

Monday 1 August 2016, 5.00-7.00pm

**Inspiration Suite, The Village Hotel, Castle View,
Forstal Road, Maidstone, ME14 3AQ**

AGENDA

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1. Welcome, introductions and apologies for absence	5.00	-
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3. Kent and Medway Growth Hub	5.10	9
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5. Thames Estuary 2050 Growth Commission	5.35	17
6. The impact of the EU Referendum result on EU Funding	5.50	25
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ITEM 2A

Date: 1 August 2016

Subject: DRAFT MINUTES of a meeting of the Kent & Medway Economic Partnership (KMEP) held in the Inspiration Suite, Village Hotel, Castle View, Forstal Road, Maidstone on 14 June 2016.

Attendees

KMEP Board Members

Geoff Miles (Chair | The Maidstone Studios)
Andrew Bowles (Swale Borough Council)
Paul Carter (Kent County Council)
Rodney Chambers (Medway Council)
Miranda Chapman (Pillory Barn Design Ltd)
Philip Cunningham (Cripps LLP)
Sarah Dance (Sarah Dance Associates)
Peter Fleming (Sevenoaks District Council)
Nicolas Heslop (Tonbridge & Malling Borough Council)
Jo James (Kent Invicta Chamber of Commerce)
Jeremy Kite (Dartford Borough Council)
Vince Lucas (VA Consultancy Ltd)

Andrew Metcalf (Maxim PR)
Jane Ollis (Kent IOD)
David Monk (Shepway District Council)
Graham Razey (Principal of East Kent College)
Steve Sherry (RBLI)
Tony Lavender (Alternate, CCCU)
Jon Regan (Hugh Lowe Farms Ltd & Weald Granary Ltd)
Paul Thomas (Orbit Homes)
Paul Watkins (Dover District Council)
Chris Wells (Thanet District Council)
Fran Wilson (Maidstone Borough Council)
Paul Winter (Wire Belt Company Limited)

Observers & Presenters in attendance

Matthew Balfour (KCC), Julie Beilby (TMBC), Adam Bryan (SELEP), Kevin Burbidge (Gravesham), Lee Burchill (KCC), Alison Broom (MBC), David Candlin (TWBC), Robin Cooper (Sev. DC), Simon Cole (ABC), John Foster (MBC), Stephen Gasche (KCC), Ross Gill (KCC), Graham Harris (DBC), Katharine Harvey (Shep. DC), Madeline Homer (TDC), Richard Hicks (Medway), Tim Ingleton (DDC), Abdool Kara (SBC), Tracey Kerly (ABC), Tomasz Kozlowski (Medway), Richard Longman (TGKP), Kevin McGeough (Ebbsfleet DC), Rhiannon Mort (KCC), Sarah Nurden (KMEP), Andrew Osborne (ABC), Susan Priest (SDC), Joe Ratcliffe (KCC), Abigail Raymond (TDC), Jo Simmons (SELEP), David Smith (KCC), Katie Stewart (KS).

Apologies

KMEP Board Members

Paul Barrett, (C4B Business & Barretts Motors), Gerry Clarkson (ABC), Simon Cook (CCC), John Cubitt (GBC), Kevin Godfrey (iCOM), Douglas Horner, (Trenport Investments Ltd & CBI South East Council), David Jukes (TWBC), Ian Patterson (Lloyds Bank PLC), Nick Sandford (Kent Country Land Association), Prof Rama Thirunamachandran (Vice-Chancellor of CCCU).

1. Welcome, introductions and apologies

Mr Geoff Miles, Chairman, welcomed those present to the meeting and received apologies as set out above.

2. Minutes of previous meeting and matters arising

The minutes of the previous meeting were agreed as a correct record and signed by the Chairman accordingly.

3. Supporting better integrated public support to business

The Partnership received a report providing information on the pilot 'Growth Hub' service that was launched last year to improve the ability of Kent and Medway businesses to access business support and advice. Additional funding had now been secured to expand the service and the report set out the work that is underway to develop a more integrated approach to business support across Kent and Medway.

The Board noted the report and agreed to receive a fuller report at the next meeting.

4. Future Rail Franchise

Stephen Gasche, KCC's Principal Rail Transport Planner presented to the Board. A new rail franchise covering the Southeastern network would commence in 2018, and the DfT was due to launch a consultation to seek stakeholders' views toward the end of 2016.

A questionnaire was circulated to KMEP Board Members in December 2015 to help inform Kent County Council's consultation response. The report provided an overview of the responses received from KMEP, and detailed the requirements that were sought from the new franchise.

The Board considered the principal requirements identified for the line as follows:

- The provision of sufficient capacity (on both the High Speed and mainline services)
- A reduction in journey times
- Delivering higher quality and additional rolling stock (on both the High Speed and mainline services)
- Improving punctuality / reliability of service provision and response to disruption
- Improving connectivity to destinations within and beyond the county
- Improving the Stations
- Willingness to work in partnership with stakeholders (such as KMEP)
- Commitment to Smart Ticketing
- Roll out of unified communications to passengers
- Offering options relating to first-class accommodation
- A commitment to support and engage in Community Rail Partnerships
- Decision-making with due regard to strategic documentation

The Board discussed the matter and in particular the following themes were explored:

- i. That it was important to ensure that the views of ordinary passengers were taken in to account when the consultation was undertaken and to this end passenger groups had already been engaged.
- ii. That it was unlikely, despite lobbying of government ministers, that fares could be influenced but that there was a real opportunity to ensure that services were improved in the places that needed it most.
- iii. Fran Wilson requested that Maidstone West was added to the locations seeking additional capacity.

The report was NOTED and a request was made that any additional points for inclusion within Kent County Council's consultation response be forwarded to Stephen Gasche outside of the meeting.

5. Large Local Major Schemes

The Partnership received a report which provided details of the competitive bidding process for Large Local Major Schemes. Joe Ratcliffe, Transport Strategy Manager for KCC introduced the item. He reported that the Department for Transport (DfT) has invited bids from Local Enterprise Partnerships (LEPs) for Large Local Major Schemes (LLMS) that were projected to cost in excess of £75 million. Nationwide there would be £475 million available to bidders until 2020/21.

He explained that only schemes with a fully worked up WebTAG-compliant Outline Business Case could apply to fund final preparation and construction. However, bids were also invited for development funding to produce a fully worked up Outline Business Case for potential schemes and this type of bid is appropriate for Kent and Medway.

Details regarding LLMS had been shared with KMEP at its Partnership meeting on 11 April and the views of KMEP Board Members and local partners on potential Large Local Major Schemes were subsequently requested. A number of potential schemes (listed below) were put forward for consideration, and details on those schemes were included in the report:

- A21 Kippings Cross to Lamberhurst improvements
- Leeds and Langley Relief Road
- A package of essential schemes needed to support a new Lower Thames Crossing and bifurcation (splitting) of port traffic between the M20/A20 and M2/A2 corridors:
 - o An improved link between Junction 3 of the M2 and Junction 6 of the M20 via the A229 (Lower Thames Crossing Option C Variant).
 - o Improvements to the A249 between M2 Junction 5 and M20 Junction 7 (M2 Junction 5 improvements are committed in Highways England's first Road Investment Strategy [RIS1] period to 2020/21 and M20 Junction 7 improvements is a potential LGF3 bid).
 - o Improvements to M2 Junction 7 (Brenley Corner).
 - o Completion of the dualling of the A2 around Lydden and Whitfield (the Duke of York roundabout on the A2 is a potential LGF3 bid).

It was recommended by officers that the board support a bid submission for improvements at M2 Junction 7.

It was RESOLVED that the Board put forward a bid from the Kent and Medway Economic Partnership for inclusion in the bid from the South East Local Enterprise Partnership to the Department for Transport for Large Local Major Schemes development funding to produce a fully worked up Outline Business Case for:

C) Improvement to M2 Junction 7 (Brenley Corner), subject to Highways England's support, framed within the context of one of a package of essential schemes needed to support a new Lower Thames Crossing and bifurcation (splitting) of port traffic between the M20/A20 and M2/A2 corridors.

6. Local Growth Fund – Round 3

The Partnership received a report, introduced by Sarah Nurden, KMEP Strategic Programme Manager regarding the Local Growth Fund. In particular Ms Nurden and other officers in attendance, referred to the following:

- i. That the Government had launched a call for project proposals that would unlock economic growth. Successful project bids would receive a share of a third tranche of the Local Growth Fund (LGF), worth £1.8 billion across England.
- ii. That should the funding be allocated on a per capita basis then Kent and Medway could expect to receive approximately £60million and it would be wise to limit the number of bids somewhat as the process for ensuring that a scheme was 'bid ready' was resource intensive.
- iii. It was suggested that a line be drawn at approximately £70million of approximated costs and only those projects above the line would be pursued in this round. It was proposed following discussion that 21 schemes be included on their federated board list [East Kent Spatial Development Company have subsequently withdrawn their submission, reducing this number to 20].
- iv. The meeting was informed by Adam Bryan that, after each federated board had submitted its list, SELEP would agree a final list for submission to the government and that this process would be informed by the work of the independent technical advisors (Steer Davies Gleave).

The matter was opened for discussion and the following matters were considered in particular:

- i. Concerns were expressed about the reliability of the scoring system used to rate each project. In response officers explained that the scoring system was a guide and was not the only consideration that was taken in to account when prioritising projects.
- ii. In particular the Leader of Maidstone Council reported that Maidstone should qualify for additional points as a sub-county partnership that had not been awarded in the first instance.
- iii. Some members argued that creating federated lists and combining with them at SELEP level could prove problematic if the other areas or the independent technical advisors did not use similar criteria on which to prioritise the merged list. The SELEP Managing Director confirmed all federated areas were using a similar approach, which would inform Steer Davies Gleave's work.
- iv. Members agreed that ensuring parity in the final list was important to a process all federated members would find acceptable.

- v. Concerns were expressed that other areas may benefit at the expense of Kent and Medway where devolution arrangements had been introduced but general concerns focused on the fairness of arrangements local as opposed to nationally.
- vi. By consensus a proposed list of 19 projects above an approximated project value of £65m was put forward to a vote and an amendment was put that a further two projects (NIAB East Malling Research and Port of Ramsgate) be included as an amendment to that proposal.

It was RESOLVED

1. that the amendment to include 'Investment in NIAB East Malling Research Biotech Hub' and 'Port of Ramsgate' to any list be AGREED
[The Leader of Maidstone Council abstained from the vote owing to her concerns regarding scoring as noted above]
2. that the list with the approximate project value of £65m and the two projects (costing a further c. £10m) as agreed by the amendment be AGREED
[The Leader of Maidstone Council abstained from the vote owing to her concerns regarding scoring as noted above]
3. That the KMEP Chairman, in liaison with Jo James, write to local MPs to encourage their close engagement in making the strong case to Ministers for investment in the South East.
4. that the SELEP Accountability Board, in consultation with the three Vice-Chairs determine the final list of projects to be submitted to Government for endorsement at the pre-AGM special session.

7. Junction 10a – Update

Simon Cole of Ashford Borough Council reported on the funding issues currently being experience in relation to the Junction 10a scheme. Funding had been identified but it was not possible to agree up front payments, this would continue to be a problem at this and other sites. Such issues had the potential to derail important infrastructure work and KMEP were asked to endorse a joint letter to government addressing the matter.

The Partnership expressed disappointment that the Housing and Communities Agency could not be more pragmatic and resolve the issue and the letter to government was supported. It was RESOLVED that the Chairman sign the latter on behalf of KMEP.

8. Local Growth Fund delivery: Current schemes progress report

The Partnership received a report from Lee Burchill. A request was made for future monitoring reports to show the target number of jobs and homes to be unlocked by the LGF investment, and for the actual delivery figures to be added once they are known.

