

Tuesday 23 May 2017, 5.00-7.00pm

Inspiration Suite, Village Hotel, Forstal Road, Maidstone ME14 3AQ

AGENDA

	Approx time	Page
1. Welcome, introductions and apologies for absence	5.00	
2. Minutes of previous meeting, matters arising & action tracker	5.05	2 & 13
3. Lower Thames Crossing: Route announcement	5.10	<i>Presentation</i>
4. South Eastern Rail Franchise consultation and Network Rail's Kent Area Route Study for Control Period 6 (2019 – 2024) consultations	5.25	15
5. Local Growth Fund 1, 2 & 3: Delivery Progress Report	5.40	20
6. Commercial brief for the Growth and Infrastructure Framework	5.55	<i>Presentation</i>
7. Capturing the growth of the Creative Industries <i>Presentation by Sarah Dance, KMEP Board Member, and business representative(s) from the creative sector</i>	6.25	<i>Presentation</i>
8. AOB	6.45	-
For information items:		
A. KMEP and SELEP future meeting dates		47

ITEM 2A

Date: 23 May 2017

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 30 March 2017.

Attendees:

KMEP Board Members

Geoff Miles (Chair | The Maidstone Studios)
Paul Barrett (C4B Business & Barretts Motors)
Andrew Bowles (Swale Borough Council)
Paul Carter (Kent County Council)
Rodney Chambers (Medway Council)
Miranda Chapman (Pillory Barn Design Ltd)
Nigel Collor (Dover District Council alternate)
Philip Cunningham (Cripps LLP and Chartway)
Sarah Dance (Sarah Dance Associates)
Roddy Hogarth (Sevenoaks District Council alternate)
Douglas Horner (Trenport Investments Ltd & CBI South East)

Alan McDermott (Tunbridge Wells Borough Council alternate)
Andrew Metcalf (Maxim PR)
Jane Ollis (IOD)
Tudor Price (Chamber of Commerce alternate)
Graham Razey (East Kent College)
Prof. Rama Thirunamachandran (CCCU)
Fran Wilson (Maidstone Borough Council)
Paul Winter (Wire Belt Company Limited)

Observers & Presenters in attendance

Allan Baillie (KCC), Matthew Balfour (KCC), Chris Brodie (SELEP), Kevin Burbidge (GBC), Lee Burchill (KCC), David Candlin (TWBC), William Connell (MBC), Barbara Cooper (KCC), Sunny Ee (MC) John Foster (MBC), Mark Griffiths (KIMS), Katharine Harvey (SDC), Simon James (KIMS), Richard Longman (TGKP), Matthew Norwell (TGKP), Sarah Nurden (KMEP), Andrew Osborne (ABC), Karla Phillips (KCC), Mark Raymond (TMBC), Dave Shipton (KCC), Andrew Stirling (SDC), Helen Whately (MP), Louise Whitaker (KCC), Emma Wiggins (SBC).

Apologies:

KMEP Board Members

Gerry Clarkson (ABC), Simon Cook (CCC), John Cubitt (GBC), Peter Fleming (SDC), Nicolas Heslop (TMBC), Jo James (Kent Invicta Chamber of Commerce), Jeremy Kite (DBC), Vince Lucas (VA Rail Ltd), David Monk (SDC), Jon Regan (Hugh Lowe Farms Ltd & Weald Granary Ltd), Nick Sandford (Kent Country Land Association), Steve Sherry (RBLI), Paul Thomas, & Chris Wells (TDC)

Item 1 – Welcome, introductions and apologies

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

Item 2 – Minutes of previous meeting and action tracker

- 2.1 Jane March's name was misspelt in the draft minutes. With this altered, the minutes of the previous meeting were agreed as a correct record and signed by the Chairman accordingly.
- 2.2 Nigel Collor commented on the significant importance of the Lower Thames Crossing, Operation Stack Lorry Park, a Dover TAP on the M2, and expeditious border checks at the Port of Dover to the Kent and Medway economy. He cited Dover Harbour Board's concerns that Brexit may lead to the introduction of new customs checks. These checks could potentially quintuple the time it takes to progress through the Port, and result in heavy congestion on Kent's motorways and local roads.

Item 3 – Industrial Strategy Green Paper

- 3.1 The Partnership received a presentation from Douglas Horner (KMEP Business Member) and Sarah Nurden (KMEP Strategic Programme Manager) setting out for consideration the possible lines of response to the Government's consultation on the Industrial Strategy Green Paper.
- 3.2 Sarah Nurden explained that the Government's consultation contained a list of 38 detailed questions for response but that it was proposed to send a simpler, and it was hoped, more effective high-level response on similar lines to that which would be presented to the partnership. She emphasised that the suggestions contained within the presentation were open to amendment, addition or deletion by the Partnership and that they only presumed to facilitate discussion.
- 3.3 These draft suggestions had been compiled following a range of discussions with partners that included the business community, skills providers, sub-county partnerships' policy leads, and district, unitary and county economic development officers. There had been close liaison with the policy officers leading KCC's response as well.
- 3.4 The Partnership heard that the Strategy was intended to be "A proper industrial strategy to get the whole economy firing" and that it would form part of the plan for Britain post-Brexit with the clear intentions of increasing productivity and drive and growth across the county. The full strategy was available for the Partnership to view online and a hardcopy summary of the strategy's key commitments was provided. It was assumed that members would have had sight of the document already and time would be better used considering a response.
- 3.5 Sarah Nurden and Douglas Horner said there were two opening remarks that KMEP may wish to include in any response. These were that the strategy should consider all economic growth generation, and thus be broadened to include all business sectors

(including the service sector). The second point was that successful areas must not be held back, but given resource to continue to flourish, while at the same time less prosperous regions must be given the tools, flexibility and resources to succeed.

3.6 They then addressed the suggested themes that could form the basis of the proposed response:

a) Empowering Local Government:

A clear message received from business was that they highly valued the existing local government structures and partnership working that had been achieved. There was no desire to see additional or different institutions created, such as Aldermen. It was noted however that it would be helpful for councils to work collaboratively to strengthen strategic/spatial planning across the county.

b) Amending funding regulations to drive commercial development

Locate in Kent had identified a need for forward-funded commercial space, particularly laboratory space. This would need to be achieved with help from the public sector as it was not currently commercially viable and therefore private developers are not undertaking speculative developments.

c) Co-location of commercial development around universities:

Space around universities should be made available for science parks and other commercial development. Other areas had successfully created such links and had attracted academic capital to the area as a result.

d) Creating creative attractive places to work, live and invest with a cultural anchor to attract and retain residents:

A report of the consultancy firm Localis ('Making of an Industrial Strategy') had identified this type of work as critical to the success of local areas in attracting and retaining residents who will bring diversity and growth to an area. Cultural anchors were viewed as an important factor in attracting investment and establishing a 'sense of identity' for a geographical area.

e) Redefining the South East Boundary:

Currently the regional boundaries (called NUTS1 regions) are defined and regulated by the EU. The opportunity to redefine these boundaries may be possible given Brexit. This will be critical if the Government plans to invest in infrastructure away from the "*prosperous London and the South East*". The suggestion made was for the Government to use the GMT line as a rough regional divide between a new South East, and a new South Central region. This would more truthfully reflect the South East's economic performance and the importance of regenerating coastal communities to growth. Any opportunity to increase the LEP GVA should be welcomed as SELEP currently has the 8th lowest GVA per head out of 38 LEPs.

f) Removing competitive funding and creating swifter, simpler allocation processes:

The competitive funding streams to which local authorities and others were expected to apply were currently disjointed and as such time consuming for officers to engage with.

A standardised approach or reduction in schemes would free up resources and reduce the financial burden. In addition, funding streams were often slow to announce successful bidders and this could lead to complications for local authorities who were forced to send multiple bids for the same schemes. The Lower Thames Crossing was also cited as an example where slow decision-making meant demand was outstripping capacity.

g) Prioritising international trade routes and gateways:

The importance of key entry points to the UK (such as the Port of Dover, Heathrow, etc) to the success of the national economy should be recognised. In addition, the government's strategy must prioritise the transport corridors which are used by international freight for investment, in particular the M2 / A2, M20 M25, Lower Thames Crossing were in need of improvements in key locations.

h) Creating capacity in digital and mobile infrastructure:

The digital marketplace would be crucial to the success of rural and service economies in Kent. In order to provide the necessary Broadband speeds to facilitate such success the monopoly of providers must be addressed, and full-fibre cable should be laid before houses are built. Creative industries also say digital connectivity in the public realm and on trains is critical.

i) Broadening the Challenge Fund remit and retaining EU funding locally:

The detail of this suggestion was being developed by the higher education sector. Further information is anticipated, but initial feedback from the universities had suggested the remit of the Industrial Strategy's Challenger Fund should be broadened to include research into policy/people innovations.

j) Locally-managing innovation investment funds

Locally-managed innovation investment funds had been aid economic growth (with the former Expansion East Kent, Tiger, and Escalate schemes cited as excellent examples). This type of innovation funds should be rolled out more widely in order to support the commercialisation of ideas.

k) Creating sector-specific skills panels

The suggestion was for sector-specific skills panels (guilds) to be created. These panels could operate on a local level (a roots up approach), but sit under a national umbrella so there was consistent branding and if firms operated in multiple regions, they would recognise the panel's identity/purpose. These sector-specific panels could help inform and influence the national sector deals and skills decisions.

l) Reviewing the regulatory framework:

In order to support the small and medium sized business economy in Kent the bureaucratic burden on employers wishing to employ new employees should be lifted, there would be an opportunity to undertake such a review following Brexit.

m) Providing independent careers advice to children in the presence of their parents and creating a one-stop information shop:

England is now unique in giving schools the responsibility of providing careers advice. It was suggested that this service should be delivered independently, and independent

careers advice should attend a parents' evening. This would allow the young person, parent, teacher and independent careers adviser to discuss the young person's aspirations, skill-set, and the opportunities in the local economy. Involving parents was important, as it was recognised that the advice of parents to influence children's choices was significant. Independent careers advice would also remove the potential for schools to encourage students to stay for 6th form who may be more suited to vocational training in order to receive the associated funding for that pupil. Also, the suggestion was to have one website or booklet where young people could see both the academic and technical routes.

n) Longer-term education planning:

This would facilitate a smoother transition from school to work, and allow employers to increase their knowledge of and engagement with educational policy, the education providers and young people.

o) Creating an employer-friendly curriculum

Businesses had told the Partnership that young people often lacked business acumen when they started in employment. The small and medium sized business economy needed practical skills to be developed such as filing tax returns or creating business plans. Also international practice suggests using workplace examples in maths and English curriculum could help improve basic literacy and numeracy.

p) Creation of an information portal for businesses

Businesses cite a lack of knowledge of some key government policies that impact their business directly (e.g. apprenticeship levy). It was suggested that business should register with some central portal (e.g. the Chamber of Commerce) that could act as a conduit to disseminate key information to local businesses. The central portal would be independent of government and could act as a gatekeeper to ensure businesses only received a sensible amount of information. The registration process for businesses would have to be non-onerous and not time-consuming. Having businesses register would enable the government and local partners to deepen their understanding of the local employment market.

q) Developing a workforce policy that meets the skills and labour needs of the local market

Decision regarding immigration policy post-Brexit must be made quickly to create certainty for the labour markets. In Kent it was crucial that the rural economy had enough agricultural labour and that the universities and FE colleges could attract the best academics from anywhere in the world.

