

# **NORTH YORKSHIRE COUNCIL**

## **EXECUTIVE**

**20 January 2026**

### **NORTH YORKSHIRE COUNCIL CAPITAL FIVE YEAR SPENDING PLAN**

#### **Report of the Corporate Director – Strategic Resources**

#### **1.0 PURPOSE OF REPORT**

- 1.1 To approve the proposed Capital Plan covering the period to 2029/30 and recommend its adoption to Full Council on 13 February 2026.

#### **2.0 INTRODUCTION AND CONTEXT**

- 2.1 Capital planning is a critical part of the Council's medium term financial planning, ensuring that investment requirements and their associated risks, resource availability and any revenue budget implications, are understood and aligned with the Council's statutory responsibilities and priorities, and are key to the Council's financial sustainability. As the Council is consolidating its operations and taking stock of service needs as a unitary council, it is clear that capital investment is a growing source of opportunity and risk.
- 2.2 The Capital Plan sets out the Council's longer term capital investment plans. These plans support the Council's strategic and service objectives by maximising the assets and infrastructure necessary to support service delivery whilst minimising the impact on the revenue budget. Sitting behind the Plan is the Council's Capital Strategy which provides a high-level overview of how capital expenditure, capital financing and treasury management contribute to this end.
- 2.3 Capital governance oversight is the responsibility of four functional capital boards and an overarching Capital Programme Board (with the same membership as Management Board). These arrangements provide delivery assurance and robust reporting structures. Chaired by a Corporate Director and supported by Finance, each functional board is responsible for one of the following areas:
- Growth and Regeneration
  - Highways and Infrastructure
  - Housing
  - Corporate Property/Other

2.4 The Capital Plan must be approved by Council before the start of the financial year. The Council's Financial Procedure Rules empower the Executive to modify the Capital Plan during the year by means of the Capital section of the quarterly performance monitoring reports or through Executive reports at other points in the reporting calendar.

2.5 In order to obtain an approved Capital Plan for 2026/27 and beyond before the start of the financial year, an updated Capital Plan is submitted to the Executive alongside the other 2026/27 budget-related reports. This updated Capital Plan is, therefore, recommended for:

a) approval by Executive at this meeting

followed by

b) approval and adoption by the County Council on 13 February 2026.

### 3.0 REFRESHING THE CAPITAL PLAN

3.1 The schemes and programmes within the Capital Plan are reviewed regularly to track whether they are being delivered to both schedule and budget. In November 2025, the Q2 2025/26 Capital Plan was approved by Executive. Refreshed on a quarterly basis, this MTFs report details the Capital Plan, refreshed up to the December 2025/26 period, and reflects the additions and adjustments, including the reprofiling of budgets, since the last version was approved.

3.2 The Council is currently planning to invest £268.8m on capital schemes across the County in 2025/26, £177.6m in 2026/27 and £778.9m in total, over the capital plan period.

3.3 The latest Capital Plan is set out, by Capital Board, at Appendices A-D. A summary of gross expenditure, by board, is summarised in the following table:

Capital Board	2025/26	2026/27	2027/28	2028/29	Later Years	Total
	£k	£k	£k	£k	£k	£k
Growth & Regeneration	17,984.0	13,560.9	-	-	-	31,544.9
Highways & Infrastructure	130,998.8	48,100.9	22,274.1	6,811.5	3,929.5	212,114.8
Housing	55,124.4	59,315.6	74,916.9	79,904.0	19,194.1	288,455.0
Corporate Property & Other	64,679.9	56,637.6	61,829.1	22,833.4	40,788.0	246,768.0
<b>Total Capital Plan</b>	<b>268,787.1</b>	<b>177,615.0</b>	<b>159,020.1</b>	<b>109,548.9</b>	<b>63,911.6</b>	<b>778,882.7</b>

## Additions to the Capital Plan this Quarter

- 3.4 New schemes or budget increases are added to the Capital Plan once funding approval has been given either by using existing delegations, where appropriate, or via reports to Executive.
- 3.5 Only individual additions to the Capital Plan that are of a value in excess of £250k are detailed in this report.
- 3.6 The following table highlights updates referred to in earlier reports and new additions that have been added to the Capital Plan this quarter:

