

Secured and Potential Sources of Funding

Route	Estimated Cost ¹	Funding Secured to Date	LTP 'Integrated Transport' Block Allocation	LTP Major Scheme Funding	Tees Valley Green Infrastructure Funding	Developer Contributions	Landfill Tax Credits	Other Bids for External Funding	Council Capital Resources
Link 1 (Ingleby Barwick to Yarm)	£3,406,000	£600K from Sustrans' Connect2 programme (between 2008/09 and 2012/13)	Yes (approx. £800K between 2009/10 and 2012/13) ²	Not available within timescale of Sustrans Funding	Not available	Not possible due to economic recession and reduction in development	Possible	Possible	Possible
Link 2 (Ingleby Barwick to Eaglescliffe)	£3,312,000								
Link 3 (Ingleby Barwick to Thornaby)	£270,000								
Link 4 (Ingleby Barwick to PrestonPark)	£250,000								

When referring to the above costs, the following points must be considered :

1. Land costs are based on a cost of £1m per hectare and we have assumed we will simply require a 5m wide strip along the length of the cycleway.
2. The costs must be treated as ball park figures due to the stage we are at with the design. Figures could alter significantly during the design process.
3. Costs for the bridges have been uplifted in an attempt to account for some of the constraints of the sites but inevitably the accuracy of this uplift cannot be guaranteed.

4. A full design has not been undertaken and structural sizes and reinforcement densities have been determined from a combination of engineering judgement, experience on similar schemes and some preliminary calculations.
5. At this stage, a standard piled solution at an assumed depth has been assumed. In order to determine more accurate costs a ground investigation would be required for each of the sites.
6. All costs are based on the underlying assumption that site access can be provided to both sides of the bridge for all schemes. Should topography or site constraints prevent access to both sides of the bridge structure then provision would be required for the additional costs of erecting a temporary bailey bridge to gain access across the river. These costs have not been included.
7. The risk percentages have been determined by considering the percentages in the initial study undertaken in 2007 (25% for Eaglescliffe; 35% for Yarm). They have been reduced on the back of the additional work that has been undertaken.