

CAPITAL PROGRAMME UPDATE

1 Background

- 1.1 Through the Reconciling Policy Performance and Resources (RPPR) process the Capital Strategy and programme are reviewed annually to ensure that they support the Council's responsibilities and departmental service strategies. To manage investment to a sustainable level, the Capital Strategy focuses on the delivery of targeted basic need for the council to continue to deliver services as efficiently as possible, rather than rationing through prioritisation. Basic need for the purpose of strategic capital planning is provided below: -
- Place: ensuring we can deliver services by planning for future need.
 - Asset Condition: maintaining our assets to an agreed level.
 - ICT Strategy: ensure that our ICT is fit for purpose for delivering modern council services in a digital era and protecting data.
 - Climate Change: supporting the Council's aim of reaching carbon neutrality from our activities as soon as possible and in any event by 2050 in an appropriate and cost-efficient way.
- 1.2 At Full Council in February 2023 the target led basic need capital strategy of 20 years, supported by a 10-year planned capital programme was approved. The approved programme was further updated at State of the County in July 2023 to reflect the 2022/23 outturn, project and programme reprofiles and approved variations, revising the gross programme to £651.575m to 2032/33. For planning purposes, the first 3 years of the programme are considered approved, whilst the remaining years are indicative to represent the longer-term planning for capital investment.
- 1.3 The financial outlook for local authorities is increasingly challenging, with factors such as the volatile economic situation, demands on service provision, inflation on wages and contracts, undefined impact of national reforms and uncertain funding allocations leaving much uncertainty about the Council's future financial position. Capital investment decisions have a direct impact on the council's revenue budget, particularly relating to borrowing costs, and are therefore to be considered in the context of their impact on the MTFP. This update therefore proposes changes to the Capital Programme outside normal Capital Strategy updates that presents a more realistic and affordable programme that reduces pressure on the MTFP position.
- 1.4 Updated estimates to funding assumptions are reflected as part of normal capital strategy updates. Further updates to Formula Grant assumptions will be made to reflect government announcements, noting that changes in funding formula and allocation criteria will alter the level of grants anticipated and impact on the level of borrowing required.
- 1.5 The Capital Strategy continues to drive the authority's capital investment ambition whilst also ensuring appropriate capital expenditure, capital financing and treasury management within the context of the sustainable, affordable, long-term delivery of services.

2 Capital Programme Update

- 2.1 This section outlines the proposed capital programme updates in accordance with Capital Strategy principles, as well as further updates that present a more realistic and affordable programme that reduces pressure on the revenue MTFP position to address the Council's challenging financial position. The first three years of the programme over the MTFP period to 2026/27 are to be presented for approval, whilst the remaining years to 2033/34 are indicative to represent the longer-term planning for capital investment. A detailed capital programme that reflects all the proposals outlined in this update is provided at **Annex A**.

Normal Capital Strategy Updates

2.2 Table 1.1 below summarises the gross movements to the approved capital programme since State of the County in July 2023 and proposed updates to be made in accordance with Capital Strategy principles. The updates provide a revised capital programme of £879.3m, of which £390.7m is planned for delivery in the period to 2026/27.

