Date: 15 February 2019
Subject: GMCA Capital Programme 2018/19 – 2021/22
Report of: Cllr David Molyneux, Portfolio Holder - Resources
Richard Paver, Treasurer to GMCA

PURPOSE OF REPORT
To present an update in relation to the Greater Manchester Combined Authority capital expenditure programme.

RECOMMENDATIONS:

Members are recommended to:-

1. Approve the revisions to the capital budget as set out in appendix A and detailed within the report;

2. Note the updated 2018/19 capital forecast compared to the previous 2018/19 capital forecast;

3. Approve the capital programme budget for 2019/20 and the forward commitments as detailed in the report and in Appendix A;

4. Note that the capital programme is financed from a mixture of grants, external contributions and long term borrowings;

5. Note that provision has been made in the revenue budget for the associated financing costs of borrowing;

6. Note the addition to the 2019/20 Capital Programme of the Local Full Fibre Network (LLFN). The works will be funded from the £21.3 million grant award by Department of Digital, Culture, Media and Sport (DDCMS) and £3.384 million from long term borrowings; and

7. Note that the capital programme will continue to be reviewed, with any new schemes which have not yet received specific approval but are included within the programme will be the subject of future reports.
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BACKGROUND PAPERS:


<table>
<thead>
<tr>
<th>TRACKING/PROCESS</th>
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<tbody>
<tr>
<td>Does this report relate to a major strategic decision, as set out in the GMCA Constitution</td>
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<tr>
<th>EXEMPTION FROM CALL IN</th>
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<tr>
<td>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?</td>
<td>Yes</td>
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<tr>
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**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, however, the revenue budget contains resources to meet the capital costs of the authority. Changes in the capital programme can affect the budget to meet these costs.

**Financial Consequences – Capital** – The report sets out the forecast expenditure for 2018/19 and future years.
1. INTRODUCTION AND BACKGROUND

1.1 The Greater Manchester Combined Authority (GMCA) approved the 2018/19 Capital Programme at its meeting on 26 January 2018. The latest 2018/19 Capital reforecast was reported to and noted by the GMCA at its meeting on 26 October 2018.

1.2 GMCA’s capital programme includes Economic Development and Regeneration programmes, Waste and the continuation of the programme of activity currently being delivered by Transport for Greater Manchester (“TfGM”) and Local Authorities including the following elements:

   - The Greater Manchester Transport Fund (‘GMTF’);
   - Metrolink Phase 3 extensions;
   - Metrolink Trafford Park Line Extension;
   - Other Metrolink Schemes;
   - Transport Interchanges;
   - Bus Priority;
   - Other capital projects and programmes including Transforming Cities, Early Measures, Cycle Safety, Smart Ticketing and Cycle City Ambition Grant (CCAG 2);
   - Growth Deal Major Schemes;
   - Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal); and

1.3 The GM Fire and Rescue Capital Programme is reported within the Mayoral General Budget and Precept Proposals report elsewhere on the agenda.

1.4 The 2018/19 Capital Programme is summarised in Appendix A and the major variances are described in this report.

1.4 The capital programme over the three year period (2019-2022) as presented will require a long term borrowing requirement of £346 million. Provision has been made in the revenue budgets for the associated financing costs. The spending profiles in 2019/20 and future years will remain subject to scrutiny and possible change as part of the continuous review of the capital programme.
2. GREATER MANCHESTER TRANSPORT FUND (GMTF)

2.1 At its meeting on 12 May 2009, the AGMA Executive agreed to establish a Greater Manchester Transport Fund (GMTF), incorporating prioritised schemes based on delivering the maximum economic benefit (GVA) to Greater Manchester, consistent with positive package level social and environmental outcomes.

2.2 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) LTP funding over a period of nine years from the 2010/11; 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 borrowings).

2.3 The GMCA will 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); and 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.

2.4 The GMCA and TfGM hold certain reserves which are ring-fenced to pay for and manage the risks of delivering their ongoing capital programme. This includes the capital programme reserve which will be utilised as the financing costs (which include both the interest costs and minimum revenue provision with respect to the borrowings, which have been or will be taken out to fund the delivery of the schemes in the GMTF) increase in future years.

