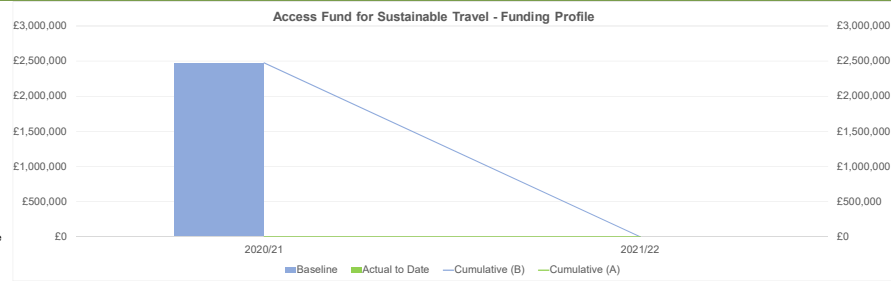


**Financial Progress**

Department for Transport (DfT) Funding	In Contract	Pending Contract	Projects (No.)	Total	Complete	In delivery	Pending Contract	Pipeline
£2,475,000	£0	£2,475,000	5	£2,475,000	£0	£0	£2,475,000	£0

DfT Funding	Claimed To Date	Financial Year								Total
		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28+	
Baseline		2,475,000	0	0	0	0	0	0	0	2,475,000
Actual to Date	£0	0	0	0	0	0	0	0	0	0
Forecast		2,475,000	0	0	0	0	0	0	0	2,475,000
Variance		0	0	0	0	0	0	0	0	0
% Progress		0	-	-	-	-	-	-	-	0%

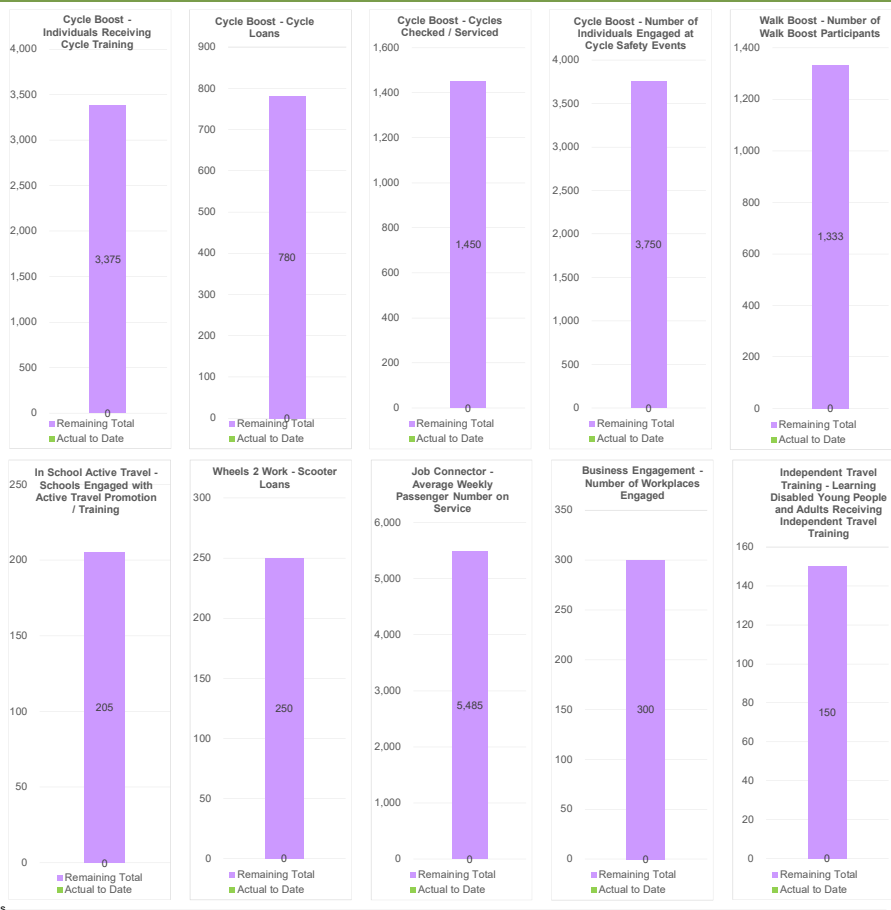
**Financial Progress Comments:**  
 Despite not projecting any outturn for Q1, some minor expenditure has been incurred by the programme, with claims anticipated to be submitted and processed during Q2, once signed contracts have been received, in order to facilitate the payment of these claims.



