

## Greater Manchester Combined Authority

Date: 29 November 2024

Subject: GMCA 2024/25 Capital Update – Quarter 2

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

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### Purpose of Report

To present an update in relation to the Greater Manchester Combined Authority's 2024/25 capital expenditure programme.

### Recommendations:

The GMCA is requested to:

1. Note the current 2024/25 forecast of £581.8m compared to the previous forecast of £636.3m; and
2. Approve the addition of £0.3m National Highways funding to the 2024/25 capital programme to design and deliver a further 23 bus stop upgrades in Oldham, Tameside and Manchester, as outlined in section 2.7.5, as part of the Bus Infrastructure programme.

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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 2024/25.

**Number of attachments to the report:** None

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

None

## **Background Papers**

[GMCA Capital Programme 2023/24 - 2026/27](#)

[GMCA 2024/25 Capital Update - Quarter 1](#)

## **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution

No

## **Exemption from call in**

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

N/A

**Bee Network Committee**

N/A

**Overview and Scrutiny Committee**

N/A

# **1. Introduction/Background**

- 1.1. The Greater Manchester Combined Authority approved the 2024/25 capital programme at its meeting on 9 February 2024. This report provides the second in a series of updates throughout 2024/25.
- 1.2. The Authority's capital programme, funded from a number of sources and grants, includes Greater Manchester Fire and Rescue Services (GMFRS), Economic Development & Regeneration programmes, Waste & Resources Service and the continuation of the programme of activity currently being delivered by the Authority, Transport for Greater Manchester (TfGM) and GM Local Authorities (LA) including the following elements:
  - a) Metrolink schemes;
  - b) Rapid Transit schemes;
  - c) Rail schemes;
  - d) Interchange schemes;
  - e) Clean Air schemes;
  - f) Active Travel schemes;
  - g) Bus Infrastructure schemes;
  - h) Bus Franchising schemes;
  - i) Local Authority schemes;
  - j) Other capital projects and programmes such as Public Switched Telephone Network (PSTN); and
  - k) Capital Highways Maintenance, Traffic Signals and Full Fibre.
- 1.3. The 2024/25 Capital Programme is summarised in Appendix A.

## **2. Transport Schemes**

### **2.1. Introduction**

- 2.1.1. The transport infrastructure pipeline is a key enabler to delivering the Bee Network – Greater Manchester's plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.

- 2.1.2. Work to develop and deliver the schemes within the Transport Pipeline Programme continues at pace, with the majority of schemes within City Region Sustainable Transport Settlement (CRSTS) achieving their Strategic Outline Business Cases (SOBCs) approval and several schemes either on site and/or completed.
- 2.1.3. Whilst the overall capital budget is on track to be fully expended by the end of the CRSTS1 period, in March 2027, officers are currently, as they have done on a number of previous occasions subsequent to the commencement of this investment period, undertaking a review of the current delivery status of the programme generally and its associated alignment with emerging local and national strategic priorities. An update on the outcome of this review is intended to be submitted to the November meeting of the Bee Network Committee.

## **2.2. Metrolink Schemes**

- 2.2.1. The Metrolink Programme consists of a variety of projects to continue to provide a safe and efficient Metrolink service for customers. These projects include essential safety and operationally critical renewals, safety and operational improvement works and capacity enhancements to the network.

### **Metrolink Renewals and Enhancements**

- 2.2.2. 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 CRSTS.
- 2.2.3. The current forecast expenditure in 2024/25 is £18.3m, which is in line with the previous forecast.

### **Metrolink Programme**

- 2.2.4. The Metrolink Programme includes renewals operational improvement works to the network and close out of the expansion programme.
- 2.2.5. The current forecast expenditure on these works in 2024/25 is £10.2m, compared to a previous forecast of £10.6m. The variance is predominantly driven by resequencing of the renewal of the Metrolink communication network, offset by the rephasing of the renewal of a bridge on the Bury Line into 2025/26.

## **Trafford Extension**

- 2.2.6. The current forecast expenditure in 2024/25 is £0.4m, compared to a previous forecast of £0.3m. The variance is due to the earlier than forecast expenditure on land related transactions.

