

Birmingham Cycle Revolution
Financial Position

1. Funding Summary

The BCR programme is being delivered in three phases, funded through a combination of the Department for Transport (DfT) Cycle City Ambition Grant (CCAG), the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Local Growth Fund (LGF), and local contributions from the City Council's Integrated Transport Block (ITB) capital allocation and other local sources. Further details are provided in the Project Definition Documents approved at Cabinet for each phase.

A summary of the programme funding for each phase is given below, followed by a narrative for each phase.

BCR Programme Funding						
<u>Phase</u>	<u>CCAG (DfT)</u>	<u>Local Growth Fund (GBSLEP)</u>	<u>Local Contributions (BCC+Others)</u>	<u>Total Programme Funding</u>	<u>CCAG (DfT) Reallocation</u>	<u>Revised Total Programme Funding</u>
Phase 1	£17.000m	£0m	£2.900m	£19.900m	£2.030m **	£21.930m
Phase 2	£0m	£6.000m	£2.000m	£8.000m	£0m	£8.000m
Phase 3	£22.100m	£0m	£7.900m	£30.000m	- £2.030m **	£27.970m
Totals	£39.100m	£6.000m	£12.800m	£57.900m	£0m	£57.900m
<i>** Reallocation approved by the Cabinet Member for Transport and Roads in August 2016.</i>						

BCR Phase 1

The original budget allocation was £19.9m, comprising £17.0m of the DfT's first tranche of CCAG capital funding and £2.9m from the City Council's Integrated Transport Block (ITB) capital allocation and other local contributions. A Project Definition Document (PDD) was approved by Cabinet on 22nd April 2013.

An additional £2.030m has been moved to BCR Phase 1 from Phase 3 to cover increased costs in the Phase 1 Highway Schemes, under reports approved by the Cabinet Member for Transport and Roads in August 2016, giving a total current allocation of £21.930m.

BCR Phase 2

Original budget allocation of £8.0m, funded through £6.0m of the GBSLEP 'Local Growth Fund' and £2.0m of local contributions including the City Council's ITB funds. A PDD was approved by Cabinet for all of the Local Growth Fund schemes on 16th March 2015.

BCR Phase 3

Original budget allocation of £30.0m, comprising £22.1m of the DfT's second tranche of CCAG funding and £7.9m of local contributions including the City Council's ITB funds. A PDD for this programme was approved by Cabinet on 16th March 2015.

£2.030m of the Phase 3 funding has subsequently been reallocated to Phase 1 as outlined above, leaving a remaining budget of £27.970m.

Of the £22.100m of CCAG funding for BCR Phase 3, a total of £8.317m has now been confirmed by DfT. The remaining £13.783m is still subject to confirmation which is expected in April 2017, and this element of the budget will not be committed until this confirmation is received. £6.811m of local contribution for BCR Phase 3 for 2017/18 and beyond will be a commitment against the Transportation and Highways Capital Programme Funding Strategy 2017/18 to 2021/22.

2. Current Programme Position

A summary of the current programme approvals compared to the total programme budget for each of the three phases is shown below, followed by a narrative for each phase.

BCR Programme Approvals					
Phase	Total Programme Budget (a)	Approvals to Date (b)	Additional Approvals Required (c)	Revised Approval (b + c) (d)	Unallocated Programme Budget (a - d) (e)
BCR Phase 1	£21.930m	£20.003m	£0.884m	£20.887m	£1.043m
BCR Phase 2	£8.000m	£3.177m	£0m	£3.177m	£4.823m
BCR Phase 3	£27.970m	£5.675m	£0m	£5.675m	£22.295m
Totals	£57.900m	£28.855m	£0.884m	£29.739m	£28.161m

BCR Phase 1

The current financial position is shown in detail in Table 2 of this Appendix.

A total of £20.003m of expenditure has been approved to date through the original PDD and scheme-specific FBCs, against the current allocation of £21.930m.