| Table 1.1 – Capital Programme Updates (£m) | Ref | Current Year 2023/24 | MTFP Period | | | 2027/28 to 2033/34 | Total |
|--|-----|----------------------|----------------|---------------|---------------|--------------------|----------------|
| | | | 2024/25 | 2025/26 | 2026/27 | | |
| Approved Gross Expenditure (State of the County 2023) | | 88.852 | 91.777 | 80.239 | 68.148 | 322.559 | 651.575 |
| Normal Capital Strategy Updates | | | | | | | |
| Approved Variations | A | 5.710 | 8.640 | - | - | - | 14.350 |
| Capital Programme Reprofiles | B | (28.436) | 23.530 | 1.243 | 2.343 | 1.320 | 0.000 |
| Highways Maintenance Investment | C | 15.700 | 5.100 | 5.100 | 5.100 | 30.600 | 61.600 |
| School Basic Need / SEND Update | D | - | 0.441 | (11.373) | (14.260) | 26.152 | 0.960 |
| IT&D Programme | E | - | - | - | - | 1.750 | 1.750 |
| Other Normal Capital Strategy Updates | F | - | - | - | 1.250 | 47.502 | 48.752 |
| Children's Services Essential System Developments | G | - | 0.736 | 0.885 | 0.958 | 0.774 | 3.353 |
| Queensway Depot | | - | 2.500 | 1.500 | - | - | 4.000 |
| Gypsy and Traveller Site Refurbishment | | - | 0.070 | 0.070 | 0.070 | 0.490 | 0.700 |
| Highways Structural Maintenance – Carriageway | | - | 5.000 | - | - | - | 5.000 |
| Highways Structural Maintenance – Drainage | | - | 1.700 | 1.700 | 1.700 | 11.900 | 17.000 |
| Highways Structural Maintenance – Footways | | - | 1.800 | 1.800 | 1.800 | 12.600 | 18.000 |
| Highways Structural Maintenance – Bridges | | - | 3.385 | - | - | - | 3.385 |
| Rights of Way Capital Bridge and Surfacing Programme | | - | 0.074 | 0.141 | 0.168 | 1.685 | 2.068 |
| Local and Major Transport Infrastructure | | - | 3.000 | 3.000 | 3.000 | 21.000 | 30.000 |
| Climate Emergency Works | | - | - | - | 3.187 | 3.387 | 10.255 |
| Revised Gross Expenditure | | 81.826 | 147.753 | 87.492 | 73.664 | 488.587 | 879.322 |

2.3 The draft capital programme after normal Capital Strategy updates would require capital programme borrowing of £159m up to 2026/27, the revenue cost of which would have a significant impact on the MTFP which is already in a large deficit position. Following engagement with Capital Strategic Asset Board (CSAB) members, services have reviewed the planned capital programme to consider how it can be profiled with the intention of setting a more realistic and affordable programme that reduces pressure on the MTFP position.

2.4 Additionally, the programme continues to experience significant levels of budget slippage compared to original budgets (over £28m slippage reported at Q2 2023/24) which can undermine the planning process, particularly in terms of treasury management modelling and the impact of borrowing on the revenue budget over the medium term, emphasising the importance of setting a realistically deliverable programme in future years. A corporate capital risk factor has therefore also been included in the proposals.

Capital Programme Review

2.5 Table 1.2 below summarises the gross movements that provides a revised capital programme of £837.9m, of which £342.2m is planned for delivery in the period to 2026/27. This option would require borrowing of £111.4m to 2026/27 (a decrease of £47.9m from the normal Capital Strategy updates above). A risk factor is proposed further in this report to reflect likely programme slippage, which reduces the planned programme by £41.2m to £301.0m in the period to 2026/27.

