
The Mayor of London's Capital Spending Plan 2019-20

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Background

- 1.1. The Mayor is required, under section 122 of the Greater London Authority (GLA) Act 1999 (the 'GLA Act'), each financial year to prepare a capital spending plan for each functional body of the GLA Group which for 2019-20 will be: the Mayor's Office for Policing and Crime (MOPAC); the London Fire Commissioner (LFC), Transport for London (TfL); the London Legacy Development Corporation (LLDC); and the Old Oak and Park Royal Development Corporation (OPDC). The capital spending plans for the core Greater London Authority's expenditure are also included within this final plan so that the proposed capital expenditure for the entire GLA Group is presented in one place.
- 1.2. The statutory procedure under section 123 of the GLA Act requires the Mayor to send a copy of the draft plan to the London Assembly and each of the functional bodies before 15 January each year, inviting them to submit written comments to him within 21 days. The draft capital spending plan was included in section 9 of the Mayor's consultation document on his draft consolidated budget which was issued on 20 December 2018 and the statutory consultation requirement was met as part of that process. Before approving this final capital spending plan, the Mayor considers any comments submitted as part of the budget consultation process and makes such revisions as he sees fit, having had regard to the responses made.
- 1.3. An updated version of the capital spending plan for the GLA Group was included in the Mayor's final draft consolidated document presented to the London Assembly on 25 February 2019. The final draft consolidated budget was approved without amendment by the Assembly.
- 1.4. The capital spending plan for the forthcoming financial year has to be sent to the Secretary of State (Ministry of Housing Communities and Local Government) before 28 February and copies sent to the Assembly and the functional bodies.

Capital Spending Plan

- 1.5. The prescribed format of the capital spending plan and its contents are set out in section 122 of the GLA Act 1999, as amended by the Local Government Act 2003. The plan is to be in four sections, which the Act describes in some detail. The four parts can be categorised as follows:

Section A – a statement of the resources each functional body will have for capital expenditure by virtue of capital grants and capital receipts.

Section B – a statement of the resources each functional body will have for capital expenditure by virtue of borrowing.

Section C – a statement for each functional body of total expenditure for capital purposes that the Mayor expects the body to incur and the total amounts which the Mayor expects to be treated as borrowing in the year because of section 8(2) of the Local Government Act 2003.

Section D – a breakdown of this total capital spending showing how much the Mayor expects the body to meet out of capital grants, its capital receipts, amounts to be met from borrowing and how much out of revenue.

1.6. Set out below is a summary of the key deliverables in the Mayor’s capital spending plan over the period from 2019-20 to 2022-23:

- Tackling London’s housing crisis, using the GLA’s housing grant of £5.8 billion to support delivery starts of 116,000 affordable homes by 2022 and a range of other housing programmes;
- Providing an additional contribution to Crossrail of £1.400 billion through the GLA of which £335 million is expected to be paid in 2018-19, £905 million in 2019-20 and £160 million in 2020-21 financed by borrowing with a £100 million direct contribution from business rate supplement revenues;
- Transforming and consolidating the Metropolitan Police Service’s (MPS) estate by investing £767.4 million, £529.6 million on major programmes to replace outdated and maintain core IT infrastructure and spending £129.3 million on fleet replacement;
- Investing £139 million by 2023 for the maintenance and replacement of the London Fire Commissioner’s buildings, fleet and IT assets and some limited sustainability works and new developments, such as the new training centre;
- New capital investment by TfL of £3.562 billion including Elizabeth line trains and enabling works totalling £2.996 billion, £0.702 billion for line extensions, £2.304 billion for line upgrades and £2.746 billion of renewals to ensure the continued safe operation of the transport network;
- Spending of around £721 million by the LLDC including £438 million for East Bank, the educational and cultural offer in Stratford, Stadium costs of £125 million to close out the transformation programme and Section 106 obligations and other necessary infrastructure to deliver housing developments of £158 million; and
- Investing £409 million to kick-start the development of London’s largest opportunity area at Old Oak Common and Park Royal, on the assumption that the OPDC’s Housing Infrastructure Fund (HIF) bid is successful.

1.7. The table overleaf sets out the Mayor’s statutory capital spending plan for 2019-20 which totals £6.2 billion. This includes the spending plans for the GLA for completeness although they are not required to be included under section 122 of the GLA Act.