9. Devolution

The Partnership received a brief verbal report from Paul Carter appraising members of the national position on devolution, most notably the developments in Manchester and resulting funding opportunities created in that area.

The Partnership in discussing the matter made the following comments and noted the following information:

- That devolution had been most successful in city areas and did not lend itself well to the counties.
- That those county areas that had pursued the options available to them had found it very difficult to make real advances.
- That an elected Mayor was not desirable, nor was another tier of government.
- Devolution if attempted should reduce bureaucracy not increase it and should genuinely move power out to local people.

The devolution paper presented to the Partnership reflected an initial summary of asks that will be developed into a much more substantive proposal, and will not include health and social care integration. As the document is still in development, the Partnership RESOLVED a vote on the information contained within it was untimely.

9. West Kent Partnership Update

The Partnership received an update report from the West Kent Partnership regarding the West Kent Priorities for Growth, endorsed by Partnership in October 2015 and the projects currently being undertaken to achieve the aims set out in it.

It was RESOLVED that the report be NOTED.

10. Any Other Business - Skills Capital Fund

The Partnership NOTED the report regarding the Skills Capital Fund.

11. Any Other Business - Future Meeting Dates for KMEP and SELEP

It was NOTED that the next KMEP Board meeting would take place on Monday 1 August at 5pm

12. Any Other Business – Otterpool Park Garden Town

It was NOTED that Shepway District Council's Cabinet had formally endorsed the Garden Town proposal.

13. Any Other Business – Road Investment Strategy

Paul Watkins alerted the Partnership to Highways England's route strategies for Road Investment Strategy (RIS) Period 2 (2020-2025) consultation, due to close on 1st July. KMEP RESOLVED to submit a response.

ITEM 2B

Date: 1 August 2016

Subject: Action Tracker and Progress Update

The table below provides a brief update on matters previously discussed by the Board.

Topic	Board paper ref	Progress update
Highways England's RIS Period 2 Consultation	06/2016 AOB	<ul style="list-style-type: none"> KMEP has provided evidence to inform Highways England's route strategies for Road Investment Strategy (RIS) Period 2 (2020-2025) by their deadline 1st July
Future rail franchising in Kent & Medway	09/2015 Item 3	<ul style="list-style-type: none"> The DfT consultation on a new Southeastern franchise is still anticipated to start in October 2016.
Skills Commission	04/2016 Item 3	<ul style="list-style-type: none"> A financial services sector guild will be established, and an update on the progress of the guilds will be fed back to KMEP by Graham Razey to KMEP at its meeting on 4 October.
Kent and Medway Growth Hub	10/2015 Item 4	<ul style="list-style-type: none"> Kent and Medway Growth Hub is operational and can be accessed at: www.kentandmedwaygrowthhub.org.uk Please refer to Item 3 in this agenda pack for more details.
European Funding	10/2015 Item 5	<ul style="list-style-type: none"> Please refer to Item 6 in this agenda pack for more details on EU funding.
LGF 3 & Large Local Major Schemes	06/2016	<ul style="list-style-type: none"> The bid submission is being sent to Government by the deadline of 28 July.
Local Transport Plan 4	04/2016 Minutes	<ul style="list-style-type: none"> The draft LTP4 was be discussed by Kent County Council's Environment & Transport Cabinet Committee on 8 July in advance of it being published for public consultation. <p>https://democracy.kent.gov.uk/ieListDocuments.aspx?CId=831&MIId=6223&Ver=4</p>
LGF Risk Reporting		Steer Davies Gleave are collecting the risk reports from the federated areas to produce a standardised template across SELEP.

ITEM 3

Date: 1 August 2016

Subject: Kent and Medway Growth Hub

Report authors: Jacqui Ward, Business Investment Strategic Programme Manager, Kent County Council
Ross Gill, Head of Economic Strategy & Partnerships, Kent County Council

Summary

In 2015, a pilot Kent and Medway Growth Hub service was launched, at the same time as similar services in other parts of the South East LEP. This provides a central point of access and 'signposting' to business support services. Since the pilot was launched, the Government has confirmed further funding for the next two years.

An evaluation of the Growth Hub services has been carried out, and consultation is taking place to determine the specification for the new contract. The Board is asked to note the emerging recommendations arising from the evaluation and the work underway to commission the new contract.

1. Introduction: The Growth Hub

- 1.1. As part of the 2014 Growth Deal, the South East LEP was allocated funding to establish a Growth Hub. In line with similar services established elsewhere in the country, this aimed to improve access to nationally and locally provided business support.
- 1.2. Within the South East, the Growth Hub model was developed with locally-specific delivery points in each of the LEP's 'federated' areas. In Kent and Medway, Kent Invicta Chamber of Commerce was appointed through competitive tender to deliver the pilot service, which was launched in December 2015.
- 1.3. Earlier this year, the Government announced that further funding will be made available for Growth Hubs: in Kent and Medway, there is likely to be around £250,000 available each year for the next two years. Building on the lessons of the pilot scheme, a new specification is being developed to commission a new service from autumn 2016.

2. Evaluation of the pilot service

- 2.1. In March 2016, the South East LEP commissioned EBS Consulting to carry out a review of the Growth Hub service across the LEP area. This aimed to assess the impact of the Growth Hubs on the business support landscape and to develop practical recommendations for the new commission. A series of interviews with Growth Hub clients and providers were held, along with a review of performance data.
- 2.2. While recognising that the Growth Hubs are still fairly new, there are some key findings and recommendations emerging from the evaluation:

Theme	Findings	Recommendations
Strategic co-ordination	<ul style="list-style-type: none"> Stakeholder opinions were mixed on the ease of engagement with the Kent & Medway Growth Hub so far 	<ul style="list-style-type: none"> Each Growth Hub should develop a partnership engagement plan Growth Hub steering groups should be private sector chaired Partner organisations should be engaged in the re-tendering of the Growth Hub, with involvement in determining the specification
Business engagement	<ul style="list-style-type: none"> Growth Hubs are still establishing themselves in the landscape The Growth Hub brand is still not well recognised by business The information that the Kent & Medway Growth Hub retains on each client is very comprehensive 	<ul style="list-style-type: none"> Each Growth Hub should be required to prepare a business engagement plan maximising the use of partners' communications channels, in particular social media The Hubs should undertake an assessment of how best to engage with private sector intermediaries (banks, accountants, lawyers, etc.)
Referrals to partner organisations	<ul style="list-style-type: none"> The referrals process to external organisations is not working well The physical co-location of partners with the Growth Hub is advantageous 	<ul style="list-style-type: none"> It is important that an impartial referral process can be implemented Data sharing issues with the National Business Support Helpline should be investigated as a priority Greater guidance on referral protocols should be provided
Impact on business performance	<ul style="list-style-type: none"> It is too early to demonstrate a change in performance The current service 	<ul style="list-style-type: none"> Workshop programmes (used in Essex) were a cost-effective way of engaging and supporting large numbers of businesses, and had

Theme	Findings	Recommendations
	deals with all enquiries, irrespective of size or sector. This means that Hubs typically deal with the smaller end of the SME spectrum, often only signposting, which limits impact	high impact and client satisfaction. This approach could be rolled out. <ul style="list-style-type: none"> • Consideration should be given to increasing the intensity of support provided to maximise impact. Stakeholder consultations emphasised the need for greater mentoring and 1:1 support
Added value of support	<ul style="list-style-type: none"> • Sample sizes were small, but research suggests a high number of clients would act in the same way without the Growth Hub – so scope exists to increase added value 	<ul style="list-style-type: none"> • The type of assistance provided should be reviewed in the re-tendering process (see above)
Website assessment	<ul style="list-style-type: none"> • Current functionality is limited and the total number of hits is fairly low 	<ul style="list-style-type: none"> • Good practice across the Growth Hub network should be reviewed • Potential should be considered for a ‘self-serve’ website model (e.g. with self-updating provider information) • Sufficient resources need to be allocated to website development
Navigator performance review	<ul style="list-style-type: none"> • Initial Navigator (business support advisor) diagnostic not generally seen as detailed enough 	<ul style="list-style-type: none"> • There is scope to improve the Navigator diagnostic process to ensure it more fully explores business needs

2.3. In addition, the review identified a series of priorities for the South East LEP in sharing resources and developing proposals for sustainability after the current allocation of Government funding comes to an end.

3. The new Kent and Medway Growth Hub commission

3.1. Following the review, EBS have been commissioned to support the development of the specification for the new Kent and Medway Growth Hub contract, taking into account the feedback received to date.

3.2. A consultation involving the local authorities, businesses and business support providers was held in July to inform the specification, and a further event for prospective bidders will be held in early August. Once the specification has been determined, procurement will take place to deliver the service over the next two years.

4. Recommendations

4.1. KMEP Board is recommended to:

- a) Note the emerging recommendations arising from the evaluation;
- b) Note the work underway to commission the new contract. In particular, the Board is asked to consider and comment on the finding and recommendations set out in para. 2.2.

ITEM 4

Date: 1 August 2016

Subject: Operation Stack Lorry Area

Report author: Joseph Ratcliffe, Transport Strategy Manager, Kent County Council

Summary

On 6 July 2016 the Government announced a major new lorry area will be created near Stanford in Kent as a long-term solution to the problems caused on the M20 and surrounding roads when Operation Stack is used. The preferred site is 'Stanford West' (the preference of both Kent County Council and Shepway District Council).

Highways England will soon conduct a public consultation on the detailed design and potential environmental impact of the scheme.

The Board is recommended to note this report and consider responding to the forthcoming consultation on the proposed lorry area urging Highways England and the Government to address the issues raised by the Kent and Medway Economic Partnership as set out in paragraph 3.1 of this report.

1. Introduction

- 1.1 Operation Stack was used on a record 32 days last year as Kent was hit with unprecedented disruption during June and July 2015.
- 1.2 In last year's Autumn Statement the Government announced it would be providing up to £250 million for a permanent lorry area.
- 1.3 Highways England (the government owned company responsible for motorways and trunk roads) was instructed by the Government to deliver the lorry area and conducted an 8 week consultation from December 2015 to January 2016 on two potential sites; 'Stanford West' and 'Junction 11 North'.
- 1.4 In response to the consultation in January 2016, both Kent County Council (KCC) and Shepway District Council (SDC) stated a preferred site of 'Stanford West'.

2. Announcement by the Government on 6 July 2016

2.1 On 6 July the former Transport Secretary Patrick McLoughlin announced a major new lorry area will be created near Stanford in Kent as a long-term solution to the problems caused on the M20 and surrounding roads when Operation Stack is used. The preferred site is 'Stanford West' (see map in Figure 1).

Figure 1 Location of proposed 'Stanford West' Lorry Area



2.2 The lorry area will help keep the M20 moving during disruption to cross-channel services, helping companies go about their business and other drivers and residents go about their lives as normally as possible.

2.3 Highways England and the Department for Transport (DfT) are exploring using the site for other uses including for overnight parking of lorries, relieving pressure caused by some drivers parking in unsuitable or illegal locations. A solution to the problem of inappropriate overnight lorry in Kent is a strategic priority in KCC's new draft Local Transport Plan (LTP4) which will soon undergo a public consultation.

2.4 The lorry area will provide capacity to queue up to 3,600 lorries (enough capacity for Stages 1 and 2 of Operation Stack, Junctions 8 to 11 coast-bound). The Highways England consultation earlier this year showed strong support for a permanent lorry area to reduce or remove the need to close the M20. More than 1,000 drivers, residents and workers attended 8 public events during the consultation on the lorry area and nearly 1,300 people provided written responses to the proposals. The majority of people supported the idea of creating a new lorry area, with less than a quarter thinking Operation Stack should continue in its current form.