Capital Board	Scheme	Detail	£k
Corporate Property & Other	Fleet Replacement	The 5-year programme has been increased to reflect the rolling funding commitment from reserves.	19,811,100
Highways & Infrastructure	Active Travel Grant	Confirmation received of annual DfT capital funding 2026/27 to 2029/30 (£773,253 per annum) for local walking, wheeling and cycling infrastructure	3,093,200
Corporate Property & Other	Decarbonising Business Grants	UKSPF funding allocation to be spent in 2025/26	1,515,500
Highways & Infrastructure	Whitby Maritime Training Hub	Additional grants from the YNYCA for fitting out and solar panels (Mayoral Renewables Fund and Rural England Prosperity Fund)	461,000

## 4.0 CAPITAL BOARD UPDATES

- 4.1 Every effort is made to identify, assess and minimise the level of risk associated with a scheme or programme within the Capital Plan. Larger schemes and programmes are subject to assessment and monitoring under the Council's Risk Management Strategy.
- 4.2 Supply chain, inflationary and other cost pressures are currently the most common risk factors across the capital plan, and some significant issues are being experienced in several areas. Tender prices and construction costs are carefully monitored to assess the potential for any negative impact on the

delivery of individual projects, particularly those large in scale, and the programme as a whole. The Capital Supply Chain Reserve has been established to manage these risks, and the Corporate Director - Resources has been granted delegated authority to draw upon this resource when required.

- 4.3 Resources and time pressures constantly present challenges relating to the capacity to deliver, resulting in the continuous review of delivery timescales and reprofiling of budgets across the 5-year Capital Plan period.
- 4.4 Updates from each capital board follow, highlighting by exception those schemes and programmes deemed higher risk by nature of their complexity of delivery and funding.

#### 4.5 **GROWTH AND REGENERATION**

##### 4.5.1 **Towns Fund Deal**

- Scarborough Station Gateway: Current estimates show that construction works will be in the region of £1.9m with NY Highways expected to deliver the work. The project is currently projecting an underspend of £2.6m and Capital Programme Board has recently recommended that this be used to carry out necessary repair work to the Engine Sheds, for which NYC is liable, and to contribute to the station accommodation works.
- Whitby Old Town Hall: This scheme was originally due to complete in December 2025 however, due to delays, this is now expected to be February 2026. An issue relating to the Town Hall columns has been identified, but following investigation the required restorative work is not as significant as initially thought. There is, however, an expectation that the work will result in an overspend against the original budget of around £20k. Alternative funding sources are being investigated, including existing Local Regeneration and Public Realm funds.

- 4.5.2 **Harrogate Convention Centre Studio 2 Development**: At its meeting of 17 December 2024 the Executive approved the delegation to the Corporate Director Resources, in consultation with the Corporate Director Community Development, Executive Member for Finance and Resources and Executive Member for Open to Business, the authority to approve the business case to implement the improvements to Studio 2 to the value of £7m and to undertake any associated decisions. The outcome of the business case is expected before the end of the financial year and, if approved, the proposal is to fund from Strategic Capacity Reserve and will be reflected in the Capital Plan at Q1 2026/27.

4.5.3 **Catterick Levelling Up Fund:** Groundwork risks have not materialised, ensuring that the project remains within budget. The land transfer agreement with the Defence Infrastructure Organisation has been slightly delayed due to some additional utility diversion costs that need to be written into the agreement. The transfer is now expected to be completed in Q4. A decision on the Building Operator and model will soon be required to allow NYC to tailor the fit-out appropriately.

## 4.6 HIGHWAYS & INFRASTRUCTURE

4.6.1 **A59 Kex Gill:** This key transport scheme remains a challenging project, both in terms of cost and programme delivery. However, good progress has been made on the ground and the opening of the new road continues to be on target for Spring 2026. A report was presented to Executive in May 2025 that set out the issues arising and agreed an increase in budget from £68.8m to £82.5m, along with additional risk contingency funding. The Council has responded robustly to the commercial approach being taken by the contractor and has continued to resolve a significant number of compensation events raised by the contractor throughout the year. At this stage, the project remains within the revised approved budget.

