbon reduction. It is envisaged that vehicles will start to be received within quarters 2 and 3 of the 2024/25 financial year.

4.3. Equipment

- 4.3.1 The variance of £0.7m is in relation to the revised expected delivery of foam equipment, hose replacement and compressors within the programme, all of which have been slipped to 2024/25.

4.4. Sustainability

- 4.4.1 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 2024/25.

4.5. Waking Watch Relief Fund

- 4.5.1 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. Funding has been committed but is now expected to be expended in 2024/25.

5. Waste and Resources

5.1. Operational Assets

- 5.1.1 The outturn for operational assets is within forecast. Works at Raikes Lane Thermal Recovery Facility, Bolton have been included in the above since last reported.

5.2. Non-Operational Assets

- 5.2.1 The spend on non-operational assets is within budget and represents the completion of the works at Bredbury former landfill 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 expected to take place in 2023/24. This has now ben reprofiled into 2024/25.

7. Funding Requirements

- 7.1 Below are the funding arrangements for 2023/24:

Financed by:	Budget £000	Outturn £000
Borrowing	140,615	140,726
Capital Grants	230,327	268,702
Revenue Contribution to Capital Outlay	90	4,708
Capital Receipts	175,547	90,943
External Contributions	2,500	1,557
External Contributions TfGM	42,704	34,428
Total Funding	591,783	541,064

8. New projects in 2024/25

8.1. Project Skyline

- 8.1.1 Project Skyline is intended to create a supply of children's homes to increase availability of Looked After Children (LAC) placements in the Greater Manchester region for some of the most vulnerable young people whilst tackling the significant costs associated with these types of placements.
- 8.1.2 In March 2024 GMCA approved to provide the capital initial funding of up to £5m to purchase and refurbish the first batch of properties and support mobilisation costs, this initial capital expenditure is required to acquire homes which will be owned by the GMCA and leased to providers who will deliver the provision on behalf of the 10 GM Local Authorities. This expenditure will be funded by borrowings, which will be recouped over time (through lease payments) once the properties reach full occupancy. The 10 GM Local Authorities will underwrite this upfront funding through a mechanism that has been agreed by the Treasurers in the Skyline Memorandum of Understanding, signed by all 12 parties (10 LA's, GMCA and NHS) in early 2024.
- 8.1.3 10 properties will need to be identified and acquired, the selection of properties to be determined by the Skyline SRO (which includes GMCA Chief Executive, GMCA Monitoring officer, GMCA Deputy Chief Executive, and Lead Director for Childrens Services (DCS), nominated by LA DCS group) . Given the lead in time to acquire, refurbish properties and take them through the planning process, work on identifying properties has commenced. A sub-committee has been established to progress this work and will make their recommendations to the Skyline SRO group. Following the initial property acquisitions, should the £5m allocation need to be extended to achieve the full 10 properties, further approvals will be sought from the GMCA and parties updated in due course.

8.1.4 Following significant consultation with the Children’s Services teams within the LA’s it has been agreed that Skyline will initially deliver 24 beds across 10 Ofsted registered properties within GM. The provision will specialise in providing placements for Children and Young People with the most acute needs, specifically those with Emotional, Behavioural Difficulty (EBD) and Mental Health (MG) provisions. The Homes will be split into 5 service cohorts as follows:

Cohort	Description	Number of homes	Beds per home
1	Complex Care Mental Health Support Homes	4	2
2	Residential Homes supporting younger children with a view to transitioning them back to foster care	2	3
3	Residential Homes supporting older teenagers	2	3
4	Residential Homes supporting children / young people at risk of sexual exploitation (CSE)	1	2
5	Residential Homes supporting children / young people at risk of criminal exploitation (CCE)	1	2
Total		10 homes	24 beds

8.1.5 In March 2024 GMCA provided delegation to the GM Treasurer and GM Monitoring Officer to review and agree the due diligence information for each individual property acquisition and the overall detailed commercial terms of the acquisitions, to sign off any conditions, issue final approvals and complete any the documentation in respect of the property acquisitions.

8.2. 5G Innovation

8.2.1 As noted above, the GMCA was successful in receiving a 5G Innovation Regions grant from the Department for Data and Digital Infrastructure so GMCA can take full advantage of the transformative effect that advanced wireless connectivity and digital technologies can offer to improve service delivery within Greater Manchester.

8.2.2 The grant award is £3.1m with a small sum spent in 2023/24. The capital expenditure forecast in 2024/25 is £3m to be funded by the grant award.

8.3. Raikes Lane Thermal Recovery Facility (TRF), Bolton

8.3.1 A major programme of works to upgrade the boilers and associated infrastructure was included in the capital programme in 2025/26. Indicative cashflow forecasts includes actual expenditure in 2024/25 of £5.62m.

8.4. Traffic Signal Obsolescence and Green Light Funding

8.4.1 The GMCA was successful in receiving grant funding from DfT to upgrade traffic signal systems by replacing obsolete equipment and tuning up traffic signals to better reflect current traffic conditions and get traffic flowing.