- 2.5 Nearly twice as many people thought that the lorry area should be located at 'Stanford West' than those who thought it should be built at the alternative site of 'Junction 11 North'. The alternative site would have been closer to the Area of Outstanding Natural Beauty (AONB).
- 2.6 Balfour Beatty has already been appointed as the lead contractor for the project. New entry and exit slip roads will be built on the eastbound carriageway, providing direct access to the lorry area to the north of the M20. The part of the site on the south side of the M20, between the motorway and the high speed rail line (HS1) will be accessed from the northern part of the site by a new bridge and through the Stop 24 services via Junction 11 if an arrangement with the land owner can be reached. KCC urge that it is this part of the site (adjacent to the existing Stop 24 services) that is used for overnight parking on a daily basis as it furthest away from the majority of residential properties.
- 2.7 Highways England is committed to working closely with residents and local stakeholders to ensure the design of the new lorry area minimises its social and environmental impact, while meeting the wider need to address this issue for Kent and the UK. KCC, SDC and the Environment Agency (EA) meet with Highways England and the DfT on a fortnightly basis to try to resolve issues surrounding the planning and potential operation of the lorry area.
- 2.8 The next stage of the project will involve consulting the public on the detailed design and the potential environmental impact of the scheme. It is expected that consultation will open shortly. Construction work will then start as soon as possible and it is planned that spaces will be available from summer 2017.

3. Responding to the Consultation

- 3.1 The Kent and Medway Economic Partnership should consider responding to the consultation stressing to the Government:
- The importance of delivering the lorry area to the Kent and Medway economy (Operation Stack is estimated to cost £1.45 million per day to the local economy due to delays and disruption from the closure of the motorway).
 - The need to deliver 'at pace' (the original promise by the Government was for spaces to be available from April 2016, this is now estimated as summer 2017).
 - Access to the lorry area must include effective traffic management, acknowledging that temporary traffic management might be needed initially to enable delivery 'at pace' but a permanent solution involving gantry signing and variable speed limits is essential to ensure safety and minimise the human resources required for its implementation.
 - The issue of powers to the Highway Authority (Highways England) to direct lorries off-highway into the lorry area needs to be resolved, recognising that Eurotunnel and the Port of Dover must also help to enforce compliance so that lorries use the lorry area when there is disruption to cross-Channel services.

- Operation of the lorry area must ensure fluidity of freight movement to Eurotunnel and the Port of Dover during times of disruption to cross-Channel services. The design and operation of the site must be in collaboration with Eurotunnel and the Port of Dover so that freight is released to the ports efficiently and the backlog is cleared quickly. Eurotunnel and the Port of Dover could be responsible for the operation of the facility when it is in use during periods of cross-Channel disruption.
- The lorry area's access slip roads should not require permanent closure of the Junction 11 coast-bound off-slip nor impact on the long term potential for growth in the Shepway district.
- The lorry area must also be used to help alleviate the problem of a lack of capacity for overnight lorry parking. The number of spaces allocated for daily parking should reflect a robust assessment of current and future demand and should in the first instance be located on land to the south of the M20 adjacent to the existing Stop 24 services with appropriate environmental mitigation measures and steps to minimise the impact on Westenhanger Castle.
- Commercial lorry parking operators should not be disadvantaged by the addition of overnight parking spaces in the lorry area. The private sector should operate the part of the site used for overnight lorry parking and this should be awarded by competitive tender. Existing commercial lorry parking facilities should also be encouraged to expand to meet the demand which is currently outstripping supply and other parts of the county where there is a problem with inappropriate lorry parking should also see investment to create new facilities as part of a network of lorry parks.
- The best possible environmental mitigation measures must be incorporated into the design of the lorry area to reduce the impact on the AONB and on local communities.
- Property owners who have already been blighted by the proposal must be fully compensated for the loss of property value and inability to now sell if they need or want to move. Property owners affected by the building of the Channel Tunnel benefited from a scheme to buy them out and those affected by the lorry area proposal should have the benefit of a similar scheme. Government must commit to a compensation scheme as a matter of urgency.

4. Recommendation

- 4.1 The Board is recommended to note this report and consider responding to the forthcoming consultation on the proposed lorry area urging Highways England and the Government to address the issues raised by the Kent and Medway Economic Partnership as set out in paragraph 3.1 of this report.

ITEM 5

Date: 1 August 2016

Subject: Thames Estuary 2050 Growth Commission

Report authors: Ross Gill, Head of Economic Strategy & Partnerships, Kent County Council
David Liston-Jones, Chief Executive, Thames Gateway Kent Partnership

Summary

The Thames Estuary 2050 Growth Commission was formally launched on 14 July. Chaired by Lord Heseltine, the Commission is tasked with examining the long term potential of the Estuary (including the North Kent coast as far as Thanet) and how this may be delivered. The Commission is expected to report by autumn 2017 and has launched an initial 'call for ideas'.

This report sets out the role of the Commission, its emerging programme of work and the call for ideas. KMEP Board is recommended to:

- a) Consider this report and the work of the Growth Commission; and
 - b) Agree that a response to the Commission's call for ideas should be prepared on behalf of KMEP, for circulation to KMEP members by the end of August and approval by the Chairman.
-

1. Introduction: The Thames Estuary 2050 Growth Commission

2.9 The March 2016 Budget announced the establishment of a Thames Estuary 2050 Growth Commission, to be chaired by Lord Heseltine. The Growth Commission was launched on 14 July and is intended to:

"... develop an ambitious vision and delivery plan for North Kent, South Essex and East London up to 2050. This will focus on supporting the development of high productivity clusters in specific locations. It will examine how the area can develop, attract and retain skilled workers. It will also look at how to make the most of planned infrastructure, such as the Lower Thames Crossing".

2.10 The scope of the Commission is broad. Lord Heseltine has been quoted as describing the Commission as seeking to focus on long-term transformation, ‘trying to capture some of the imagination and impact’ associated with the early Thames Gateway interventions in London Docklands, and this was reinforced at the launch event on 14 July. However, while taking a long-term, ambitious view, the Commission also intends to prepare a delivery plan that is ‘detailed and affordable’ and to take into account the wide range of strategies and plans that already exist.

2.11 Within Kent and Medway, the area on which the Commission will focus extends along the North Kent coast, to include Canterbury and Thanet as well as those areas which were previously included in the Thames Gateway (Dartford, Gravesham, Medway and Swale).

3. Workstreams and programme

3.1 It is envisaged that the Growth Commission will run to a fairly ambitious timetable. Originally, it was intended that an interim report will be published in time for the March 2017 Budget and a final report to coincide with the 2017 Autumn Statement. However, it is possible that this timetable will be revised, given recent changes in the Government.

3.2 Initially, the Commission will focus on six workstreams, which are:

- Creating high productivity clusters – identifying where there are clusters of activity already, where they can be developed to 2050 and what can be done to support them.
- Increasing connectivity – identifying existing constraints, current planned infrastructure and future requirements.
- Creating new homes and communities – identifying the barriers that currently exist to creating high-quality communities, locations with the most potential and the scope for achieving growth alongside high environmental quality.
- Securing investment – considering how private finance can be maximised, investments de-risked and increases in public sector land values used to fund infrastructure investment.
- Harnessing innovation in the built environment – looking at international examples of innovation and considering opportunities to promote sustainable development that can be delivered quickly.
- ‘Putting it together’ - identifying the organisational structures that are needed to deliver the vision and specific locations with the potential to become centres of excellence.

4. The call for ideas

4.1 The Commission has launched a call for ideas, to which partnerships such as KMEP, individual local authorities and businesses and members of the public are encouraged to respond. The call for ideas is attached at Annex 1. While the Commission has particularly requested submissions linked to the six workstreams, it will also welcome other proposals – at the launch event, Lord Heseltine emphasised the Commission’s search for big and original ideas.

4.2 The work of the Commission focuses on many of the issues that are at the heart of KMEP’s economic growth agenda. In particular, KMEP may wish to comment on and develop ideas for:

- Infrastructure constraints on the whole M2/ A2 and High Speed One corridors, recognising their strategic importance to growth in the Estuary and links to the Lower Thames Crossing. This could include the Commission taking account of major infrastructure requirements beyond its boundaries;
- Key sector strengths and opportunities that might support the development of ‘high productivity sectors’ – for example in life sciences and manufacturing, or associated with the universities clusters at Canterbury and Medway;
- Funding solutions to deliver the infrastructure that is needed to unlock growth;
- Examples of high quality development and work that is already underway or has been delivered in recent years to create integrated, quality communities.

4.3 The deadline for submissions is **9 September**. Assuming that KMEP wishes to respond, it is suggested that:

- a) Any suggested ideas to feature in the response are sent to ross.gill@kent.gov.uk by Monday 15 August;
- b) A draft response to the call is circulated to KMEP by Thursday 1 September;
- c) Following comments on the draft response, the Chairman approves the final response for submission on Friday 9 September.

4.4 Thames Gateway Kent Partnership is also likely to respond to the call for ideas (as will a number of local authorities and partnership bodies), and efforts will be made to co-ordinate responses.

5. Recommendations

5.1 KMEP Board is recommended to:

- c) Consider this report and the work of the Growth Commission; and
- d) Agree that a response to the Commission’s call for ideas should be prepared on behalf of KMEP, for circulation to KMEP members by the end of August and approval by the Chairman, as set out in para. 3.3.



Department for
Communities and
Local Government

Thames Estuary 2050 Growth Commission

Call for Ideas

July 2016
Department for Communities and Local Government

Introduction

1. The Thames Estuary 2050 Growth Commission (“the Commission”) was announced by the Chancellor of the Exchequer in March 2016. The members of the Commission are:
 - **Rt Hon Lord Heseltine CH (Chair)**, Government Advisor on Local Growth
 - **Lord Adonis**, Chairman, National Infrastructure Commission
 - **Sir John Armitt**, President, Institute of Civil Engineers
 - **Rt Hon Greg Clark MP**, Secretary of State for Communities and Local Government
 - **Lord Foster**, Chairman and Founder, Foster + Partners
 - **Rt Hon Mark Francois MP**, Minister for the Thames Gateway
 - **Prof. Alice Gast**, President, Imperial College
 - **Gregory Hodkinson**, Chairman, Arup Group
 - **Sir George Iacobescu**, Chairman and Chief Executive, Canary Wharf Group
 - **Prof. Dr Uwe Krueger**, Chief Executive, Atkins
 - **Sir Stuart Lipton**, Partner, Lipton Rogers Developments LLP
 - **Sir Edward Lister**, Chairman, Homes and Communities Agency
 - **Sadie Morgan**, Director, drmm Architects
 - **Lord O’Neill**, Commercial Secretary to the Treasury
 - **Tony Pidgley**, Group Chairman, Berkeley Group
 - **Nicola Shaw**, Executive Director UK, National Grid
 - **Geoffrey Spence**, Global Head of Infrastructure, Resources and Energy, Lloyds Bank
2. Budget 2016 announced that the Commission would “develop an ambitious vision and delivery plan for North Kent, South Essex and East London up to 2050. This will focus on supporting the development of high productivity clusters in specific locations. It will examine how the area can develop, attract and retain skilled workers. It will also look at how to make the most of opportunities from planned infrastructure such as the Lower Thames Crossing.”
3. The Commission will, by March 2017, produce an interim report setting out its vision for the region. It will then report back to the Chancellor by Autumn Statement 2017 with a clear and affordable delivery plan for achieving its vision.
4. The Commission recognises that a wealth of ideas already exists for maximising the region’s potential. This call for ideas is an open invitation for all interested parties, both within and outside the Thames Estuary, to contribute their views. The Commission encourages submissions to be creative and ambitious. It also requests that submissions clearly set out the evidence that supports their positions.