4.6.2 **Transforming Cities Fund:** The three improvement projects at Selby, Skipton and Harrogate station gateways have progressed at varying rates throughout 2025. The Skipton scheme is almost complete and an underspend of approximately £700k against budget is forecast. The unused grant will be reallocated to the other TCF schemes, subject to a change request approval being agreed in line with the TCF grant conditions. A contract has been awarded to undertake the works in Selby and a budget of £21.7m remains, of which £5.4m is Council funding. Work on the ground will commence early in the new year. The Harrogate scheme has been the subject of ongoing legal challenges, although it is anticipated that the Council will soon be entering into contract for the works. There is a continuing risk that costs will exceed the budgets in Selby and Harrogate as, with grant funding fixed, any additional costs will fall upon the Council, although value engineering options and virement between schemes, where possible, will continue to be considered to mitigate this risk.

### 4.6.3 Highways Programme 2026/27

The DfT grant funding for the 2026/27 Highways Capital Programme is awarded to the York and North Yorkshire Combined Authority and split between the Council and City of York Council (CYC). Overall, the grant level sees a 3.41% inflationary increase compared to 2025/26. It is assumed that for 2026/27 the percentage allocations of funding between the Council and CYC will remain the same as in 2025/26, which would mean funding of

£62.7m for 2026/27. Approximately £8m of this funding is dependent upon the Council meeting performance criteria, details of which are due to be confirmed in Q4 2025/26.

## 4.7 HOUSING

### HRA

- 4.7.1 **Decent Homes:** expenditure (Housing Stock major repairs) to date is running 28% (£4.478m) below expected profile of spend, which appears to be mainly driven by activity, rather than cost. This should be back on track by the end of the financial year based on the pipeline of works and previously reported actions to accelerate works through new procurement framework agreements.
- 4.7.2 **Social Housing Decarbonisation Fund Wave 3** has been reprofiled to 2026/27 and 2027/28 in line with the change request submitted to the Department of Energy Security and Net Zero (DESNZ), reducing co-funding in 2025/26 by £4.9m. The change request relates to current estimates relating to the delivery schedule. The original profile was based on the original bid submission which simply matched co-funding timing to the DESNZ grant allocations.
- 4.7.3 **Housing Standards:** The design budget has been reprofiled with minimal works planned by Highways for the remainder of 2025/26. £2.9m has been reprofiled to future years to support the transfer of unadopted roads.
- 4.7.4 **Housing Standards:** The Compliance budget has been reprofiled by £834k into 2026/27 to support the expected outcome of condition survey requirements. Activity is expected to increase as works are identified and progressed.
- 4.7.5 Current forecasts indicate that the **Right to Buy Replacement Programme** (RTB) currently within the Capital Plan can be met from within the £111m funding allocated for the 500+ **Housing Delivery** programme which is currently on target to deliver 521 properties. As a result, the £27.3m multi-year RTB 1-1 replacement budget is no longer required within the current Capital Plan and has been removed. This budget will be kept under review in line with the planned delivery programme.

### NON-HRA HOUSING

- 4.7.6 **Affordable Housing Initiatives:** £1.48m in relation to the anticipated timing of delivery of Temporary Accommodation properties is reprofiled to 2026/27. This is linked to a revenue savings target which has also been extended by one year. Timing has been impacted by identifying suitable properties for

build, acquisition or redevelopment within the priority areas of highest demand.

- 4.7.7 **Community Led Housing Developments** has been reprofiled by £981k moving into 2026/27, in line with the scheduled grant payments anticipated this financial year.

#### 4.8 **CORPORATE PROPERTY / OTHER**

##### 4.8.1 Loans to Limited Companies

**Bracewell Homes** was established in 2019 as a housing company by Harrogate Borough Council to provide high quality affordable homes to residents across the Harrogate district. To support this, a five-year loan facility agreement of £10m was signed in April 2021. To date, £700k has been drawn down and is due to be repaid in full on or before 31 March 2026 as per the terms of that agreement.

The Housing service is seeking to extend this agreement for a further ten years in order to widen the delivery of shared ownership opportunities across the county. It is anticipated that this extension will be in place before the current loan facility agreement expires.

**NYnet** A report was presented to Executive on 6 January 2026 seeking approval to establish a new Teckal compliant company, NYnet Public Sector Ltd, to continue to deliver services to North Yorkshire Council whilst the existing NYnet Ltd would become a commercial organisation. It was agreed that each company would be offered a loan facility agreement capped at £5m each to cover cashflow issues. This will be reflected in the Capital Plan at the next opportunity, Q1 2026/27.