The current forecast expenditure is £20.887m, which represents an increase of £0.884m. This increase includes a revised figure for Ancillary and Programme Management costs, covering costs which have increased as a result of a longer than anticipated timescale for delivery and a higher than expected level of complexity. This leaves £1.043m available for FBCs under the forward programme.

BCR Phase 2

The current financial position is shown in detail in Table 1 of this Appendix.

A total of £3.177m of expenditure has been approved to date through the original PDD and scheme-specific FBCs. This leaves £4.823m available for FBCs under the forward programme.

BCR Phase 3

The current financial position is shown in detail in Table 1 of this Appendix.

A total of £5.675m of expenditure has been approved to date through the original PDD and scheme-specific FBCs. This leaves £22.295m available for FBCs under the forward programme.

3. Forward Programme

Table 2 shows the revised delivery strategy in detail, providing a comparison between the original PDD stage assumptions and a revised allocation for each element of the programme based upon the proposed forward programme set out in Appendix B and the Cabinet Report.

Table 3 shows the expected expenditure profile under the revised strategy, by funding source and financial year.

The revised allocations in Tables 2 and 3 are indicative and subject to the relevant funding bodies confirming future year budget allocations where required. Individual schemes within the revised programme will still be subject to specific Full Business Case approvals.

The BCR programme, including works to date and the forward programme of works is forecast to be delivered within the total existing budget allocation of £57.900m.

TABLE 1 – BCR CURRENT APPROVALS AND FORECASTS (Sheet 1 of 2)