Metrolink Expansion Programme

2.5 The Metrolink Expansion Programme included:

- The Phase 3 programme;
- The Metrolink Second City Crossing (‘2CC’); and
- SEMMMs Interface Works;

2.6 The current forecast expenditure for 2018/19 is £7.7 million, compared to the previous forecast of £9.2 million. The variance is due to the revised phasing of risk allowances and certain residual works.

2.7 The 2019/20 budgeted expenditure is £11.2 million.

2.8 The total forecast outturn cost is within the total approved budget.

Metrolink Renewal and Enhancement Capital Programme

2.9 The current forecast expenditure for 2018/19 is £2.1 million, compared to the previous forecast of £5.3 million. The variance is due to certain works being rephased into 2019/20.
2.10 The 2019/20 budgeted expenditure is £7.5 million.

2.11 The total forecast outturn cost is within the total approved budget.

**Bus Priority Programme**

2.12 The current forecast for 2018/19 is £0.7 million, compared to the previous forecast of £1.4 million. The variance is primarily due to the revised phasing of risk allowances.

2.13 The 2019/20 budgeted expenditure is £0.7 million.

2.14 The total forecast outturn cost is within the total approved budget.

**Park and Ride**

2.15 The current forecast expenditure for 2018/19 is £0.2 million, which is in line with the previous forecast.

2.16 The current 2019/20 budgeted expenditure is £0.02 million.

2.17 The total forecast outturn cost is within the total approved budget.

**Bolton Town Centre Transport Strategy (BTCTS)**

2.18 The current forecast expenditure for 2018/19 is £0.6 million, compared to the previous forecast of £0.5 million. The variance is due to the revised phasing of risk allowances.

2.19 The 2019/20 budgeted expenditure is £0.9 million.

2.20 The total forecast outturn cost is within the total approved budget.

**A6 to Manchester Airport Relief Road**

2.21 The SEMMMS A6 to Manchester Airport Relief Road (A6MARR) is part of a package of measures, originally proposed as part of the South East Manchester Multi-model Strategy, which offers significant congestion relief benefits to the south of the conurbation and around the Airport and the Airport City Local Enterprise Zone (LEZ).

2.22 Stockport MBC is responsible for the delivery of the A6MARR, which will result in the expenditure largely comprising grant payments to Stockport MBC.

2.23 The current forecast expenditure for 2018/19 is £31.7 million compared to the previous forecast of £25.3 million. The variance is primarily due to the expenditure profiling associated with prolongation of the construction works. The road opened to traffic on the 15 October 2018.
2.24 The 2019/20 budgeted expenditure is £7.4 million.

2.25 The total forecast outturn cost is within the total approved budget.

Stockport Town Centre Access Plan

2.26 Stockport MBC is responsible for the delivery of Stockport Town Centre Access Plan, a DfT Growth Deal Major retained scheme.

2.27 The current forecast expenditure for 2018/19 is £14.2 million, which is in line with the previous forecast.

2.28 The 2019/20 budgeted expenditure is £8.7 million.

2.29 The total forecast outturn cost is within the total approved budget.

3. METROLINK TRAFFORD PARK LINE EXTENSION

3.1 The Metrolink Trafford Park Line Extension will extend Metrolink as far as the Intu Trafford Centre.

3.2 The current forecast expenditure for 2018/19 is £84.2 million, compared to the previous forecast of £74.5 million. This variance is primarily due to the revised phasing of the construction works.

3.3 The 2019/20 budgeted expenditure is £55.5 million.

3.4 Total forecast outturn cost is within the total approved budget.

4. OTHER CAPITAL SCHEMES & PROGRAMMES

4.1 The other capital projects include

   Smart Ticketing;
   Cycle City Ambition Grant 2 (CCAG2);
   Cycle Safety;
   Transforming Cities (TCF) / Mayoral Challenge Fund (MCF);
   Joint Air Quality Unit (JAQU) Early Measures; and

4.2 The current forecast expenditure on Smart Ticketing for 2018/19 is £1.7 million, compared to the previous forecast of £3.1 million. The variance primarily relates to
a reduction, compared to budget, in the resources required to deliver the programme in 2018/19.

4.3 The current forecast for CCAG 2 for 2018/19 is £8.2 million compared to the previous forecast of £8.8 million. The variance is primarily due to the rephasing of a number of Local Authority delivered interventions into future years.