| Table 1.2 – Capital Programme Updates (£m) | Ref | Current Year 2023/24 | MTFP Period | | | 2027/28 to 2033/34 | Total | |
|--|-----|----------------------|----------------|---------------|---------------|--------------------|-----------------|----------------|
| | | | 2024/25 | 2025/26 | 2026/27 | | | |
| Revised Gross Expenditure (table 1.1) | | 81.826 | 147.753 | 87.492 | 73.664 | 488.587 | 879.322 | |
| Schools Basic Need / Special Education Need | H | (0.500) | (1.070) | 0.270 | (4.002) | 5.302 | 0.000 | |
| Capital Building Improvements (Corporate) | I | - | - | (0.640) | (0.640) | (3.320) | (4.600) | |
| IT&D Capital Programme | J | 0.013 | (0.096) | (2.448) | (2.649) | 5.180 | 0.000 | |
| Communities, Economy & Transport: | | | | | | | | |
| Highways Structural Maintenance: Carriageways | K | - | (5.100) | (5.100) | (5.100) | - | (15.300) | |
| Highways Structural Maintenance: Carriageways | L | - | (5.000) | - | - | - | (5.000) | |
| Highways Structural Maintenance: Drainage | | - | (1.700) | (1.700) | (1.700) | - | (5.100) | |
| Highways Structural Maintenance: Footways | | - | (1.800) | (1.800) | (1.800) | - | (5.400) | |
| Other Integrated Transport Schemes | M | - | (3.000) | (3.000) | - | - | (6.000) | |
| Climate Emergency Works | N | - | (1.769) | 1.019 | 0.750 | - | 0.000 | |
| Newhaven Port Access Road | | - | (0.500) | 0.500 | - | - | 0.000 | |
| Bus Services Improvement Plan | | - | (10.000) | 10.000 | - | - | 0.000 | |
| Queensway Depot Development | | - | (2.900) | 1.400 | 1.500 | - | 0.000 | |
| Other Integrated Transport Schemes | | - | (1.697) | (1.237) | 2.934 | - | 0.000 | |
| Bridge/Structures Assessment Strengthening | | - | (3.385) | 1.566 | 1.819 | - | 0.000 | |
| Street Lighting and Traffic Signals | | - | (2.540) | 0.100 | 2.440 | - | 0.000 | |
| Eastbourne Town Centre Phase 2a | | (1.200) | (0.546) | 1.746 | - | - | 0.000 | |
| Eastbourne Town Centre Phase 2b | | - | (5.050) | 5.050 | - | - | 0.000 | |
| Eastbourne/South Wealden Walking & Cycling Package | | - | (1.328) | 1.328 | - | - | 0.000 | |
| Hastings & Bexhill Movement & Access Package | | - | (3.582) | 3.582 | - | - | 0.000 | |
| Total after Capital Programme Review | | | 80.139 | 96.690 | 98.128 | 67.216 | 495.749 | 837.922 |
| Capital Programme Slippage Risk Factor | | O | - | (19.143) | (22.079) | - | 41.222 | 0.000 |
| Revised Gross Expenditure | | | 80.139 | 77.547 | 76.049 | 67.216 | 536.971 | 837.922 |

Cost of borrowing impact on the MTFP

2.6 The revised capital programme, including the inclusion of a capital programme slippage risk factor, would reduce the level of borrowing to £70.2m up to 2026/27, which is estimated to have a positive MTFP impact for cost of borrowing of £4.0m as detailed in the table 2 below.

| Table 2 – Cost of borrowing impact on the MTFP | MTFP Period | | | Total |
|--|----------------|----------------|----------------|----------------|
| | 2024/25 | 2025/26 | 2026/27 | |
| Normal Capital Strategy Updates | 0.200 | 2.000 | 1.800 | 1.800 |
| Capital Programme Review | (0.900) | (2.700) | (3.000) | (3.000) |
| Capital Programme Slippage Risk Factor | (0.500) | (1.800) | (2.800) | (2.800) |
| Toal Impact in the MTFP | (1.200) | (2.500) | (4.000) | (4.000) |
| Annual Impact on the MTFP | (1.200) | (1.300) | (1.500) | (4.000) |

2.7 The following section outlines the proposed updates to the capital programme.

Normal Capital Strategy Updates

A Approved Variations

A gross increase to the programme of £14.4m relating to fully funded schemes having a net nil impact on the capital programme due to the identification of developer contributions and specific grant funding in accordance with the Capital Strategy.

B Capital Programme Reprofiles

Review of current programme profiles across years to reflect current best knowledge and to be consistent with Quarter 2 monitoring.

C Highways Maintenance Investment

A total increase to the Highways Structural Maintenance programme of £15.700m in 2023/24 was approved by Cabinet in June 2023 and Full Council in July 2023, relating to:

- £5.100m to maintain the approved 2023/24 'steady state' road condition target rates of 4% (A Roads), 4% (B&C Roads) and 14% (Unclassified Roads) being in 'red' condition.
- £5.600m spend on additional highways maintenance, comprising £2.500m patching work and £3.100m drainage work, to be funded from the Priority Outcomes and Transformation Reserve set aside for one-off investment.
- £5.000m to provide additional future resilience.