Context

5. There have been numerous attempts to set a vision for the Thames Estuary over recent years. Much of what was promised in these visions has been delivered. It is clear, however, that there remains huge untapped potential in the region. This Commission is an opportunity for people right across the region to come together and create a vision that builds on past successes and faces new challenges head-on.
6. The Government is giving communities right across the country the powers and funding they need to shape their economic development. It is backing the Northern Powerhouse and the Midlands Engine, whilst continuing to empower Local Enterprise Partnerships to deliver growth in their areas. The Commission will remain mindful of this wider context, but consider what more might be done to ensure the Thames Estuary thrives.
7. Over the coming decades the Thames Estuary is expected to see significant economic growth – in terms of the number of jobs, businesses and homes. The Government is already making substantial investments in infrastructure to support this growth, notably through the extension of Crossrail to Abbey Wood, the regeneration of Ebbsfleet Garden City, and the planned Lower Thames Crossing. There are further investments being made by local and regional organisations.
8. The Commission's vision will be one for high-quality growth that recognises the existing strengths of the area whilst realising its significant economic potential. It will be a holistic vision that looks at existing focal points for growth and considers what additional focal points could be developed. It will not seek to predict how the region is likely to develop, but rather will be a vision for development that otherwise would not happen. The delivery plan will be clear, detailed and affordable within the Government's medium-term fiscal plans.
9. The Commission will take account of major projects and current industry planning processes involving a range of organisations, including but not limited to Highways England, Network Rail, Transport for London, local government and the Local Enterprise Partnerships. The Commission will not, however, seek to re-open or delay existing work being undertaken by any of the above. Instead it will look at how to make the most of these opportunities, including what related infrastructure may be required to accelerate growth.
10. The areas within scope of the Commission's remit are the London Boroughs of Barking and Dagenham, Bexley, Greenwich, Havering, Lewisham, Newham and Tower Hamlets; the Kent Councils of Canterbury, Dartford, Gravesham, Medway, Swale and Thanet; and the Essex Councils of Basildon, Castle Point, Rochford, Southend-on-Sea and Thurrock.

Work streams

11. The Commission's initial work will focus on six work streams, as set out below. Respondents are invited to submit answers to the questions posed under each one. They should not, however, feel constrained by these questions. Submissions in any format will be welcomed.

12. **Creating high productivity clusters:**
 - a. What high productivity clusters are there in the region currently and what clusters might there be up to 2050?
 - b. What skills will be needed to support these clusters and how can those skills be delivered?
 - c. What can policymakers, businesses and education providers do to encourage the development of high productivity clusters?

13. **Increasing connectivity**
 - a. What connectivity constraints, including energy, transport and digital, exist in the region?
 - b. To what extent will planned infrastructure address these constraints?
 - c. What additional infrastructure may be needed to unlock growth and productivity? How should projects be prioritised?

14. **Creating new homes and communities**
 - a. What barriers exist to creating high-quality communities where people want to live, work and visit?
 - b. What specific locations offer the most potential for new homes and how should these be prioritised?
 - c. How can the quality of associated social infrastructure be maximised?
 - d. How can growth in the region be achieved whilst meeting the UK's long-term emissions reduction targets and enhancing the region's natural assets?

15. **Securing investment**
 - a. How can public funding be used to maximise private investment in the region, including foreign investment?
 - b. What can be done to reduce risk for potential investors?
 - c. How can increases in public sector land values be used to fund infrastructure investment?

16. **Harnessing innovation in the built environment**
 - a. What international examples of innovation in design and construction should the Commission consider?
 - b. What particular opportunities exist in the Thames Estuary for promoting sustainable development that can be delivered quickly?

17. **Putting it together: centres of excellence**
 - a. What is your vision for creating high-quality growth that benefits the whole of the Thames Estuary?

- b. What organisational structures and interactions are needed to deliver your vision?
- c. What specific locations, of any size, have the greatest potential to become 'centres of excellence' by attracting high productivity clusters and creating world-class communities?

18. Finally, what lessons can be learnt from previous initiatives in the Thames Estuary?

How to respond

- 19. The deadline for submissions is midday on 9 September. Submissions should be emailed to ThamesEstuary@communities.gsi.gov.uk. Written submissions should be limited to 10 pages in length. Submissions in other formats, including graphs, images, infographics and videos, will also be welcomed. Please include contact details so the Commission Secretariat can contact you in case any clarification is required.
- 20. You can also make submissions by tweeting us @HMGLocalGrowth and @_bisle, and by using the hashtag #ThamesEstuary.
- 21. In exceptional circumstances we will accept submissions in hard copy. If you need to submit a hard copy, please send your response to:
Thames Estuary Secretariat
DCLG, 1st Floor SW, 2 Marsham Street
London SW1P 4DF

About this discussion paper

- 22. This discussion paper has been planned to adhere to the Consultation Principles issued by the Cabinet Office. Information provided in response to it may be published or disclosed in accordance with access to information regimes (primarily the Freedom of Information Act 2000, the Data Protection Act 1998 and the Environmental Information Regulations 2004).
- 23. Please be aware that, under the Freedom of Information Act, there is a statutory Code of Practice with which public authorities must comply and we cannot give an assurance of confidentiality in all circumstances. The Department for Communities and Local Government will process your personal data in accordance with the Data Protection Act and in the majority of circumstances this will mean it will not be disclosed to third parties.

ITEM 6

Date: 1 August 2016

Subject: The impact of the EU Referendum result on European funding

Report authors: Ron Moys, Head of International Affairs, Kent County Council

Summary

This paper highlights the important contribution of EU funding to the delivery of Kent and Medway's strategic outcomes since 'Interreg 1A' in 1991, and considers the implications of 'Brexit' on our current programmes.

1. Introduction

5.2 Kent and Medway have pursued European activity since KCC signed a Cooperation Agreement in 1987 with the Regional Council of Nord-Pas de Calais ahead of the opening of the Channel Tunnel. As a direct result of this link, Kent became the first county in mainland Britain, and the first maritime border region, to obtain funds from the European Union's 'Interreg' cross-border cooperation programme.

5.3 We have a strong track record of securing access to EU funding including, for example, successful lobbying in previous years for 'Objective 2' status for Thanet and 'URBAN 2' in North Kent. Both authorities have been a significant beneficiaries of support from Interreg and a range of other EU funding programmes.

2. The implications of Brexit for EU Funding

2.1 Now that the UK has voted to leave the EU, the government will have a period of two years to negotiate a withdrawal agreement once Article 50 of the EU Treaty is invoked. The UK will remain a member of the EU within the two years. Although this period could be extended, this will end in late 2018 on the assumption that negotiations begin this autumn. This compares to our current EU-funded programmes which run to the end of 2020, with funds able to be spent up to the end of 2022.

2.2 With the first Calls for EU-funded projects having only taken place in March-April 2015, the 'Brexit' vote comes at a particularly important time for the delivery of the new programmes. Programme Managing Authorities have recently sent messages urging 'business as usual', but the implications of a departure during the mid-point of programmes currently remain unclear.

On the one hand,

- prior to the referendum results, the organisations managing transnational funding schemes indicated that the UK's Partnership Agreement with the European Commission (which set out its planned use of ESIF funds between 2014-20) comprised a contractual obligation to maintain current programmes for the full period;
- there is a requirement for all projects under our current Interreg '2-Seas' and 'Channel' cross-border co-operation programmes to have an English partner as a prerequisite for eligibility. Grants may, therefore, potentially continue to be secured until the end of 2020 and our already approved projects (as well as those approved during the negotiation period) may continue to be financed.

On the other hand,

- partnerships applying for EU funding under the transnational Interreg and pan-European programmes such as Horizon 2020, may be cautious about working with UK partner organisations as doing so would lead to additional complications for management and could put their projects at risk;
- EU funding is financed by Member State budget contributions and, post-Brexit, the UK's financial commitment could cease, potentially along with future allocations of ESIF funding (the UK government has also consistently argued over successive programming periods for the 'repatriation' of EU Structural Funds).

3. EU Funding into Kent and Medway

3.1 The European Structural and Investment Funds ('ESIF') comprise three main Funds:

- **European Regional Development Fund (ERDF)** supports innovation, SME competitiveness and the development of a low carbon economy.
- **European Social Fund (ESF)** enables employability and skills support and social inclusion projects.
- **European Agricultural Fund for Rural Development (EAFRD)** supports the growth of the land-based economy.

3.2 Given cuts to local authorities' funding, ESIF Funds have been important for the delivery of KCC's core priorities through a range of co-financed projects and have also represented longer term funding streams for the County Council. **Annex 1** summarises the EU funding secured over the five consecutive programming periods for which the Kent and Medway have been eligible since 1991-1994. A total of some £220 million in EU grants has been secured to date.

- 3.3 Under the ERDF, projects have included support for economic development and regeneration; business, trade and inward investment; low carbon economy, tourism and the environment. The European Social Fund has financed improvements in education, training and employment in the county, whilst the LEADER rural development programmes have provided grants to local farmers, growers, rural businesses and communities.
- 3.4 For the current period 2014-20, KCC has an overall target of securing £100 million in EU funding across Kent. **Annex 2** lists the KCC and non-KCC projects currently in the pipeline. Although we have already secured over half of this figure to date, the withdrawal of the UK from the EU does now pose a threat to meeting this target, and the delivery of our priorities. The UK government faces a choice in the longer term over whether to replace the EU's European Structural and Investment Funds with national regional development spending. In the shorter term, the main issue concerns the implications of the departure for our current EU-funded programmes and projects and those which are already under development.

4. **Next steps and recommendations**

- 4.1. Despite current uncertainty, it is important to maintain our European partnerships, and continue to actively pursue opportunities to maximise EU funding in support of Kent and Medway priorities. In this regard, KCC Cabinet member for Economic Development Mark Dance met with M. Michel Dagbert, President of the General Council of the Department of Pas de Calais on 24 June 2016, the day after the referendum, in order to demonstrate our continuing commitment to the partnership.
- 4.2. Likewise, on 6 July 2016 in Brussels Mark Dance met Mme. Valérie Létard, Vice President responsible for European funding programmes in the French region of Hauts-de-France (the new name for the merged regions of Picardie and Nord-Pas de Calais). The meeting highlighted the importance of ensuring that both regions prosper from any new trading arrangements that may be established as a result of 'Brexit'. It was also agreed that both regions should now further strengthen our links and work together to accelerate new joint projects under the current European programmes in areas such as the digital and low-carbon economies, life sciences, active and healthy ageing, high-tech engineering and apprenticeships.
- 4.3. With regard to continuing to maximise our funding from the current programmes, Kent was successful in securing a further eight projects worth a total value of some £2.3 million in ERDF grant at the latest meeting of the Interreg '2-Seas' Programme Monitoring Committee in Arras on 12-13 July 2016. The projects will, for example, help Kent's tourism SMEs to innovate, support residents' health and well-being through diabetes control and the use of assistive technology for disabled people, develop new models for childcare and finance flood management and water catchment measures in the county. We will continue to support the development of future EU-funded projects which deliver positive outcomes for Kent and Medway.