Table 1 – Final Statutory Capital Spending Plan 2019-20

Section		GLA	MOPAC	LFC	TfL	LLDC	OPDC
		£m	£m	£m	£m	£m	£m
	Total external capital grants	1,507.0	54.4	0.0	1,633.2	17.6	55.0
	Opening balance of capital receipts	233.2	0.0	30.0	0.0	0.0	0.0
	Total capital receipts during the year	34.9	69.4	42.2	309.2	91.4	0.0
A	Total capital grants/ receipts	1,775.1	123.8	72.2	1,924.4	109.0	55.0
	Minimum s.120(1) grant	0.0	0.0	0.0	0.0	0.0	0.0
	Total borrowings during the year	1,269.8	264.3	0.0	800.0	43.0	0.0
	Total credit arrangements during the year	0.0	0.0	0.0	0.0	0.0	0.0
B	Total borrowings and credit arrangements	1,269.8	264.3	0.0	800.0	43.0	0.0
	Total capital expenditure anticipated during the year	2,419.0	388.0	40.0	3,168.6	152.0	55.0
	Total amounts which may be treated as borrowing in the year because of section 8(2) of the Local Government Act 2003	0.0	0.0	0.0	0.0	0.0	0.0
C	Total capital spending for the year	2,419.0	388.0	40.0	3,168.6	152.0	55.0
	Funding: capital grants and contributions	966.3	54.4	0.0	1,633.2	56.9	55.0
	Funding: capital receipts/reserves	226.7	69.4	40.0	735.4	52.1	0.0
	Funding: borrowings and credit arrangements	1,124.8	264.3	0.0	800.0	43.0	0.0
	Funding: revenue contributions	101.3	0.0	0.0	0.0	0.0	0.0
D	Total funding	2,419.0	388.0	40.0	3,168.6	152.0	55.0

N.B. Estimates of capital receipts are those made by functional bodies

- 1.8. Although the statutory capital spending plan has to be approved by the Mayor, each body is responsible for preparing and approving its own detailed capital spending programme. The following sections provide a breakdown of the five functional bodies' proposed programmes along with those of the core GLA.
- 1.9. Set out overleaf is a summary of the Mayor's Capital Plan to 2022-23. Overall the GLA Group will be investing around £1 billion more in 2019-20 than in 2018-19. This reflects the impact of the GLA's planned additional contribution towards Crossrail construction costs and further investment in the MPS' transformation programme.

- 1.10. The programme for 2019-20 is £6,222.6 million which declines to £4,162.2 million in 2020-21 as a result of the expected tailing off of expenditure on Crossrail. The programme for 2021-22 and 2022-23 is broadly the same in total as in 2020-21.

Table 2 – Summary of Capital Spending Plans from 2018-19 to 2022-23

Summary of the capital plan 2018-19 to 2022-23	2018-19 Forecast	2019-20 Plan	2020-21 Plan	2021-22 Plan	2022-23 Plan	5 year total
	£m	£m	£m	£m	£m	£m
GLA	1,528.6	2,419.0	1,443.7	1,364.7	1,960.9	8,717.0
MOPAC	232.9	388.0	301.0	340.0	255.5	1,517.4
LFC	14.0	40.0	37.8	25.1	22.0	138.9
TfL	3,302.4	3,168.6	2,051.2	1,881.2	1,905.8	12,309.2
LLDC	105.4	152.0	234.5	179.2	49.5	720.6
OPDC	0.0	55.0	94.0	133.0	127.0	409.0
Total capital expenditure	5,183.3	6,222.6	4,162.2	3,923.2	4,320.8	23,812.1

- 1.11. The Mayor will also approve the borrowing limits and prudential indicators for 2019-20 for each functional body and his GLA Group capital strategy as part of separate Mayoral Decisions in March 2019. The limits and indicators agreed will have regard to the capital spending plans set out in this document.
- 1.12. Please note that some of the tables in this capital spending plan may not sum exactly due to rounding.