4.4 The 2019/20 budgeted CCAG2 expenditure is £2.3 million.

4.5 The Alan Turing Way/Ashton New Road junction cycle safety scheme current 2018/19 forecast is £0.1m which is in line with the previous forecast.

4.6 Cycle Safety Scheme 2019/20 budgeted expenditure is £0.7 million.

4.7 The £243 million Transforming Cities Fund (TCF) / Mayoral Challenge Fund (MCF) programme includes an Additional Metrolink Tram capacity programme and a programme of Cycling and Walking schemes. £160 million was allocated to a Mayoral Challenge Fund to support the delivery of the proposals in the Cycling and Walking Commissioners ‘Made to Move’ report and the emerging ‘Streets for all Strategy’. The remaining £83 million has been allocated for the provision of additional Metrolink tram capacity and supporting infrastructure, as approved at the March 2018 GMCA meeting.

4.8 The current forecast for 2018/19 for the additional Metrolink Tram capacity and supporting infrastructure programme is £23.0 million which is in line with the previous forecast of £22.8 million.

4.9 The 2019/20 budgeted expenditure for the Additional Metrolink Tram capacity programme is £38.4 million.

4.10 The previously reported forecast spend in 2018/19 on the programme of Cycling and Walking schemes was £6.0 million. On 27 July, 28 September and 14 December 2018 GMCA granted programme entry to the first three tranches of the programme, comprising a total of 24 cycling and walking schemes. These three tranches have a total forecast cost of £67.4m, and a forecast total funding requirement from the MCF for £39.3 million.

4.11 TfGM are currently working closely with district partners to bring forward these schemes for full approval; and to bring forward subsequent programme tranches for Programme entry. The current forecast expenditure in 2018/19 is £0.6 million.

4.12 The 2019/20 budgeted expenditure for the Cycling and Walking MCF Programme is £12.3 million.

4.13 Joint Air Quality Unit (JAU) Early Measures Investment Funding (EMIF) 2018/19 current forecast expenditure is £0.3m compared to £0.5m forecast previously. This variance is due to ongoing scope development for the delivery of electric vehicle charging points.
The 2019/20 budgeted expenditure for JAQU EMIF is £1.5 million.

The total forecast outturn cost is within the total approved budget for these programmes.

5. GROWTH DEAL MAJORS SCHEMES

5.1 The Growth Deal 1 Majors programme consists of 11 devolved major schemes that are being delivered by TfGM and the Local Authorities. The current forecast expenditure for 2018/19 is £28.6 million, compared to the previous forecast of £31.4 million. The variance is predominantly as a result of the re-phasing of construction works on a number of schemes including Ashton Interchange, Salford and Bolton Network Improvements (SBNI), South Heywood Area Wide Improvements and the Wigan A49 Link Road.

5.2 The Growth Deal 3 (GD3) transport programme includes a combination of both major and minor schemes. The current forecast expenditure for 2018/19 is £5.1 million, compared to the previous forecast of £5.8 million. The variance is due to expenditure being re-phased as schemes achieve Conditional Approval, following the submission and review of Outline Business Cases.

5.3 The 2019/20 budgeted expenditure for GD1 is £32.6 million and for GD3 is £10.8 million.

5.4 Total forecast outturn cost is within the total approved budget.

6. MINOR WORKS

6.1 The Minor Works Programme is a combination of schemes being delivered by the Local Authorities and TfGM. The forecast for the Local Authority Schemes have been provided by each Authority.

6.2 The programme consists of schemes funded from a combination of Integrated Transport Block (ITB), Growth and Reform 1 (GD1) and Growth and Reform 2 (GD2).

6.3 The current forecast expenditure for 2018/19 is £8.8 million, compared to the previous forecast of £12.5 million. The majority (£3.1 million) of the variance relates to Local Authority led schemes. The variance is due primarily to re-phasing of construction and delivery costs from the current year in to future years. The remaining £0.6 million difference for TfGM led schemes is mainly due to re-phasing of works.

6.4 The 2019/20 budgeted expenditure is £9.7 million.

7. TRAFFIC SIGNALS

7.1 The current forecast is in line with the budget of £2.5 million. All traffic signals are externally funded and the annual amount will fluctuate year on year dependent on the level of new installations and developments.