EU Funding Into Kent

Programming Period 1991-1994

Programme	Coverage	Amount (£m)
Interreg 1A	County-wide	14.27
Total		14.27

Programming Period 1994-1999

Programme	Coverage	Amount (£m)
Interreg 2A	County-wide	15.00
Objective 2	Thanet only	26.00
European Social Fund	County-wide	2.42
Total		43.42

Programming Period 2000-2006

Programme	Coverage	Amount (£m)
Interreg 3A	County-wide	20.00
Objective 2	Thanet only (+ 'Sandwich Corridor')	21.00
URBAN 2	North Kent	7.40
European Social Fund	County-wide	23.65
LEADER +	Mid-Kent	1.35
Total		73.40

Programming Period 2007-2013

Programme	Coverage	Amount (£m)
Interreg 4A '2 Seas'	County-wide	13.18
Interreg 4A 'Channel'	County-wide	5.04
Interreg 4B North Sea	County-wide	0.64
Interreg 4B North West Europe	County-wide	1.71
Interreg 4C	County-wide	0.62
South East ERDF Competitiveness Programme	County-wide	0.62
European Social Fund	County-wide	9.83
LEADER	West Kent, Kent Downs & Marshes	3.00
Total		34.64

Programming Period 2014-2020 (Funding secured to date)

Programme	Coverage	Amount (£m)
Interreg 5A '2 Seas'	County-wide	3.01
Interreg 5A 'Channel'	County-wide	
Interreg 5B 'North Sea'	County-wide	
Interreg 5B 'North West Europe'	County-wide	0.19
Interreg 'Europe'	County-wide	0.40
South East LEP 'ESIF' (ERDF)	Kent and Medway	4.30
South East LEP 'ESIF' (ESF)	Kent and Medway	
South East LEP 'ESIF' (EAFRD)	Kent & Medway	0.16
Connecting Europe Facility	Port of Dover	42.30
LEADER	West Kent, Mid-Kent, East Kent	5.30
Erasmus	County-wide	0.29
Total		55.95

KCC/Kent Projects - Status as at June 2016

Project	Organisation/Contact	Grant sought for KCC/Kent	Project Summary	Current Status
Interreg 5A 2 Seas Programme				
ISE (Innovative Sector Exchange)	Kent County Council – Steve Samson	£431,000 (inc. £123,000 for Kent Invicta Chamber)	A business support project to help Kent companies innovate and internationalise by connecting them to SMEs in nearby European partner regions to promote collaborations and innovation	Approved at Programme Monitoring Committee (PMC) meeting on 29 February 2016. (Green)
SCAPE (Shaping Climate Change Adaptive Places)	Kent County Council/AONB - Elizabeth Milne	£200,000	To make coastal landscapes better adapted and more resilient to climate change.	Approved at Programme Monitoring Committee (PMC) meeting on 12-13 July 2016.
Triple A (Adoption of low carbon technologies by homeowners through increased Awareness and easy Access)	Kent County Council – Carolyn McKenzie	£320,000	A financing scheme for domestic energy efficiency measures	Referred back for operational re-working at Programme Monitoring Committee (PMC) on 12-13 July 2016 (Amber)
Triple C (Climate resilient community-based catchment planning and management)	Kent County Council/AONB	£180,000	Climate resilient community-based catchment planning and management – will support natural flood management measures in the Upper Darent.	Approved at Programme Monitoring Committee (PMC) meeting on 12-13 July 2016.
CASCADE (Community Areas of Sustainable Care and Dementia Excellence in Europe)	International Health Alliance – Alice Chapman-Hatchett / Canterbury Christ Church University – Carolyn Jackson	£2.8 million (inc.. Medway)	To develop a financially sustainable approach to elderly/dementia care (EDC) that can be replicated across Europe.	Referred back for strategic re-working at Programme Monitoring Committee (PMC) on 12-13 July 2016 (Amber)
LOWCAR (Low Carbon Transport in the Leisure Sector)	Kent County Council/Visit Kent	£400,000	To shift behaviour from car use to low carbon transport (LCT) modes.	Approved at Programme Monitoring Committee (PMC) meeting on 12-13 July 2016.
DWELL (Diabetes and WELLbeing)	International Health Alliance/KCC/CCCUniv – Alice Chapman-Hatchett	£525,000	To encourage people with poorly controlled diabetes to make sustainable changes to health and wellbeing related behaviour.	Approved at Programme Monitoring Committee (PMC) meeting on 12-13 July 2016.
PROFIT (PROfessional Framework for Innovation in Tourism)	Visit Kent	£240,000	To support Kent-based tourism SMEs to innovate and adapt traditional business models to encourage long-term growth.	Approved at Programme Monitoring Committee (PMC) on 12-13 July 2016
EDUCAT (Empowerment of Disabled People through co-	University of Kent/East Kent Hospitals	£500,000	Empowering disabled people through assisted technology.	Approved at Programme Monitoring Committee (PMC) on

production of Assistive Technology)				12-13 July 2016
INCASE (Towards Industry via Networking Control Applications and Sustainable Engineering)	University of Kent/University of Greenwich	£260,000	Facilitate smart growth through the development of automation technologies.	Approved at Programme Monitoring Committee (PMC) on 12-13 July 2016
Adapt2Cs	Kent County Council – Christine Wissink	£360,000	To implement innovative adaptation solutions in recovery from flooding/drought.	Concept Note rejected at PMC on 29 February 2016 (Red)
PACE (Providing Access to Childcare and Employment)	Kent County Council – Sean Carter	£275,000	Develop and test new models for childcare services to facilitate new routes to employment for vulnerable parents.	Approved at Programme Monitoring Committee (PMC) on 12-13 July 2016
Interreg 5A France-England Channel Programme				
CHEFS (Channel Hub for Enhancing Food Specialties)	Produced in Kent – Stephanie Durling	£233,700	A project to increase the contribution of protected food marks to the local economy, add value to the food & drink sector products and help over 200 agri-food SMEs innovate and reach new markets	Full Application rejected at Programme Monitoring Committee on 29 June 2016
Student Entrepreneurs	Kent Science Park – Richard Wheeler	£53,600	Increase the creation of enterprises by students, including through youth entrepreneurship.	Full Application rejected at PMC April 2016. Advised to submit new Concept Note.
ADAPT	International Health Alliance – Alice Chapman-Hatchett	£4.5 million	Development of innovative assisted technology for people with severe cognitive and physical disabilities.	Phase 2 Full Application submitted.
GO TRADE	University of Greenwich – Andres Coca-Stefaniak	£173,000	Using traditional markets as a catalyst for job creation, skills development and growth through the visitor economy.	Full Application rejected at Programme Monitoring Committee on 29 June 2016
Wellness	KCC , AONB - Catherine Brady		Developing tourism and creating new products linked to health and wellbeing	Phase 1 Application submitted
Interreg 5B North West Europe (NWE) Programme				
Boost4Health	Kent County Council (with Locate in Kent) – Steve Samson	£197,000	A project to connect Kent’s new life science cluster and companies from different European countries and support them in their export journey by providing access to relevant expertise and business contacts through an innovation voucher scheme.	Full Application approved at PMC on 25 February 2016.
Transnational Centre for	Kent County Council – Chris	£100,000	To bring together new technology providers, waste	Step 1 Application approved by

Carbonation Technology (TC2T)	Seamark		managers, building materials producers, regulators and end users to make eco-materials containing solid CO ² a commercial reality.	PMC on 25 February 2016- Full application to be submitted by 24 June 2016.
Interreg 5B North Sea Region (NSR) Programme				
Inn2Power	Kent County Council – Carolyn McKenzie	£185,000	To improve innovation capacity and access to the offshore wind industry for SMEs by creating the appropriate support conditions.	Referred back – reworked Full Application submitted by deadline of 14 March 2016.
FRAMES (Flood Resilient Areas by Multilayer Safety)	Kent County Council - Christine Wissink	£263,000	A project focusing on risk and crisis management and develop new mechanisms to improve local resilience to flooding.	Referred-back. Reworked Full Application submitted by deadline of 14 March 2016.
BEGIN (Blue Green Infrastructure through social Innovation)	Kent County Council – Will Moreno	£70,000	To identify climate adaptation solutions for flooding in urban areas (Swale) service management approaches, business cases and social innovation approaches.	Referred back – reworked Full Application submitted by deadline of 14 March 2016.
USE-IT	Kent County Council on behalf of the Kent Connects Partnership – Carol Patrick	£170,000	To increase digitisation to adapt to increasing customer and staff demands for easily accessible and better structured public services.	Full Application submitted by deadline of 14 March 2016.
Interreg 5C (Europe) Programme				
PASSAGE (Public authority supporting low carbon growth)	Kent County Council – Carolyn McKenzie	£213,000	Development of low carbon strategies to prevent pollution in maritime borders.	Approved at PMC on 10 February 2016.
SME Internationalisation Exchange (SIE)	Kent County Council – Steve Samson	£195,000	A policy exchange project focusing on the challenges and solutions for SME internationalisation. The project will enable KCC to learn and test new ways of supporting Kent SMEs into export markets and to forge links with other EU regions to help with market entry.	Approved at PMC on 10 February 2016.
Nine (Networking Innovation in Health & Care)	Kent County Council – Anne Tidmarsh	£175,000	Exchange of experience to improve policies in support of innovation infrastructure (e.g. incubators, technology information centres, research centres) addressing the key societal challenges in the field of health, demographic change and well-being.	Rejected at PMC on 10 February 2016.
CONCH (Capitalising on our natural and cultural heritage)	Kent County Council – Chris Drake	£472,000	A policy exchange project focusing on maximising the value of Kent's natural and cultural heritage.	Rejected at PMC on 10 February 2016.
South East LEP ESIF Programme (ERDF)				
LOCASE (low carbon across the	Kent County Council – Chris	£2,500,000	A business support project for supporting the shift	Approved.

South East)	Seamark		towards a low carbon economy in all sectors.	
Inward Investment Kent	Kent County Council – David Hughes	£1,840,000	A joint project with Locate in Kent to retain and attract investment into the life science sector, including the development of the emerging Biogateway Kent Life Science Cluster.	Approved.
I2S (Innovate to Succeed)	University of Greenwich	£500,000	To provide tailored support to SMEs to help them enhance their innovation management capability including in depth diagnostic assessment and a bespoke package of support.	Full Application currently being assessed.
South East Business Boost (SEBB)	Kent County Council (with Medway) – Ross Gill	£949,000 over 3 years	SEBB will provide direct 1:1 and one to many advice to Start-Up and early stage businesses and firms that are seeking to grow through process and product innovations. It also offers a grant programme focused on innovation	Full Application currently being assessed.
Growth Hub Business Finance	Kent County Council – Ross Gill	£3,006,000	To help small businesses to achieve their potential for growth through targeted financial assistance, bridging the gap in available finance and enable them to create and adopt innovative products and processes, enter new markets and unlock commercial finance.	Previous I3 (Innovation Investment Initiative advised to re-submit wider project to 2nd Call under Delegated Grants and Loans – rejected at ‘Gateway’.
South East LEP ESIF Programme (ESF)				
Employment Support for people with disabilities and long term health issues	Sussex Community Development Foundation	£3,574.000 over 3 years	Funding for third sector partnerships to provide intensive and ongoing practical employment support for disadvantaged people with long term physical health issues or disabilities to move into sustainable volunteering, education, training or employment across the Kent, Medway and East Sussex area.	Stage 1 Application approved. Full stage 2 Application to be submitted by end of November 2016.
Employment support for people with mental health issues	Porchlight and Sussex Community Development Foundation	£2,260,00 over 3 years	Funding for third sector partnerships to provide intensive and ongoing practical employment support for disadvantaged people with either a primary or secondary mental health condition to move into sustainable volunteering, education, training or employment across the Kent, Medway and East Sussex area.	Stage 1 Application approved. Full stage 2 Application to be submitted by end of November 2016.
Employment support for carers	Southdown Housing Association	£483,000 over 3 years	Funding for third sector partnerships to provide intensive and ongoing practical employment support for carers to move into sustainable volunteering, education, training or employment across the Kent, Medway and East Sussex area.	Stage 1 Application approved. Full stage 2 Application to be submitted by end of November 2016.