3.7 The Partnership discussed the presentation and the following comments were made and responses to questions received:

- i. Several Board Members commented on the suggestion to 'amend funding regulations to drive commercial development'. Some queried to what extent more commercial and laboratory space was needed as their local knowledge indicates there is not a significant shortfall. Douglas Horner explained that Locate In Kent had mentioned that there was an issue. The presenters agreed to investigate the matter further with the

Discovery Park owners and other sources. The second concern was the insufficient level of funding from CIL for infrastructure needed by the new occupants at the housing developments (e.g. schools). To divert resources away from this essential infrastructure would be inappropriate.

- ii. Board members agreed that consideration should be given to what Kent should be known for, and what makes it a great County different from others. Board members agreed to go away and reflect on this, and send thoughts to Sarah Nurden by email. Examples of other 'branded' places were put forward such as Sunderland which had recently become known as the 'start up' capital of England. Suggestions for an industry focus for Kent were: Life Science & Healthcare/Meditech; Engineering, Design and Manufacturing; Immunotherapy and Cultural. It was put forward that a broader view of science and innovation was desirable in order to grow that industry.
- iii. That the idea of clustering commercial activity should not view science in isolation from other industries. It was reported that clustering around university sites was intended to facilitate very large businesses.
- iv. The response as put forward and agreed this evening would be submitted to government in order to influence the strategy. The submission must be made by 17 April 2017. Some consideration was given as to whether this approach would be successful or whether an attempt should be made to answer some or all of the questions put by government. The general consensus was to continue with the approach as set out in the presentation with an added emphasis on overarching strategic priorities. To this end Board Members would take away the presentation and consider it with officers and colleagues to return 3 key priorities to Sarah Nurden for consideration and inclusion.
- v. Concern was expressed by the Leader of Kent County Council that some of the aims set out in the presentation relied on local authority funding and assumed a surplus of CIL funds that did not exist. He did however; welcome the emphasis on place creation and in particular the focus on coastal communities and the support from businesses for the existing structures of local government and partnership organisations.
- vi. Concern was expressed that there was a lack of emphasis on West Kent. The presenters responded that this had not been the intention and reminded the speaker that the proposed opening remark in the response would be that successful economic regions must be earmarked for resource, and allowed to continue to prosper.
- vii. Helen Whately MP encouraged the Partnership to ensure that the response was shared with all Kent & Medway MPs in order that they may pursue the same message in parliament and with colleagues.
- viii. In respect of skills, it was suggested that 'perverse incentives' to funding should be removed in favour of a funding system that supports innovation and growth by recognising the need for a proportion of our young people to study technical education through apprenticeship or other means. Secondly, that given that businesses are required to take a more active role in the careers advice, delivery

(through a 3 month work placement and curriculum design) and destination planning for young people, that this engagement should be made as simple as possible (particularly for SMEs).

- ix. Support for the increase of capacity in the digital and mobile infrastructure was received, it was considered to be an achievable and important aim which would enable growth in areas that might otherwise struggle to take part fully in certain economies.
- x. Chris Brodie, SELEP Chairman, concluded by offering a SELEP wide perspective. He drew on Kent's world class logistical businesses including the Port of Dover. He supported the suggestion that prioritising international access points & transport corridors for investment was critical and felt that any KMEP submission should emphasise the importance of the port and surrounding infrastructure to the national economy. Without successful links from the South East the 'Northern Powerhouse' and the 'Midlands Engine' would not succeed, therefore the success of the government's strategy would depend on the ability of the South East, and Kent in particular, to maintain world class transport links.

3.7 It was agreed that the actions identified be undertaken and officers facilitate further comment and input from KMEP Board Members electronically to help inform the response. The response would then be submitted to the Government on behalf of the Partnership and BAB on 17 April.

4. North Kent Enterprise Zone update

4.1 Rodney Chambers of Medway Council highlighted the following elements contained within the Board report:

- NKEZ Strategic Board has recently appointed Bernard Spring as its Chairman.
- The NKEZ website went live on 2 March – see www.northkententerprisezone.co.uk
- Outline planning consent was granted in January for Northfleet West, including 46,000 m² of commercial space in the enterprise zone.
- A planning application for 21,500 m² of commercial development in Northfleet East was submitted. A decision is expected to be taken to the EDC's Planning Committee in May.
- The first phase (1a) planning application for Rochester Airport was submitted in December and approved by Medway's Planning Committee on 15 March.
- The outline planning consent for Kent Medical Campus was renewed for a 10 year period in January.

4.2 Rodney Chambers stressed the importance of securing investment to improve access from junction 7 of the M20 to the Kent Medical Campus in Maidstone. The LGF3 bid was unsuccessful, therefore another funding source is sought.

4.3 The Partnership thanked Rodney Chambers and Richard Longman for the update and report.

5. KIMS Hospital Progress Report

5.1 Simon James, CEO of KIMS Hospital, gave a presentation to the Partnership.

5.2 Key points from his presentation were:

- KIMS is Kent's largest acute independent hospital treating private & NHS patients. It opened in 2014 at the Kent Medical Campus, following £120million of investment. It has 99 beds, 5 operating theatres, 2 endoscopy suites, and the only independent interventional cardiology facility in Kent.
- It grew by 86% in year two & is on target to break even. 50% of its patients are funded by the NHS.
- It employs 304 local people, and has access to over 200 consultants across 35 specialities.
- Patient feedback shows 99% of KIMS' patients would recommend the Hospital.
- KIMS collaborates with local Clinical Commissioning Groups, delivering healthcare solutions & clinical pathways for NHS funded patients.
- In partnership with a GP practice in Whitstable, it has launched a consultant-led outreach orthopaedic service where the initial consultation is in the GP practice as opposed to hospital. Additional outreach services are in the pipeline.
- KIMS wishes to work with KMEP to help support the provision & delivery of healthcare which avoids duplication of services & resources.

5.3 Simon James concluded his presentation by asking the KMEP Board Members to support KIMS in its networking endeavours.

5.4 The Partnership thanked Simon James for his presentation.

6. 2017 Business Rate Revaluation

6.1 Dave Shipton, KCC's Head of Financial Strategy, gave a presentation to the Partnership on the business rates revaluation, which takes effect in England from April 2017.

6.2 He explained that:

- Rateable Values (RV) are set by the Valuation Office Agency (VOA).
- The Business Rate Multiplier is set by Central Government.
- Business Rates = RV x Multiplier – Reliefs
- The local authority role is limited to collection (with some discretion over reliefs).
- The revaluation is based on value in April 2015.
- On average across England, the percentage change in the rateable value between 2010 and 2017 is 9.6%. The South East percentage change is also 9.6%, whereas in London the rateable value has risen by 23.7% between 2010 and 2017.
- Looking solely at Medway, the rateable value has increased by 1.5% between 2010 and 2017. In Kent, the percentage change in RV is 5.9%; the change in the Channel Tunnel's rateable value accounts for a quarter of this increase.

- Kent’s rateable value for the retail sector has decreased by 4.3% between 2010 and 2017. Kent’s office sector’s RV has increased by 1.2% during this timeframe, but this is a much lower than the South East office sector average of 12.9%.
- The small business multiplier for 2017/18 is 46.6p; the standard multiplier is 47.9p. The Government has adjusted the multiplier for inflation (2%), impact of increased RV, and assumed the impact of appeals. Local Authorities can reduce the multiplier.
- The government has published the transitional arrangements to help phase in the effects of the business rate changes by limiting the amount by which a bill may rise or fall following a revaluation. The table below shows the limits on how much the rates can increase or decrease in 2017/18:

For 2017 to 2018	Small Property (i.e. RV < £20,000)	Medium Property (i.e. £20,000<RV<£100,000)	Large Property (i.e. RV > £100,000)
Limit on increase	5%	12.50%	42%
Limit on decrease	20%	10%	4.10%

6.3 Dave Shipton concluded his presentation by saying that the Spring Budget 2017 announced a further £435m of funding to provide additional support for some businesses which would still be facing difficulties with revised rates bills even after the transitional relief and changes for small businesses. The three additional measures announced were:

- Support for small businesses losing small business rate relief (where the revaluation takes them out of relief/reduces relief through the taper), limiting the increase in their bills to the greater of £600/year or the ‘real terms’ transitional relief cap for small businesses each year
- £1,000 business rate discount for pubs with a RV up to £100,000 for one year from 1 April 2017 (subject to state aid limits for businesses with multiple properties)
- £300m to English local authorities to provide discretionary relief, to support individual cases in their local area.

6.4 In the Q&A, the Partnership asked how the appeals process operates. Dave Shipton explained that the Valuation Office Agency hears and determines the outcome of the business rate appeals. However, under the current system, the local authority has to fund half of any refund granted, with the Government paying the remaining 50%. By 2019, the local authority will become liable for 100% of any refund granted.