##### 4.8.2 HAS Care and Support Hubs

The budget to deliver five new-build Care and Support Hubs to replace the Council's existing in-house older people's residential care facilities has been increased by £40k to address the production of carbon reduction reports for the proposed 2027/28 construction of the Harrogate and Scarborough sites. This will inform the relative merits and costs of net zero development which will be brought back for further consideration.

This development is being funded from Strategic Capacity Reserve, having been approved by the Corporate Director of Resources under delegated powers as outlined in the report to Executive 7<sup>th</sup> January 2025 (paragraph 17.0, recommendation iii).

4.8.3 **Extra Care Facility Provision:** Schemes are now programmed for delivery in 2027/28 (4 sites) and 2028/29 (2 sites) resulting in the reprofiling of existing budget from later years to reflect this.

#### 4.8.4 Filey Brigg Caravan and Camping Site

A business case has recently been developed which focuses on maximising income and return on initial investment to cover both day-to-day operational costs and savings targets at the Filey Brigg site.

These works, amounting to £1,105,518, consist of the purchase and installation of 6 glamping lodges, associated electrical upgrades, ground works, park-wide wi-fi, shower block ventilation improvements, replacement of old 10amp electrical hook up pedestals with 16amp pedestals and improvements to 17 hard standing pitches.

The proposed scheme is forecast to generate additional revenue to the value of the initial investment within six years. Beyond this, net additional income of £81k per annum is anticipated. Further revenue generation is expected from the investment in the 17 hard standing pitches during periods when bad weather would have previously resulted in their closure. The proposal is to allocate £1.1m from the Strategic Capacity Reserve to fund the initial investment.

## 5.0 CAPITAL GOVERNANCE/FUTURE CAPITAL PRESSURES

5.1 The approach to developing proposals for new capital schemes to be added to the Capital Plan and, in particular, the process for securing funding have been reviewed and are overseen by the Capital Programme Board.

5.2 In the short term, proposals for investment are being considered as they emerge but as resources become increasingly constrained, prioritisation will be required. The Council's approach to capital prioritisation and longer-term planning will be considered as part of the next Medium Term Financial Strategy.

5.3 In addition, a number of actions to improve capital project governance have been included in the 2024/25 Annual Governance Statement.

5.4 Whilst the Council's capital requirement continues to grow, it is to be noted that not all of the schemes identified for future investment will be affordable within existing capital resources and challenging delivery decisions will have to be made if alternative funding sources such as external grants cannot be secured. At present, the Strategic Capacity Reserve is the main source for capital investment where no other funding is available. However, this reserve

is also used to manage revenue budget pressures, and its use will be applied where priorities demand.

- 5.5 In addition, capital receipts received to date are held and can only be used for capital reinvestment purposes. Further details can be found at **paragraphs 7.1 to 7.4.**
- 5.6 A number of areas of capital investment have previously been identified (eg Strategic Leisure Review; reactive property maintenance; and some regeneration schemes). There are also other areas that have been identified as needing some form of capital spend that will be considered in the (near) future. These include schemes such as Whitby cliff lift; Harbours (from the newly established Harbour reserves) and a prioritised approach for regeneration schemes. These are likely to feature in up-and-coming Capital Plan report and updates.

## **6.0 FINANCING THE CAPITAL PLAN**

- 6.1 The financing of the Capital Plan is realised, primarily, through the receipt of Government grants. In addition, the Council can utilise revenue contributions, reserves, capital receipts from the sale of assets such as surplus land and buildings, and, as a last resort, it can borrow from either the Public Works Loan Board or money markets.
- 6.2 The main grants received and included in the Capital Plan relate to Highways, Housing, Regeneration and Schools and, as such, the Council's Capital Plan can be heavily influenced by Government department priorities. Grants, in total, fund 71.3% of the total 2025/26 Capital Programme (an estimated 57.6% for 2026/27 pending grant announcements). Where confirmed, grants have been added to the Capital Plan in the years to which they are due to be received.
- 6.3 Revenue contributions to capital budgets are also reflected in the associated revenue budgets.
- 6.4 The following table shows the updated financing position:

	FINANCING OF CAPITAL PLAN					
	MTFS 2025/26					
	2025/26 £000s	2026/27 £000s	2027/28 £000s	2028/29 £000s	Later Yrs £000s	Total £000s
<b>A Updated Gross Spend (General Fund)</b>	<b>225,871</b>	<b>132,077</b>	<b>96,130</b>	<b>35,224</b>	<b>50,297</b>	<b>539,599</b>
<b>Funding Breakdown</b>						
Capital Grants and Contributions	160,013	76,841	39,516	12,370	26,243	314,983
Revenue	46,391	42,762	43,113	21,045	24,009	177,319
Capital Receipts						
- Directorate	14,666	12,614	30,695	207	45,042	103,224
<b>Total Funding Sources</b>	<b>221,070</b>	<b>132,216</b>	<b>113,324</b>	<b>33,621</b>	<b>95,294</b>	<b>595,525</b>
Forecast Borrowing Requirement	4,801	- 140	- 17,194	1,603	- 44,997	- 55,927
<b>B Updated Gross Spend (HRA)</b>	<b>42,916</b>	<b>45,538</b>	<b>62,890</b>	<b>74,325</b>	<b>13,615</b>	<b>239,284</b>
<b>Funding Breakdown</b>						
Capital Grants and Contributions	6,630	7,896	7,676	-	-	22,202
Revenue	18,811	12,534	12,081	14,615	12,615	70,656
Capital Receipts	10,171	5,260	15,831	33,726	-	64,987
<b>Total Funding Sources</b>	<b>35,612</b>	<b>25,689</b>	<b>35,588</b>	<b>48,341</b>	<b>12,615</b>	<b>157,845</b>
Forecast Borrowing Requirement	7,303	19,849	27,302	25,984	1,000	81,439
<b>C Other General Fund Resources available to be drawn down</b>						
- Corporate Capital Receipts from Property and Land Disposals	6,537					6,537

## 7.0 CAPITAL RECEIPTS AND FUTURE AVAILABILITY OF CAPITAL RESOURCES

7.1 The Council's policy on capital receipts is such that all receipts received in year from the sale of land and property assets are credited to the Capital Receipts Unapplied Reserve at the end of the financial year. This Reserve is to be used to support future new capital investment which will be the subject of reports to Executive and/or reduce capital borrowing, the latter leading to savings in the cost of debt financing in the Revenue Budget/MTFS.

7.2 The current Capital Receipts Unapplied position, after earmarked receipts have been applied to the financing of capital expenditure and before any decisions have been taken as to recommendations in this report, is as follows:

Capital Receipt Type	£m
General	7.2
General - Earmarked	12.2
HRA General	10.0
HRA 1-4-1 Replacement	3.4
HRA RTB Recycled Capital Grants Fund	-
Shared Ownership	1.3
<b>Total Capital Receipts held in Reserves</b>	<b>34.1</b>

7.3 The monitoring of realised capital receipts, combined with the forecasting of potential future receipts, supports future financing decisions. The timing of future receipts and the amounts realised against forecast remains fluid, bringing with it a risk of those forecasted receipts not being realised. As a result, this is monitored on a regular basis throughout the year.

7.4 Looking ahead, the capital investment requirements of the Council are expected to be considerable although further work is needed to refine and prioritise spending in line with the Council Plan and emerging risks. Creating financial capacity whilst balancing the need for a sustainable revenue budget will be an on-going challenge, as the medium-term financial strategy is developed and planned savings are delivered.

## 8.0 CONCLUSIONS

8.1 The growing requirement for capital investment presents a major challenge for the Council, with both cost and funding pressures impacting affordability across the programme.

8.2 In addition, a number of emerging risks and issues are surfacing across Directorates which are likely to require significant capital investment.

8.3 It should be noted that not all of the schemes identified for future investment will be affordable within existing capital resources and challenging delivery decisions will have to be made if alternative funding sources such as external grants cannot be secured.

## 9.0 RECOMMENDATIONS

The Executive is recommended to:

- a) Approve the refreshed Capital Plan summarised at **paragraph 3.3**; and
- b) Approve the allocation of £1.1m of Strategic Capacity Unallocated Reserve to support the investment in the Filey Brigg Caravan and Camping Site as outlined at **paragraph 4.8.4**.