Employment support for older people	Social Enterprise Kent CIC	£483,000 over 3 years	Funding for third sector partnerships to provide intensive and ongoing practical employment support for older people (aged 45 and over) to move into sustainable volunteering, education, training or employment across the Kent, Medway and East Sussex area.	Stage 1 Application approved. Full stage 2 Application to be submitted by end of November 2016.
Employment support for lone parents	Gingerbread (national charity)	£831,000 over 3 years	Funding for third sector partnerships to provide intensive and ongoing practical employment support for lone parents to move into sustainable volunteering, education, training or employment across the Kent, Medway and East Sussex areas	Stage 1 application approved. Full stage 2 application to be submitted by end of November 2016.
Employment support for people with difficulty sustaining employment	Royal British Legion Industries Ltd	£870,000 over 3 years	Funding for third sector partnerships to support people who are furthest from the labour market to overcome barrier to move towards and into sustainable volunteering, education, training or employment across the Kent, Medway and East Sussex area.	Stage 1 application approved. Full stage 2 application to be submitted by end of November 2016.
South East LEP ESIF Programme (EAFRD)				
Biddenden Fruit Handling and Contract Processing	Biddenden Vineyards – Richard Barns	£59,200	Purchase and installation of new fruit handling and pressing machinery.	Approved at ESIF Committee on 15 March 2016.
Simpson’s Wine Estate Business Growth	Simpson’s Wine Estates – Ruth Simpson	£105,000	Conversion of 2 agricultural buildings into a winery.	Approved at ESIF Committee on 15 March 2016.
Connecting Europe Facility (CEF) Programme				
Ashford Spurs	Kent County Council - Dafydd Pugh/Stephen Gasche	£1,900,000*	Re - signalling at Ashford International Station to allow existing and future international trains to stop at the station	*Although European CEF funding for this amount was secured, for cost and technology reasons, the project is now to be fully funded domestically by SELEP.
BRIDGE (Building the Resilience of International & Dependent Gateways in Europe)	Port of Dover – Richard Christian	£18,900,000	Maritime and civil works – including new quay walls, dredging, land reclamation to create additional freight vehicle capacity.	Implementation underway.
BRIDGE - Motorways of the Sea II	Port of Dover – Richard Christian	£23,450,000	Financing of refrigerated cargo terminal in Dover and relocation of cargo operations to initiate port-centric distribution and utilise empty backloads.	Implementation underway.

ERASMUS + (Education & Training)				
BOOST (boosting the creativity of teaching)	Kent County Council – Sue Tunncliffe	£158,000	To develop a methodology for developing a whole school approach to creative teaching.	Submitted by Phase 1 deadline of 30 March 2016.
Leadership in Schools	Kent County Council/University of Southern Denmark – Sue Tunncliffe	£51,000,000	A project to look at different models of leadership and leadership development in different educational structures to encourage more of the profession to develop and move into senior leadership roles in schools.	Submitted by Phase 1 deadline of 30 March 2016 (Decision expected August 2016)
Inclusion for Young Newcomers!	Kent County Council – Sean Carter	£62,700	Comparative research across systems of education in Europe to improve classroom teaching and practice and consider similarities and differences.	Approved July 2016
Virtual Classrooms	Kent County Council – David Knox	£241,000	The project will service a core of health needs learners and the wider county where appropriate to raise attainment and outcomes for English, Maths, Science and ICT.	Submitted by Phase 1 deadline of 30 March 2016 (Decision expected August 2016)
ECO Early Years	Kent County Council – Pam Rawling	£74,000,	To develop a framework to support early years teaching	Submitted by Phase 1 deadline of 30 March 2016 (Decision expected August 2016)
TABLO	International Health Alliance – Alice Chapman-Hatchett	£52,000	To train staff in the use of the Arts for the benefit of patients with long-term conditions	Approved

ITEM 7

Date: 1 August 2016

Subject: Business commentary on economic impact of Brexit

Report authors: Jon Regan, Chairman of Hugh Lowe Farms Ltd, Vice Chairman of Weald Granary Ltd and Member of KMEP & West Kent Partnership (report)
Sarah Nurden, KMEP Strategic Programme Manager (intro)

Introduction

In response to the call for agenda items, two business members requested that time was set aside to discuss the impact of the EU referendum result on the Kent and Medway economy. One of these members, Jon Reagan, is unable to attend KMEP on this occasion but has provided his thoughts and commentary below.

Of particular use would be for business members to share any quantifiable statistical data on which to make economic comparison; this data could then be used by KMEP to inform and influence Government policy to secure, to the maximum extent possible during these uncertain times, economic growth and stability in Kent.

Questions which KMEP may wish to use to frame the debate include:

- Are there any specific sectors/companies where decisions on foreign direct investment (FDI) have been delayed/confirmed?
 - Are there any specific sectors/companies where initial market volatility after the Referendum has had a positive/negative impact i.e. delayed an order?
 - Are there any specific sectors/companies you believe are particularly reliant on exporting?
 - Are there any specific sectors/companies known to be particularly reliant on foreign workers?
 - Are there any specific sectors/companies where you believe there is evidence of opportunities for growth in the short-term?
-

Effect of Brexit on the soft fruit industry in the South East

The South East is a significant region for fruit production in the UK, noted worldwide for innovative production systems. New technologies such as the substrate production of soft fruit and intensive top fruit orchards have been adopted by SE growers largely to successfully tackle increasing labour costs and overseas competition.

The market for home produced fruit continues to grow thanks to a focus on healthy eating (e.g. 5 a Day) and the growers' success in increasing availability, eating quality, shelf life and value, especially of berries. The UK berry market is now worth £1 billion and is fulfilled by home produced fruit for six months of the year. The South East accounts for a third of this, and being so close to London, delivers quality fresh produce of known provenance to an increasingly food-aware population on its doorstep.

There are several Brexit risks to the industry which are common to many businesses, such as uncertainty over sterling exchange rates and fear of economic slowdown. There are also some specific financial risks arising from the inability of groups of fruit growers to access the EU Producer Organisation funding scheme which encourages cooperative marketing. However the biggest fear of fruit growers is the withdrawal of free movement of labour.

All the fruit is hand harvested by temporary seasonal workers, over 95% of whom come from Eastern European countries whose citizens have freedom to travel and work within the EU. Before countries such as Latvia, Poland, Romania and Bulgaria acceded to the EU, a Seasonal Agricultural Workers Scheme was licensed to operate by the Home Office and ran successfully for over 25 years. Appealing to younger, mobile workers both then, and now, the seasonal nature of the work means that harvest workers typically stay for 4 – 6 months and then return home, repeating the cycle two or more times before settling back in their home countries. It is estimated that over 70,000 seasonal workers are required by UK horticulture, of which a high proportion are employed in the South East. Staying on farms in temporary accommodation, harvest workers do not generally encroach on community services or facilities but do mix well within the villages where they stay.

There are two specific risks from Brexit: firstly, stopping the free movement of labour will stop this source of harvest workers. **The equivalent cohort of fit, active UK citizens, willing and able to work in the fields, from 5.00am, for 40 hours a week on a seasonal contract, will not magically appear.** Without certainty, investment in fruit growing businesses will stall despite the growing market, as growers will not plant crops without a means to harvest them. Each group of ten seasonal workers supports one permanent job directly, and many more indirectly. These jobs will be lost.

The NFU and other industry players are proposing the renewal of the Seasonal Agricultural Workers Scheme, but enlarged and extended to account for the significant growth of the industry since it was scrapped. But this scheme must be in place so that immediately Brexit occurs, recruitment can begin, to give security to the participants and employers and to ensure continuity of the business. If there is ANY delay, workers will take seasonal jobs elsewhere in the EU where they feel more welcome. Farmers cannot afford a 'year out', and

customers will program imported fruit if they fear lack of supply or instability. The market so carefully built up will be lost.

Secondly, we risk losing key management expertise within the industry. It requires skilled and experienced people to plan, establish and manage these plantations, and to successfully market the crops into the demanding supermarket dominated supply chain. Sadly, attendance at agricultural colleges plummeted for an entire generation as UK nationals found outdoors work unattractive, and careers in agriculture and horticulture were woefully under promoted by the educational establishment. Thanks to increasing interest in land-based careers this is now slowly being reversed. Fortunately in the meantime, following the accession of several Eastern European countries to the EU, skilled graduates of their agricultural universities were attracted to careers in UK farming and food. Most SE fruit farms now rely on highly anglicised, educated and skilled Eastern Europeans in key positions who work alongside their UK colleagues in roles such as irrigation technologists, agronomists, harvest managers, packhouse managers, and so on. To contemplate sending these people home when they have settled in our communities, with families and friends around them, would not just be economically damaging, but unkind and unfair.

ITEM 9

Date:	1 August 2016
Subject:	Local Growth Fund 1 & 2: Delivery Progress Report
Report authors:	Lee Burchill, Local Growth Fund Programme Manager, Kent County Council Helen Dyer, Project Officer (LGF projects), Medway Council Steve Hewlett, Head of LGF Transport Projects, Medway Council

Summary

This report provides an update on the progress in delivering Kent and Medway's Local Growth Fund (LGF) programme.

The Board is recommended to:

1. Note the update on LGF project scheme delivery
-

1. Scheme delivery

- 1.1 A Red, Amber, Green (RAG) spreadsheet accompanying this report provides an overview of progress in delivering all the LGF capital projects in Kent and Medway through both Rounds 1 and 2 of the Growth Deal. This is supported by more detailed information in Appendix 2 on the project highlighted as red on the spreadsheet.

For the **Kent programme:**

- 16 are green (business case approved, funding fully secured and delivery on target).
- 9 are amber (funding not yet secured; or scheme delay or funding issue which can be mitigated);
- 1 is red (funding not yet secured and significant cost or delivery issues).

For the **Medway programme:**

- 5 are green (business case approved, funding fully secured and delivery on target)
- 1 is amber (funding not yet secured; or scheme delay or funding issue which can be mitigated)

2. Housing and Job Delivery

- 2.1 In accordance with the wishes expressed by the KMEP Board on 14th June 2016, the format of the spreadsheet has been amended to reflect the target number of jobs and houses that will be delivered as a result of the LGF investment. This spreadsheet will be populated with the actual job and housing delivery figures once they become available.