Mayor's Office for Policing and Crime

- 2.1 The Mayor's Office for Policing and Crime (MOPAC) works on behalf of Londoners to hold the Metropolitan Police Service (MPS) to account and improve the provision of criminal justice services across the capital.
- 2.2 MOPAC's detailed five-year capital spending plan, after over-programming, of £1.517 billion can be summarised, as follows:
- Transformation and consolidation of the Met's estate of £767.4 million;
 - Major programmes that replace outdated and maintain core IT infrastructure of £529.6 million;
 - Hosting the National Counter Terrorism Policing Headquarters (NCTPHQ), which is grant-funded, of £134.7 million; and
 - Fleet replacement of £129.3 million.
- 2.3 Table 3 overleaf summarises the current proposed capital programme and spending plans against likely funding sources including affordable borrowing levels.
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Table 3 – MOPAC Capital Spending Plan

MOPAC	Forecast Outturn	Budget	Plan	Plan	Plan
	2018-19	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m	£m
Property forward works	12.2	15.0	24.9	13.5	25.0
IT core infrastructure and replacement	38.3	43.8	28.3	28.3	23.0
Fleet	28.0	38.2	22.2	20.9	20.0
National Counter Terrorism Policing HQ	37.0	31.7	21.2	20.4	24.4
Improving Public Access and First Contact	2.1	3.9	2.1	7.0	5.5
Optimising Response	6.7	15.4	34.3	38.8	47.7
Strengthening Local Policing	2.3	0.0	0.0	0.0	0.0
Transforming Investigation and Prosecution	29.1	60.9	36.3	13.9	12.6
Strengthening Armed Policing	0.0	0.0	0.0	0.0	0.0
Smarter Working	2.4	5.5	0.4	0.0	0.0
Workforce Futures	0.0	1.0	1.0	1.0	0.0
Information Futures	0.1	9.6	8.0	9.2	11.4
Transforming the MPS Estate	84.7	250.5	205.7	115.3	20.6
Subtotal	242.9	475.4	384.2	268.3	190.1
Over-programming/headroom	-10.0	-87.4	-83.2	71.6	65.4
Total expenditure	232.9	388.0	301.0	340.0	255.5
<i>Funding</i>					
Capital Receipts	6.0	69.4	172.0	86.9	46.2
Capital grants and other contributions	61.6	54.4	44.3	49.3	54.1
Borrowing	110.2	264.3	84.7	203.8	155.2
Revenue Contributions	55.0	0.0	0.0	0.0	0.0
Total funding	232.9	388.0	301.0	340.0	255.5

2.4 The financing costs in the revenue budget are set out in the table below.

Table 4 – MOPAC Capital Financing Costs

Capital financing costs	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m
Provision for repayment of debt	32.9	47.9	51.6	59.6
External interest	25.9	29.7	33.7	38.5
MOPAC Total	58.9	77.6	85.4	98.1

London Fire Commissioner

- 3.1 The London Fire Commissioner is responsible for fire and rescue services in London and it supports the London boroughs and the Corporation of London in their emergency planning roles.
- 3.2 The Mayor proposes that LFC's capital plan should increase by £26 million from the current spend forecast of £14 million in 2018-19 to £40 million in 2019-20. The capital plan for 2020-21 is £37.8 million; reducing to £25.1 million in 2021-22 and decreasing further to £22 million in 2022-23.
- 3.3 The main elements of LFC's capital plan for the next two years of around £80 million are:
- programmed replacement of the brigade's fleet of £39 million;
 - investment into LFC's estate, including energy efficiency works, of £19.9 million;
 - a new training centre for the delivery of high rise training of £15.5 million;
 - a new distribution centre and protected equipment facility of £3.5 million; and
 - other investment of £5 million in a range of operational improvements, including security and Information and Communications Technology projects and actions following the Grenfell Tower fire.
- 3.4 Table 5 overleaf summarises the current proposed capital programme and spending plans against likely funding sources including affordable borrowing levels.
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Table 5 - LFC Capital Spending Plan