## **Metrolink Capacity Improvement Package (MCIP)**

- 2.2.7. The Metrolink Capacity Improvement Programme includes the purchase and delivery of 27 additional trams and additional supporting infrastructure. The current forecast expenditure for 2024/25 is £2.1m is in line with the previous forecast.

## **2.3. Rail Schemes**

- 2.3.1. The Rail programme consists of a variety of projects aiming to improve accessibility at stations across the rail network, in addition to enhancing new stations, and the creation of a new railway station (Golborne) within Greater Manchester.

### **Rail Stations**

- 2.3.2. Rail stations include improvement and enhancement works at Salford Central and Stockport stations, and a new station at Golborne. The current forecast expenditure for 2024/25 of £4.0m, is in line with the previous forecast of £4.2m.

### **Access for All**

- 2.3.3. The current forecast expenditure in 2024/25 for the Access for All Programme is £7.4m, compared to a previous forecast of £7.1m. The variance is predominantly due to construction of the “step free” access at Daisy Hill and Irlam stations progressing ahead of forecast, with works having commenced on site in January 2024.

### **Park and Ride**

- 2.3.4. The current forecast expenditure in 2024/25 on the Park & Ride programme is £0.8m, in line with the previous forecast.

## **2.4. Interchanges**

- 2.4.1. The Interchanges programme consists of the redevelopment of transport interchanges, travel hubs and associated infrastructure.

### **Bury Interchange**

- 2.4.2. The current forecast expenditure in 2024/25 is £4.0m, compared to a previous forecast of £3.8m. The variance is due to the ahead of schedule submission of the Outline Business Case (OBC) to Government,

### **Stockport Interchange**

- 2.4.3. The current forecast expenditure in 2024/25 is £2.3m, is in line with the previous forecast of £2.4m.

### **Interchanges Programme**

- 2.4.4. The current forecast expenditure in 2024/25 is £0.1m, in line with the previous forecast.

## **2.5. Clean Air Programme**

- 2.5.1. The Clean Air programme aims to tackle air pollution on local roads in a way that protects health, jobs, livelihoods, and businesses. The schemes within this programme are funded through multiple various grants to deliver numerous clean air initiatives.
- 2.5.2. 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. In October 2024, the Air Quality Administration Committee, in response to changing circumstances, considered an update on the Case for a new Greater Manchester Clean Air Plan. GM's evidence shows that only the Investment-led Plan complies with the requirement placed on the 10 GM LAs to deliver

compliance in the shortest possible time and by 2026 at the latest. However, it is for government to determine what measures GM is to implement.

- 2.5.3. The current forecast expenditure in 2024/25 of £1.8m, is in line with the previous forecast.

## **2.1. Active Travel Programme**

- 2.1.1. The Active Travel programme delivers a range of interventions, including cycle hire and infrastructure provision – including segregated cycle lanes, crossings, and junction safety improvements, with the rollout of high-quality active travel schemes being at the core of the Bee Network vision.

### **Mayor's Cycling and Walking Challenge Fund (MCF)**

- 2.1.2. The overall programme management of the Mayor's Cycling and Walking Challenge Fund (MCF), including design assurance, is undertaken by TfGM, with the majority of schemes being delivered by the 10 GM Local Authorities. The Programme is jointly funded through Transforming Cities Fund 1 (TCF1) and CRSTS 1 funding. The current forecast expenditure for 2024/25 is £16.1m, compared to a previous forecast of £19.6m. The variance is due to the rephrasing of some works into future years due to finalisation of design and completion of works on adjacent complementary schemes.

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

- 2.1.3. The Active Travel Fund programme (ATF 2, 3, 4 and 4 extension) includes the Cycle Safety Grant and comprises 37 cycling and walking infrastructure schemes. The ATF capital programme is being delivered predominantly by the GM Local Authorities. The total current forecast expenditure for 2024/25 of £12.6m, is in line with the previous forecast of £12.9m.