3. Recommendations

The Board is recommended to:

- Note the update on LGF project scheme delivery

KENT SCHEMES - PROJECT RAG STATUS											
No.	Scheme	Description	Scheme Delivery By	Budget	Business Case Status	RAG Status	Comments	Key Events for Next Period	Estimated outcomes		
									Target Jobs	Target Homes	Other outputs / Benefits
SLGF1											
1	A28 Chart Road, Ashford	Carriageway dualling, junction improvements and NR bridge widening. Start of works planned for Spring 2018 with an 18 month construction period.	2019/20	£32.80m (£10.23m SLGF, £22.57m match funding)	Business Case Approved at Accountability Board in February 2016		Section 278 remains outstanding due to issues over the on-demand bond. Preparation of contract documents for West Sussex framework Contract are ongoing. Listed Building and Planning consent has been granted for the relocation of the East Lodge boundary wall. Informal consultation (run by ABC) held with Cobbs Wood estate on 7th July about potential changes to on-street parking restrictions in the estate. ABC are currently reviewing feedback to develop into final proposals for a formal consultation. Outstanding ecology surveys are currently being completed by Amey. Land owner discussions are progressing well but to safeguard the programme a CPO is due to be published in September 2016. Final draft Network Rail Two Party Agreement received.	Issue of Contract documents to four contractors on the West Sussex Framework Contract. Land negotiations ongoing. CPO documents finalised. Ecology surveys completed. Network Rail Two Party Agreement signed.	250	600	
2	Sturry Link Road, Canterbury	New link road connecting the A28 Sturry Road to A291 Sturry Hill requiring a crossing of both the railway and the river. Start of works planned for Spring 2019 with an 18 month construction period.	2020/21	£29.60m (£5.90m SLGF, £23.70m match funding)	Business Case Approved at Accountability Board on 24th June 2016.		Business Case now approved by SELEP. Outline Design progressing and start up pack issued to Network Rail. Meeting attended with Network Rail and Environment Agency . Progress over HoT for developer funding are ongoing.	Progress Outline designs.	250	720	

3	A28 Sturry Road Integrated Transport Package, Canterbury	Extension of in-bound bus lane. Start of works planned for summer 2016 with a 4 month construction period.	2016/17	£0.55m (£0.3m SLGF, ££0.25m match funding)	Scheme deferred until 2017/18.		No progress as previously agreed to put on hold bus lane proposal. Separate scheme has been suggested but not progressed at this stage.	Confirm what scheme is to be promoted and the likely timescales for delivery.	50	100	
4	Middle Deal transport improvements, Dover	New road between Albert Road and Church Lane, Deal. Scheme being prepared and delivered by developer. Work due to start in 2016/17.	2016/17	£1.55m (£0.8m SLGF, £0.75m match funding)	Business Case was approved at February 2016 Accountability Board.		Scheme Reported to JTB (Information Item). Planning application now being reported to July Planning committee meeting. Grant agreement currently being progressed by KCC Legal team.	Planning Permission granted, Section 278 agreement progressed and Grant agreement signed.	150	150	
5	A226 London Rd/B255 St Clements Way, Dartford	Junction improvements. Start of works planned for Spring 2019 for 12 months.	2019/20	£8.5m (£4.2m SLGF, £4.3m match funding)	Business Case to be prepared following appraisal of options for the scheme. Aim is to submit to ITE in 2017 (SLGF profiled to be released in 2018/19/20).		Outline design ongoing and site investigations being programmed for August 2016. Preparation of business case has started	Commencement of site investigations and continuation of outline design and preparation of business case	2395	890	
6	Rathmore Road Link, Gravesend	New 2-way link road between Stone Street and Darnley Road. Start of works planned for June 2016 with an 18 month construction period	2016/17	£9.5m (£4.2m SLGF, £5.3m match funding)	Signed-off by Accountability Board with release of funding in April 2016.		Site works progressing	Continue site works	215	390	
7	Maidstone Gyratory Bypass, Maidstone	A229 Gyratory Bypass, Fairmeadow. Main construction works planned to commence	2016/17	£5.74m (£4.6m SLGF, £1.14m match funding)	Business Case approved. Funding released.		Site works progressing	Continue site works with planned completion by November 2016.	1250	2000	

		summer 2016 for a 6 month period.									
8	Maidstone sustainable access to employment areas	New pathway along the River Medway between Aylesford Village and Allington Lock + complementary measures on existing routes. Start of works planned for spring 2016 for a 12 month construction period.	2016/17	£3m (£2m SLGF, £1m match funding)	Business Case approved. Funding released.		Tender process in progress and split into 2 sections (1) Barming end under an open tender and Aylesford being carried out under Environment Agency Framework. Timescales pose risk of contracts starting later in year (Sept 16) and forcing work into the winter period.	Award Tenders and update JTB	350	475	
9	Maidstone Integrated Transport	Package of transport improvements. Works to start in 2016/17.	2016/17 to 2019/20	£15.8m (£8.9m SLGF, £6.9m match funding)	BC approved. Funding released. Further amendment approvals may be required.		Delivery of Willington Street and design highlighted saturation in first year, plus potential development near to junction meant that decision was taken to not progress and let developers pay for scheme through Section 106. Awaiting decision on development and will look to deliver enhanced scheme if they are turned down. Phase 2 currently consists of minor schemes with feasibility work being carried out and accelerated for the wheatsheaf junction so that designs can be agreed in Aug/Sept 16. Feasibility work then to be carried out on Coldharbour and Hermitage Lane schemes.	Look to return to JTB in Sept 16 with update on what further schemes to progress in Phase 2.	1820	1725	
10	Folkestone Seafont Resurfacing Phase 1, Shepway	Complete	42125	£0.29 SLGF	Approved. Funding released to KCC.		Scheme Delivered	Scheme Delivered			

10A	Folkestone Seafront Resurfacing Phase 2 (incorporating Tontine Street Traffic Scheme), Shepway	Resurfacing of Tontine Street (in conjunction with S106 works at same location). Works Complete	42491	£0.36m (£0.21m SLGF, £0.15m S106 funding for Tontine Street)			Scheme Delivered	Scheme Delivered			
11	Sittingbourne Town Centre Regeneration (developer delivered), Swale	Re-alignment of St. Michaels' Rd and public realm improvements adjacent to rail station. Construction planned to start in 2015/16.	2015/16/17	£4.5m (£2.5m SLGF, £2m match funding)	Approved. Funding released to KCC.		Network Rail land swap design progressed and agreed subject to legal documentation. Detail design of road network progressed for s.278 shortly to be ready for tender. Further tendering information is sought from KCC to abide by defined procedural rules.	Network Rail have confirmed that they will not sign s106 until the land swap arrangement has been secured. Once the revised planning applications have been submitted by 1st August. Satisfy s278 by 1st September 2016.	560	214	Additional training facilities
12	Thanet Parkway, Thanet	New rail station. Start of works planned for March 2018 for a 12 month construction period.	2019/20	Project cost under review (£10m SLGF)	Comments received from SELEP ITE on BC. Comments currently being addressed with the aim of BC sign-off in autumn 2016. SLGF profiled for 2017/18.		The GRIP 3 design was submitted to NR on 10th May and 2 issues were identified (1) the proposed location may require a new control mechanism which would reveal existing non compliances with current standards and would have to be addressed before the crossing could be accepted back into service by NR (Est cost £2.5m). (2) The current level crossing arrangement at Cliffsend may require a change from the Automatic Half Barrier to a Manually Controlled Barrier. (Est cost £1.5m). New design cost estimate of £14.5m at Q2 2016 prices (£16.5m for build in Q1 2020 Inc. inflation). Still awaiting announcement on New Stations Fund.	Transport Business Case to be completed to support funding bids including the allocated LGF funds and the New Station Fund when announced.	2100	800	
13	M20 Junction 4 Eastern Overbridge	Widening of existing motorway overbridge. On programme, but slight delay in commencement on site.	2016/17	£4.81m (£2.2m SLGF, £2.61m match funding)	Approved. Funding released to KCC.		Site works progressing	Continue construction works with planned completion by November 2016.	745	1695	

14	Tonbridge Town Centre Regeneration	Transport improvements to Tonbridge High Street commence. Phase 1 commenced on site in August 2015. Phase 2 is planned to start in 2016/17.	2015/16/17	£2.65m (£2.4m SLGF, £0.25m match funding)	Approved. Funding released to KCC.		Tonbridge Phase 1 completed and snagging/defects being dealt with. Phase 2 schemes being taken forward: 1. Riverwalk - detailed design progressing; 2. Hadlow Road/Cannon Lane jct improvements detailed design complete and due to start in summer holidays; 3. Brook Street/Waterloo Road cycle improvements - early discussions taken place 4. A21 Pembury Road cycle improvements - outline designs completed but issues with parking	Continue with designs on 1. River Walk; 3 Brook Street/Waterloo Road and 4. A21 Pembury Road. Complete implementation of 2. Hadlow Road/Cannon Lane junction improvements	366	1000	
15	Tunbridge Wells Jct Improvements (formerly A26 London Rd/ Speldhurst Rd/ Yew Tree Rd)	Junction improvement and A264 junction changes. Start of works for phase 1 planned for January 2016. Phase 2 construction planned for summer 2017	2015/16/17	£1.8m SLGF	2015/16 funding approved and released to KCC. A supplementary Business Case is in progress to secure future years' funding.		Phase 1 completed with a few snagging items to attend to. Investigation into further junction improvements is continuing. A264/Halls Hole Rd junction has now been outline designed, with construction costs being estimated at £2.5m (including £1m stats diversion costs). This is beyond the budget for this proposal, therefore investigation of other options will be progressed including signal upgrades at key junctions in TW town centre, UTC in TW town centre, and improvements to main junction in Hawkhurst.	Complete business case for approval of phase 2.	105	85	
16	West Kent LSTF	A package of measures to support travel by sustainable means. Start of works planned for September 2015 for a 5 month construction period	2015/16 to 2020/21	Total across 6 years - £9.06m (£4.9m SLGF, £4.16m match funding)	Full approval for all years. 2016/17 funding released to KCC.		Maidstone East GRIP 1-3 complete and handed over to Network Rail for delivery. NR have agreed to fund the demolition of Old Vic pub which is scheduled to commence late summer 2016. Members briefing arranged for 15th August 2016. TWBC in process of commissioning Amey to compete detailed design for public realm phase 2. Swanley Station GRIP 1-3 complete and members have been briefed. Tonbridge Station - useful consultation with Tonbridge Youth Hub reaffirming design being progressed. Outline design complete.	Schemes to be delivered in 16/17 are: Maidstone East Station Scheme (extension and refurbishment of station building, demolition of Old Vic and creation of new station forecourt) to be progressed to detail design and planning permission granted. Tunbridge Wells shared space phase 2 - detailed design and part of the construction. Tonbridge Station	345	393	

								detailed design - possible delivery of improvements to the Barden Rd entrance. Swanley station design.			
17	Kent Thameside LSTF	A package of measures to support travel by sustainable means. Start of works planned for September 2015 for a 5 month construction period	2015/16 to 2020/21	Total across 6 years - £7.65m (£4.5m SLGF, £3.15m match funding)	Full approval for all years. 2016/17 funding released to KCC.		Land valuation and compensation report received for Gravesend Transport Quarter, set up meeting with Property to check they are happy to proceed with the purchase. Once agreed will instruct Bruton Knowles to commence negotiations with Network Rail. Tender documents completed for Gravesend wayfinding - due to go out for tender July/August 2016.	Awaiting revised costing for Bob Dunn Way cycle scheme. The Transport Quarter bus hub for Gravesend will be progressed (acquiring of Network Rail land est. cost £350k to £450k, detail design, permissions and consultation). Gravesend wayfinding will be tendered for and installed in the town centre (monoliths and finger posts). Design for a new footway on Sole Street, Cobham (if land owners are open to dedicating their land for this purpose). New footpath in Vigo to connect a bus route to a residential development.	843	657	