LFC	Forecast Outturn	Budget	Plan	Plan	Plan
	2018-19	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m	£m
<i>Expenditure</i>					
IT projects	1.3	5.5	3.8	2.6	4.7
Refurbishment of fire stations	0.0	0.7	0.0	0.3	1.5
New/Replacement fire stations	0.0	0.1	2.6	4.7	2.7
Other property projects	0.0	2.9	0.9	0.0	0.0
Sustainability projects	0.4	2.5	1.6	0.2	1.8
Minor improvements programme	2.6	3.9	4.5	3.4	3.1
Fire Brigade fleet re-procurement	9.6	24.2	22.6	7.6	2.3
New Training Centre	0.1	0.2	1.8	6.3	5.9
Total expenditure	14.0	40.0	37.8	25.1	22.0
<i>Funding</i>					
Capital Receipts	1.9	40.0	44.3	15.0	12.0
Retained Business Rates	11.8	0.0	-11.8	0.0	0.0
Capital Grants	0.3	0.0	0.0	0.0	0.0
Borrowing	0.0	0.0	3.2	10.1	10.0
Other	0.0	0.0	2.1	0.0	0.0
Total funding	14.0	40.0	37.8	25.1	22.0

3.5 The financing costs in the revenue budget are shown in the table below.

Table 6 – LFC Capital Financing Costs

Capital financing costs	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m
External interest	9.8	11.3	12.4	12.4
LFC Total	9.8	11.3	12.4	12.4

Transport for London

- 4.1 Transport for London (TfL) is responsible for the planning, delivery and day-to-day operation of the capital's public transport system, including London's buses, Underground and Overground, the Docklands Light Railway (DLR), Tramlink and London River Services. It is also responsible for managing the Congestion Charge, maintaining London's main roads and traffic lights, regulating taxis, making London's transport more accessible and promoting walking and cycling initiatives.
- 4.2 The Mayor approved capital spend for TfL in 2019-20 is £3,168.6 million, including £1,196 million on delivering the Crossrail programme.
- 4.3 TfL's five-year CSP of £12.309 billion to 2022-23 can be summarised, as follows:
- New capital investments of £3.562 billion;
 - Crossrail, including Elizabeth line trains and enabling works of £2.996 billion;
 - Renewals to ensure the continued safe operation of the transport network of £2.746 billion;
 - Line upgrades, including the Piccadilly line upgrade of £2.304 billion; and
 - Line extensions of £0.702 billion.
- 4.4 The level of transport investment suggested above reflects the Mayor's and TfL's assessment of future needs as set out in the Mayor's Transport Strategy. TfL will continue to develop potential funding packages for a number of major schemes, including Crossrail 2, the Bakerloo line extension and a potential DLR extension to Thamesmead.
- 4.5 TfL's capital spending is financed from six main sources:
- fares and ticket income;
 - charges under the Congestion Charging Scheme;
 - secondary revenue (such as advertising and property rentals);
 - third party funding for specific projects, such as the GLA's contributions (financed by a business rate supplement and a Mayoral Community Infrastructure levy) for Crossrail;
 - retained business rates; and
 - prudential borrowing and related financing (including bond issuances)
- 4.6 Table 7 below summarises the current proposed capital programme and spending plans against likely funding sources including affordable borrowing levels
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Table 7 – TfL Capital Spending Plan

TfL	Forecast	Budget	Plan	Plan	Plan
	Outturn				
	2018-19	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m	£m
Crossrail contributions	1,403.0	1,196.0	0.0	0.0	0.0
Elizabeth line trains and enabling works	329.1	67.9	0.0	0.0	0.0
Line extensions	165.3	242.5	177.3	116.5	0.0
Line upgrades	419.9	448.5	440.3	455.6	540.1
London Underground enhancements	161.5	156.2	137.1	104.7	60.1
Buses enhancements	13.7	13.8	0.4	0.0	0.0
Streets enhancements	122.7	206.2	324.5	325.5	353.7
Rail enhancements	30.8	28.3	0.4	3.0	1.0
Other surface operations enhancements	29.5	29.6	52.3	32.7	0.5
Corporate projects enhancements	201.6	323.5	342.9	189.9	315.5
Renewals	425.3	456.1	576.0	653.3	634.9
Total capital expenditure	3,302.4	3,168.6	2,051.2	1,881.2	1,905.8
Capital receipts	719.7	211.2	299.1	53.0	206.7
Retained business rates	677.5	452.3	799.6	930.2	1,050.8
Grants to support capital expenditure	210.2	274.9	119.8	11.8	15.0
Borrowing	820.0	800.0	580.0	500.0	500.0
Crossrail funding sources – non-OSD	777.7	906.0	5.0	5.0	4.0
Crossrail funding sources – OSD	221.5	97.9	14.8	79.7	47.1
Revenue contributions	0.0	0.0	0.0	607.0	779.6
Working capital and reserves movements	-124.2	426.3	232.9	-305.5	-697.4
Total funding	3,302.4	3,168.6	2,051.2	1,881.2	1,905.8