In order to maintain approved road condition target rates in the future, the £5.100 additional investment was assumed on an ongoing basis.

D Schools Basic Need / SEND Update

There continues to be some degree of uncertainty over precisely how many school places will be required in the longer term future and when, as this is dependent on local planning authorities developing their local plans to an extent that will inform and enable housing growth and for those developments to happen. The revised programme is based on the assumption that school places needed to serve housing developments in a number of locations, including the two major developments in Bexhill and Uckfield, will not be required until later in the 10-year capital programme period. If pressure on school places occurs sooner, there is a risk we may not be able to deliver our statutory duty to deliver sufficient school places. The proposed School Basic Need programme has increased by £0.460m following a review of the 10-year strategy, summarised as follows:

- A £10m increase due to 1.5FE (form entry) increase in primary places anticipated in Ringmer and Polegate/Willingdon.
- A £10m decrease due to 2.0FE reduction in anticipated places required at Frant, East Hoathly and Hailsham.
- A £0.4m increase due to the extension of the Temporary Accommodation Programme across the ten-year programme.

The current capital budget allocation for SEND provision is £22.4m over the capital programme, with programme updates including reprofiles to reflect current best estimates. Further work will be undertaken on this during the 2023/24 academic year to inform required updates to the ten-year capital strategy next year for special school provision, including specialist facilities in mainstream schools. This update includes an additional £0.500m for an emerging requirement to provide post-16 SEND provision in the Bexhill area.

E IT&D Programme

This programme has also been subject to separate review and an extension of the programme by 1 year in accordance with the Capital Strategy and would require an additional £1.750m investment towards IT Core Provision (£1.681m), Staff Technology Refresh (£0.067m) and Compliance (£0.002m).

F Other Normal Capital Strategy Updates

The capital programme has been updated to extend the programme by a further year to maintain a 10-year planning horizon. This extends annual envelopes of funding for ongoing programmes of work and those fully funded by grants by one year and therefore assumes these at the same level.

G Additional Investment Proposals

The following capital investment proposals put forward by services are in addition to normal Capital Strategy updates, and have been approved by CMT for inclusion in the proposed capital programme as part of the RPPR process.

Capital Programme Review

H Schools Basic Need / Special Educational Needs Provision

A review by CSD and BSD has identified the potential to reprofile the School Basic Need programme and Special Education Needs provision which reduces the need to borrow over the MTFP period. There is a risk that some of the reprofiled funding of Special Educational Needs provision may be needed within the MTFP following a review of requirements and that spend on School Basic Need may be needed sooner than re-profiled should demand for places in certain areas increase more quickly than currently forecast.

I Capital Building Improvements (Corporate)

This update removes previous years' slippage profiled to future years, with the exception of 2024/25 where an increased programme of works has been identified.

J IT&D Programme

The programme has been reprofiled to reduce the need to borrow over the MTFP period, which would delay expenditure on some of the refresh dates on Desktops, Thin Clients and Meeting Room equipment.

K Highways Structural Maintenance - Carriageway

The removal of £5.100m identified at (C) to maintain approved 'steady state' road condition targets over the MTFP period which will result in further deterioration in road condition, whilst still to be confirmed subject to further modelling, the Council Plan reflects revised condition targets of 7% (A Roads), 8% (B&C Roads), 25% (Unclassified) being in "red" condition.

L Highways Structural Maintenance - Various

The removal of additional investment proposals over the MTFP period intended to provide early additional resilience will hamper the ability to maintain road condition targets and lead to an acceleration in the deterioration of footways and pedestrianised areas.

M Other Integrated Transport Schemes

A delay to the additional investment proposal that would fund the integrated transport programme beyond grant funding levels to fund specific transport infrastructure requirements. This will potentially delay delivery of major route network scheme packages and result in fewer integrated transport schemes being designed and delivered.