8. **LOCAL FULL FIBRE NETWORK**

8.1 Following the award of £21.3 million from Department of Digital, Culture, Media and Sport (DCMS) funding to undertake installation of a full fibre network within Greater Manchester. The full cost is anticipated to be £24.684 million, with £3.384 million being funded from long term borrowings in 2020/21 for the Urban Traffic Management Control element of the programme. Approval is now sought for addition into the Capital Programme with the full scheme being brought to the GMCA for approval in the near future.

9. **HIGHWAYS MAINTENANCE**

9.1 The current forecast is £34.2 million, compared to the previous forecast of £34.6 million. The variation is due to confirmation of the revenue / capital split for the congestion deal.

9.2 Included within the Single Pot is the Highways Maintenance allocations previously paid as ring-fenced Department for Transport grants. Whilst the funding is no longer paid as a grant, an equivalent amount is received as revenue funding through the 100% business rates pilot. The 2019/20 forecast is in line with the funding allocation of £27.2 million.

10. **ECONOMIC DEVELOPMENT AND REGENERATION FUNCTIONS**

**Growing Places Fund (GPF)**

10.1 The Growing Places Fund (GPF) originally secured by the Combined Authority in 2012/13 totalled £34.5 million of capital funding which is being used to provide up front capital investment in schemes.

10.2 The full £34.5 million has now been committed and drawn down within 2018/19. The variation against the previous forecast is due to the split between GPF grant and recycled GPF being revised.

**Recycled RGF / GPF**

10.3 Both the Regional Growth Fund and Growing Places Fund’s loans are now being repaid, with the strategy being that a perpetual fund is created to support businesses and enable growth. For 2018/19 it is estimated that £6 million will be defrayed which is, £9 million lower than the previous forecast due to the timing of drawdowns being confirmed.

10.4 Between 2019/20 and 2021/22 it is currently forecast that £21 million will be recycled back out to businesses. It should be noted that the forecast will be subject to change once specific loans are approved and the timing of payments confirmed.
GM Loans Fund

10.5 The Greater Manchester Loan Fund (‘GMLF’ or ‘the Fund’) was established in June 2013 in response to market constraints which significantly reduced the availability of debt finance.

10.6 The Fund was set up to provide debt finance of between £100k and £500k to small and medium enterprises in the Greater Manchester region, with the objective of generating business growth, creating and safeguarding jobs.

10.7 For 2018/19 it is estimated that £5.5 million will be defrayed which is, £2.6 million lower than the previous forecast due to the timing of drawdowns. It is anticipated that the £2.6 million will be drawn down within 2019/20.

Empty Homes Programme 2015 - 2019

10.8 Following a bid to the Homes and Communities Agency, up to £3.542 million was available between 2015 and 2018 to deliver 232 units. Due to delays in the programme start, it is anticipated that a total of £2.4 million will be drawn down delivering 139 homes, with the 2018/19 forecast of £0.915 million compared to the previous forecast of £0.857 million. The variance is due to claims being finalised and agreed with the agency.

Housing Investment Fund

10.9 The Greater Manchester Housing Fund has been designed to accelerate and unlock housing schemes. It will help build the new homes to support the growth ambitions across Greater Manchester.

10.10 To facilitate this DCLG have provided a £300 million loan to provide the up-front funding. At the present time the loan is held by Manchester City Council, however work is now underway to novate the loans across following wider borrowing powers being approved.

10.11 Forecasts drawdowns for 2018/19 currently stand at £8 million, which is the amount the GMCA is expected to pay out and does not include the loans that will transfer over from Manchester City Council that have already been paid out.

10.12 Forecasts for 2019/20 currently stand at £145 million however it should be noted that the forecast will be subject to change once specific loans are approved and the timing of payments confirmed.

Growth Deal – Economic Development and Regeneration Projects

Skills Capital (Round One)

10.13 The Skills Capital (Round One) allocation is to be used supporting colleges and adult education facilities invest in capital infrastructure. There are currently six approved schemes being delivered. The forecast for 2018/19 is £0.56 million compared to £1.78 million as previously forecast. as per budget. The variance is primarily due to the rephasing of schemes into future years with £2.14 million being forecast within 2019/20.
Skills Capital (Round Two and Three)

10.14 £71 million has been allocated to Skills Capital under rounds 2 and 3 of the Growth Deal. It is proposed that the allocation will deliver four strands of investment as follows:

- Large Redevelopment of Further Education
- Priority Sectors
- Smaller Investment Projects
- Digital Skills

10.15 The forecast for 2018/19 is currently £1.946 million based on grants agreed to date and the profile draw-downs compared to the previous forecast of £1.5 million.