18	Kent Strategic Congestion Management programme	Package of congestion management initiatives. Start of 2015/16 works planned for October 2015 with a 4 month construction period.	annually until 2020/21	Total across 6 years - £4.8m SLGF	2016/17 funding approved and released to KCC. Annual supplementary Business Cases are required to secure future years' funding.		The first Ashford scheme at Somerset Road is now complete. Detailed design on Wellesley Road is also complete pending a Summer construction start. Modelling of Canterbury Ring Road now complete	Further programme of works to be developed for 2017/18 and business case produced.	1903	2230	
19	Kent Sustainable Interventions programme - 2015/16 Scheme details	A package of smaller transport interventions	annually until 2020/21	Total across 6 years - £3m SLGF (£0.5m annually)	2016/17 funding approved and released to KCC. Annual supplementary Business Cases are required to secure future years' funding.		(1) Folkestone to Hythe Cycle improvements 16/17 - Scheme design complete and pack to be handed over to contractor by 25/07/16 for programming. (2) Folkestone Town Centre Cycle links 16/17 - Schemes in outline design stage. Several meetings have taken place with interested parties to assist in developing the most suitable routes for cycle improvements. (3) Tonbridge Angels to Rail Station cycle improvements 16/17 - Outline design and options route complete. Agreed most sensible route for cycle facility although concerns about removal of on street parking.	(1) Folkestone to Hythe Cycle improvements - 25/07/16 for scheme handover to contractor. Construction due November 2017 onwards (2) Folkestone Town Centre cycle links due for completion of designs 19/01/17 and Phase 2 designs to be completed by 31/03/2017 (3) Tonbridge Angels to Rail Station cycle improvements - Early stages of design and programme to be worked up when decisions taken on progressing scheme.	1335	1440	
20	Kent Rights of Way improvement plan	Package of ROWIP measures. Start of works planned for 2015/16.	annually until 2020/21	Total across 6 years - £0.3m SLGF	2016/17 funding approved and released to KCC. Annual supplementary Business Cases are required to secure future years' funding.		Scheme delayed until September 2016.	Finalise agreements and commence tender package.	140	N/A	

21	M20 Junction 10A (now a full junction to be delivered by Highways England)	Delivered by Highways England	2018/19	£70m (£19.7m SLGF, £16.2m match funding, £34.1m Highways England)	Highways England to prepare BC.		Highways England preparing BC. Delivery programme slipped - start of works now planned for early 2018 with an 18 month construction period.	Highways England to complete BC	900	1700	
SLGF2											
22	Dover Western Dock Revival	Package of highway improvements.	2016/17	£5m SLGF	Dover Harbour Board to prepare BC.		Previously considered inappropriate to use LGF allocation for current A20 works which the port are funding themselves.	Further agreement required for Dover Harbour Board to proceed with the business case development on the basis that they commit to building the new marina pier by a certain date (to be agreed) and that the LGF funding be paid with a claw back clause should the pier not be built (or substantially commenced) by that date.	1685	500	Enables broader Western Docks Revival scheme
23	Ashford International Rail Connectivity (Ashford Spurs)	Signalling upgrade to maintain international rail services at Ashford International station	2016/17 to 2018/19	£10.5m (£0.7m partner funding; £5m LGF2)* *£2m approved; £3m transfer from underspend on Westenhanger Lorry Park scheme Current funding gap is £4.8m.	Full Business Case to be provided by Network Rail at close of GRIP 3a (Network Rail's equivalent to outline design stage of the project). Business Case to be presented to SE LEP Accountability Board on 16.09.16		Good progress on feasibility report and business case (GRIP 1-3a), and realigned project management with clear accountability between partners. GRIP 3b-5 due for delivery Oct 2016 - Jul 2017; GRIP 6-8 due for delivery Aug 2017-Mar 2018	Network Rail's south-east route investment panel to approve GRIP 3b-5, and SELEP Accountability Board to approve business case, both on 16.09.16	1000	350	Retention of International Rail Services to Ashford International Railway Station

24	Folkestone Seafront (developer delivered)	Construction of platform to facilitate development of Folkestone Seafront.	2017/18	£22.21m (£5m SLGF, £17.11m match funding)	Approved. Funding released to KCC.		Business case approved by Accountability Board and State aid advice received. Grant agreement with private sector third party beneficiary (Folkestone Harbour (1) Ltd) was on hold following discrepancy in quoted LGF allocation.	Conclusion of grant agreement.	450	1000	Major contribution to regeneration of Folkestone seafront and town centre
NON-TRANSPORT											
25	Innovation Investment Fund (Growth Hub Capital)	Loan support programme.	annually until 2020/21	Total £6m (£1m annually)	Business Case approved. Further Business Cases may be required because of the quantum and duration of the programme.		Defrayal of first 2015/16 funds to Quarter 1 and 2 of 2016/17. Launch of second round of applications in Quarter 1 2016/17.	Progress further agreements to enable 2016/17 loans to be made.			
26	Westenhanger Lorry Park	Removed from programme following approval by KMEP and AB									

MEDWAY SCHEMES - PROJECT RAG STATUS

No.	Scheme	Description	Delivery By	Budget	Business Case Status	RAG Status	Comments	Key Events for Next Period	Estimated Outcomes		Reporting on outcomes to commence:
									Target Jobs	Target Homes	
SLGF1											
M1	A289 Four Elms Roundabout to Medway Tunnel	Highway capacity improvements to provide journey time savings and reduced congestion.	End of 2018/19	£11.1m	BC approved, funding released		A detailed review of the traffic modelling previously carried out for this project has been completed. This review was required in order to ensure that the project will deliver the required improvements in terms of traffic flow and journey times. The documents required for the procurement of a consultant to produce the detailed design have been prepared, ready for the procurement process to start. It is anticipated that there will be slippage during the 2016/17 financial year. This is as a result of the traffic modelling review and delays in submitting the planning application, which have in turn lead to delays with land acquisition. Mitigation measures to deal with the slippage are currently being considered. The project will still be completed by the end of March 2019 as per the original programme.	The proposed outline design for the scheme will be presented to Member Planning Committee, prior to the planning application being submitted at the end of August. It is expected that the planning application will be determined in November or December. Work will get underway on the ground penetration radar (GPR) survey and the remaining geotechnical investigations. The procurement process will get underway to appoint a consultant to produce the detailed design.	7688	4433	2019/20
M2	Strood town centre	Journey time and accessibility enhancements to the town centre including changes to the highway, improved public realm and retail improvements.	End of 2018/19	£9m	BC approved, funding released		The revised designs for the traffic improvements in Strood town centre have been presented to Members, and positive feedback received. A period of public consultation on all the project proposals, including public realm, accessibility and traffic improvements, started with a meeting of the Strood Town Centre Forum on 28th June. A further meeting will be held with the Forum on 26th July, with the consultation period ending on 29th July.	During August responses received during the public consultation will be reviewed to determine whether changes to the proposals need to be considered. The project will then progress to the detailed design stage in September.	360-450	600-815	2019/20

M3	Chatham town centre placemaking and public realm package	Improving the link between Chatham railway station and Chatham town centre and waterfront area and provision of a new civic space.	End of 2017/18	£4m	BC approved, funding released		Work has started on preparing the detailed design for the route improvement works between Chatham town centre and the train station. Following completion of work on the River Walk and Sun Pier, work at Pier Chambers has now been completed.	A summer launch event will be held to publicise the completion of works on the River Walk, Pier Chambers and Sun Pier. The detailed design for the route improvements will be completed at the beginning of August, ready to start the procurement process on 8th August to appoint a contractor to build the scheme.	6271	3682	2018/19
M4	Medway Cycling Action Plan	A range of measures designed to improve access to cycling in the Medway area and improve upon and expand existing cycling facilities	1st phase in 2015/16, then annually until end of 2017/18	£2.5m	BC approved, funding released		Work has begun on phase 2 of the Beechings Way, Gillingham cycle route and has continued on improvements to cycle facilities on Gillingham Business Park. Designs are being progressed for a number of other cycle routes which will be built during the 2016/17 and 2017/18 financial years.	Subject to public consultation, work will begin on cycle route improvements in Lordswood Lane, Chatham. Designs will continue for other routes due for construction in late 2016/17 and 2017/18. The first phase of the new permanent cycle counters will be installed.	390	261	2018/19
M5	Medway City Estate connectivity improvement measures	An integrated package of infrastructure measures aimed at addressing the existing barriers to movement to and from and within MCE.	Early interventions starting in 2015/16 with 2nd part of the project by end of 2018/19	£2m	BC approved, funding released		The project has been split into two phases, with phase 1 focussing on aiding egress off the Medway City Estate. Implementation of the original phase 1 works is almost complete. Average speed cameras have been installed in both tunnel bores to work with the traffic signals that have been installed at the entrance to the westbound tunnel. The signals and average speed control will create gaps in the traffic to allow vehicles to leave Medway City Estate more easily.	Following installation of the average speed cameras the traffic signals at the entrance to the westbound tunnel will be tested and commissioned. This will complete phase 1 of the project, and the impact the works have on the flow of traffic leaving the estate will be monitored. Attention will then switch to phase 2 works which will focus on improving connectivity within the estate for all modes of transport. Work will commence on planning	390	-	2019/20

								these elements of the project shortly.			
NON-TRANSPORT											
26	Rochester Airport Technology Park	Introduction of a Technology Park at Rochester Airport. Phase 1 of the project involves improvements to airport infrastructure and removal of the second runway. Works required to facilitate the development of the Technology Park.	Phase 1 by end of 2017/18	£4.4m (future phases in addition)	BC approved, funding released		<p>The Business Case was approved at the Accountability Board meeting on 10th June.</p> <p>Rochester Airport Ltd (the airport operator) have continued to work on the required Environmental Impact Assessment, with a view to minimising the delay on the project.</p>	<p>The Environmental Impact Assessment will be completed, with the determination of the planning application now expected in November 2016.</p> <p>Whilst the planning application is pending Medway Council will offer advice/support to Rochester Airport Ltd in relation to procurement options to allow work in this area to progress as soon as the planning permission has been decided.</p> <p>Efforts will be made to progress the project as much as possible given the current situation with the planning application. There is likely to be a need to review the expenditure profile.</p>	37	-	2018/19

Details of projects highlighted red in the RAG rating

Scheme	Description	Budget	RAG Rating
Ashford International Rail Connectivity (Ashford Spurs)	Signalling upgrade to maintain international rail services at Ashford International station	£10.5m (£0.7m partners; £5m LGF)	
<p><u>Progress:</u></p> <ul style="list-style-type: none"> - At the June meeting a presentation was given setting out the delivery schedule and estimated total costs of the project. Network Rail now plans to deliver the project by March 2018, with an estimated total cost of £10.5m including risk and contingency. With £700k of funding already in place, and with the £5m allocation agreed by KMEP at the April 2016 meeting, members agreed to include a further bid for £4.8m LGF3, subject to inclusion of LGF3 grant in the Autumn Statement. - Following a request made at the April 2016 KMEP meeting, an approach was made by KCC and ABC officers to obtain agreement that Network Rail could reduce the estimated project cost by seeking ministerial agreement between DfT and DCLG to permit the transfer of the total LGF bid for the project direct from DfT/DCLG to Network Rail, rather than have it transferred via the LEP, KMEP and KCC prior to payment to Network Rail. Civil servants from both departments investigated this option, which was rejected by both DfT and DCLG. The project will therefore continue based on external rather than internal staffing costs. - A report detailing the revised Network Rail Business Case will proceed to the SELEP Accountability Board in September 2016. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> - A LGF3 bid to cover the £4.8m shortfall is submitted to Government. 			

FOR INFORMATION ITEM A

Date: 1 August 2016

Subject: Future Meeting Dates for KMEP and SELEP

KMEP Board Meeting Dates

The future Kent & Medway Economic Partnership meeting dates are:

- 4 October 2016
- 12 December 2016

All meetings will be held at the Village Hotel, Maidstone at 5pm.

SELEP Strategic Board Meeting Dates

The future SELEP Strategic Board meeting dates are:

- 23 September 2016
- 9 December 2016

All meetings will be held at the High House Production Park, Purfleet, at 10am.

SELEP Accountability Board Meeting Dates

The future SELEP Strategic Board meeting dates are:

- 16 September 2016 at 10am
- 18 November 2016 at 10am

All meetings will be held at the High House Production Park, Purfleet.

South East LEP Annual Assembly has now been moved from 15th July 2016 to 23rd September, immediately following the LEP Strategic Board Meeting. The venue will be High House Production Park, Purfleet.