N Other Capital Programme Reprofiles

Delaying and/or reprofiling the delivery of other schemes to later in the MTFP period to reduce the need to borrow in the short term. This will impact the timing of bridge maintenance, replacement of street lighting columns, defer completion of Queensway Depot and associated disposal of formal depots, as well as impacting other schemes identified at table 1.2.

O Capital Programme Slippage Risk Factor

It is therefore proposed that a slippage risk factor be applied to the capital programme to reflect likely slippage based on a risk assessment of historic levels of actual expenditure and slippage at a project/programme level. The risk factor will be held at a corporate level to enable services / project managers to manage project budgets at a local level, whilst ensuring greater robustness to the planning and monitoring process at a corporate level.

3 Funding Updates

3.1 Table 3 below provides an updated capital programme funding position to reflect the capital programme updates and their associated funding assumptions outlined above and other more specific updates.

| Table 3 – Capital Programme Funding Update (£m) | Current Year 2023/24 | MTFP Period | | | 2027/28 to 2033/34 | Total |
|---|----------------------|---------------|---------------|---------------|--------------------|------------------|
| | | 2024/25 | 2025/26 | 2026/27 | | |
| Gross Expenditure | 80.139 | 96.690 | 98.128 | 67.216 | 495.749 | 837.922 |
| Specific Funding (3.2) | (10.822) | (30.472) | (23.276) | (2.609) | (2.612) | (69.791) |
| Net Expenditure | 69.317 | 66.218 | 74.852 | 64.607 | 493.137 | 768.131 |
| Formula Grants (3.3) | (32.502) | (23.916) | (26.223) | (26.023) | (191.066) | (299.730) |
| Capital Receipts (3.4) | (0.817) | (7.061) | (9.753) | - | - | (17.631) |
| Reserves and Revenue Set Aside (3.5) | (18.979) | (3.098) | (6.709) | (8.507) | (11.598) | (48.891) |
| Developer Contributions Target (3.6) | - | - | - | - | (18.588) | (18.588) |
| <i>Capital Programme Slippage Risk Factor</i> | - | (19.143) | (22.079) | - | 41.222 | 0.000 |
| Programme Borrowing (3.7) | 17.019 | 13.000 | 10.088 | 30.077 | 313.107 | 383.291 |

3.2 **Specific Funding:** The approved programme is supported by £69.8m of scheme specific grants and external funding which is sourced and managed by services at a project level, in the main comprising of Development Infrastructure Contributions allocated to specific projects; DfT grants for Bus Service Improvement Plan, social care capital grants towards supported living improvements; Youth Investment Fund grant towards youth centre improvements; Levelling Up Fund grant towards Exceat Bridge replacement; and Devolved Formula Capital grant toward schools delegated capital works.

3.3 **Formula Grants:** The capital programme is supported by £299.7m of non-specific formula grant, which represents 36% of the total gross programme funding. Formula grant assumptions reflect best estimates but noting that there continues to be risk in relation to these grants as values for future years are still yet to be announced. Formula Grants values have been updated following an announcement by the DfT in November 2023 of additional Highways Maintenance Funding. This additional funding, alongside confirmation on an ongoing “baseline” funding level, has increased the level of anticipated Formula Grants by £82m over the ten-year planning period, although the actual profile of funding in future years is still unknown.

Further updates to Formula Grants assumptions will be made once the detailed implications of any announcements are known, noting that changes in funding formula could change the level of grants anticipated and impact on the level of borrowing.

3.4 **Capital Receipts:** Property Services hold a schedule of capital receipts available to support the capital programme, which is reviewed regularly and estimates are based on Property Officers’ professional judgment on a site by site basis.

3.5 **Reserves and Revenue Set Aside:** The Council can use revenue resources to fund capital projects, where these have been approved as part of the budget setting process or an approved business case. This includes specific reserves, payback from invest to save schemes and revenue contributions. The Council also holds a Capital Programme Reserve to support the capital programme to reduce the need to borrow, that has a consequential increase in pressure on revenue budgets.