	APPROVALS TO DATE				CURRENT FORECAST AGAINST APPROVALS				VARIANCE (Current Forecast LESS Approvals)
	PHASE 1 CCAG (DfT) Tranche 1	PHASE 2 LGF (GBSLEP)	PHASE 3 CCAG (DfT) Tranche 2	CURRENT TOTAL APPROVAL	PHASE 1 CCAG (DfT) Tranche 1	PHASE 2 LGF (GBSLEP)	PHASE 3 CCAG (DfT) Tranche 2	CURRENT TOTAL FORECAST	
ELEMENT									
	HIGHWAY SCHEMES				HIGHWAY SCHEMES				
Birchfield Road / Kingstanding Road Corridor				£0				£0	£0
Lichfield Road Main Corridor	£257,000			£257,000	£257,600			£257,600	£600
Tyburn Road / Walmley Road				£0				£0	£0
Nechells Main Corridor	£543,600			£543,600	£541,200			£541,200	-£2,400
Ward End Spur				£0				£0	£0
Bordesley Green Corridor				£0				£0	£0
Coventry Road Corridor Main Corridor				£0				£0	£0
Stratford Road Main Corridor				£0				£0	£0
Alcester Road Main Corridor				£0				£0	£0
Bristol Road Main Corridor	£819,900			£819,900	£819,900			£819,900	£0
Bristol Road (contribution to LSTF scheme)	£300,000			£300,000	£300,000			£300,000	£0
Harborne Road Main Corridor				£0				£0	£0
Soho Road Main Corridor				£0				£0	£0
Development for Unapproved Main Corridors	£285,000	£280,000	£2,000,000	£2,565,000	£645,500	£354,200	£1,729,200	£2,728,900	£163,900
Main Corridors Sub-Total	£2,205,500	£280,000	£2,000,000	£4,485,500	£2,564,200	£354,200	£1,729,200	£4,647,600	£162,100
Birchfield Road Parallel Route #1	£139,900			£139,900	£184,800			£184,800	£44,900
Birchfield Road Parallel Route #2	£91,500			£91,500	£91,500			£91,500	£0
Deykin Avenue / Aston Church Road Route	£80,700			£80,700	£76,000			£76,000	-£4,700
Gravelly Hill Parallel Route #1	£93,900			£93,900	£89,200			£89,200	-£4,700
Gravelly Hill Parallel Route #2	£75,500			£75,500	£75,400			£75,400	-£100
Lichfield Road Parallel Route				£0				£0	£0
Nechells Parallel (inc Pinchpoint	£50,000			£50,000	£50,000			£50,000	£0
Bordesley Green Parallel Route				£0				£0	£0
Coventry Road Parallel Route	£112,500			£112,500	£112,800			£112,800	£300
A41 Warwick Road Main Corridor	£271,300			£271,300	£271,300			£271,300	£0
A34 Stratford Road Main Corridor	£304,800			£304,800	£304,800			£304,800	£0
Alcester Road Parallel Route #1	£132,900			£132,900	£132,600			£132,600	-£300
Alcester Road Parallel Route #2				£0				£0	£0
Bristol Road Parallel Route	£213,500			£213,500	£223,800			£223,800	£10,300
Hagley Road Parallel Route #1				£0				£0	£0
Dudley Road Parallel Route				£0				£0	£0
Soho Road Parallel Route #1	£494,700			£494,700	£459,300			£459,300	-£35,400
Soho Road Parallel Route #2				£0				£0	£0