## **2.2. Bus Infrastructure Schemes**

- 2.2.1. Bus infrastructure schemes consist of a variety of on-highway measures across the bus network, working in partnership with GM Local Authorities, to support the improvement of bus journey times and reliability of services and the growth of travel by bus, walking, wheeling and cycling.

### **Salford Bolton Network Improvement (SBNI)**

- 2.2.2. The current 2024/25 forecast expenditure of £3.3m, is in line with the previous forecast of £3.2m.



## **Bus Priority Programme**

- 2.2.3. The current 2024/25 forecast expenditure is £0.1m, which is in line with the previous forecast.

## **Quality Bus Transit, City Centre Radials & Bus Pinchpoint & Maintenance**

- 2.2.4. The current 2024/25 forecast expenditure is £15.6m, compared to the previous forecast of £16.6m. The variance is predominantly due to the rephasing of some design and construction works into 2025/26 following programme updates from Local Authorities.
- 2.2.5. The Bus Stop Enhancements project is due to receive £0.3m funding from National Highways to design and deliver a further 23 bus stop upgrades in Oldham, Tameside and Manchester. GMCA is requested to approve the addition of £0.3m of National Highways funding to the 2024/25 capital programme.

## **2.3. Bus Franchising**

- 2.3.1. The programme of works consists of the acquisition or construction and the electrification of a number of bus depots, the delivery of a Zero Emission Bus (ZEB) fleet as well as upgrades to Ticketing, IS and Customer systems, applications and infrastructure to support the implementation of Bus Franchising.
- 2.3.2. The current 2024/25 forecast expenditure is £119.2m, compared to the previous forecast of £147.1m. The variance is due to the earlier installation of IS equipment on buses ahead of Tranche 3 go-live offset by a re-phasing of the Zero Emissions Bus (ZEB) fleet delivery. The contracts to commence the electrification works were entered in August 2024 and work is underway at Hyde, Ashton, Bolton and Middleton depots.

## **2.4. Local Authority Schemes**

- 2.4.1. These interventions are led and delivered by the 10 Local Authorities across Greater Manchester. The schemes include Stockport Road schemes (SEMMMS) highway scheme, along with others such as the CRSTS-funded Streets for All programme and ongoing improvements to the key route network and other highway corridors.

### **Stockport Road Schemes**

- 2.4.2. Stockport Council is responsible for the delivery of the A6 to Manchester Airport Relief Road (A6MARR), resulting in the expenditure largely comprising of grant payments to Stockport MBC.

2.4.3. The current forecast expenditure in 2024/25 is £6.4m, which is in line with the previous forecast.

#### **Other Local Authority Schemes**

2.4.4. The current forecast expenditure in 2024/25 is £57.3m, compared to a previous forecast of £59.2m. The variance is predominantly due to the rephasing of a small number of Streets for All design works, which are now expected to complete in 2025/26.

### **2.5. Other Capital Schemes**

2.5.1. Other capital schemes and programmes include

- a) Public Switched Telephone Network (PSTN) Traffic Signals; and
- b) Other Capital Schemes (other transport related facilities renewals)

2.10.2 The March 2024 BNC noted £1.0m of funding for the replacement of the Public Switched Telephone Network (PSTN) that communicates between 448 traffic signals and the Urban Traffic Control fault reporting system with a digital solution.

2.10.3 The current forecast for Other Capital Schemes is £0.1m, in line with the previous forecast.

#### **Traffic Signals**

2.10.4 General traffic signals are externally funded and spend will fluctuate dependent on the level on new installations requested.

2.10.5 The Authority has received Traffic Signal Obsolescence and Green Light Funding from central government to upgrade traffic signal systems by replacing obsolete equipment and tune up traffic signals to better reflect current traffic conditions and get traffic flowing.

2.10.6 The total 2024/25 forecast expenditure has increased to £4.2m to include these schemes.

#### **GM One Network**

2.10.7 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.