3.6 **Developer Infrastructure Contributions (Section 106 and Community Infrastructure Levy)**
Target: The capital programme includes a total £18.6m of targeted developer contributions over the

capital programme, in addition to £10.0m identified as part of specific funding at paragraph 3.2. Work is ongoing through the S106 and CIL Working Group to maximise specific sums that can be applied to basic need projects / programme to reduce the funding target. There continues, however, to be a risk that the current target for Developer Infrastructure Contributions to support the programme is too high, and there being increased uncertainty on the future of developer contributions with the Levelling Up and Regeneration Bill proposing a move to a single Infrastructure Level.

3.7 **Borrowing:** The updated capital programme has a borrowing requirement for the period 2023/24 to 2033/34 of £383.3m, which represents 46% of the total gross programme funding. This is an increase of £67.3m compared to that reported in the State of the County 2023 of £316.0m due to the updates presented in this report. Most notably the increased on-going highways investment, the added year of investment to maintain the 10-year planning horizon and additional investment proposals outlined at Section 2. These increases to the borrowing requirement have been offset to some extent by increased Highways Maintenance Funding formula grants, and the review of capital programme carried out by services.

4 Impact on the Revenue Medium Term Financial Plan and Treasury Management Capacity

4.1 Decisions on future capital investment should be considered in the context of the impact on the Treasury Management (TM) capacity to fund the investment and the revenue budget, whereby the cost of funding and Minimum Revenue Provision needs to be included within the MTFP. The current capital programme already requires borrowing in future years, which together with the Minimum Revenue Provision accounting requirements, will need the TM budget to be increased beyond the current MTFP.

4.2 Current TM modelling for the direct costs of borrowing estimates that **for every £10m of additional borrowing, there would be an associated revenue cost of approximately £750,000 per year over the full life of the asset (based on a 30 year asset life)**, although the profile of costs will vary dependent on a number of variables such as timing, internal balances and interest rates. As highlighted at budget setting in February 2023 the current planned programme borrowing requirement will need Treasury Management budget increases outside the current MTFP period.

4.3 The modelled MTFP revenue impact of borrowing for the level of investment identified for the various updates are set out within this report. Treasury Management modelling takes a holistic approach considering a number of variable factors including availability of cash balances and interest rates impacting borrowing costs and return on investments. Therefore any updates to the MTFP will consider the overall impact on the TM budget.

5 Risk provision update

5.1 A £7.5m ongoing risk provision was approved in February 2023 to mitigate against capital programme risks, representing more than 2% of the programme over the MTFP period. This risk provision is a permission to borrow for emerging risks and is managed through ensuring Treasury Management capacity rather than representing funds that are within the Council's accounts. Its utilisation, if approved by CSAB would, therefore, require additional borrowing and be reported through the RPPR process and quarterly monitoring in the normal way.

5.2 There are several risks and uncertainties regarding the programme to 2026/27 and beyond which have necessitated holding a risk provision. These risks as reported at State of the County 2023 include:

- Excess inflationary pressures on construction costs
- Uncertainty about delivery of projects in the programme, e.g. highways and infrastructure requirements
- Any as yet unquantifiable impact of supply issues and cost increases
- Any as yet unknown requirements
- Residual project provision (previously removed) if required; and
- Uncertainty regarding the level of government grants and the ability to meet CIL and S106 targets.

- 5.3 There are currently increased uncertainties that exist within the construction industry in terms supply chain issues and volatile cost inflation. The capital programme includes an element of 'normal' level of inflation for ongoing target-based core programmes (as opposed to programmes that have cash limited envelopes) such as Highways of 3% annually, with any increases above this level to be covered by the risk provision.

6 Capital Strategy

In 2017, the CIPFA (Chartered Institute of Public Finance and Accountancy) Prudential Code was revised and included the requirement for Local Authorities to produce a Capital Strategy. The Council's current Capital Strategy covers the period 2023/24 to 2043/44 and was approved as part of RPPR 2022/23. The Capital Strategy has been reviewed to ensure it continues to reflect emerging risks, principles and corporate priorities, and informed by decisions at State of the County 2023 and discussions at CSAB.