10.16 The remaining £69 million has been profiled between 2019/20 and 2021/22, however it should be noted that the forecast will be subject to change once specific grants are approved and the timing of drawdowns confirmed.

Life Sciences

10.17 The GM&C Life Sciences Fund is a seed and early stage venture capital fund targeting life sciences businesses located in the Greater Manchester and Cheshire & Warrington region. The forecast for 2018/19 is £2.1 million compared to the previous forecast of £2 million, with the variance being due to confirmation of drawdowns.

10.18 The remaining £3.2 million has been profiled between 2019/20 and 2022/23, however this could be subject to change as further investments are confirmed and the timings of drawdowns confirmed.

Graphene Engineering Innovation Centre (GEIC)

10.19 The forecast for 2018/19 is £1.9 million compared to the previous forecast of £2 million, with a further £0.768 million profiled for 2019/20.

International Screen School Manchester

10.20 This project by Manchester Metropolitan University proposes the building of a new £35 million facility on the Oxford Road campus and aims to be operational by mid-2021. The funding agreements have now been completed and forecast spend for 2018/19 is £2.8 million, however, this may change once further detailed information becomes available following procurement of building contractors in terms of timing of expenditure.

10.21 The remaining £12.2 million is profiled over 2019/20 and 2020/21.

Pankhurst

10.22 The Pankhurst Centre will be aimed at driving innovation in health, by strengthening the local science asset base. Subject to full business case approval
£5 million has been profiled into the capital programme for 2019/20, however this profile may change once full cost breakdowns are available.

**Cyber Innovation Hub**

10.23 This project proposes to fit out and purchase IT equipment for the hub with Manchester City Council as the delivery partner. Following approval at the July 2017 LEP Board, approval to utilise £5 million of Growth Deal funding is sought from members. The forecast spend for 2018/19 is nil compared to the previous forecast of £0.9 million, with the £5 million being profiled over 2019/20 and 2020/21.

11 **WASTE**

11.1 A full description of the planned capital expenditure for Waste will be included in the Part B report – Outturn 2018/19 and Budget and levy 2019/20 – Waste Services.

12. **FUNDING REQUIREMENTS**

12.1 The capital programme over the next three years, results in a borrowing requirement of £346 million. Provision has been made in the revenue budget for the associated financing costs.
12.2 The estimated funding profile for the forecast spend in financial year 2019/20 is as follows:

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<td>Growth Deal</td>
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13. RECOMMENDATIONS