2.10.8 The total 2024/25 forecast expenditure has increased to £2.2m due to slippage in 2023/24.

### **3. Economic Development & Regeneration**

#### **3.1. Regional Growth Fund**

- 3.1.1. The RGF 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 forecast 2024/25 expenditure on these schemes has increased to £9.4m due to the amount of pipeline schemes that have progressed or are expecting to be progressed.

#### **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 forecast 2024/25 expenditure on these schemes has increased to £2.6m due to pipeline schemes being slightly higher than expected at budget setting.

#### **3.3. Housing Investment Loan 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 total forecast 2024/25 expenditure on these schemes has decreased to £82.4m due to some schemes being reprofiled to 2025/26 and some pipeline schemes no longer progressing.

#### **3.4. Life Sciences Fund**

- 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 forecast 2024/25 expenditure has increased to £2.3m due to slippage of drawdowns in 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 forecast of £0.8m is in line with the previous forecast.

### **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. The total forecast 2024/25 expenditure on these schemes has increased to £15.6m due to the reprofiling of drawdowns.

### **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 current forecast of £75.2m is an increase to the budget of £0.25m, this is due to the capitalisation of legal fees, approval was sought at the 27 September 2024 meeting.

### **3.8. UK Shared Prosperity Fund**

- 3.8.1. The Fund from central government is designed to build pride in place and increase life chances by investing in community and place, supporting local businesses and people and skills.
- 3.8.2. The total forecast 2024/25 expenditure has increased to £14.9m due to reprofiling of expenditure between capital and revenue.

### **3.9. Social Housing Quality Fund**

- 3.9.1. 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.
- 3.9.2. The forecast of £0.1m is in line with the previous forecast.

### **3.10. Public Sector Decarbonisation Schemes**

- 3.10.1. The Public Sector Decarbonisation Scheme is grant funding received from central government for public building retrofit projects.
- 3.10.2. The forecast of £1.5m is in line with the previous forecast.

### **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 final year of the three-year delivery period.

3.11.2. The forecast of £36.8m is in line with the previous forecast.

### **3.12. Rough Sleeper Accommodation Programme**

3.12.1. The scheme is to support those rough sleeping or with a history of rough sleeping into longer-term accommodation with support. The expenditure is dependent on suitable properties becoming available.

3.12.2. The forecast of £1.4m is in line with the previous forecast.

### **3.13. Project Skyline**

3.13.1. 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.

3.13.2. The forecast of £5m is in line with the previous forecast.

### **3.14. 5G Innovation**

3.14.1. The programme aims to champion the use of innovative applications powered by 5G from proof of concept to widespread adoption.

3.14.2. The forecast of £3m is in line with the previous forecast.

### **3.15. Trailblazer**

3.15.1. 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.

3.15.2. The current forecast of £5m is in line with budget.

### **3.16. Investment Zones**

3.16.1. The investment zone grant funding from central government will be used to support the development of high-potential clusters identified as Investment Zones with a focus on developing Advanced Manufacturing & Materials.

3.16.2. The forecast of £4.8m is in line with the previous forecast.

## **4. Fire and Rescue Service**

### **4.1. Estates**

- 4.1.1. A full budget review of the Phase 1 Estates Strategy and linked programmes of work has been undertaken and approval of additional funding of £13.0m was given by the Deputy Mayor to take into account the significant cost pressures arising from supply chain inflation, site specific conditions and highways related costs emerging across the Estates programme. The reported variance is the re-profiling of budget and new approvals to date, reflecting the expected position for the current financial year.
- 4.1.2. On 20 September 2024, ISG Construction Ltd, our main contractor for the construction of two new fire stations at Whitefield and Blackley entered administration. This led to an immediate halt to all works on site and termination notices to ISG were issued. The financial implications of ISG's collapse are expected to be significant, with increases in costs due to inflation, wider market conditions, and delays in appointing a new contractor.
- 4.1.3. The investment for the full rollout of rest facilities across the service of £3.4m was approved, forecasting to start in 2025/26.

### **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. Delivery of vehicles started to take place in quarter 2 and will continue to be received in quarter 3 of the current financial year. The forecast represents the value of vehicles to be received by the end of the financial year, taking into account supply chain timelines.