Annex A – Detailed Capital Programme

| Capital Programme (gross) (£m) | Current Year 2023/24 | MTFP Period | | | 2027/28 to 2033/34 | Total |
|---|-------------------------|---------------|---------------|---------------|--------------------------|----------------|
| | | 2024/25 | 2025/26 | 2026/27 | | |
| Adult Social Care: | | | | | | |
| House Adaptations | 0.050 | 0.050 | 0.050 | 0.050 | - | 0.200 |
| Learning Disability Support Living Scheme | 1.200 | 3.200 | 1.627 | 0.022 | - | 6.049 |
| Greenacres | 0.009 | 0.131 | - | - | - | 0.140 |
| Adult Social Care Gross | 1.259 | 3.381 | 1.677 | 0.072 | - | 6.389 |
| Business Services: | | | | | | |
| Salix Contract | 0.350 | 0.350 | - | - | - | 0.700 |
| Lansdowne Secure Unit – Phase 2 | 0.065 | - | - | - | - | 0.065 |
| Youth Investment Fund | 1.510 | 6.114 | - | - | - | 7.624 |
| Schools Basic Need | 2.066 | 0.643 | 0.460 | 0.460 | 60.609 | 64.238 |
| Special Educational Needs | 1.114 | 0.825 | 0.300 | 0.300 | 1.000 | 3.539 |
| Special Educational Needs – Grove Park Additional Places | 0.150 | 5.272 | 8.000 | 5.000 | 0.429 | 18.851 |
| Disability Children's Homes | 0.716 | 0.024 | - | - | - | 0.740 |
| Westfield Land | 0.053 | - | - | - | - | 0.053 |
| Capital Building Improvements (Schools) | 4.218 | 5.575 | 4.182 | 3.982 | 28.074 | 46.031 |
| Capital Building Improvements (Corporate) | 3.509 | 4.640 | 4.000 | 4.000 | 28.000 | 44.149 |
| IT & Digital Strategy Implementation | 4.055 | 6.717 | 3.869 | 4.765 | 55.300 | 74.706 |
| IT & Digital Strategy Implementation - MBOS | 3.332 | - | - | - | - | 3.332 |
| IT & Digital Strategy Implementation - Utilising Automation | 0.024 | - | - | - | - | 0.024 |
| Business Services Gross | 21.162 | 30.160 | 20.811 | 18.507 | 173.412 | 264.052 |
| Children's Services: | | | | | | |
| House Adaptations | 0.050 | 0.050 | 0.050 | 0.050 | - | 0.200 |
| School Delegated Capital | 1.150 | 1.150 | 1.150 | 1.150 | - | 4.600 |
| Conquest Centre Redevelopment | 0.015 | - | - | - | - | 0.015 |
| Essential System Developments | - | 0.736 | 0.885 | 0.958 | 0.774 | 3.353 |
| Children's Services Gross | 1.215 | 1.936 | 2.085 | 2.158 | 0.774 | 8.168 |
| Communities, Economy & Transport: | | | | | | |
| Broadband | 0.160 | 0.100 | 5.257 | - | - | 5.517 |
| Climate Emergency Works | 3.095 | 3.690 | 4.206 | 4.137 | 10.255 | 25.383 |
| Flood & Coastal Resilience Innovation Programme | 0.885 | 0.988 | 0.989 | 0.683 | - | 3.545 |
| Bexhill and Hastings Link Road – Complementary Measures | 0.100 | 0.089 | - | - | - | 0.189 |
| Economic Intervention Fund – Grants | 0.075 | 0.300 | 0.300 | 0.300 | 0.883 | 1.858 |
| Economic Intervention Fund – Loans | 0.080 | 0.300 | 0.300 | 0.300 | 0.770 | 1.750 |
| Stalled Sites | 0.013 | 0.050 | 0.050 | 0.050 | 0.107 | 0.270 |
| Upgrading Empty Commercial Properties | - | - | - | 0.007 | - | 0.007 |
| Community Match Fund | 0.095 | 0.379 | - | - | - | 0.474 |

