

Bus Lane Enforcement (BLE) Forecast

Operational Income & Expenditure

	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42	2042/43	2043/44	2044/45	2045/46	2046/47	2047/48	2048/49	Total	
	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's		
Bus Lane enforcement Operational Income																															
Total Operational Income (Note 4)	(4,571)	(2,682)	(2,486)	(2,299)	(2,185)	(2,174)	(2,162)	(2,151)	(2,140)	(2,129)	(2,118)	(2,107)	(2,097)	(2,086)	(2,075)	(2,064)	(2,054)	(2,043)	(2,033)	(2,022)	(2,012)	(2,002)	(1,991)	(1,981)	(1,971)	(1,961)	(1,950)	(1,940)	(1,930)	(76,595)	
Operational Expenditure																															
Employees (notes 1 & 2)	1,266	635	599	565	441	437	440	447	455	464	473	483	492	502	512	522	533	544	554	566	577	588	600	612	624	637	650	663	676	19,036	
Operational Costs (Incl PB Costs for BLE Extension) (note 3)	505	592	598	532	543	554	565	576	588	600	612	624	636	649	662	675	689	702	717	731	745	760	776	791	807	823	840	856	873	22,589	
Total Operational Expenditure	1,771	1,227	1,197	1,097	984	990	1,005	1,023	1,043	1,064	1,085	1,106	1,129	1,151	1,174	1,198	1,222	1,246	1,271	1,296	1,322	1,349	1,376	1,403	1,431	1,460	1,489	1,519	1,549	41,627	
Net Operational (Surplus)/Deficit	(2,800)	(1,455)	(1,289)	(1,202)	(1,201)	(1,183)	(1,157)	(1,128)	(1,098)	(1,066)	(1,034)	(1,001)	(968)	(935)	(901)	(867)	(832)	(797)	(762)	(726)	(690)	(653)	(615)	(578)	(539)	(501)	(461)	(421)	(381)	(34,968)	
Use of Net Operating Surplus - BLE																															
Equipment Renewals Reserve (note 5)	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	2,394	
Camera Decommissioning Reserve	0	0	0	0	13	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
Prudential Borrowing Costs on projects	239	584	654	886	886	886	886	886	886	886	886	886	886	886	859	692	347	347	347	347	347	347	347	347	343	302	302	232	0	16,757	
Total Use of Net Operating Surplus	315	661	730	963	976	992	963	963	963	963	963	963	963	963	936	769	423	423	423	423	423	423	423	423	420	378	378	309	76	19,206	
In Year (Surplus)/Deficit	(2,485)	(794)	(559)	(239)	(225)	(192)	(195)	(166)	(135)	(103)	(71)	(38)	(6)	28	35	(98)	(409)	(374)	(339)	(303)	(266)	(230)	(192)	(155)	(120)	(122)	(83)	(113)	(305)		
Funding of Capital Projects																															
Iron Lane Outer Circle Junction Improvement (CA-02709)	5,030	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Longbridge Connectivity Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Selly Oak New Road Phase 1B	450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wharfedale Road Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BLE Ph1B	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BLE Ph 2	595	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Capital Project Funding	6,200	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
In Year (Surplus)/Deficit After Funding Capital Projects	3,715	(676)	(559)	(239)	(225)	(192)	(195)	(166)	(135)	(103)	(71)	(38)	(6)	28	35	(98)	(409)	(374)	(339)	(303)	(266)	(230)	(192)	(155)	(120)	(122)	(83)	(113)	(305)		
Accumulated Surplus Brought Forward	(5,476)	(1,761)	(2,437)	(2,996)	(3,235)	(3,460)	(3,652)	(3,847)	(4,013)	(4,148)	(4,251)	(4,322)	(4,361)	(4,366)	(4,338)	(4,303)	(4,401)	(4,810)	(5,185)	(5,523)	(5,826)	(6,092)	(6,322)	(6,514)	(6,669)	(6,789)	(6,911)	(6,994)	(7,107)		
Accumulated (Surplus)/Deficit Available for Projects CFwd	(1,761)	(2,437)	(2,996)	(3,235)	(3,460)	(3,652)	(3,847)	(4,013)	(4,148)	(4,251)	(4,322)	(4,361)	(4,366)	(4,338)	(4,303)	(4,401)	(4,810)	(5,185)	(5,523)	(5,826)	(6,092)	(6,322)	(6,514)	(6,669)	(6,789)	(6,911)	(6,994)	(7,107)	(7,412)		

Total Reserves Analysis

BLE Available Reserves	(1,761)	(2,437)	(2,996)	(3,235)	(3,460)	(3,652)	(3,847)	(4,013)	(4,148)	(4,251)	(4,322)	(4,361)	(4,366)	(4,338)	(4,303)	(4,401)	(4,810)	(5,185)	(5,523)	(5,826)	(6,092)	(6,322)	(6,514)	(6,669)	(6,789)	(6,911)	(6,994)	(7,107)	(7,412)
Equipment Renewals Reserves	(265)	(342)	(418)	(495)	(584)	(690)	(766)	(843)	(919)	(996)	(1,072)	(1,149)	(1,225)	(1,302)	(1,378)	(1,455)	(1,531)	(1,607)	(1,684)	(1,760)	(1,837)	(1,913)	(1,990)	(2,066)	(2,143)	(2,219)	(2,296)	(2,372)	(2,449)
Total Reserves	(2,026)	(2,779)	(3,414)	(3,730)	(4,045)	(4,342)	(4,613)	(4,855)	(5,067)	(5,247)	(5,394)	(5,509)	(5,591)	(5,640)	(5,681)	(5,856)	(6,341)	(6,792)	(7,207)	(7,586)	(7,929)	(8,235)	(8,504)	(8,735)	(8,931)	(9,130)	(9,290)	(9,479)	(9,860)

Notes

- 1 Employees - Includes 2% inflation increase ongoing.
- 2 Employees - includes adjustment to reflect reducing infringement and enforcement requirements over time.
- 3 Operational costs include a 2% inflation increase ongoing.
- 4 Bus Lane Enforcement (BLE) income reflects Tranche 1b, Tranche 2 and Westside Metro Extension BLE developing into 2021/22.
Also includes adjustments to reflect reducing infringement and enforcement over time.
- 5 Assumed funding for the renewal of BLE systems based on proposed renewal every 8 years at a cost of £0.2m.
- 6 Prudential borrowing and use of net surplus to be kept under continuous review and updated annually as part of the Transportation and Highways Funding Strategy.