Abbreviations: OSD - Over Station Development

Rail and Underground

4.7 Capital projects directly managed by London Underground and Rail are shown in the tables below:

Table 8 - London Underground capital plan

London Underground	Forecast	Budget	Plan	Plan	Plan
	Outturn				
	2018-19	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m	£m
Four Lines Modernisation	383.4	283.2	202.1	127.5	2.9
Deep Tube upgrade programme	44.1	87.0	165.0	256.0	422.0
Northern line Extension	174.9	213.4	126.6	92.0	0.0
Major station upgrades	121.8	96.9	84.8	75.4	13.2
World Class Capacity	20.5	33.5	12.5	9.7	9.7
London Underground Other	52.6	73.3	111.1	89.8	90.1
London Underground renewals and enhancements	253.7	292.4	303.6	329.4	371.4
Total expenditure	1,051.0	1,079.7	1,005.7	979.8	909.3

Table 9 – TfL Rail capital plan

TfL Rail	Forecast	Budget	Plan	Plan	Plan
	Outturn				
	2018-19	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m	£m
Dockland Light Railway rolling stock	3.2	66.8	88.5	91.1	105.5
London Overground	42.6	30.5	7.1	7.9	5.0
Trams	17.6	14.9	7.4	9.2	8.9
Barking Riverside extension	-9.6	29.0	50.7	24.5	0.0
Other Rail	8.3	25.7	23.8	32.2	47.2
Total expenditure	62.1	166.9	177.5	164.9	166.6

Surface Transport

4.8 Capital projects directly managed by Surface Transport are shown in the table below:

Table 10 - TfL Surface Transport capital plan

TfL Surface transport	Forecast	Budget	Plan	Plan	Plan
	Outturn				
	2018-19	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m	£m
Buses	26.2	25.5	25.7	46.4	44.9
Streets	161.4	254.8	405.6	445.9	456.4
Other Surface	69.2	51.5	82.6	48.0	7.2
Total expenditure	256.8	331.8	513.9	540.3	508.5

Corporate Directorates

4.9 Capital projects directly managed by Corporate Directorates within TfL are shown in the table below, net and gross of Crossrail.

Table 11 - TfL Corporate final capital plan

TfL Corporate	Forecast	Budget	Plan	Plan	Plan
	Outturn				
	2018-19	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m	£m
Customer Experience	72.4	106.9	111.9	23.8	23.6
Commercial Development projects	126.9	210.9	209.6	123.9	243.0
Other Corporate investment	0.7	8.5	32.6	48.5	54.8
Corporate expenditure excluding Crossrail	200.0	326.3	354.1	196.2	321.4
Crossrail construction	1,403.4	1,196.0	0.0	0.0	0.0
Elizabeth line rolling stock & depots	329.1	67.9	0.0	0.0	0.0
Corporate expenditure including Crossrail	1,932.5	1,590.2	354.1	196.2	321.4

TfL Capital Financing

4.10 The financing costs in the revenue budget in respect of capital expenditure are shown in the table below.

Table 12 – TfL Capital Financing Costs

Capital financing costs	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m
Provision for repayment of debt	26.3	26.3	26.3	26.8
External interest	485.2	513.7	551.4	598.8
TfL Total	511.5	540.0	577.7	625.6