| | | | | | | |
|--|---------------|---------------|---------------|---------------|----------------|----------------|
| Community Road Safety Interventions | 0.206 | 0.516 | - | - | - | 0.722 |
| Newhaven Port Access Road | 0.028 | 0.266 | 0.500 | - | - | 0.794 |
| Real Time Passenger Information | 0.070 | 0.094 | 0.061 | - | - | 0.225 |
| Passenger Services Software | 0.026 | - | - | - | - | 0.026 |
| Bus Services Improvement Plan | 2.545 | 9.380 | 10.000 | - | - | 21.925 |
| Lewes Bus Station Replacement | 0.004 | - | - | - | - | 0.004 |
| Queensway Depot Development | 0.104 | - | 2.900 | 1.500 | - | 4.504 |
| The Keep | 0.228 | 0.026 | - | 0.085 | 0.738 | 1.077 |
| Other Integrated Transport Schemes | 2.802 | 2.500 | 6.087 | 9.087 | 41.528 | 62.004 |
| Integrated Transport Schemes – A22 Corridor | 0.100 | - | - | - | - | 0.100 |
| Area-wide Traffic Management - Schools Streets | 0.064 | 0.136 | - | - | - | 0.200 |
| Area-wide Traffic Management - Eastbourne Liveable Town Centre | 0.037 | 0.237 | - | - | - | 0.274 |
| Exceat Bridge Replacement | 1.259 | 4.673 | 0.920 | - | - | 6.852 |
| Libraries Basic Need | 0.580 | 0.727 | 0.449 | 0.449 | 1.347 | 3.552 |
| Peacehaven Library Refurbishment and Conversion | - | 0.027 | - | - | - | 0.027 |
| Highways Structural Maintenance | 35.893 | 21.688 | 22.246 | 22.819 | 237.539 | 340.185 |
| Bridge/Structures Assessment Strengthening | 2.740 | 7.160 | 2.901 | 2.901 | 14.025 | 29.727 |
| Street Lighting and Traffic Signals | 2.000 | 3.985 | 3.988 | 3.429 | 8.395 | 21.797 |
| Street Lighting and Traffic Signals - SALIX scheme | 0.219 | - | - | - | - | 0.219 |
| Visually Better Roads | 1.293 | - | - | - | - | 1.293 |
| Rights of Way Surface Repairs and Bridges | 0.552 | 0.588 | 0.625 | 0.662 | 5.486 | 7.913 |
| Gypsy and Traveller Site Refurbishment | - | 0.070 | 0.070 | 0.070 | 0.490 | 0.700 |
| Eastbourne Town Centre Phase 2a | 0.800 | 1.500 | 1.746 | - | - | 4.046 |
| Eastbourne Town Centre Phase 2b | 0.100 | - | 5.050 | - | - | 5.150 |
| Eastbourne/South Wealden Walking & Cycling Package | 0.079 | 1.000 | 1.328 | - | - | 2.407 |
| Hailsham/Polegate/Eastbourne Movement & Access Corridor | 0.350 | 0.044 | - | - | - | 0.394 |
| Hastings & Bexhill Movement & Access Package | (0.079) | 0.700 | 3.582 | - | - | 4.203 |
| Communities, Economy & Transport Gross | 56.503 | 61.213 | 73.555 | 46.479 | 321.563 | 559.313 |
| Total Programme Gross | 80.139 | 96.690 | 98.128 | 67.216 | 495.749 | 837.922 |
| Capital Programme Slippage Risk Factor | - | (19.143) | (22.079) | - | 41.222 | 0.000 |
| Total Programme after Slippage Risk Factor | 80.139 | 77.547 | 76.049 | 67.216 | 536.971 | 837.922 |