Development for Unapproved Parallel Routes	£125,600	£331,000		£456,600	£370,700	£21,000		£391,700	-£64,900
Parallel Routes Sub-Total	£2,186,800	£331,000	£0	£2,517,800	£2,442,200	£21,000	£0	£2,463,200	-£54,600
Castle Vale & The Fort GTD				£0				£0	£0
Kings Heath & High Street GTD				£0				£0	£0
Longbridge & ITEC Park GTD				£0				£0	£0
Northfield Town Centre GTD				£0				£0	£0
Perry Barr GTD				£0				£0	£0
Selly Oak & Life Sciences GTD				£0				£0	£0
Small Heath & Bordesley Green GTD				£0				£0	£0
Soho Road Local Centre GTD				£0				£0	£0
Sutton Coldfield Town Centre GTD				£0				£0	£0
Tyseley Environmental District GTD				£0				£0	£0
Development for Unapproved GTD Schemes			£265,000	£265,000		£320,700	£726,400	£1,047,100	£782,100
Green Travel Districts Sub-Total	£0	£0	£265,000	£265,000	£0	£320,700	£726,400	£1,047,100	£782,100
Development for Unapproved City Centre	£77,800		£100,000	£177,800	£69,000		£100,000	£169,000	-£8,800
City Centre Sub-Total	£77,800	£0	£100,000	£177,800	£69,000	£0	£100,000	£169,000	-£8,800
Local Links to Green Routes (Report 1 of 3)	£690,000			£690,000	£690,000			£690,000	£0
Local Links to Green Routes (Report 2 of 3)	£304,000			£304,000	£304,000			£304,000	£0
Local Links to Green Routes (Report 3 of 3)			£127,500	£127,500			£127,500	£127,500	£0
Local Links to Canal Routes			£48,100	£48,100			£48,100	£48,100	£0
Local Links to Green Routes (Phase 3)				£0				£0	£0
Local Links to Canal Routes (Phase 3)				£0				£0	£0
Area-Wide Minor Measures Pilot				£0				£0	£0
Development for Unapproved Local Links	£63,600		£214,200	£277,800	£63,600		£142,800	£206,400	-£71,400
Local Links Sub-Total	£1,057,600	£0	£389,800	£1,447,400	£1,057,600	£0	£318,400	£1,376,000	-£71,400
20mph Pilot Area A1	£392,400			£392,400	£392,400			£392,400	£0
20mph Pilot Area A2	£408,100			£408,100	£408,100			£408,100	£0
20mph Pilot Area A3	£1,149,500			£1,149,500	£1,149,500			£1,149,500	£0
20mph Pilot Area B2				£0				£0	£0
20mph Variable Speed Limits				£0				£0	£0
Development for Unapproved 20mph's		£105,000	£35,800	£140,800		£105,000	£35,800	£140,800	£0
20mph Areas Sub-Total	£1,950,000	£105,000	£35,800	£2,090,800	£1,950,000	£105,000	£35,800	£2,090,800	£0
Cycle Parking	£39,800			£39,800	£39,800			£39,800	£0
Development for Unapproved Cycle Parking	£22,200		£71,400	£93,600	£31,600		£71,400	£103,000	£9,400
Cycle Parking Sub-Total	£62,000	£0	£71,400	£133,400	£71,400	£0	£71,400	£142,800	£9,400
HIGHWAY SCHEMES TOTAL	£7,539,700	£716,000	£2,862,000	£11,117,700	£8,154,400	£800,900	£2,981,200	£11,936,500	£818,800