6.5 The Partnership thanked Dave Shipton for his presentation.

7. Helen Whately MP: Reflections on the KMEP presentation

7.1 The KMEP Chairman thanked Helen Whately, the MP for Faversham and Mid-Kent, for attending the Partnership meeting.

7.2 Helen Whately MP spoke of the value of KMEP in providing a strong united voice for the business, local government and education community on the pressing needs within the local economy. She referenced her lobbying priorities that she is raising in

meetings with Ministers and Civil Servants, and these include stopping the closure of the M20 when Operation Stack comes into effect, dualling the M2/A2, building a new Lower Thames Crossing, and redesigning Brenley Corner. She met the Chancellor in October 2016 to lobby for investment in Kent's road network, and emphasised that the Kent economy can't grow unless infrastructure is up to scratch.

- 7.3 She provided advice to KMEP on how to make its priorities resonate with the Government and the local MPs. She pointed out the importance of: repetition; optimism; a consistent message being put forward by many voices; and a clear identification of the economic impact that any intervention will have, providing as much statistical information and evidence as possible.
- 7.4 She concluded by reiterating the government's commitment to the Thames Estuary 2050 Growth Commission, and encouraged KMEP's Board Members to be in frequent contact with the Kent and Medway MPs.

8. KMEP minor variations to the terms of reference

- 8.1 Sarah Nurden (KMEP Strategic Programme Manager) introduced the item, explaining that central government has issued a new National Assurance Framework for LEPs, which places a greater emphasis on how each LEP and their sub-groups operate, how and when decisions are taken, and by whom.
- 8.2 To comply with the new National Assurance Framework, minor revisions are required to the KMEP terms of reference. These revisions were highlighted in the draft TOR contained in the Board papers.
- 8.3 The Partnership recommended the power to co-opt members onto KMEP be incorporated into the terms of reference. With this addition, the new terms of reference were approved and came into force with immediate effect.

9. Local Growth Fund 1 & 2: Delivery Progress Report

- 9.1 Lee Burchill (KCC LGF Programme Manager) introduced the LGF Delivery Progress Report, and drew attention to the Tunbridge Wells Junction Improvement Scheme. The following comments were received in response:
- 9.2 Praise was given to Kent County Council and Medway Council for their astute project management of the LGF programme, resulting in projects being delivered on or under budget, and on time by the contractors. This contrasts strongly with the performance of national agencies. Andrew Metcalf referred to the dualling of the A21 between Tonbridge and Tunbridge Wells that began in June 2015, and was scheduled for completion by December 2016. These works are managed by Highways England, not by the local authority. The works are still continuing as of March 2017, and a National Audit Office report has shown that the A21 project is running almost 74% over its estimated budget. The original A21 budget was £69.7million, and factoring in Highways England's overspends, the cost is expected to reach £121million.

- 9.3 Alan McDermott spoke of the strong support locally for the A26 cycle route between Tunbridge Wells and Tonbridge. Several large secondary schools are located along this route and, from speaking to the school principals, it is evident that many pupils wish to cycle to school, which will help combat the town's congestion.
- 9.4 The Partnership approved the proposal to use the remaining A26 London Road/Yew tree Road/Speldhurst Road funding of £1.2m to deliver a priority cycle route on the A26 between Tunbridge Wells and Tonbridge.

10. Any Other Business

- 10.1 The future meeting dates for KMEP and SELEP were noted.

ITEM 2B

Date: 23 May 2017

Subject: Action Tracker and Progress Update

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

Topic	Progress update
General Election	A general election has been called for 8 June. Feedback on the industrial strategy consultation is expected after this date.
Lower Thames Crossing	The preferred route for the new Lower Thames Crossing was announced on 12 April 2017. Joe Ratcliffe will give a presentation on this under agenda item 3.
South Eastern Franchise	A draft KMEP response is being circulated electronically for submission on 23 May. An update will be provided by Stephen Gasche under item 4.
Innovation Incubator Investment Loan scheme	A fourth round of funding under the Innovation Investment Loan scheme has been launched. These are loans between £100,000 and £999,999 that can be used towards the development of innovation incubator spaces and other workspaces. The scheme is aimed at start-up and small businesses, where there is clear evidence of demand and where development will lead to a measurable net increase in employment within Kent. Details available at: https://www.kent.gov.uk/business/business-loans-and-funding/innovation-loans
Community-Led Local Development (CLLD)	A stage 2 application for the Folkestone CLLD programme was submitted at the end of February 2017. This £4.9 million programme from 2017 to 2022 seeks support to help those living in the most deprived parts of Folkestone on their journey into work and to support local businesses to grow. A decision is expected in September.
SELEP AGM and Skills Showcase	Please note that the SELEP AGM and Skills Showcase is taking place on Friday 7 July 7 from 10.15am to 2.30pm in Harlow, Essex. Please register to attend by clicking on this link: https://www.eventbrite.com/e/selep-agm-and-skills-showcase-tickets-34281662375
Strategic Economic Plan (SEP)	The process is underway to procure consultants to assist in the production of a new Strategic Economic Plan for the South East LEP. An invitation to tender was issued in March; with two tenders were received in response. A decision was therefore made not to appoint, but to amend the timeframe outlined in the specification and to restart the process with a view to securing higher levels of engagement. The new timeframe will allow for sign off at the December, rather than the September, Strategic Board meeting.
KMEP agenda	Thank you to all KMEP Board Members that provided suggested agenda

<p>suggestions</p>	<p>items. Due to time constraints, it is impossible to accommodate all the suggested topics on this occasion, but for reference the following topics have been proposed for future discussion:</p> <ul style="list-style-type: none"> • EU Skills Funding Contracts & draft Skills Strategy • The impending effects on SE Horticulture of Brexit, including its impact on: <ul style="list-style-type: none"> ○ Seasonal workers ○ Foreign born senior staff ○ EU funding of producer organisations ○ EU funded equipment on farm and staff employed in R&D and technical positions • Operation Stack relief summer 2017 plans • The Kent and Medway EDGE Hub – Presentation by Callum Firth <p>To submit further agenda suggestions, please email Sarah Nurden.</p>
<p>Provisional SELEP Strategic Board agenda for 9 June</p>	<p>It is anticipated that these items will form the basis of discussion at the SELEP Strategic Board meeting on 9 June:</p> <ul style="list-style-type: none"> • Lower Thames Crossing – Presentation by Mike Brown, Project Director from Highways England • Sub-National Transport Bodies – Presentation by East Sussex • Presentation on Innovation by Howard Partridge, Regional Manager, Innovate UK • SELEP Team Plan 17/18 • Capital Programme Update & GPF decision • SELEP working groups update including nomination of board champions • AOB

ITEM 4

Date: 23rd May 2017

Subject: The new South Eastern Rail Franchise consultation; and proposals in Network Rail's Kent Area Route Study for Control Period 6 (2019 – 2024)

Report authors: Stephen Gasche, Principal Rail Planner, Kent County Council

Summary

This report provides an update on the response to the Department for Transport's public consultation on the new South Eastern rail franchise; and summarises the key proposals for delivery in Network Rail's Kent Area Route Study for Control Period 6 (2019 – 2024).

Recommendations

- (i) The Board is asked to note Kent County Council's response and the KMEP response to the Department for Transport for the new South Eastern rail franchise;
 - (ii) The Board is asked to endorse the proposed options in the Kent Area Route Study for delivery in Control Period 6 (2019 – 2024), subject to sufficient funding being included by the Government in the Network Rail settlement for this period.
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1. Introduction

1.1 The Department for Transport (DfT) launched its public consultation on the new South Eastern rail franchise in March. Kent County Council (KCC) has submitted a detailed and comprehensive response, following earlier consultation with the Kent & Medway Economic Partnership and other key stakeholders in Kent and Medway.

1.2 In addition, a KMEP response was been electronically circulated to board members for their approval prior to today's meeting.

1.3 Network Rail issued its public consultation on the Kent Area Route Study in March, which listed key proposals for delivery in Control Period 6 (2019 – 2024). The study lists options for delivery during this period and beyond, which will be dependent on Government funding for capacity improvements on the Kent Area network.

2. The Department for Transport's public consultation on the new South Eastern rail franchise

2.1 The key issues required by Kent align with the priorities addressed in the DfT consultation for the new franchise, namely:

- The provision of sufficient capacity on High Speed, Mainline and Metro services
- A reduction in journey times
- Delivering higher quality and additional rolling stock
- 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
- Commitment to Smart Ticketing
- Roll out of unified communications to passengers
- Enhancements to car parking capacity at the busiest stations
- Offering options relating to the provision of first-class accommodation
- A commitment to support and engage in Community Rail Partnerships
- Examination of regulated fare levels on all Kent's rail services

2.2 The Secretary of State for Transport has extended a specific invitation to KCC to be involved in the determination of the new franchise specification. KCC has already taken up this offer to ensure that the interests of Kent's rail passengers are represented in the decision-making process led by the DfT. East Sussex County Council is also represented, but the Mayor of London has not permitted Transport for London to participate.

2.3 KCC has proposed a significant increase in the quality and quantity of rolling-stock across the new South Eastern franchise. This will in turn enable an increase in service levels, dependent on network capacity and DfT agreement to inclusion in the new franchise service specification. These requirements are echoed in the KMEP response.

(i) High Speed Rolling-Stock

There will be a need for the DfT to require the successful franchise bidder to enter a lease agreement with one of the Rolling-Stock Companies (ROSCOS) to place an order for the following new High Speed trains:

- 12 new 6-car sets for uplift to Ashford / Canterbury / Dover service
- 3 new 6-car sets for new Ashford / Rye / Hastings service
- 5 new 6-car sets for uplift to Ebbsfleet service*

** this requirement reflects the need for a dedicated service to provide the additional capacity required for the planned housing development at Ebbsfleet Garden City and the proposed leisure park on the Swanscombe peninsula*

Total: 20 new 6-car sets (includes operational spares)

(ii) Mainline Rolling-Stock

There is a DfT plan to cascade stock from Thameslink from 2017 onwards, whereby the new Class 700 stock on that franchise will release a number of 4-car Class 377 Electrostars to Southeastern. These should in turn release some of the Class 465/466 stock, which would transfer to the Metro network to strengthen existing workings and thus deliver additional capacity there.