## Appendices – Latest Capital Board Programme Summaries

- A - Growth & Regen
- B - Highways & Infrastructure
- C - Housing
- D - Corporate Property & Other

## Appendix A

	GROWTH & REGENERATION					
	CAPITAL BUDGET MONITORING POSITION TO 31 DECEMBER 2025 (MTFS)					
	2025/26 £000	2026/27 £000	2027/28 £000	2028/29 £000	Later Years £000	TOTAL £000
<b>ECONOMIC DEVELOPMENT</b>						
TOTAL	4,173.2	-	-	-	-	4,173.2
INCLUDING						
UK SHARED PROSPERITY FUND	2,024.4	-	-	-	-	2,024.4
RURAL ENGLAND PROSPERITY FUND	1,100.0	-	-	-	-	1,100.0
	<b>4,173.2</b>	-	-	-	-	<b>4,173.2</b>
<b>REGENERATION</b>						
TOTAL	13,730.8	13,560.9	-	-	-	27,291.7
INCLUDING						
CATTERICK GARRISON LEVELLING UP SCHEME	9,959.0	8,017.7	-	-	-	17,976.7
	<b>13,730.8</b>	<b>13,560.9</b>	-	-	-	<b>27,291.7</b>
<b>TOURISM</b>						
TOTAL	80.0	-	-	-	-	80.0
	<b>80.0</b>	-	-	-	-	<b>80.0</b>
<b>TOTAL GROSS EXPENDITURE</b>	<b>17,984.0</b>	<b>13,560.9</b>	-	-	-	<b>31,544.9</b>
<b>FUNDING SOURCES</b>						
GRANTS	- 16,081.7	- 9,377.3	-	-	-	25,459.0
REVENUE CONTRIBUTIONS	- 1,475.6	- 1,526.0	-	-	-	3,001.6
CAPITAL RECEIPTS	- -	2,657.6	-	-	-	2,657.6
	<b>- 17,557.3</b>	<b>- 13,560.9</b>	-	-	-	<b>31,118.2</b>
<b>TOTAL NET EXPENDITURE</b>	<b>426.7</b>	-	-	-	-	<b>426.7</b>