London Legacy Development Corporation

- 5.1 The London Legacy Development Corporation ('the Legacy Corporation') is responsible for promoting and delivering physical, social, economic and environmental regeneration in the Queen Elizabeth Olympic Park and surrounding area. In particular, the Legacy Corporation aims to maximise the legacy of the Olympic and Paralympic Games, by securing high-quality sustainable development and investment, ensuring the long-term success of the facilities and assets within its direct control and supporting and promoting the aim of increased social mobility in surrounding communities.
- 5.2 Since the London 2012 Olympic and Paralympic Games, the Legacy Corporation has been working to transform the Park and venues from their Olympic to their legacy configuration. The Copper Box Arena, Timber Lodge, Aquatics Centre, ArcelorMittal Orbit and the re-modelled Park opened in 2014. Residents began moving into the first phase of the Chobham Manor residential development in 2015-16. The Stadium opened permanently in summer 2016 as a new home for West Ham United, and as a host to UK Athletics and an events location (following a successful temporary re-opening for a series of events in summer 2015, including Rugby World Cup matches). A slide was added to the ArcelorMittal Orbit which opened in June 2016.
- 5.3 LLDC's detailed five-year CSP of £721 million to 2022-23, can be summarised, as follows:
- East Bank, the educational and cultural offer in Stratford of £438 million;
 - Stadium costs of £125 million to close out the transformation programme; and
 - Section 106 obligations and other necessary infrastructure to deliver housing developments of £158 million.
- 5.4 The LLDC's Capital Plan to 2022-23, is set out in Table 13 overleaf.
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Table 13 - LLDC Capital Spending Plan

LLDC	Forecast	Budget	Plan	Plan	Plan
	Outturn				
	2018-19	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m	£m
<i>Expenditure</i>					
East Bank	30.6	83.3	186.6	128.7	8.3
Development	31.3	15.8	10.0	26.2	13.1
Stadium	27.3	29.3	28.8	19.2	19.9
Park and Venues	5.4	7.9	1.7	1.6	3.2
Regeneration	0.4	0.7	0.6	0.3	0.3
Finance, Commercial and Corporate Services	1.9	2.5	1.9	1.7	1.7
Corporation Tax and Contingency	8.5	4.6	4.9	1.5	3.0
Other	0.0	7.9	0.0	0.0	0.0
Total expenditure	105.4	152.0	234.5	179.2	49.5
<i>Funding</i>					
Capital Receipts	0.2	52.1	38.1	39.4	48.9
GLA Grant	3.2	17.6	25.8	83.5	6.2
East Bank	55.3	39.3	82.5	40.0	10.9
Other	0.3	0.0	0.0	0.0	0.0
Borrowing	46.4	43.0	88.1	16.3	-16.5
Total funding	105.4	152.0	234.5	179.2	49.5

5.5 LLDC's planned capital financing costs are summarised below.

Table 14 - LLDC Capital financing costs

Capital financing costs	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m
External interest	11.8	13.8	15.4	15.4
LLDC Total	11.8	13.8	15.4	15.4

Old Oak and Park Royal Development Corporation

- 6.1 The Mayoral Development Corporation (MDC) for the Old Oak Common and Park Royal area came into operation on 1 April 2015. The new High Speed 2 (HS2), Crossrail and Great Western Mainline stations at Old Oak Common will provide the impetus for a once in a lifetime regeneration opportunity in that part of West London. The OPDC, utilising its planning and regeneration powers, will ensure that all these benefits are captured and maximised to deliver much needed jobs and homes in London.
- 6.2 OPDC's five-year spending plan of £409 million is to kick-start the development of London's largest opportunity area, on the assumption that the Housing Infrastructure Fund (HIF) bid is approved.
- 6.3 The OPDC's capital spending plan is summarised in the table below.

Table 15 - OPDC Capital Spending Plan

OPDC	Forecast	Budget	Plan	Plan	Plan
	Outturn				
	2018-19	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m	£m
<i>Expenditure</i>					
Land Assembly	0.0	27.0	76.0	75.0	6.0
Street Structure	0.0	0.0	2.0	38.0	83.0
Energy and Utilities	0.0	2.0	10.0	6.0	13.0
Telecommunications	0.0	0.0	0.0	0.0	0.0
Social Infrastructure	0.0	0.0	0.0	0.0	2.0
Offsite Highways	0.0	0.0	0.0	1.0	7.0
Other	0.0	1.0	6.0	13.0	16.0
Land - Acquisition of Freehold	0.0	25.0	0.0	0.0	0.0
Total expenditure	0.0	55.0	94.0	133.0	127.0
<i>Funding</i>					
Capital grants and contributions	0.0	55.0	94.0	133.0	127.0
Total funding	0.0	55.0	94.0	133.0	127.0

6.4 OPDC's planned capital financing costs are summarised below – these are zero as at present is has no plans for borrow.