KCC supports this cascade plan, as it will enable the removal of many of the Networker trains from Kent where they are not fit for purpose. The Mainline Kent network requires Mainline trains with appropriate facilities for mid to long distance journeys, and the DfT cascade proposal should deliver this enhancement by the time the new franchise commences.

(iii) Metro Rolling-Stock

There needs to be a bold initiative for the new franchise. The renewal of the oldest part of the Metro fleet (Class 465 & 466) should be a requirement in the new franchise specification. A competition between the ROSCOS should therefore be a requirement for the successful franchise bidder, with a commitment to the renewal of the Metro fleet with increased capacity. The rolling-stock newly introduced on the South West Trains franchise (Class 707) is an exemplar of the type of train required by busy commuter Metro services, and would deliver the additional capacity required on the Metro services operating in Kent to and from Dartford, Gravesend and Sevenoaks.

3. Key proposals for delivery in Network Rail's Kent Area Route Study for Control Period 6 (2019 – 2024)

3.1 The Kent Area Route Study (KARS) sets out a number of options for funders, the delivery of which will be determined by the Government's funding settlement for Network Rail for Control Period 6, as well as by the capacity of Network Rail to deliver these enhancements during this period. Some of the proposals listed are longer-term objectives for delivery by 2044.

(i) Marshlink (KARS 5.13.2)

- New connection at Ashford International that allows trains from HS1 to access the Marshlink line
- Electrification of the MarshLink line from Ashford to Ore
- Journey time improvements and/or redoubling of the route.

(ii) Ebbsfleet Southern link (KARS 5.13.18)

- Either: New terminating platform adjacent to existing operational lines
- Or: Provide a connection into the existing domestic platforms.

(iii) North Kent to South Kent (KARS 5.13.21)

- Longer-term option to build a spur line between the Ashford to Canterbury West line and the Faversham to Canterbury East line in the Chartham area.
- (iv) Canterbury Chord – Resilience (KARS 5.13.22)
- Longer-term term option to build a spur linking the Canterbury East and Canterbury West lines to the south-east of their present passing point, to provide resilience for any future disruption caused by extreme weather on the route between Dover and Folkestone.
- (v) Thanet Parkway Station (KARS 5.15.8)
- This third party scheme is promoted by KCC and principally funded by the south-east LEP. The new station is due to open in 2020, and the new franchise specification is expected to require all Mainline and High Speed trains which pass the station to stop there.
- (vi) Westenhanger Station (KARS 5.15.20)
- This third party scheme is promoted by Shepway District Council and will need to be principally funded by the developers of the planned Otterpool Garden Town adjacent to the station.
- (vii) Maidstone West – platform extensions (KARS 5.7.4)
- This option would enable 12-car operation of High Speed services to/from Maidstone West, a service that KCC proposes is extended to all-day operation. While demand at Maidstone West does not require 12-car operation, the benefit of running 12-car trains on this service is that they would provide the capacity required to meet the substantial demand at Strood and Gravesend, thus offering relief to the already overcrowded High Speed service via Medway.
- (viii) Maidstone East, Swanley and Strood – Station Re-Builds
- Re-building proposals for these stations are either underway or planned. They should be delivered during the course of the new franchise and the improved amenities offered are likely to promote rail travel and so increase demand from these stations.
- (ix) Power Upgrades
- There are various proposals in the draft KARS for power upgrades at locations on the Kent Route where 12-car operation is currently inhibited or even prohibited. Such upgrades will be an essential addition to the overall capacity of the Kent rail network, facilitating the operation of the longer trains proposed in this response.
- (x) Signalling Upgrade: Sevenoaks to Orpington

- There is a proposal from the Sevenoaks Rail Travellers Association (SRTA) for an upgrade to the signalling between Sevenoaks and Orpington, which is a two-track heavily congested section of railway operating at maximum capacity in the peak periods. The proposal from the SRTA is for a study to examine options to update the signalling to permit 24 paths per hour on this section in each direction, which would dramatically increase the capacity of the network at its most congested point in Kent.

While this proposal is not included in the current list of funding options in the KARS, it is worthy of consideration and will be included in KCC's response to the Network Rail KARS consultation. It is included here as KCC recognises the importance of this proposal, and that it should be made known to bidders for the new franchise as it would offer a substantial opportunity for service enhancement if it were to be selected for Government funding and delivered within the period of the new franchise.

4. Recommendations

- 4.1 The Board is asked to note Kent County Council's response and the KMEP response to the Department for Transport for the new South Eastern rail franchise;
- 4.2 The Board is asked to endorse the proposed options in the Kent Area Route Study for delivery in Control Period 6 (2019 – 2024), subject to sufficient funding being included by the Government in the Network Rail settlement for this period.

ITEM 5

Date: 23 May 2017

Subject: Local Growth Fund 1, 2 & 3: Delivery Progress Report

Report authors: Lee Burchill, Local Growth Fund Programme Manager, Kent County Council
Helen Dyer, Project Officer (LGF projects), Medway Council

Summary

This report provides an update on the progress in delivering Kent and Medway's Local Growth Fund (LGF) programme, including those schemes that were allocated funding as part the most recent round of Growth Deal funding (Round 3).

The Board is recommended to:

1. Note the update on LGF project scheme delivery
-

1. Introduction

- 1.1 £162 million has been allocated from the Local Growth Fund (LGF) round 1, 2 and 3 to capital projects (primarily transport schemes) in Kent and Medway.

2. Business case development

- 2.1 Project funding is only secured following the completion of a full project business case, its appraisal by the Local Enterprise Partnership's (LEP) Independent Technical Evaluator (ITE) (currently Steer Davies Gleave) and approval by SELEP Accountability Board.
- 2.2 At the last South East LEP (SELEP) Accountability Board on the 31st March 2017, the Board approved the business cases and LGF allocations to the projects identified in Table 1 in Appendix A, totalling £0.5m.
- 2.3 Table 2 in Appendix A identifies the Kent and Medway schemes that are programmed to spend LGF allocation in 17/18, and presents the likely forward plan of business case submissions and approval by the SELEP Accountability Board.
- 2.4 Table 3 in Appendix A identifies the annual schemes will also require a business case for the package of schemes to be delivered in 2018/19 and future years.

- 2.5 An update on the outcomes from these Accountability Board meetings will be given at future KMEP meetings.

3. Scheme delivery

- 3.1 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.

For the Kent programme:

- 11 are Green (business case approved, funding fully secured and delivery on target).
- 20 are Amber (funding not yet secured; or scheme delay or funding issue which can be mitigated);
- 0 are Red (funding not yet secured and significant cost or delivery issues).
- 1 is not profiled to spend until later in the programme.
- 1 has been completed
- 1 has been removed

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 are not profiled to spend until later in 17/18.

4. Spend risk and mitigation

- 4.1 In March 2017, the SELEP Accountability Board considered the underspend risk for 2016/17 and the mitigation options being brought forward by each local authority.

- 4.2 Across the SELEP programme as a whole, the latest update provided to the SELEP Accountability Board (based on spend up to the end of February 2017) reported a forecast underspend of £19.078m, as follows:

- £7.736m net slippage for projects in East Sussex
- £2.356m net slippage for projects in Essex
- £4.843m net slippage for projects in Kent
- £1.133m net slippage for projects in Medway
- £0.200m net slippage for projects in Southend
- £5.215m net slippage for projects in Thurrock
- £0.065m net slippage for Capital Skills projects

- 4.3 Since the March report there has been there further movements in spend. Kent is reporting a final underspend of £7.008m in 2016/17, which was a result of less than anticipated spend on the Kent non-transport schemes (I3 Innovation Investment Fund) and Third Party schemes (Ashford Spurs and Folkestone Seafront Regeneration). Medway is reporting a final underspend of £1.138m in 2016/17 – which was primarily as a result of delays to the Rochester Airport project (LGF2). Underspend on this project totals £1.133m which is being held by SELEP under option 5. Further details on the final

underspend for each Federated Area will be provided at the next SELEP Accountability Board meeting on 26th May 2017.

4.4 The final spend in the Kent and Medway Programme can be broken down as follows:

	Kent Programme				Medway Programme
	Transport schemes	Non-Transport schemes	Third-Party schemes	All schemes	All Schemes
Total LGF budget for 2016/17	£17.809m	£2.000m	£13.839m	£33.649m	£5.768m
Final Spend for 2016/17	£16.247m	£0.389m	£10.004m	£26.640m	£4.630m
Underspend	£1.562m	£1.612m	£3.835m	£7.008m	£1.138m

4.5 This overall underspend will be agreed with SELEP in June 2017 and mitigated through a wider capital funding swap with other Kent and Medway projects, which will be paid back into the programme in 2017/18.

5. Recommendations

5.1 The Board is recommended to:

- Note the update on LGF project scheme delivery

6. Appendices:

Appendix A: Business Case Update

Appendix B: RAG spreadsheet (Kent County Council schemes)

Appendix C: RAG spreadsheet (Medway Council schemes)

Table 1 - Business cases that were approved at the last SELEP Accountability Board meeting (on 31st March 2017) to draw down funding

Scheme	Description	SELEP Accountability Board Decision
Kent Sustainable Interventions programme	Programme of smaller sustainable transport intervention schemes to compliment the larger major schemes.	Approval for 2017/18 LGF allocation (£500k)
No Medway schemes were taken to the Board.		