## Appendix B

	HIGHWAYS & INFRASTRUCTURE					
	CAPITAL BUDGET MONITORING POSITION TO (MTFS)					
	2025/26 £000	2026/27 £000	2027/28 £000	2028/29 £000	Later Years £000	TOTAL £000
<b>HIGHWAYS &amp; TRANSPORTATION</b>						
STREET LIGHTING	2,097.5	1,893.1	1,327.2	-	-	5,317.8
STRUCTURAL MAINTENANCE OF ROADS	38,402.4	39,963.1	-	-	-	78,365.5
STRUCTURAL MAINTENANCE OF BRIDGES	4,850.1	4,331.5	-	-	-	9,181.6
INTEGRATED TRANSPORT	3,726.0	2,715.8	-	-	-	6,441.8
CENTRAL OVERHEADS	8,520.6	49,668.9	-	-	-	41,148.3
OTHER GRANT FUNDED HIGHWAYS	7,661.5	6,799.8	773.3	773.3	2,201.8	18,209.7
OTHER FUNDED HIGHWAYS PROGRAMME	1,296.6	1,329.2	-	-	-	2,625.8
	<b>66,554.7</b>	<b>7,363.6</b>	<b>2,100.5</b>	<b>773.3</b>	<b>2,201.8</b>	<b>78,993.9</b>
<b>FLOOD RISK MANAGEMENT</b>						
FLOOD RISK MANAGEMENT	2,004.8	665.0	110.0	50.0	100.0	2,929.8
	<b>2,004.8</b>	<b>665.0</b>	<b>110.0</b>	<b>50.0</b>	<b>100.0</b>	<b>2,929.8</b>
<b>PARKING SERVICES, STREET SCENE, PARKS &amp; GROUNDS</b>						
PARKING IMPROVEMENTS	1,326.7	1,661.9	-	-	-	2,988.6
PARKS & GROUNDS	2,035.9	1,191.1	500.0	500.0	-	4,227.0
	<b>3,362.6</b>	<b>2,853.0</b>	<b>500.0</b>	<b>500.0</b>	<b>-</b>	<b>7,215.6</b>
<b>MAJOR PROJECTS &amp; INFRASTRUCTURE</b>						
BEDALE AISKEW LEEMING BAR BYPASS	0.1	-	-	-	-	0.1
JUNCTION 47 IMPROVEMENTS	-	-	-	-	-	-
A59 KEX GILL RE-ALIGNMENT	35,373.0	8,466.6	51.8	51.8	103.4	44,046.6
OTHER MAJOR PROJECTS	822.9	620.0	5.0	-	-	1,447.9
TRANSFORMING CITIES	5,858.5	16,000.0	11,952.2	-	-	33,810.7
COASTAL PROTECTION	2,009.9	1,174.0	-	-	-	3,183.9
SEA WALL SCHEMES	1,290.6	1,173.4	310.9	-	-	2,774.9
	<b>45,355.0</b>	<b>27,434.0</b>	<b>12,319.9</b>	<b>51.8</b>	<b>103.4</b>	<b>85,264.1</b>
<b>ENVIRONMENTAL SERVICES &amp; CLIMATE CHANGE</b>						
WASTE MANAGEMENT	1,319.2	15.0	3,443.7	2,318.8	1,524.3	8,621.0
ELECTRIC VEHICLE CHARGING INFRASTRUCTURE	244.4	1,194.0	3,800.0	3,117.6	-	8,356.0
	<b>1,563.6</b>	<b>1,209.0</b>	<b>7,243.7</b>	<b>5,436.4</b>	<b>1,524.3</b>	<b>16,977.0</b>
<b>PUBLIC RIGHTS OF WAY &amp; HARBOURS</b>						
HARBOURS	12,158.1	8,576.3	-	-	-	20,734.4
	<b>12,158.1</b>	<b>8,576.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20,734.4</b>
<b>TOTAL GROSS EXPENDITURE</b>	<b>130,998.8</b>	<b>48,100.9</b>	<b>22,274.1</b>	<b>6,811.5</b>	<b>3,929.5</b>	<b>212,114.8</b>
<b>FUNDING SOURCES</b>						
GRANTS	- 105,166.3	- 30,627.5	- 10,868.6	- 3,890.9	- 2,479.3	- 153,032.6
CAPITAL CONTRIBUTIONS	- 2,260.1	- 520.7	- 500.0	- 500.0	- 133.6	- 3,914.4
REVENUE CONTRIBUTIONS	- 23,435.2	- 16,952.7	- 9,199.5	- 2,420.6	- 1,311.4	- 53,319.4
CAPITAL RECEIPTS	- 108.0	-	- 1,706.0	-	- 5.2	- 1,819.2
	<b>- 130,969.6</b>	<b>- 48,100.9</b>	<b>- 22,274.1</b>	<b>- 6,811.5</b>	<b>- 3,929.5</b>	<b>- 212,085.6</b>
<b>TOTAL NET EXPENDITURE</b>	<b>29.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>29.2</b>

## Appendix C

	HOUSING						
	CAPITAL BUDGET MONITORING POSITION TO (MTFS)						
	2025/26	2026/27	2027/28	2028/29	Later Years	TOTAL	
£000	£000	£000	£000	£000	£000	£000	
<b>SERVICE HEADING</b>							
HOUSING (HRA)	42,915.8	45,538.4	62,890.1	74,324.9	13,615.0	239,284.2	
DISABLED FACILITIES GRANT FUNDED PROGRAMME	6,346.8	5,579.1	5,579.1	5,579.1	5,579.1	28,663.2	
HOUSING PROGRAMMES	5,861.8	8,198.1	6,447.7	-	-	20,507.6	
<b>TOTAL GROSS EXPENDITURE</b>	<b>55,124.4</b>	<b>59,315.6</b>	<b>74,916.9</b>	<b>79,904.0</b>	<b>19,194.1</b>	<b>288,455.0</b>	
<b>FUNDING SOURCES</b>							
GRANTS	- 16,778.4	- 16,829.4	- 15,629.0	- 5,579.1	- 5,579.1	- 60,395.0	
CAPITAL CONTRIBUTIONS	- 943.6	- 2,036.3	- 1,662.5	-	-	- 4,642.4	
REVENUE CONTRIBUTIONS	- 19,020.7	- 14,233.9	- 13,584.5	- 14,615.0	- 12,615.0	- 74,069.1	
CAPITAL RECEIPTS	- 11,078.3	- 6,366.7	- 16,738.7	- 33,725.9	-	- 67,909.6	
	<b>- 47,821.0</b>	<b>- 39,466.3</b>	<b>- 47,614.7</b>	<b>- 53,920.0</b>	<b>- 18,194.1</b>	<b>- 207,016.1</b>	
<b>TOTAL NET EXPENDITURE</b>	<b>7,303.4</b>	<b>19,849.3</b>	<b>27,302.2</b>	<b>25,984.0</b>	<b>1,000.0</b>	<b>81,438.9</b>	