Table 16 – OPDC Capital financing costs

Capital financing costs	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m
External interest	0.0	0.0	0.0	0.0
OPDC Total	0.0	0.0	0.0	0.0

Greater London Authority

- 7.1 The GLA is a strategic authority with a London-wide role to design a better future for the capital. The Mayor of London sets a citywide vision of improvement, develops strategies, policies and investment programmes to realise the vision and provides funding and encouragement to help make it a reality. The London Assembly holds the Mayor to account by examining his decisions and actions to ensure he delivers on his promises to Londoners.
- 7.2 The key elements of the GLA's 2019-20 capital plan are as follows:
- Housing expenditure of £5.811 billion which is to principally allow 116,000 affordable homes starts within London by 2022 and also fund a range of other housing programmes;
 - The GLA's additional contribution to Crossrail of £1.400 billion of which £335 million is expected to be paid in 2018-19 and £905 million in 2019-20 and £160 million in 2020-21 financed by borrowing with a £100 million direct contribution from business rate supplement revenues;
 - Regeneration expenditure of £0.357 billion which includes the Further Education programme, Skills for Londoners, the Growing Places Fund and the Good Growth Fund; and
 - Other capital expenditure of around £1.149 billion principally for the Northern Line and to the LLDC for East Bank and for Cultural Programmes.
- 7.3 The table overleaf summarises the GLA's capital spending plan from 2019-20 to 2022-23.
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Table 17 - GLA Capital Spending Plan

GLA	Forecast Outturn	Budget	Plan	Plan	Plan
	2018-19	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m	£m
Affordable Homes Programme	400.0	529.6	600.0	1,036.0	1,823.7
Housing Zone loans	105.5	106.3	0.0	0.0	0.0
Housing Zone grant	90.0	106.7	95.2	0.0	0.0
Care and Support Specialised Housing	31.0	24.0	24.2	0.0	0.0
Community Housing Fund	0.0	15.0	10.0	4.0	1.0
Move-on	0.0	6.3	6.3	34.4	0.0
GLAP Programme	6.5	30.3	13.1	5.0	5.0
Land Fund	63.8	125.5	0.0	0.0	0.0
Land Assembly	33.8	66.8	39.0	60.0	60.0
Accelerated Construction Fund	60.0	20.0	20.0	0.0	0.0
Small Sites Fund	40.0	60.0	26.0	0.0	0.0
Royal Docks Enterprise Zone Delivery Plan	2.6	20.7	44.4	37.7	50.1
London Housing Bank	27.0	0.0	0.0	0.0	0.0
UCL East Bank	0.0	15.0	55.0	30.0	0.0
Growing Places Fund	12.0	1.1	0.6	0.0	0.0
Further Education Capital	15.6	22.4	8.5	0.0	0.0
Skills for Londoners	6.2	47.0	24.0	9.7	0.0
Good Growth Fund	4.6	25.9	23.6	0.0	0.0
Northern Line Extension	188.0	200.0	120.0	0.0	0.0
Crossrail	335.0	905.0	160.0	0.0	0.0
LLDC Loan Funding	57.0	43.1	88.2	16.2	0.0
LLDC Joint Venture Transfer to GLAP	0.0	2.2	2.2	4.5	12.9
LLDC East Bank & Direct Grant Funding	3.2	17.6	65.8	123.5	6.2
Other Projects (<£10m p.a.)	46.7	28.5	17.7	3.7	2.1
Total Expenditure	1,528.6	2,419.0	1,443.7	1,364.7	1,961.0
Capital Grants	721.7	966.3	962.7	1,194.1	1,900.4
Borrowing	655.5	1,124.8	304.3	14.1	31.2
Capital Receipts	70.3	158.0	17.4	15.1	26.7
Crossrail BRS direct contribution	0.0	100.0	0.0	0.0	0.0
Working Capital and Reserve Movements	80.6	68.7	158.8	141.4	0.0
Revenue Contributions	0.5	1.3	0.5	0.0	2.7
Total Funding	1,528.6	2,419.0	1,443.7	1,364.7	1,961.0

7.2 The GLA's financing costs are set out below.

Table 18 – GLA Capital financing costs

Capital financing costs	2019-20	2020-21	2021-22	2022-23
	£m	£m	£m	£m
Provision for repayment of debt	14.9	12.8	11.8	11.8
External interest	167.2	177.4	169.0	161.0
GLA: Mayor Total	182.1	190.2	180.8	172.8

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