Table 2 – SELEP Accountability Board Forward Plan

Outline business case submission dates	SELEP Accountability Board meeting date	Scheme	Description	SELEP ask
10 th March 2017	26th May 2017	Ashford International Rail Connectivity Project (Ashford Spurs)	Project to facilitate the operation of the new fleet of international trains at Ashford International.	To approve the further LGF3 allocation of £4.8m subject to the completion of the Gate 4 and Gate 5 review of the business case.
		No Medway schemes are due to be discussed.		
23 rd June 2017	8th September 2017	A2500 Lower Road Improvements	Scheme to realign and improve the capacity of A2500 Lower Road/ Barton Hill Junction.	Approval for £1.265m LGF allocation (£0.387m profiled to be spent in 2017/18)
		Thanet Parkway	New Railway Station	Approval for £10m LGF allocation (£4m profiled to be spent in 2017/18)
		Maidstone Integrated Transport (Phase 2)	Package of transport improvements (M20 Junction 5 scheme)	Approval to unlock additional funding from the £8.9m LGF allocation

Continued... 23 rd June 2017	Continued 8th September 2017	Tunbridge Wells Junction Improvements (Phase 2)	Package of transport improvements (A26 Cycle Route)	Approval to unlock additional funding from the £1.8m LGF allocation
		Kent & Medway EDGE Hub	Scheme to construct and equip a new engineering, science and technology centre called the EDGE Hub	Approval to unlock funding from the £6.12m LGF allocation (£1.12 m profiled to be spent in 2017/18)
8 th September 2017	17th November 2017	Leigh Flood Storage	Scheme to reduce the risk of flooding to vulnerable communities in the catchment	Approval to unlock funding from the £4.636m LGF allocation (£0.091m profiled to be spent in 2017/18)
		Open Golf	Transport Improvements at Sandwich Station	Approval sought for £0.3m LGF allocation
24 th November 2017	23rd February 2018	Fort Halstead	Mixed use development of houses, business park, hotel and village centre.	Approval to unlock funding from the £1.53m LGF allocation (entire sum profiled to be spent in 2017/18)
		Dartford Town Centre Transformation	Programme of work aimed at improving the economic performance of Dartford town centre through public sector funding of transport/public realm improvements	Approval to unlock funding from the £4.3m LGF allocation (£0.2m profiled to be spent in 2017/18)
		A2 Off-Slip at Wincheap	Scheme to deliver an off-slip in the coastbound direction of the A2, to improve accessibility to Canterbury Town Centre, retail + residential area.	Approval to unlock funding from the £4.4m LGF allocation (£0.354m profiled to be spent in 2017/18)
Date TBC (but in 2017/18)		Rochester Airport Technology Park – Zone A	Introduction of a Technology Park at Rochester Airport. Phase 2 of the project involves infrastructure works to enable the development of the Technology Park.	Approval to unlock funding from the £3.7m LGF allocation
		Civic Centre site, Strood	Improvements to flood defences at the former Civic Centre site to enable the development of the site.	Approval to unlock funding from the £3.5m LGF allocation

Table 3

Schemes that will also require a business case for the package of schemes to be delivered in 2018/19 and future years:
<ul style="list-style-type: none">• Kent Sustainable Interventions Programme• Kent Strategic Congestion Management Programme

Item 5 Appendix B - Kent Schemes

Scheme	Description	Scheme delivery By	Budget & LGF Spend	Status	RAG Status	Comments	Key Events for Next Period	Target outcomes
Local Growth Fund Round 1 Schemes								
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	BUDGET Total budget = £32.77m Made up of: - £10.2m LGF - £22.57m match funding LGF SPEND 15/16 LGF spend = £0.89m 16/17 LGF spend = £0.98m Profiled to spend in 2017/18 = £1,131,054	DETAILED DESIGN (Business Case Approved)	→	ECI Contract has been awarded to Jackson with press release issue in March 2017 and initial ECI design work is underway with site surveys currently being programmed for May/June. CPO has been finalised and is due to be published in May. Purchase of East Lodge completed on 31 March 2017 and there are ongoing discussions regarding voluntary land acquisitions. A newsletter will be published at the end of May and the next public exhibition is currently being planned for late July. Overall programme with construction starting in March 2018 still on target subject to land acquisition.	Issue CPO Notice. Continue with design and site surveys. Issue next newsletter and finalise details for public exhibition.	Jobs = 250 Homes = 600
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	BUDGET Total budget = £29.60m Made up of: - £5.90m LGF - £23.70m match funding LGF SPEND 15/16 LGF spend = £0m 16/17 LGF spend = £0.40m Profiled to spend in 2017/18 = £416,118	OUTLINE DESIGN (Business Case Approved)	→	Progressed the outline design and developed documents for submission of planning application in July 2017. Initial discussions held with landowners south of the railway.	Progress with outline design and junction options and develop documentation for planning application. Meeting to be held with EA to discuss flood modelling. Further meeting to be held with landowners south of the railway.	Jobs = 250 Homes = 720

<p>A28 Sturry Road Integrated Transport Package, Canterbury</p>	<p>Extension of in-bound bus lane. Start of works planned for summer 2016 with a 4 month construction period.</p>	<p>2017/18</p>	<p>BUDGET Total budget = £0.55m Made up of: - £0.3m LGF - £0.25m match funding</p> <p>LGF SPEND 15/16 LGF spend = £0.02m 16/17 LGF spend = £0.01m Profiled to spend in 2017/18 = £272,399</p>	<p>FEASIBILITY (Business Case Approved - Scheme deferred until 2017/18)</p>	<p>→</p>	<p>Scheme designs are currently being worked on for consultation purposes.</p>	<p>Continue with design and agree consultation process to be undertaken. Also develop EqIA prior to consultation.</p>	<p>Jobs = 50 Homes = 100</p>
<p>Middle Deal transport improvements, Dover</p>	<p>New road between Albert Road and Church Lane, Deal. Scheme being prepared and delivered by developer. Work due to start in 2016/17.</p>	<p>2017/18</p>	<p>BUDGET Total budget = £1.55m Made up of: - £0.8m LGF - £0.75m match funding</p> <p>LGF SPEND 15/16 LGF spend = £0.0m 16/17 LGF spend = £0.8m Profiled to spend in 2017/18 = match-funding only</p>	<p>DETAILED DESIGN (Business Case Approved)</p>	<p>→</p>	<p>Planning permission granted and progress being made on site, focussing on the road development. The scheme requires further agreement with respect of S38 to enable further works to proceed.</p>	<p>Finalisation of S38 agreement before drawdown of remaining LGF allocation.</p>	<p>Jobs = 150 Homes = 150</p>
<p>Rathmore Road Link, Gravesend</p>	<p>New 2-way link road between Stone Street and Darnley Road. Start of works planned for June 2016 with an 18 month construction period</p>	<p>2017/18</p>	<p>BUDGET Total budget = £9.5m Made up of: - £4.2m LGF - £5.3m match funding</p> <p>LGF SPEND 15/16 LGF spend = £1.56m 16/17 LGF spend = £2.64m Profiled to spend in 2017/18 = match-funding only</p>	<p>CONSTRUCTION (Business Case Approved)</p>	<p>→</p>	<p>Site Work Progressing, Demolition of 13 Darnley Road Complete</p>	<p>Complete works in Rathmore Road, complete end wall reinstatement to no.15 Darnley Road</p>	<p>Jobs = 215 Homes = 390</p>

Maidstone Gyratory Bypass, Maidstone	A229 Gyratory Bypass, Fairmeadow. Main construction works planned to commence summer 2016 for a 6 month period.	2016/17	BUDGET Total budget = £5.74m Made up of: - £4.6m LGF - £1.14m match funding LGf SPEND 15/16 LGF spend = £0.70m 16/17 LGF spend = £3.72m Profiled to spend in 2017/18 = £171,217	CONSTRUCTION (Business Case Approved)	→	The official opening has now taken place, although further works required on the last corner on the river side have meant the original project has only just been completed. Additional areas fronting the Allianz building will re-commence when further stock of materials arrive following a theft from the storage area. Validation of the traffic signals has now been completed and final input carried out. Tow path works have commenced and are progressing well. JCE to complete in July/August with the Broadway Subway revitalisation commencing immediately after.	Continue with Tow Path construction and Broadway Subway design.	Jobs = 1250 Homes = 2000
Maidstone sustainable access to employment areas	New pathway along the River Medway between Aylesford Village and Allington Lock and complementary measures on existing routes. Start of works planned for spring 2016 for a 12 month construction period.	2017/18	BUDGET Total budget = £3m Made up of: - £2m LGF - £1m match funding LGf SPEND 15/16 LGF spend = £0.13m 16/17 LGF spend = £1.87m Profiled to spend in 2017/18 = match-funding only	CONSTRUCTION (Business Case approved)	→	All works now complete, including snagging and route open for use.	Scheme opening ceremony to be held following general election in Summer 2017.	Jobs = 350 Homes = 475
Maidstone Integrated Transport	Package of transport improvements. Works to start in 2016/17.	2016/17 to 2019/20	BUDGET Total budget = £15.8m Made up of: - £8.9m LGF - £6.9m match funding LGf SPEND 15/16 LGF spend = £0.0m 16/17 LGF spend = £0.27m Profiled to spend in 2017/18 = £2,134,593	VARIOUS STAGES OF DELIVERY (Business Case approved for phase 1, further approvals required for remaining allocation)	→	1) M20 J5 - Good progress being made with detailed design due to be completed at the end of June 2017. Business case for release of funding is being completed with input from the lead designer. HE have been engaged for approvals of the design. 2) Hermitage Lane Retail Park - Detailed design progressing. Scheme is within the highway boundary and requires widening into the existing verge area with the removal of the pedestrian facility	1) M20 J5 - Agree procurement route and continue engagement with stakeholders. 2) Hermitage Lane Retail Park - Detailed design scheduled for completion in June 2017. 3) Hermitage Lane j/w St Andrews Road	Jobs = 1820 Homes = 1725

