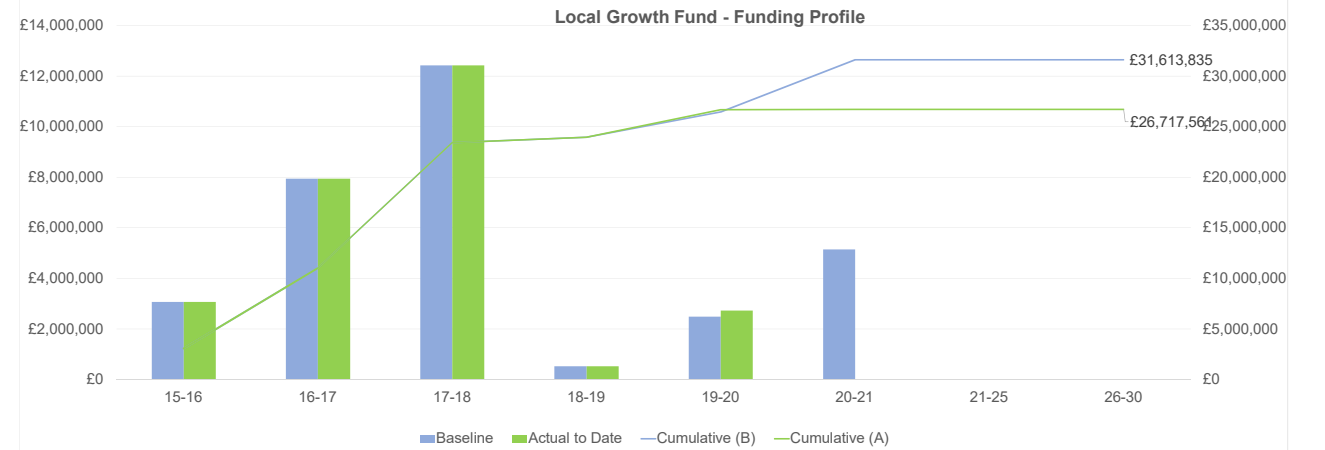


Financial Progress

| Indicative Local Growth Fund Allocation | In Contract | Pending Contract | Projects (No.) | Total | Complete | In Delivery | Pending Contract | Pipeline |
|---|-------------|------------------|----------------|-------------|-------------|-------------|------------------|----------|
| £71,774,835 | £29,154,672 | £2,459,163 | 7 | £31,613,835 | £22,247,285 | £6,907,388 | £2,459,163 | £0 |

| Local Growth Fund | Claimed to Date | Financial Year | | | | | | | | Total |
|-------------------|--------------------|----------------|------------|-------------|----------|------------|--------------------|------------|-------|--------------------|
| | | 15-16 | 16-17 | 17-18 | 18-19 | 19-20 | 20-21 | 21-25 | 26-30 | |
| Baseline | | £3,075,000 | £7,934,114 | £12,419,613 | £535,760 | £2,500,000 | £5,149,349 | £0 | £0 | £31,613,835 |
| Actual to Date | £26,717,561 | £3,075,000 | £7,934,114 | £12,419,613 | £535,760 | £2,732,779 | £20,296 | £0 | £0 | £26,717,561 |
| Forecast | | £0 | £0 | £0 | £0 | £0 | £3,706,384 | £1,050,000 | £0 | £4,756,384 |
| Variance | | £0 | £0 | £0 | £0 | £232,779 | -£1,422,669 | £1,050,000 | £0 | -£139,890 |
| % Progress | | 100% | 100% | 100% | 100% | 109% | 0% | - | - | 85% |