## Appendix D

	CORPORATE PROPERTY & OTHER					
	CAPITAL BUDGET MONITORING POSITION TO (MTFS)					
	2025/26 £000	2026/27 £000	2027/28 £000	2028/29 £000	Later Years £000	TOTAL £000
<b>PROPERTY</b>						
CORPORATE PROPERTY	841.3	120.2	120.2	-	-	<b>1,081.7</b>
COMMERCIAL PROPERTY	250.0	428.0	-	-	-	<b>678.0</b>
SCHOOLS & EDUCATION RELATED PROPERTY	23,093.3	29,455.1	22,739.1	5,840.3	18,050.8	<b>99,178.6</b>
ADULT SOCIAL CARE	785.7	7,801.7	26,000.0	9,669.1	22,637.2	<b>66,893.7</b>
CEMETERIES, CREMATION & MORTUARY	1,047.4	-	-	-	-	<b>1,047.4</b>
LEISURE, CULTURE & ARCHIVES	3,144.3	1,920.2	15.0	15.0	60.0	<b>5,154.5</b>
OTHER PROPERTY SCHEMES	2,475.5	893.7	-	-	-	<b>3,369.2</b>
	<b>31,637.5</b>	<b>40,618.9</b>	<b>48,874.3</b>	<b>15,524.4</b>	<b>40,748.0</b>	<b>177,403.1</b>
<b>TECHNOLOGY</b>						
IT INFRASTRUCTURE & PROJECTS	4,768.2	2,174.6	-	-	-	<b>6,942.8</b>
	<b>4,768.2</b>	<b>2,174.6</b>	-	-	-	<b>6,942.8</b>
<b>LOANS &amp; INVESTMENTS</b>						
COMPANY LOANS	14,200.0	2,895.7	4,353.7	-	40.0	<b>21,489.4</b>
	<b>14,200.0</b>	<b>2,895.7</b>	<b>4,353.7</b>	-	<b>40.0</b>	<b>21,489.4</b>
<b>OTHER</b>						
FLEET / TRANSPORT PROJECTS	9,804.3	10,415.9	7,494.9	7,209.0	-	<b>34,924.1</b>
COMMUNITY SAFETY	75.0	-	-	-	-	<b>75.0</b>
MATERIAL DAMAGE PROVISION	100.0	100.0	100.0	100.0	-	<b>400.0</b>
NATURAL CAPITAL & LOW CARBON	1,704.9	355.5	-	-	-	<b>2,060.4</b>
LOCAL ENGAGEMENT	2,390.0	77.0	1,006.2	-	-	<b>3,473.2</b>
	<b>14,074.2</b>	<b>10,948.4</b>	<b>8,601.1</b>	<b>7,309.0</b>	-	<b>40,932.7</b>
<b>TOTAL GROSS EXPENDITURE</b>	<b>64,679.9</b>	<b>56,637.6</b>	<b>61,829.1</b>	<b>22,833.4</b>	<b>40,788.0</b>	<b>246,768.0</b>
<b>FUNDING SOURCES</b>						
GRANTS	- 23,093.4	- 19,274.4	- 14,757.9	- 1,050.0	- 3,129.6	<b>61,305.3</b>
CAPITAL CONTRIBUTIONS	- 2,320.1	- 6,070.7	- 3,774.1	- 1,349.8	- 14,921.2	<b>28,435.9</b>
REVENUE CONTRIBUTIONS	- 21,270.9	- 22,582.7	- 32,409.9	- 18,624.0	- 22,697.2	<b>117,584.7</b>
CAPITAL RECEIPTS	- 13,650.0	- 8,849.5	- 28,081.6	- 206.8	- 45,037.0	<b>95,824.9</b>
	<b>- 60,334.4</b>	<b>- 56,777.3</b>	<b>- 79,023.5</b>	<b>- 21,230.6</b>	<b>- 85,785.0</b>	<b>303,150.8</b>
<b>TOTAL NET EXPENDITURE</b>	<b>4,345.5</b>	<b>139.7</b>	<b>17,194.4</b>	<b>1,602.8</b>	<b>44,997.0</b>	<b>56,382.8</b>