					<p>adjacent to the vehicular access to the retail park.</p> <p>3) Hermitage Lane j/w St Andrews Road - Feasibility design progressing and next stage will be to move into outline design</p> <p>4) A274 Sutton Road j/w Willington Street - Meetings with the contractor have been progressing well. Engagement has commenced and will go out to the local residents in May with an engagement day being held in June. Detailed design will commence and be completed by September 2017 with a view to starting vegetation clearance in late 2017.</p> <p>5) A20 London Road j/w Willington Street - Initial design was due to be delivered prior to the end of the financial year. However, a re-design of the junction is being carried out to assess the land required and capacity improvement if an enlarged scheme were to be implemented.</p> <p>6) Coldharbour Roundabout - Assessment to be carried out into the enlargement of the Coldharbour roundabout due to the recently submitted planning application on adjacent land. Completion of the designs are expected in June 2017.</p> <p>7) A20 London Road - Currently on hold due to the potential development of the land adjacent.</p> <p>8) Wheatsheaf/Cripple Street/Boughton Lane and Armstrong Road/Sheals Crescent schemes - Feasibility designs completed but no further action has been taken awaiting the outcome of the inspectors report on the Local Plan.</p>	<p>- Outline design commission required to move to the next stage.</p> <p>4) A274 Sutton Road j/w Willington Street - Commence detailed design and engagement with local residents/Members.</p> <p>5) A20 London Road j/w Willington Street - Complete re-design.</p> <p>6) Cold harbour Roundabout - Assess land required and potential cost of scheme.</p>	
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<p>Sittingbourne Town Centre Regeneration (developer delivered), Swale</p>	<p>Re-alignment of St. Michaels' Rd and public realm improvements adjacent to rail station. Construction planned to start in 2015/16.</p>	<p>2017/18</p>	<p>BUDGET Total budget = £4.7m Made up of: - £2.5m LGF - £2.2m match funding</p> <p>LGF SPEND 15/16 LGF spend = £0.34m 16/17 LGF spend = £2.16m Profiled to spend in 2017/18 = £918</p>	<p>DETAILED DESIGN (Business Case Approved)</p>	<p>→</p>	<p>Following a detailed tender process the project has identified a specialist civils contractor for the S278 works. All utility companies have been engaged for design works and diversion works ahead of starting on site. The pre-commencement conditions have been submitted to the LPA and the remediation works have been completed ahead of starting on site. A start on site date of the end of May has been agreed with the preferred contractor for site 6.</p>	<p>The S278 works cannot be agreed until planning has been consented, which is reliant on the signing of the S106 which is still with Network Rail for approval. Once the S106 has been signed, commencement of works on site 6 is scheduled for the end of May and the S278 works should commence by the end of August 2017.</p>	<p>Jobs = 560 Homes = 214 + additional training facilities</p>
<p>M20 Junction 4 Eastern Overbridge</p>	<p>Widening of existing motorway overbridge. On programme, but slight delay in commencement on site.</p>	<p>2016/17</p>	<p>BUDGET Total budget = £5.69m Made up of: - £2.2m LGF - £3.49m match funding</p> <p>LGF SPEND 15/16 LGF spend = £0.49m 16/17 LGF spend = £1.71m Profiled to spend in 2017/18 = match-funding only</p>	<p>CONSTRUCTION (Business Case Approved)</p>	<p>→</p>	<p>M20J4 widening of the eastern Overbridge works Complete</p>	<p>Planning for the additional works to complement the scheme. This will include the closure of the right turn out of Castle Way in Summer 2017 and the resurfacing and waterproofing on the western overbridge of the M20 Junction 4 in Autumn 2017.</p>	<p>Jobs = 745 Homes = 1695</p>

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	BUDGET Total budget = £2.65m Made up of: - £2.4m LGF - £0.25m match funding LGF SPEND 15/16 LGF spend = £1.83m 16/17 LGF spend = £0.80m Profiled to spend in 2017/18 = match-funding only	DELIVERED - PHASE 1 OUTLINE/ DETAILED DESIGN - PHASE 2 (Business Case Approved)	→	Phase 1. Tonbridge High Street - Parking restrictions now complete. Report on raised table sent to TMBC. Phase 2. River Walk improvements complete.	Complete all works and finalise costs.	Jobs = 366 Homes = 1000
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 to 2017/18	BUDGET Total budget = £1.8m Made up of: - £1.8m LGF LGF SPEND 15/16 LGF spend = £0.60m 16/17 LGF spend = £0.19m Profiled to spend in 2017/18 = £656,024	DELIVERED - PHASE 1 FEASIBILITY- PHASE 2 (Business Case Approved for phase 1, further approvals required for remaining allocation)	→	Scheme identified and designs and TRO work underway but business case approval required for phase 2 scheme. Spend re-profiled over 17/18 and 18/19 to link more closely with anticipated delivery following SELEP Accountability Board Approval in September 2017.	Business Case submission in June 2017 for decision at SELEP Accountability Board in September 2017. Consultations on TRO's and further development of costs for scheme.	Jobs = 105 Homes = 85
West Kent LSTF	A package of measures to support travel by sustainable means. Start of works planned for 2015/16.	2015/16 to 2020/21	BUDGET Total budget across 6 years = £9.06m Made up of: - £4.90m LGF - £4.16m match funding LGF SPEND 15/16 LGF spend = £0.80m 16/17 LGF spend = £1.31m Profiled to spend in 2017/18 = £792,267	VARIOUS STAGES OF DELIVERY (Business Case Approved)	→	Tunbridge Wells public realm phase 2 - TWBC has set up a project team to progress the scheme following identification of the preliminary programme and construction timescales. Maidstone East station - Confirmation received that the pub demolition will now be included in the wider NSIP/LGF scheme rather than being progressed separately by NR Commercial Property. Tender being issued w/c 3rd May with contract award expected mid-July. Tonbridge Station - This scheme will progress to detail design in 17/18	Tunbridge Wells Public Realm Phase 2 works and Maidstone East Pub demolition to commence.	Jobs = 345 Homes = 393

						following JTB approval to proceed on 13/3/17 . Swanley Station - Still awaiting confirmation on how SDC wish to proceed with the Swanley Station improvements in light of the Swanley and Hextable Master Vision.		
Kent Thameside LSTF	A package of measures to support travel by sustainable means. Start of works planned for 2015/16.	2015/16 to 2020/21	<p>BUDGET</p> <p>Total budget across 6 years = £7.65m</p> <p>Made up of:</p> <ul style="list-style-type: none"> - £4.50m LGF - £3.15m match funding <p>LGF SPEND</p> <p>15/16 LGF spend = £2.05m</p> <p>16/17 LGF spend = £0.48m</p> <p>Profiled to spend in 2017/18 = £468,321</p>	<p>VARIOUS STAGES OF DELIVERY (Business Case Approved)</p>	→	<p>Meeting held between NR and KCC to ascertain timescales for land purchase in relation to Gravesend Bus Hub scheme. NR confirmed unlikely to complete until at least December 2017. Arriva have agreed the revised design has adequate number of bus stops and so Amey are progressing the amended safety audit. Once safety audit is complete, the detail design will be commissioned. . Gravesend wayfinding extension will be delivered by GBC. Princes Road scheme to be delivered in early 17/18 following issues with road space and Burnham Rd will be delivered in 2017/18 following consultation and amendments to the design. Gravesend Station to Cyclopark cycle route will go out to consultation in June</p>	<p>Delivery of Princes Road scheme. Consultation on Burnham Road and Gravesend Station to Cyclopark cycle schemes.</p>	<p>Jobs = 843</p> <p>Homes = 657</p>
Kent Strategic Congestion Management programme	Package of congestion management initiatives. Start of works planned for 2015/16.	2015/16 to 2020/21	<p>BUDGET</p> <p>Total budget across 6 years = £4.8m</p> <p>Made up of:</p> <ul style="list-style-type: none"> - £4.8m LGF <p>LGF SPEND</p> <p>15/16 LGF spend = £0.86m</p> <p>16/17 LGF spend = £0.69m</p> <p>Profiled to spend in 2017/18 = £728,486</p>	<p>VARIOUS STAGES OF DELIVERY (Annual supplementary Business Cases are required to secure future years' funding)</p>	→	<p>2015/16 schemes completed (HMC Technology Refresh - Database/CCTV and VMS).</p> <p>2016/17 schemes completed (A292 Mace Lane/ Wellesley Road, and Somerset Road/ Canterbury Road junction improvements in Ashford - Complete).</p> <p>2017/18 schemes in progress</p> <ul style="list-style-type: none"> - A229 CITS Scheme - Project governance now complete; - Dartford Network Improvements - Package of new measures carried out (JT kit, UTMC links and lining works); 	<p>2017/18 schemes in progress (A229 CITS Scheme - Professional Services and Procurement Contract to be published end of May; Dartford Network Improvements - Over height vehicle programme with Atkins for delivery of feasibility report in June. Signal alterations and</p>	<p>Jobs = 1903</p> <p>Homes = 2230</p>

						- Barton Hill Drive - Safety Audit received and scheme is now designed and ready for install	upgrades programmed for summer 2017; Barton Hill Drive - Build costs approved and jobs raised / programmed.	
Kent Sustainable Interventions programme - 2015/16 Scheme details	Package of smaller transport interventions. Start of works planned for 2015/16.	2015/16 to 2020/21	<p>BUDGET</p> <p>Total budget across 6 years = £3m (£0.5m annually)</p> <p>Made up of:</p> <p>- £3m LGF</p> <p>LGF SPEND</p> <p>15/16 LGF spend = £0.14m</p> <p>16/17 LGF spend = £0.41m</p> <p>Profiled to spend in 2017/18 = £492,080</p>	<p>VARIOUS STAGES OF DELIVERY</p> <p>(Annual supplementary Business Cases are required to secure future years' funding)</p>	→	<p>2015/16 schemes completed</p> <p>(Sittingbourne TC and Dartford cycle routes and South Street, Deal).</p> <p>2016/17 schemes completed</p> <p>(Folkestone Town Centre - Schools to Harbour Cycle links and Thames Greenway Cycle path).</p>	<p>2016/17 schemes in progress</p> <p>1 Folkestone to Dymchurch Cycle improvements - Phase 1 & 2 - Cinque ports due for construction in Summer 2017;</p> <p>2 Tonbridge Angels to Rail Station cycle improvements Phase 1 to be completed following ecological design changes;</p> <p>3 Highfield Lane/Kingsford Street, Mersham to be delivered following the signing of the S106 funding agreement. Traffic Order taken forward for consultation to prohibit vehicles and design of turning facility started;</p> <p>4 A21 NMU via Pembury Road due for construction in Summer 2017</p>	<p>Jobs = 1335</p> <p>Homes = 1440</p>