### **4.3. Equipment**

4.3.1 The reduction in forecast of £0.1m is in relation to the revised expected delivery of ventilation fans and AED units plus a minor reduction in spend on PPE.

### **4.4. Sustainability**

4.4.1 Carbon schemes have been encompassed into the wider estates strategy, therefore, the budget for other sustainability activities has been reprofiled into 2025/26 to be utilised against EV infrastructure improvements.

## 4.5. Waking Watch Relief Fund

4.5.1 Waking Watch previously had 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 additional grant funding in respect of the Relief Fund, in relation to identified high rise properties which meet the criteria. The forecast at quarter 2 reflects the awards and spend profile in 2024/25.

## 5. Waste and Resources

### 5.1. Operational Assets

5.1.1 This budget line covers all spend associated with the operation of the waste disposal assets used by the operator of the waste management contracts.

5.1.2 The forecast expenditure has decreased to £10.2m from the previous forecast.

### 5.2. Non-Operational Assets

5.2.1 This budget line covers all spend associated with the closed landfill sites inherited from Greater Manchester Waste Disposal Authority and any other land not being used for waste management.

5.2.2 The current forecast of £0.2m is in line with budget.

## 6. Funding

6.1. The capital programme in 2024/25 has a borrowing requirement of £103.0m. Provision has been made in the revenue budget for the associated financing costs.

6.2. The estimated funding profile for the forecast spend is as follows:

Source	£m
Borrowing	102.979
Grants	357.571
Revenue Contribution	0.155
Capital Receipts	113.209
External Contributions	7.913
<b>Total Funding</b>	<b>581.827</b>

Appendix A – Q2 24/25 forecast

	Budget 2024/25	Q1 2024/25 Forecast	Q2 2024/25 Forecast	(Increase)/ Decrease
	£000s	£000s	£000s	£000s
Metrolink Renewals and Enhancements	18,322	18,261	18,260	1
Metrolink Programme	10,594	10,572	10,246	326
Trafford Extension	208	286	350	(64)
Metrolink Improvement Package	-	50	46	4
Metrolink Capacity Improvement Programme	3,058	2,050	2,054	(4)
<b>Metrolink</b>	<b>32,182</b>	<b>31,219</b>	<b>30,956</b>	<b>263</b>
Future Rapid Transit	189	136	(61)	197
<b>Rapid Transit</b>	<b>189</b>	<b>136</b>	<b>(61)</b>	<b>197</b>
Rail Stations	4,077	4,174	4,032	142
Access For All	5,983	7,119	7,388	(269)
Park and Ride	1,775	721	757	(36)
<b>Rail</b>	<b>11,835</b>	<b>12,014</b>	<b>12,177</b>	<b>(163)</b>
Bury Interchange	3,173	3,759	4,040	(281)
Stockport Interchange	5,412	2,392	2,309	83
Interchanges Programme	153	168	119	49
Other Interchanges Schemes	5	18	12	6
<b>Interchanges</b>	<b>8,743</b>	<b>6,337</b>	<b>6,480</b>	<b>(143)</b>
<b>Clean Air Schemes</b>	<b>800</b>	<b>1,749</b>	<b>1,772</b>	<b>(23)</b>
Active Travel Fund	13,256	12,942	12,630	312
Active Travel	22,608	19,565	16,064	3,501
<b>Active Travel Fund</b>	<b>35,864</b>	<b>32,507</b>	<b>28,694</b>	<b>3,813</b>
SBNI	3,597	3,173	3,316	(143)
Bus Priority Programme	37	120	110	10
Bus Infrastructure	20,172	16,568	15,623	945
Other Bus Schemes	209	19	22	(3)
<b>Bus</b>	<b>24,015</b>	<b>19,880</b>	<b>19,071</b>	<b>809</b>
<b>Bus Franchising</b>	<b>123,236</b>	<b>147,067</b>	<b>119,170</b>	<b>27,897</b>
Stockport Road Schemes	3,000	6,437	6,437	-