13.1 Approval of the recommendations contained at the front of this report will authorise the capital programme detailed in Appendix A.
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<td>16,244</td>
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<td>Growth Deal 3 TFGM schemes</td>
<td>907</td>
<td>1,171</td>
<td>277</td>
<td>4,352</td>
<td>4,378</td>
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<td>Growth Deal 3 Local Authorities</td>
<td>4,796</td>
<td>3,830</td>
<td>(966)</td>
<td>6,450</td>
<td>26,182</td>
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<tr>
<td>Growth Deal total</td>
<td>37,162</td>
<td>33,683</td>
<td>(3,479)</td>
<td>43,413</td>
<td>104,599</td>
<td>50,695</td>
<td>7,365</td>
</tr>
<tr>
<td>Minor Works</td>
<td></td>
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<tr>
<td>ITB Local Authorities</td>
<td>871</td>
<td>950</td>
<td>79</td>
<td>413</td>
<td>702</td>
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<tr>
<td>Growth Deal 1 Local Authorities</td>
<td>810</td>
<td>530</td>
<td>(280)</td>
<td>584</td>
<td>1,718</td>
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<tr>
<td>Growth Deal 2 Local Authorities</td>
<td>5,982</td>
<td>3,046</td>
<td>(2,936)</td>
<td>5,510</td>
<td>10,717</td>
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<tr>
<td>Growth Deal 2 TFGM Schemes</td>
<td>4,829</td>
<td>4,313</td>
<td>(516)</td>
<td>3,163</td>
<td>812</td>
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<tr>
<td>Minor Works total</td>
<td>12,492</td>
<td>8,839</td>
<td>(3,653)</td>
<td>9,670</td>
<td>13,949</td>
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<tr>
<td>Traffic Signals (Externally Funded)</td>
<td>2,500</td>
<td>2,500</td>
<td></td>
<td>2,500</td>
<td>2,500</td>
<td></td>
<td>-</td>
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<tr>
<td>Full Fibre Network</td>
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<td></td>
<td></td>
<td></td>
<td>7,100</td>
<td>17,584</td>
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<tr>
<td>Highways Maintenance</td>
<td>34,577</td>
<td>34,167</td>
<td>(410)</td>
<td>27,202</td>
<td>27,202</td>
<td>27,202</td>
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<tr>
<td>Total Capital - Transport</td>
<td>258,548</td>
<td>254,685</td>
<td>(3,863)</td>
<td>230,062</td>
<td>414,331</td>
<td>199,999</td>
<td>345,568</td>
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<td>GPF</td>
<td>1,486</td>
<td>341</td>
<td>(1,145)</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Recycled GF / RGF Capital Receipts</td>
<td>15,000</td>
<td>6,020</td>
<td>(8,980)</td>
<td>8,806</td>
<td>5,904</td>
<td>6,000</td>
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<tr>
<td>GM Loans Fund</td>
<td>8,127</td>
<td>5,550</td>
<td>(2,577)</td>
<td>2,577</td>
<td>-</td>
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<tr>
<td>Empty Homes Programme</td>
<td>857</td>
<td>915</td>
<td>58</td>
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<tr>
<td>Housing Investment Fund</td>
<td>141,774</td>
<td>8,061</td>
<td>(133,713)</td>
<td>145,423</td>
<td>37,228</td>
<td>2,212</td>
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<tr>
<td>Growth Deal - Skills Capital</td>
<td>1,780</td>
<td>560</td>
<td>(1,220)</td>
<td>2,144</td>
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<tr>
<td>Growth Deal - Skills Capital Round 2 &amp; 3</td>
<td>1,500</td>
<td>1,946</td>
<td>446</td>
<td>18,936</td>
<td>34,983</td>
<td>15,135</td>
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<td>Growth Deal - Life Sciences Fund</td>
<td>2,000</td>
<td>2,000</td>
<td>100</td>
<td>2,000</td>
<td>1,000</td>
<td>132</td>
<td>100</td>
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<tr>
<td>Growth Deal - GEIC</td>
<td>2,046</td>
<td>1,908</td>
<td>(138)</td>
<td>768</td>
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<td>Growth Deal - International Screen School Manchester</td>
<td>2,800</td>
<td>2,800</td>
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<td>9,300</td>
<td>2,900</td>
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<tr>
<td>Growth Deal - Pankhurst</td>
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<td>-</td>
<td></td>
<td>5,000</td>
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<tr>
<td>Growth Deal - Cyber Innovation Hub</td>
<td>850</td>
<td>-</td>
<td>(850)</td>
<td>2,200</td>
<td>2,800</td>
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<tr>
<td>LGBT Centre</td>
<td>-</td>
<td>-</td>
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<td>450</td>
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<tr>
<td>Total Capital - Economic Development &amp; Regeneration</td>
<td>178,220</td>
<td>30,201</td>
<td>(148,019)</td>
<td>197,604</td>
<td>84,815</td>
<td>23,479</td>
<td>100</td>
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<tr>
<td>Operational Sites</td>
<td>6,125</td>
<td>11,840</td>
<td>5,715</td>
<td>49,925</td>
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<tr>
<td>Non-Operational Sites</td>
<td>450</td>
<td>75</td>
<td>(375)</td>
<td>2,075</td>
<td>2,950</td>
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<tr>
<td>Total Capital - Waste</td>
<td>6,575</td>
<td>11,915</td>
<td>5,340</td>
<td>52,000</td>
<td>4,150</td>
<td>2,200</td>
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<tr>
<td>Total Capital</td>
<td>443,343</td>
<td>296,801</td>
<td>(146,542)</td>
<td>479,666</td>
<td>503,296</td>
<td>225,678</td>
<td>345,668</td>
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