TABLE 1 – BCR CURRENT APPROVALS AND FORECASTS (Sheet 2 of 2)

	APPROVALS TO DATE				CURRENT FORECAST AGAINST APPROVALS				VARIANCE (Current Forecast LESS Approvals)
	PHASE 1 CCAG (DfT) Tranche 1	PHASE 2 LGF (GBSLEP)	PHASE 3 CCAG (DfT) Tranche 2	CURRENT TOTAL APPROVAL	PHASE 1 CCAG (DfT) Tranche 1	PHASE 2 LGF (GBSLEP)	PHASE 3 CCAG (DfT) Tranche 2	CURRENT TOTAL FORECAST	
ELEMENT									
	OFF-ROAD ROUTES				OFF-ROAD ROUTES				
River Tame Way	£338,600			£338,600	£425,500			£425,500	£86,900
North Birmingham Route	£9,800			£9,800				£0	-£9,800
Cole Valley Route North	£462,400			£462,400	£351,000			£351,000	-£111,400
Cole Valley Route South	£608,500			£608,500	£635,900			£635,900	£27,400
Rea Valley Route	£44,200			£44,200	£39,100			£39,100	-£5,100
Harborne Walkway Link				£0	£60,900			£60,900	£60,900
River Tame Way Ph2	£197,400			£197,400	£125,500			£125,500	-£71,900
Silvercroft Avenue	£464,100	£20,100		£484,200	£453,400			£453,400	-£30,800
Alexander Stadium	£68,800	£20,100		£88,900	£79,400			£79,400	-£9,500
Harborne Walkway Pathworks	£504,900	£4,800		£509,700	£491,100			£491,100	-£18,600
Bournbrook Route				£0				£0	£0
Cole Valley South (Yardley Cemetary)				£0				£0	£0
Castle Bromwich Hall				£0				£0	£0
Cole Valley South (Trittiford Mill)				£0				£0	£0
Highbury Park				£0				£0	£0
Rea Valley (Wychall Lane & Balhams Wood)		£111,500		£111,500		£79,100		£79,100	-£32,400
Sheldon Country Park			£546,800	£546,800			£546,800	£546,800	£0
The Valley Parkway				£0				£0	£0
Castle Walkway				£0				£0	£0
Woodgate Valley Country Park				£0				£0	£0
Hatchford Brook				£0				£0	£0
Green Route Lighting Trial				£0				£0	£0
Development for Unapproved Green Routes		£14,000	£287,600	£301,600		£31,500	£168,400	£199,900	# -£101,700
Green Routes Sub-Total	£2,698,700	£170,500	£834,400	£3,703,600	£2,661,800	£110,600	£715,200	£3,487,600	# -£216,000
Canal Route North-East #1	£920,000			£920,000	£910,700			£910,700	-£9,300
Canal Route North-East #2	£520,000			£520,000	£688,100			£688,100	£168,100
Canal Route South-East	£1,720,000			£1,720,000	£1,118,800			£1,118,800	-£601,200
Canal Route South-West	£1,770,000			£1,770,000	£1,866,300			£1,866,300	£96,300
Canal Route North-West (NCN5)	£610,000			£610,000	£461,000			£461,000	-£149,000
Canal Route City Centre	£410,000			£410,000	£797,900			£797,900	£387,900
Canal Route South-East extension	£412,500			£412,500	£422,800			£422,800	£10,300
Canal Route North (Tame Valley Canal)	£1,375,000			£1,375,000	£1,405,000			£1,405,000	£30,000
Tame Valley Canal		£250,000		£250,000		£171,000		£171,000	-£79,000
Grand Union Canal		£0		£0		£0		£0	£0
Birmingham Main Line Canal (Soho Loop)		£450,000		£450,000		£450,000		£450,000	£0
Strtford-upon-Avon Canal		£1,175,000		£1,175,000		£1,254,000		£1,254,000	£79,000
Signing & Wayfinding		£75,000		£75,000		£75,000		£75,000	£0
Worcs & B'ham Canal			£450,000	£450,000			£450,000	£450,000	£0
Access Improvements			£250,000	£250,000			£250,000	£250,000	£0
Other Improvements				£0				£0	£0
Canal Network Lighting Trial				£0				£0	£0
Birmingham & Fazeley Canal			£600,000	£600,000			£600,000	£600,000	£0
Canal Works Sub-Total	£7,737,500	£1,950,000	£1,300,000	£10,987,500	£7,670,600	£1,950,000	£1,300,000	£10,920,600	-£66,900
OFF-ROAD ROUTES TOTAL	£10,436,200	£2,120,500	£2,134,400	£14,691,100	£10,332,400	£2,060,600	£2,015,200	£14,408,200	-£282,900
SUPPORTING MEASURES									
Top Cycle Location Sub-Total	£338,000	£86,000	£71,400	£495,400	£338,000	£76,000	£71,400	£485,400	-£10,000
Cycle Hire / Brompton Docks Sub-Total	£88,500		£50,000	£138,500	£95,400		£50,000	£145,400	£6,900
Station Cycle Hubs Sub-Total	£20,000			£20,000	£7,000			£7,000	-£13,000
Big Birmingham Bikes Sub-Total	£1,189,400	£180,000	£57,200	£1,426,600	£1,209,200	£165,000	£57,200	£1,431,400	£4,800
Ancillary Costs & Prog Mgmt Sub-Total	£391,000	£75,000	£500,000	£966,000	£750,300	£75,000	£500,000	£1,325,300	£359,300
SUPPORTING MEASURES TOTAL	£2,026,900	£341,000	£678,600	£3,046,500	£2,399,900	£316,000	£678,600	£3,394,500	£348,000
GRAND TOTALS (Highway Schemes + Off-Road Routes + Supporting Measures)	- £20,002,800	£3,177,500	£5,675,000	£28,855,300	£20,886,700	£3,177,500	£5,675,000	£29,739,200	£883,900

