

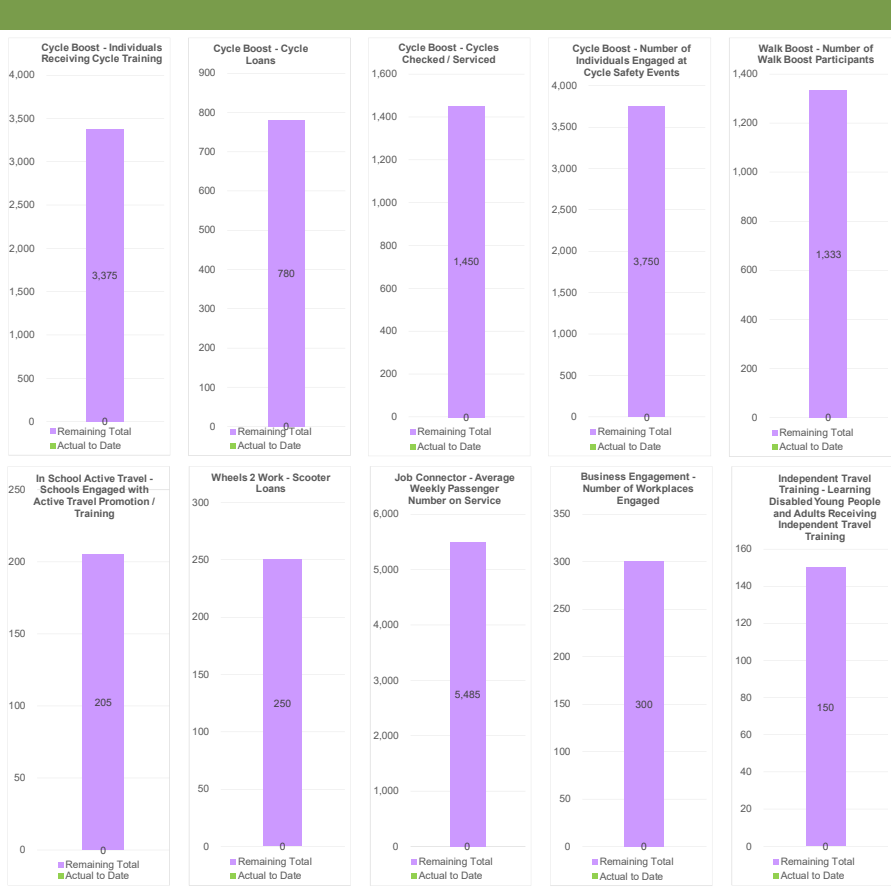
Financial Progress										
Department for Transport (DfT) Funding	In Contract	Pending Contract	Projects (No.)	Total DfT Funding (£)	Complete	In delivery	Pending Contract	Pipeline		
£2,475,509	£0	£2,475,000	5	£2,475,000	£0	£0	£2,475,000	£0		

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:
 Total DfT allocation includes £509 carried over from previous STAF programme, which will be allocated to a project as part of future change control. Under-performance in terms of spend and delivery is noted due to the impact of COVID-19. Reported spend during Q2 was lower than originally projected at £294,941, and given no contracts were signed during this period, has not been included in the Claimed/Actual to Date amount. 2 contracts have since been signed. Scheme promoters are currently completing a reprofiling exercise to confirm anticipated spend for the remainder of the year, highlighting any potential slippage into 2021/22. It is anticipated that change control may be required as a result of this exercise. DfT have provided initial indicative feedback that changes may be accommodated due to the impact of COVID-19 nationally. If agreed, revised contracts will be issued.



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



Outputs / Outcomes Comments:
 Due to COVID-19, delivery of the programme has been severely curtailed during the first half of the year. Nevertheless, some activity has been delivered during this time, although promoters have not yet been able to confirm quantified outputs associated with this activity. It is anticipated this detail should become available in Q3, as part of a wider review of the programme, where the impact of COVID-19 on delivery is being further assessed. This may result in the need for formal change control and agreement by DfT.

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 reprofiling projected delivery during Q3. Change control will be followed if required. DfT 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 reprofiling projected delivery during Q3. Change control will be followed if required. DfT also actively engaged to understand implications of slippage beyond current year and scope for programme level extension.	3	4	12
3	Inability to secure additional funding beyond 2020/21.	Revenue-based funding is not yet confirmed beyond March 2021. Therefore risk that it will not be possible to continue projects beyond this date, resulting in a potential break in service until funding can be secured. Any such loss of momentum creates risk to project delivery 'on the ground'.	The 2020 Spending Review did confirm government has nationally provided £257 million for cycling and walking in 2021-22, part of the Prime Minister's £2 billion commitment to cycling and walking. MCA will work with promoters to ensure any new opportunities are communicated quickly and efficiently, with a view to securing any available funding for the region.	3	3	9

Risk Assessment: AR
Risk Assessment Comments:
 The impact of the pandemic has already been significant on the programme, and due to delivery being required over only a one year timescale, there is limited scope for slippage and recovery. Consequently scheme promoters are currently reprofiling projections for delivery and spend during Q3 to confirm whether change control is required. DfT agreement will be required, though they have provided initial indicative feedback that changes may be accommodated due to the impact of COVID-19 nationally. No contracts were signed during Q2 or claims received, however 2 contracts have since been returned. An Amber/Red rating has therefore been applied.