			= £2,611,500	because of the quantum and duration of the programme)		£170,000 has been defrayed to applicants to date.		
A226 London Rd/B255 St Clements Way, Dartford	Junction improvements. Start of works planned for Spring 2019 for 12 months.	2019/20	BUDGET Total budget = £6.9m Made up of: - £4.2m LGF - £2.7m match funding LGF SPEND 15/16 LGF spend = £0.0m 16/17 LGF spend = £0.73m Profiled to spend in 2017/18 = £1,269,723	OUTLINE DESIGN (Business Case approved)	→	Design review completed following stakeholder engagement and design changes incorporated. Further design meetings held regarding Fastrack and some late design changes are being reviewed with a view to incorporating them into the final design. Contract tender documents are currently being prepared.	Complete design changes following Fastrack review and complete tender documents for issue in June 2017. Issue newsletter on revised scheme and amendments which have been made following the stakeholder engagement.	Jobs = 2395 Homes = 890
Thanet Parkway, Thanet	New rail station. Start of works planned for March 2018 for a 12 month construction period.	2019/20	BUDGET Total budget = Project cost under review Made up of: - £10m LGF LGF SPEND Allocation for 2017/18 onwards Profiled to spend in 2017/18 = £4.0m	FEASIBILITY (Business Case being prepared)	→	An announcement on the £8.8m funding bid which was made on 25th Nov for the DfT/Network Rail New Stations Fund 2 has been delayed due to the General Election. KCC are currently updating the funding strategy should the NSF2 bid be unsuccessful when announced. Pre-planning public consultation was carried out between January 25th and 19th March 2017 with six exhibition events held. The submission of the business case for the £10m LGF allocation has been delayed to June 2017 for a decision by Accountability Board in September 2017.	Network Rail GRIP 3 Approval in Principal, NSF 2 announcement and submission of planning application Autumn 2017.	Jobs = 2100 Homes = 800

SELEP Coastal Communities	Housing Led Economic Regeneration in Cliftonville West/Margate Central	2020/21	BUDGET Total budget = £1.529m Made up of: - £0.666m LGF - £0.863m match funding LGF SPEND Allocation for 2017/18 onwards Profiled to spend in 2017/18 = £0.666m	DELIVERY (Business Case approved)	→	Funding profile for 17/18 agreed by SELEP at the Accountability Board on 31st March 2017. Funding agreement has been progressed to enable the LGF allocation to be transferred between KCC and Thanet DC to assist in the delivery of the scheme.	Site visit to be held in Cliftonville in June 2017 to review work to date on the two projects.	TBC	
Local Growth Fund Round 2 Schemes									
Dover Western Dock Revival	Package of highway improvements.	2015/16 to 2019/20	BUDGET Total budget = £5m Made up of: - £5m LGF LGF SPEND 15/16 LGF spend = £0.0m 16/17 LGF spend = £4.92m Profiled to spend in 2017/18 = £84,683	CONSTRUCTION (Business Case approved)	→	Business case approved at SELEP Accountability Board in February 2017 for full £5m and this was transferred from SELEP to KCC on 31st March 2017. Dover Harbour Board have supplied evidence of spend to date and have raised invoices to drawdown LGF allocation from KCC, following signing of funding agreement between DHB and KCC.	Sign and seal funding agreement to enable transfer of funds between KCC and Dover Harbour Board.	Jobs = 1685 Homes = 500 + enables broader Western Docks Revival Scheme	
Ashford International Rail Connectivity (Ashford Spurs)	Signalling upgrade to maintain international rail services at Ashford International station	2016/17 to 2018/19	BUDGET Total budget = £10.5m Made up of: - £5m LGF2 - £4.8m LGF3 - £0.7m partner funding LGF SPEND 15/16 LGF spend = £0.0m 16/17 LGF spend = £0.17m Profiled to spend in 2017/18 = £8,902,991	GRIP STAGE 4 (Business Case for LGF2 approved at Accountability Board in September 2016, further business case required for LGF3 allocation)	→	Network Rail GRIP 3 now complete and GRIP 4 making good progress. Contract for new signalling awarded by NR to AMEY/Systra. Business Case has been submitted to SDG (17/03) who have carried out Gate 1 and 2 reviews.	Continue with delivery of Grip 4 and secure funding for whole scheme with a decision on the business case to be taken by SELEP Accountability Board on 26th May 2017.	Jobs = 1000 Homes = 350 + retain international rail services to Ashford	

Folkestone Seafront (developer delivered)	Construction of platform and sea defences to facilitate development of Folkestone Seafront.	2017/18	BUDGET Total budget = £22.11m Made up of: - £5m LGF - £17.11m match funding LGF SPEND 15/16 LGF spend = £0.0m 16/17 LGF spend = £1.97m Profiled to spend in 2017/18 = £3,032,534	CONSTRUCTION (Business Case approved)	→	Funding Agreement between KCC and Folkestone Harbour Board was signed on 20th April 2017 which will allow the transfer of funds for spend incurred to date. Award of contract now made for all 3 elements of scheme. Viaduct and Swing Bridge works (B2) works have been delayed and are due for completion at the end of May. Earthworks contract is due to finish by the end of June 2017.	Progress works towards final deadline in August 2017 before Folkestone Triennial event.	Jobs = 450 Homes = 1000 + major contribution to regeneration of Folkestone seafront + town centre
M20 Junction 10A (now a full junction to be delivered by Highways England)	Delivered by Highways England	2019/20	BUDGET Total budget = £104.4m Made up of: - £19.7m LGF - £16.0m match funding - £68.7m Highways England LGF SPEND Allocation for 2017/18 onwards Profiled to spend in 2017/18 = £8.3m	DETAILED DESIGN (Business Case approved)	→	Subject specific hearings attended as part of Development Consent Order (DCO) process. Highways England consider they may start offline work as early as December 2017 if planning approval is granted.	Completion of DCO process and finalisation of detailed design	Jobs = 900 Homes = 1700
Local Growth Fund Round 3 Schemes								
Dartford Town Centre Transformation	Part of a wider programme of work aimed at improving the economic performance of Dartford town centre through public sector funding of transport/public realm improvements.	2021/22	BUDGET Total budget = £12m Made up of: - £4.3m LGF - £7.7m match funding LGF SPEND Allocation for 2017/18 onwards Profiled to spend in 2017/18 = £0.2m	FEASIBILITY (Business Case being prepared)	→	Funding profile for 17/18 agreed by SELEP at the Accountability Board on 31st March 2017. KCC is currently drafting the funding agreement with Dartford BC and advice provided on consultant brief and LGF Business Case preparation.	Programme of delivery to be identified by DBC as they will be leading on the project as a whole and will be leading on Business Case.	Jobs = 1811 Homes = 2341

Fort Halstead, Sevenoaks	Mixed use development of houses, business park, hotel and village centre.	2021/22	<p>BUDGET Total budget = £32.03m Made up of: - £1.53m LGF - £30.5m match funding</p> <p>LGF SPEND Allocation for 2017/18 onwards Profiled to spend in 2017/18 = £1.53m</p>	<p>FEASIBILITY (Business Case being prepared)</p>	→	Funding profile for 17/18 agreed by SELEP at the Accountability Board on 31st March 2017. KCC is currently drafting the funding agreement with Sevenoaks District Council and Gate 0 review carried out with SDG on 11th May 2017.	Programme of delivery to be identified by SDC to be incorporated into the business case.	Jobs = 1100 Homes = 450
A2500 Lower Road Improvements, Isle of Sheppey	Scheme to realign and improve the capacity of A2500 Lower Road/ Barton Hill Junction.	2018/19	<p>BUDGET Total budget = £1.805m Made up of: - £1.265m LGF - £0.540m match funding</p> <p>LGF SPEND Allocation for 2017/18 onwards Profiled to spend in 2017/18 = £0.387m</p>	<p>FEASIBILITY (Business Case being prepared)</p>	→	Funding profile for 17/18 agreed by SELEP at the Accountability Board on 31st March 2017. Business case is currently being progressed with a view to submission in June 2017 for decision at SELEP Accountability Board in September 2017.	Progress detailed design. Commence discussions with Landowner.	Jobs = 1500 Homes = 892
Kent and Medway Engineering, Design, Growth and Enterprise (EDGE) Hub	Scheme to construct and equip the Kent and Medway EDGE Hub.	2019/20	<p>BUDGET Total budget = £21m Made up of: - £6.12m LGF - £14.88m match funding</p> <p>LGF SPEND Allocation for 2017/18 onwards Profiled to spend in 2017/18 = £1.12m</p>	<p>FEASIBILITY (Business Case being prepared)</p>	→	Funding profile for 17/18 agreed by SELEP at the Accountability Board on 31st March 2017. KCC is currently drafting the funding agreement with Canterbury Christ Church University and Gate 0 review carried out with SDG on 11th May 2017.	Programme of delivery to be identified by CCCU to be incorporated into the business case.	Jobs = 398 Learners = 1250

Leigh Flood Storage Area & East Peckham - unlocking growth	Scheme to reduce the risk of flooding to vulnerable communities in the catchment.	2022/23	BUDGET Total budget = £24.691m Made up of: - £4.6360m LGF - £20.055m match funding LGF SPEND Allocation for 2017/18 onwards Profiled to spend in 2017/18 = £0.091m	FEASIBILITY (Business Case being prepared)	→	Funding profile for 17/18 agreed by SELEP at the Accountability Board on 31st March 2017. KCC is currently drafting the funding agreement with the EA and reviewing the Outline Business case.	Under the new SELEP assurance framework, the EA could give assurance over the value for money and therefore a separate SELEP business case may not be required. Further guidance will be sought from SELEP and SDG on what is required.	Jobs = 70 Homes = 850
A2 off-slip at Wincheap, Canterbury	Scheme to deliver an off-slip in the coastbound direction of the A2, creating a full movements junction to improve accessibility to Canterbury Town Centre, retail and residential area.	2020/21	BUDGET Total budget = £10.055m Made up of: - £4.4m LGF - £5.655m match funding LGF SPEND Allocation for 2017/18 onwards Profiled to spend in 2017/18 = £0.354m	FEASIBILITY (Business Case being prepared)	→	Ongoing discussions with Highways England, Canterbury City Council and PBA on design relating to obtaining HE approval of new layout. Stage 1 Road Safety Audit submitted and commented on, no issues noted by KCC on either the Auditor or Designers responses.	Continue discussions with HE relating to design proposals. Need to identify who is best placed to submit planning application as KCC have already stated that it should not be the Highway Authority but probably better placed with the Developer.	Jobs = 1685 Homes = 1150
ADDITIONAL SCHEMES								
Open Golf Championship 2020	Transport Improvements at Sandwich Station	2018/19	BUDGET Total budget = £1.3m Made up of: - £0.3m LGF - £1m match funding LGF SPEND Allocation to be profiled following business case approval	FEASIBILITY (Business Case being prepared)		The Royal & Ancient Golf Club of St Andrews (the R&A) Board made a formal announcement that Royal St George's will host the Golf Open in 2020. As part of this approval, the transport infrastructure improvements at Sandwich railway station that formed part of this approval will need to be carried out. It was agreed at the Accountability Board on 20th January 2017 that the project could be funded from within the Kent and Medway Programme (LGF underspend) and a business case and appropriate funding stream for the allocation should be considered at a future Board meeting. The first programme	Programme of delivery to be confirmed and incorporated into the outline business case following Gate 0 review carried out with SDG on 11th May 2017.	TBC

						meeting with Network Rail will be held on the 24th of May 2017. The meeting will set up the project and start the process for identifying full costs and programme. The first full Open Golf meeting will be held in June.		
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SCHEMES COMPLETED OR REMOVED