**Outputs / Outcomes**

	This Quarter	Financial Year								Total
		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28+	
<b>Cycle Boost - Individuals Receiving Cycle Training</b>		3,375	0	0	0	0	0	0	0	3,375
Baseline		0	0	0	0	0	0	0	0	0
Actual to Date		3,375	0	0	0	0	0	0	0	3,375
Forecast		0	0	0	0	0	0	0	0	0
Variance		0	0	0	0	0	0	0	0	0
% Progress		0%	-	-	-	-	-	-	-	0%
<b>Cycle Boost - Cycle Loans</b>		780	0	0	0	0	0	0	0	780
Baseline		0	0	0	0	0	0	0	0	0
Actual to Date		780	0	0	0	0	0	0	0	780
Forecast		0	0	0	0	0	0	0	0	0
Variance		0	0	0	0	0	0	0	0	0
% Progress		0%	-	-	-	-	-	-	-	0%
<b>Cycle Boost - Cycles Checked / Serviced</b>		1,450	0	0	0	0	0	0	0	1,450
Baseline		0	0	0	0	0	0	0	0	0
Actual to Date		1,450	0	0	0	0	0	0	0	1,450
Forecast		0	0	0	0	0	0	0	0	0
Variance		0	0	0	0	0	0	0	0	0
% Progress		0%	-	-	-	-	-	-	-	0%
<b>Cycle Boost - Number of Individuals Engaged at Cycle Safety Events</b>		3,750	0	0	0	0	0	0	0	3,750
Baseline		0	0	0	0	0	0	0	0	0
Actual to Date		3,750	0	0	0	0	0	0	0	3,750
Forecast		0	0	0	0	0	0	0	0	0
Variance		0	0	0	0	0	0	0	0	0
% Progress		0%	-	-	-	-	-	-	-	0%
<b>Walk Boost - Number of Walk Boost Participants</b>		1,333	0	0	0	0	0	0	0	1,333
Baseline		0	0	0	0	0	0	0	0	0
Actual to Date		1,333	0	0	0	0	0	0	0	1,333
Forecast		0	0	0	0	0	0	0	0	0
Variance		0	0	0	0	0	0	0	0	0
% Progress		0%	-	-	-	-	-	-	-	0%
<b>In School Active Travel - Schools Engaged with Active Travel Promotion / Training</b>		205	0	0	0	0	0	0	0	205
Baseline		0	0	0	0	0	0	0	0	0
Actual to Date		205	0	0	0	0	0	0	0	205
Forecast		0	0	0	0	0	0	0	0	0
Variance		0	0	0	0	0	0	0	0	0
% Progress		0%	-	-	-	-	-	-	-	0%
<b>Wheels 2 Work - Scooter Loans</b>		250	0	0	0	0	0	0	0	250
Baseline		0	0	0	0	0	0	0	0	0
Actual to Date		250	0	0	0	0	0	0	0	250
Forecast		0	0	0	0	0	0	0	0	0
Variance		0	0	0	0	0	0	0	0	0
% Progress		0%	-	-	-	-	-	-	-	0%
<b>Job Connector - Average Weekly Passenger Number on Services</b>		5,485	0	0	0	0	0	0	0	5,485
Baseline		0	0	0	0	0	0	0	0	0
Actual to Date		5,485	0	0	0	0	0	0	0	5,485
Forecast		0	0	0	0	0	0	0	0	0
Variance		0	0	0	0	0	0	0	0	0
% Progress		0%	-	-	-	-	-	-	-	0%
<b>Business Engagement - Number of Workplaces Engaged</b>		300	0	0	0	0	0	0	0	300
Baseline		0	0	0	0	0	0	0	0	0
Actual to Date		300	0	0	0	0	0	0	0	300
Forecast		0	0	0	0	0	0	0	0	0
Variance		0	0	0	0	0	0	0	0	0
% Progress		0%	-	-	-	-	-	-	-	0%
<b>Independent Travel Training - Learning Disabled Young People and Adults Receiving Independent Travel Training</b>		150	0	0	0	0	0	0	0	150
Baseline		0	0	0	0	0	0	0	0	0
Actual to Date		150	0	0	0	0	0	0	0	150
Forecast		0	0	0	0	0	0	0	0	0
Variance		0	0	0	0	0	0	0	0	0
% Progress		0%	-	-	-	-	-	-	-	0%

**Outputs / Outcomes Comments:**  
 Due to the pandemic, delivery was severely curtailed during Q1, with annual delivery profile adjusted to include no outputs for the first quarter of the year. Nevertheless, a small amount of activity was delivered during this time, with the anticipation that this will be reported along with the Q2 return. Furthermore, it is also anticipated that promoters will further review and revise projected outputs for the year, due to the impact of COVID-19, utilising the change control process as required to update baselines.



**Risk Log**

Risk No.	Risk Event	Consequence	Mitigation	Likelihood (1-5)	Impact (1-5)	Score (1-25)
1	Programme unable to deliver anticipated outputs and outcomes due to the pandemic, including due to reduced demand.	Under performance against DfT bid.	Promoters monitoring impact of COVID-19, and anticipated to reprofile projected delivery in Q2, based on situation at time. Department for Transport also actively engaged to understand implications of slippage beyond current year and scope for programme level extension.	3	4	12
2	Programme unable to spend and claim all funding in-year due to COVID-19.	Under performance against DfT bid, with potential for funding clawback.	Promoters monitoring impact of COVID-19, and anticipated to reprofile projected spend in Q2. Department for Transport also actively engaged to understand implications of slippage beyond current year and scope for programme level extension.	3	4	12
3	Programme costs increase.	Additional resource and costs are required to cover overrun.	Activity robustly budgeted and managed, with annual projections in place and match funding sourced, should it be required.	2	3	6

**Risk Assessment Comments:**  
 The impact of the pandemic has already been significant on project, and due to delivery being required over only a one year timescale, there is limited scope for slippage and recovery. Consequently scheme promoters anticipate to reprofile projections for delivery and spend during Q2, to provide a better picture of what is realistically achievable. This information will in-turn be shared with DfT, who have given initial indicative feedback that scope may exist for some delivery moving into 2021/22, due to current national circumstances.

**Project Stages**