NOTE – This Cabinet Report seeks approval to the forecast increased expenditure of £0.884m, as shown in the ‘Variance’ column in the table above.

TABLE 1 – BCR REMAINING UNALLOCATED PROGRAMME BUDGET

Approvals / Forecasts (from table above)	£20,002,800	£3,177,500	£5,675,000	£28,855,300	£20,886,700	£3,177,500	£5,675,000	£29,739,200
PDD Allocation	£19,900,000	£8,000,000	£30,000,000	£57,900,000	£19,900,000	£8,000,000	£30,000,000	£57,900,000
Approved Budget Reallocation	£2,030,000	£0	-£2,030,000	£0	£2,030,000	£0	-£2,030,000	£0
Revised Total Programme Funding	£21,930,000	£8,000,000	£27,970,000	£57,900,000	£21,930,000	£8,000,000	£27,970,000	£57,900,000
Remainder to be approved via further FBCs	£1,927,200	£4,822,500	£22,295,000	£29,044,700	£1,043,300	£4,822,500	£22,295,000	£28,160,800

TABLE 2 – BCR CURRENT AND PROPOSED BUDGET ALLOCATIONS (assuming revised strategy) (Sheet 1 of 1)

ELEMENT	ORIGINAL PDD STAGE PROGRAMME ALLOCATIONS				PROPOSED NEW PROGRAMME ALLOCATIONS				VARIANCE (Proposed Allocation LESS Original Budget)	COMMENTS
	PHASE 1 CCAG (DfT) Tranche 1 (Apr 2013)	PHASE 2 LGF (GBSLEP) (Mar 2015)	PHASE 3 CCAG (DfT) Tranche 2 (Mar 2015)	ORIGINAL TOTAL BUDGET	PHASE 1 CCAG (DfT) Tranche 1	PHASE 2 LGF (GBSLEP)	PHASE 3 CCAG (DfT) Tranche 2	PROPOSED TOTAL BUDGET		
- -	HIGHWAY SCHEMES				HIGHWAY SCHEMES					
Main Corridors	£3,925,975	£1,960,000	£15,000,000	£20,885,975	£3,120,900	£1,960,000	£11,566,700	£16,647,600	-£4,238,375	Reduced number of higher-quality routes proposed. Some funding moved to support the GTD schemes
Parallel Routes (exc GTD Schemes)	£3,435,275	£2,371,000	£0	£5,806,275	£2,928,800	£21,000	£499,600	£3,449,400	-£2,356,875	Unallocated budget moved to GTD schemes
Green Travel District Schemes	£0	£0	£1,750,000	£1,750,000	£0	£2,350,000	£4,875,000	£7,225,000	£5,475,000	Budget increased by reallocation from other areas, particularly to look at local schemes linking to main corridors.
City Centre	£687,025	£0	£750,000	£1,437,025	£69,000	£0	£1,363,000	£1,432,000	-£5,025	Budget not changed significantly from original proposal
Local Links	£981,450	£0	£1,500,000	£2,481,450	£1,057,600	£0	£1,175,600	£2,233,200	-£248,150	Area-Wide Minor Measures funding moved to support similar measures under the GTD schemes element.
20mph Areas	£785,175	£735,000	£250,000	£1,770,175	£1,950,000	£735,000	£250,000	£2,935,000	£1,164,825	Budget increased to reflect actual cost of implementation.
Cycle Parking	£392,600	£0	£500,000	£892,600	£71,400	£0	£409,100	£480,500	-£412,100	Scope reduced as larger hubs are no longer in the programme.
SUB-TOTAL	£10,207,500	£5,066,000	£19,750,000	£35,023,500	£9,197,700	£5,066,000	£20,139,000	£34,402,700	-£620,800	
- -	OFF-ROAD ROUTES				OFF-ROAD ROUTES					
Green Routes	£1,668,575	£590,000	£2,250,000	£4,508,575	£2,661,800	£590,000	£1,671,000	£4,922,800	£414,225	Some Canal and Green Routes have previously been moved forward from Ph1 to Ph3 to mitigate delays to the highway schemes programme. Overall Green Routes budget increased to allow inclusion of Hatchford Brook scheme.
Canal Works	£5,866,300	£1,952,500	£6,000,000	£13,818,800	£7,670,600	£1,950,000	£4,160,000	£13,780,600	-£38,200	
SUB-TOTAL	£7,534,875	£2,542,500	£8,250,000	£18,327,375	£10,332,400	£2,540,000	£5,831,000	£18,703,400	£376,025	
- -	SUPPORTING MEASURES				SUPPORTING MEASURES					
Top Cycle Location (parking grants)	£245,375	£97,500	£500,000	£842,875	£338,000	£76,000	£500,000	£914,000	£71,125	Budget increased as Cycle Hubs could not be delivered in Ph1.
Cycle Hire / Brompton Docks	£78,525	£0	£350,000	£428,525	£95,400	£0	£350,000	£445,400	£16,875	Future funding may be moved to fund Bike Share / Cycle Hire scheme in lieu of more Brompton Docks.
Station Cycle Hubs	£353,325	£0	£0	£353,325	£7,000	£0	£0	£7,000	-£346,325	Not deliverable in Ph1 so budget reallocated to other elements of Supporting Measures. To be reviewed for possible delivery in Ph3.
Big Birmingham Bikes	£1,089,400	£143,500	£400,000	£1,632,900	£1,209,200	£165,000	£400,000	£1,774,200	£141,300	Budget increased as Cycle Hubs could not be delivered in Ph1.
Ancillary Costs & Prog Management	£391,000	£150,500	£750,000	£1,291,500	£750,300	£153,000	£750,000	£1,653,300	£361,800	Forecast increased to allow for longer and more complex programme.
SUB-TOTAL	£2,157,625	£391,500	£2,000,000	£4,549,125	£2,399,900	£394,000	£2,000,000	£4,793,900	£244,775	
GRAND TOTAL	£19,900,000	£8,000,000	£30,000,000	£57,900,000	£21,930,000	£8,000,000	£27,970,000	£57,900,000	£0	