8.4.2 The grant awards are for a total of £5,626,838.37 covering 2024/25 and 2025/26.

Appendix A – Capital Outturn 2023/24

Appendix A	Budget 2023/24 £000s	Q3 2023/24 Forecast £000s	Provisional 2023/24 Outturn £000s	(Increase)/ Decrease £000s
Metrolink Programme	10,392	7,059	7,378	(319)
Metrolink Renewals and Enhancements	10,762	13,169	11,252	1,917
Park and Ride	-	41	13	28
Bus Priority Programme	982	202	113	89
Interchange Programme	-	80	56	24
Greater Manchester Transport Fund	22,136	20,551	18,812	1,739
Road Schemes (Stockport)				
A6 MARR / SEMMMS	3,600	3,600	2,421	1,179
Stockport Council Schemes total	3,600	3,600	2,421	1,179
Other Metrolink Schemes				
Trafford Extension	325	439	558	(119)
Metrolink SEP	-	-	-	-
Other Metrolink Schemes total	325	439	558	(119)
Other Capital Schemes				
TCF - Mayors Challenge Fund	28,256	25,565	19,553	6,012
TCF - Metrolink Capacity Improvement Programme	4,657	2,623	3,166	(543)
Active Travel Fund	7,505	6,908	6,884	24
Cycle Safety	258	-	-	-
Clean Air Schemes	20,039	2,433	1,210	1,223
Access For All	2,602	3,533	3,115	418

Appendix A	Budget 2023/24 £000s	Q3 2023/24 Forecast £000s	Provisional 2023/24 Outturn £000s	(Increase)/ Decrease £000s
CCAG2				-
Community Cycle Parking				-
Walking & Wheeling at signalised junctions				-
Facilities Management	-	-	301	(301)
Downing Street	-	-	16,388	(16,388)
Bus Franchising	70,773	86,787	92,384	(5,597)
ZEBRA	23,004	509	523	(14)
Other Capital Schemes total	157,094	128,358	143,524	(15,166)
Bus CRSTS	46,115	41,472	36,867	4,605
Active Travel CRSTS	-	2,262	7,740	(5,478)
Interchanges CRSTS	1,900	1,406	1,555	(149)
Rail CRSTS	2,284	1,467	1,870	(403)
Other CRSTS	1,300	-	-	-
Metrolink CRSTS	4,858	339	83	256
Local Authority CRSTS	41,764	57,039	57,560	(521)
Total CRSTS	98,221	103,985	105,675	(1,690)
Growth Deal				
TfGM Majors	57,156	63,334	65,484	(2,150)
Local Authorities Majors	634	849	1,304	(455)
Growth Deal total	57,790	64,183	66,788	(2,605)
Minor Works				
ITB Local Authorities	415	60	108	(48)
Growth Deal 1 & 2 Local Authorities	555	176	159	17

Appendix A	Budget 2023/24 £000s	Q3 2023/24 Forecast £000s	Provisional 2023/24 Outturn £000s	(Increase)/ Decrease £000s
Growth Deal 2 TfGM Schemes	10	4	2	2
Growth Deal 3 TfGM schemes	255	97	268	(171)
Growth Deal 3 Local Authorities	-	-	-	-
Minor Works total	1,235	337	537	(200)
Traffic Signals (Externally Funded)	2,500	2,500	1,621	879
Full Fibre	-	70	8	62
GM One Network	3,518	5,385	5,025	360
Total Capital - Transport	346,419	329,408	344,970	(15,562)
Regional Growth Fund	7,503	10,251	5,490	4,761
Growing Places	11,685	38,414	39,989	(1,575)
Housing Investment Fund	123,363	69,602	39,373	30,229
Life Sciences Fund 1	2,203	1,044	169	875
Pankhurst Institute	793	793	-	793
City Deal	30,000	9,365	8,121	1,244
Brownfield Land Fund	36,112	52,521	52,772	(251)
Affordable Homes	100	-	-	-
Public Sector Decarbonisation Scheme 3a single year	-	1,772	1,055	717
Public Sector Decarbonisation Scheme 3a multi year	1,002	1,002	1,002	0
UK Shared Prosperity Fund	2,646	5,864	7,595	(1,731)
Social Housing Decarbonisation	-	16,400	7,032	9,368
Social Housing Quality Fund	-	15,000	14,887	113
Rough Sleeper Accommodation Programme	-	2,142	387	1,755
Green Homes	-	-	(148)	148
5G Innovation	-	-	67	(67)

Appendix A	Budget 2023/24 £000s	Q3 2023/24 Forecast £000s	Provisional 2023/24 Outturn £000s	(Increase)/ Decrease £000s
Trailblazer		5,000	5,000	-
Total Capital - Economic Development & Regeneration	215,407	229,170	182,790	46,380
Estates	12,186	6,920	4,196	2,724
Transport	7,720	4,272	3,271	1,001
ICT	400	1,101	1,134	(33)
Equipment	274	1,490	773	717
Sustainability	75	119	4	115
Health & Safety	522	521	151	370
Waking Watch Relief	2,000	2,112	408	1,704
Total Capital - Fire & Rescue Service	23,177	16,535	9,937	6,598
Operational Sites	6,780	3,780	3,354	426
Non-Operational Sites	-	13	13	0
Total Capital - Waste & Resources	6,780	3,793	3,367	426
Reducing Reoffending	-	203	-	203
Total Capital - Police and Crime Commissioner	-	203	-	203
Total Capital	591,783	579,109	541,064	38,045