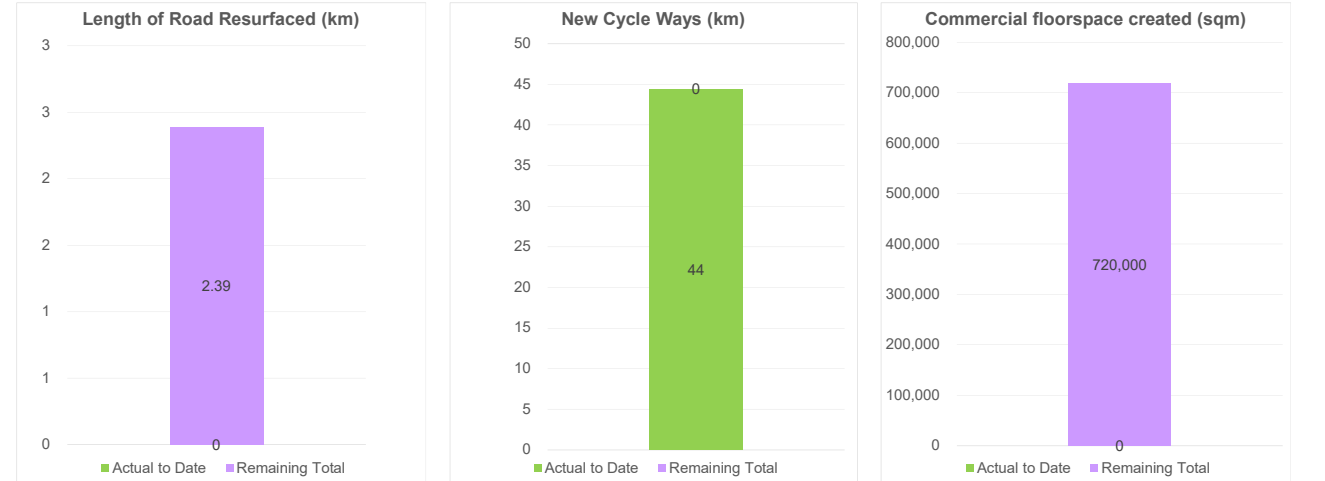
Financial Progress Comments:
 The 'Indicative Local Growth Fund Allocation' includes £40.1m which is ringfenced for the retained majors scheme 'Waverley Link Road A630' and this has not been incorporated into the financial progress section. The remaining programme comprises of a further seven projects: 'Sustainable Transport Exemplar Programme (STEP) - SYPTE', 'Sustainable Transport Exemplar Programme (STEP) - SCC', 'Supertram Renewals', 'Market Harborough Line Speed Improvements', 'Strategic Testing Tools', 'Greasbrough Corridor Improvements', and 'A630 Westmoor Link'. The first four of these projects are now complete. 'Strategic Testing Tools' and 'A630 Westmoor Link' are due to complete in 2020/21 with the latter noting accelerated spend in 2019/20. The scope and cost of 'Greasbrough Corridor Improvements' has been reduced and was approved by the MCA during Q2, change control has since commenced which notes £1.05m spend rolled into 2021/22.



Outputs / Outcomes

| | This Quarter | Financial Year | | | | | | | | Total |
|--|--------------|----------------|-------|-------|-------|-------|-------|---------|-------|---------|
| | | 15-16 | 16-17 | 17-18 | 18-19 | 19-20 | 20-21 | 21-25 | 26-30 | |
| Length of Road Resurfaced (km) | | | | | | | | | | |
| Baseline | - | 0 | 0 | 0 | 0 | 0 | 0 | 2.39 | 0 | 2.39 |
| Actual to Date | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Forecast | - | 0 | 0 | 0 | 0 | 0 | 0 | 2.39 | 0 | 2.39 |
| Variance | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Progress | - | - | - | - | - | - | - | 0% | - | 0% |
| New Cycle Ways (km) | | | | | | | | | | |
| Baseline | - | 0 | 13 | 31 | 0 | 0 | 0 | 0 | 0 | 44 |
| Actual to Date | - | 0 | 13 | 31 | 0 | 0 | 0 | 0 | 0 | 44 |
| Forecast | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Variance | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Progress | - | - | 100% | 100% | - | - | - | - | - | 100% |
| Commercial floorspace created (sqm) | | | | | | | | | | |
| Baseline | - | 0 | 0 | 0 | 0 | 0 | 0 | 720,000 | 0 | 720,000 |
| Actual to Date | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Forecast | - | 0 | 0 | 0 | 0 | 0 | 0 | 720,000 | 0 | 720,000 |
| Variance | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Progress | - | - | - | - | - | - | - | 0% | - | 0% |

Outputs / Outcomes Comments:
 The outputs/outcomes captured above are the metric definitions for the Local Growth Fund. Additional outcomes include 3.3km of Supertram rails replaced, enhanced Midland Mainline and the creation of new land use and transport models.



Risk Log

| Risk No. | Risk Event | Consequence | Mitigation | Likelihood (1-5) | Impact (1-5) | Score (1-25) |
|----------|---|---|---|------------------|--------------|--------------|
| 1 | Increased project costs | Need to source additional match | Robust cost analysis in place with scheme promoters building in contingency to deal with unforeseen costs | 3 | 3 | 9 |
| 2 | Impact of pandemic on ability to deliver works and outcomes | Inability to deliver works or outcomes to profile leading to loss of funding/reduce project viability | Robust cost analysis in place with scheme promoters, regular reviews by the MCA Executive to consider change control, if required | 3 | 3 | 9 |
| 3 | Inability to deliver Greasbrough Corridor Improvements in line with approvals | Under performance against spend and delivery targets, unsuccessful project | Regular monitoring is in place, as well as change control, to address any performance issues and agree a suitable remedial plan | 4 | 4 | 16 |

Risk Assessment
A

Risk Assessment Comments:
 The majority of the projects are financially complete, however 3 projects still have activity and spend to deliver during 2020/21. The remaining project in the pipeline was approved during Q2 and has since commenced change control. Additionally, at Q2 only £20k has been claimed for 2020/21. On that basis a RAG rating of Amber has been applied.