NOTE – The figures in this table are indicative only. All future schemes will be subject to Full Business Case approvals as required.

TABLE 3 – BCR ACTUAL AND PROPOSED BUDGET ALLOCATIONS BY YEAR AND FUNDING SOURCE (assuming revised strategy) (Sheet 1 of 1)

	Actual Spend 2013/14	Actual Spend 2014/15	Actual Spend 2015/16	Forecast 2016/17 ⁽¹⁾	Forecast 2017/18 ⁽¹⁾	Forecast 2018/19 ⁽¹⁾	Forecast 2019/20 ⁽¹⁾	Total
BCR PHASE 1								
DfT (CCAG Tranche 1)	£614,300	£7,281,600	£7,985,200	£1,118,900	£0			£17,000,000
DfT (CCAG Tranche 2)	£0	£0	£1,373,000	£657,000	£0			£2,030,000
BCC (ITB)	£57,700	£0.0	£415,400	£1,907,900	£152,000			£2,533,000
DfT (SCE)	£0	£0	£0	£367,000	£0			£367,000
BCR PHASE 1 TOTAL	£672,000	£7,281,600	£9,773,600	£4,050,800	£152,000			£21,930,000
BCR PHASE 2								
GBSLEP (LGF) Prep		£0	£91,000	£387,200	£246,800	£0	£0	725,000
GBSLEP (LGF) Major		£0	£421,800	£1,600,000	£1,253,200	£1,000,000	£1,000,000	5,275,000
BCC (ITB)		£49,000	£45,200	£52,800	£171,700	£1,360,000	£320,000	£1,998,700
Section 106		£0	£1,300	£0	£0	£0	£0	£1,300
BCR PHASE 2 TOTAL		£49,000	£559,300	£2,040,000	£1,671,700	£2,360,000	£1,320,000	8,000,000
BCR PHASE 3								
DfT (CCAG Tranche 2) ⁽²⁾			£286,400	£3,489,300	£16,294,300	£0	£0	£20,070,000
BCC (ITB) ⁽³⁾			£332,400	£587,600	£1,052,000	£640,000	£0	£2,612,000
DfT (SCE) ⁽³⁾			£0	£169,000	£152,000	£0	£0	£321,000
Other Local Contributions ⁽³⁾			£0	£0	£0	£3,860,000	£1,107,000	£4,967,000
BCR PHASE 3 TOTAL			£618,800	£4,245,900	£17,498,300	£4,500,000	£1,107,000	£27,970,000
GRAND TOTAL	£672,000	£7,330,600	£10,951,700	£10,336,700	£19,322,000	£6,860,000	£2,427,000	£57,900,000

NOTES:

- (1) Forecast figures are indicative only. All future schemes will be subject to Full Business Case approvals as required.
- (2) The DfT CCAG Tranche 2 funding for 2017/18 is still subject to confirmation by DfT, expected in April 2017, and will not be committed until confirmation has been obtained.
- (3) The local contributions for BCR Phase 3 from 2017/18 onwards will be a commitment against the Transportation and Highways Capital Programme Funding Strategy 2017/18 to 2021/22.