	Budget 2024/25	Q1 2024/25 Forecast	Q2 2024/25 Forecast	(Increase)/ Decrease
	£000s	£000s	£000s	£000s
LA Major Highway Interventions (Growth Deal)	834	834	834	-
ITB Local Authorities	733	145	51	94
Growth Deal 1 & 2 Local Authorities	500	516	516	-
Streets for All	7,958	7,423	5,630	1,793
Key Route Network & Road Improvements	41,500	42,100	42,100	-
Other Highways	8,150	8,150	8,150	-
<b>Local Authority</b>	<b>62,675</b>	<b>65,605</b>	<b>63,718</b>	<b>1,887</b>
Public Switched Telephone Network	-	937	993	(56)
Other Schemes	-	99	99	-
Traffic Signals	2,500	4,198	4,198	-
GM One Network	1,074	2,993	2,200	793
<b>Other Schemes</b>	<b>3,574</b>	<b>8,227</b>	<b>7,490</b>	<b>737</b>
<b>Total Capital - Transport</b>	<b>303,113</b>	<b>324,741</b>	<b>289,467</b>	<b>35,274</b>
Regional Growth Fund	5,900	9,300	9,451	(151)
Growing Places	2,000	2,600	2,600	-
Housing Investment Fund	209,573	96,783	82,472	14,311
Life Sciences Fund 1	1,850	2,337	2,337	-
Pankhurst Institute	-	793	793	-
City Deal	13,022	14,642	15,556	(914)
<b>Investment Team total</b>	<b>232,345</b>	<b>126,455</b>	<b>113,209</b>	<b>13,246</b>
Brownfield Land Fund	74,921	74,921	75,171	(250)
UK Shared Prosperity Fund	10,664	14,215	14,951	(736)
Social Housing Quality Fund	-	113	113	-
<b>Place Team total</b>	<b>85,585</b>	<b>89,249</b>	<b>90,235</b>	<b>(986)</b>
Public Sector Decarbonisation Scheme 3a multi year	1,550	1,550	1,550	-
Social Housing Decarbonisation	18,481	36,784	36,784	-
<b>Environment Team total</b>	<b>20,031</b>	<b>38,334</b>	<b>38,334</b>	<b>-</b>
Rough Sleeper Accommodation Programme	-	1,401	1,401	-
Project Skyline	-	5,000	5,000	-
<b>Public Sector Reform Team total</b>	<b>-</b>	<b>6,401</b>	<b>6,401</b>	<b>-</b>
5G Innovation	-	3,000	3,000	-
<b>Digital Team total</b>	<b>-</b>	<b>3,000</b>	<b>3,000</b>	<b>-</b>

	<b>Budget 2024/25</b>	<b>Q1 2024/25 Forecast</b>	<b>Q2 2024/25 Forecast</b>	<b>(Increase)/ Decrease</b>
	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>
Trailblazer	5,000	5,000	5,000	-
Investment Zones	-	4,800	4,800	-
<b>Strategy, Economy &amp; Research Team total</b>	<b>5,000</b>	<b>9,800</b>	<b>9,800</b>	<b>-</b>
<b>Total Capital - Economic Development &amp; Regeneration</b>	<b>342,961</b>	<b>273,239</b>	<b>260,979</b>	<b>12,260</b>
Estates	21,660	13,938	10,067	3,871
Transport	2,964	5,195	3,045	2,150
ICT	465	756	756	-
Equipment	3,465	4,086	3,998	88
Sustainability	838	954	325	629
Health & Safety		371	371	-
Waking Watch Relief	429	2,429	2,429	-
<b>Total Capital - Fire &amp; Rescue Service</b>	<b>29,821</b>	<b>27,729</b>	<b>20,991</b>	<b>6,738</b>
Operational Sites	9,070	10,390	10,190	200
Non-Operational Sites	200	200	200	-
<b>Total Capital - Waste &amp; Resources</b>	<b>9,270</b>	<b>10,590</b>	<b>10,390</b>	<b>200</b>
<b>Total Capital</b>	<b>685,165</b>	<b>636,299</b>	<b>581,827</b>	<b>54,472</b>