Folkestone Seafront Resurfacing Phase 1, Shepway	Resurfacing Phase 1	01/05/2015	BUDGET Total budget = £0.29m Made up of: - £0.29m LGF LGF SPEND 15/16 LGF spend = £0.29m	Scheme Delivered
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	01/05/2016	BUDGET Total budget = £0.36m Made up of: - £0.21m LGF - £0.15m S106 funding for Tontine Street LGF SPEND 15/16 LGF spend = £0.25m	Scheme Delivered
Westenhanger Lorry Park	Removed from programme following approval by KMEP and SELEP AB			

Methodology

Green (business case approved, funding fully secured and delivery on target).
Amber (funding not yet secured; or scheme delay or funding issue which can be mitigated);
Red (funding not yet secured and significant cost or delivery issues).

Key for Kent spreadsheet: The arrows denote the direction of travel.

↑	denotes significant improvement/progress in scheme delivery
→	denotes a similar position as reported at the last KMEP meeting
↓	denotes scheme delivery experiencing a delay

Summary of Kent RAG rating

August	October	December	January	March	May
1 red – Ashford Spurs	0 red	2 red – Middle Deal & Sittingbourne	0 red	0 red	0 red
9 amber	13 amber	14 amber	13 amber	12 amber	20 amber
14 green	11 green	8 green	8 green	9 green	11 green
1 removed and 1 complete	1 removed and 1 complete	1 removed and 1 complete	3 not required to spend until later years; 1 removed and 1 complete	1 not required to spend until a later year; 1 removed and 1 complete	1 is not required to spend until later in the programme; 1 removed and 1 complete
(TOTAL) 26	26	26	26	34	34

Summary of Medway RAG rating

August	October	December	January	March	May
0 red	0 red	0 red	0 red	0 red	0 red
1 amber	1 amber	1 amber	1 amber	1 amber	1 amber
5 green	5 green	5 green	5 green	5 green	5 green
		N/A	N/A	2 not required to spend until later	2 not required to spend until later
(TOTAL) 6	6	6	6	8	8

Item 5 Appendix C - Medway Schemes

Scheme	Description	Scheme delivery By	Budget & LGF Spend	Status	RAG Status	Comments	Key Events for Next Period	Target outcomes
Local Growth Fund Round 1 Schemes								
A289 Four Elms roundabout to Medway Tunnel	Highway capacity improvements to provide journey time savings and reduced congestion.	End of 2019/20	<p>BUDGET</p> <p>Total budget = £18.697m</p> <p>Made up of:</p> <ul style="list-style-type: none"> - £11.1m LGF - £7.597m match funding* <p>*See comments</p> <p>LGF SPEND</p> <p>15/16 LGF spend = £0.500m</p> <p>Profiled to spend in 2016/17 = £0.642m</p> <p>16/17 LGF spend = £0.402m</p>	DETAILED DESIGN (Business Case Approved)	→	<p>The planning application was submitted on 7th October and is currently going through the planning process. A consultant has been appointed in principle to deliver the detailed design and construction supervision subject to due diligence being completed. Preparations have commenced in relation to the formal CPO process which will be initiated with all land owners following determination of the planning application.</p> <p>Due to complexities with the construction process and network sensitivities it has become apparent that the project needs to be extended by one year, to 2019/20, to allow the scheme to be delivered in its entirety.</p> <p>* SELEP have requested that the Outline Business Case be refreshed as a result of reduced S106 contributions impacting on stated budget as a result of revised timescales for Lodge Hill being developed.</p>	<p>It is anticipated that the planning application will be determined in August 2017. Following this the formal CPO process will begin with all landowners. Negotiation with landowners is scheduled to commence in advance of determination of the planning application. Work will commence on the detailed design.</p> <p>The review of the Outline Business Case will commence.</p>	<p>Jobs = 7688</p> <p>Homes = 4433</p>

<p>Strood town centre</p>	<p>Journey time and accessibility enhancements to the town centre including changes to the highway, improved public realm and retail</p>	<p>End of 2018/19</p>	<p>BUDGET Total budget = £12.75m Made up of: - £9.0m LGF - £3.75m match funding</p> <p>LGf SPEND 15/16 LGF spend = £0.2m Profiled to spend in 2016/17 = £1.331m 16/17 LGF spend = £1.772m</p>	<p>DETAILED DESIGN (Business Case Approved)</p>	<p>→</p>	<p>The developed design (RIBA stage 3) has been completed and presented to officers. A stage 1 road safety audit has been carried out.</p>	<p>Work will commence on the technical design (RIBA stage 4).</p>	<p>Jobs = 360-450 Homes = 600-815</p>
<p>Chatham town centre place-making and public realm package</p>	<p>Improving the link between Chatham railway station and Chatham town centre and waterfront area and provision of a new civic space.</p>	<p>End of 2017/18</p>	<p>BUDGET Total budget = £4.9m Made up of: - £4.0m LGF - £0.9m match funding</p> <p>LGf SPEND 15/16 LGF spend = £0.871m Profiled to spend in 2016/17 = £0.938m 16/17 LGF spend = £0.945m</p>	<p>DETAILED DESIGN (Business Case Approved)</p>	<p>→</p>	<p>Following appointment of a contractor pre-start works on the route improvements between the train station and the town centre have commenced.</p> <p>Facade improvement works on The Brook Theatre are continuing. These works include stone cleaning, repointing masonry, redecoration of timber windows, guttering repairs and renewing lighting.</p>	<p>Improvement works on the exterior of The Brook Theatre will be completed by the end of May 2017.</p> <p>It is anticipated that the contractor will be on site from 19th June to deliver the route improvement works. Work has been programmed to avoid any disruption to the Battle of Medway Celebrations which are taking place between 8th and 17th June.</p>	<p>Jobs = 6271 Homes = 3682</p>
<p>Medway Cycling Action Plan</p>	<p>A range of measures designed to improve access to cycling in the Medway area and improve upon and expand existing cycle facilities.</p>	<p>1st phase in 2015/16 then annually until end of 2017/18</p>	<p>BUDGET Total budget = £2.9m Made up of: - £2.5m LGF - £0.4m match funding</p> <p>LGf SPEND 15/16 LGF spend = £0.229m Profiled to spend in 2016/17 = £1.10m</p>	<p>CONSTRUCTION (Business Case Approved)</p>	<p>→</p>	<p>Work on site has continued to deliver the first phase of cycle route improvements, including Gillingham Business Park, Riverside Country Park, Lordswood Lane, A289 between The Strand and Owens Way and Beechings Way phase 2. Design work has continued for routes to be constructed in 2017/18.</p>	<p>Work will continue on site to deliver the cycle route improvements. Design work will continue for other routes due for construction this financial year.</p>	<p>Jobs = 390 Homes = 261</p>

			16/17 LGF spend = £1.15m					
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 the Medway City Estate.	Early interventions starting in 2015/16 with second part of the project by end of 2018/19	BUDGET Total budget = £2m Made up of: - £2m LGF - £0m match funding LGF SPEND 15/16 LGF spend = £0.1m Profiled to spend in 2016/17 = £0.457m 16/17 LGF spend = £0.181m	CONSTRUCTION PHASE 1 DEVELOPMENT OF SUSTAINABLE TRANSPORT INTERVENTIONS PHASE 2 (Business Case Approved)	→	Phase 1 works, which focus on improving egress from Medway City Estate are now complete. The new traffic signals are now operational, although testing is still underway to identify the most effective timing of the signals to offer the greatest benefit to users of Medway City Estate whilst causing minimal disruption on the remainder of the road network.	The optimal timing of the new traffic signals will be identified. This will complete phase 1 of the project, and the impact the works have on the flow of traffic leaving Medway City Estate will be monitored. Phase 2 of the project will focus on further improving connectivity to the site.	Jobs = 390

Non-transport schemes

Rochester Airport Technology Park – Phase 1	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 which are required to facilitate the development of the Technology Park.	Phase 1 by the end of 2018/19	BUDGET Total budget = £4.4m Made up of: - £4.4m LGF - £0.0m match funding – phase1 only LGF SPEND 15/16 LGF spend = £0.0m Profiled to spend in 2016/17 = £0.167m 16/17 LGF spend = £0.179m	OUTLINE DESIGN (Business Case approved)	→	Following a project review Rochester Airport Ltd (the airport operator) took the decision to split the planning application in order to allow work on some parts of the project to progress whilst work continues on the required Environmental Impact Assessment (EIA). The amendment to the original planning application, removing the paved runway and control tower, was presented to planning committee on 15th March 2017. The application was granted consent. Rochester Airport Ltd and their consultants have continued to work on the required Environmental Impact Assessment (EIA), which will form part of the second planning application - for the runway and control tower. Rochester Airport Ltd have indicated that they intend to start some of the hangar repair and utility upgrade works, which form part of this project, during summer 2017.	It is anticipated that the second planning application and EIA will be submitted by the end of May 2017, for determination by Medway Council in late Summer. The application will then be determined by Tonbridge and Malling. Procurement will commence to appoint contractors to lead on the hangar improvements and utility upgrade works.	Jobs = 37
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<p>Rochester Airport Technology Park – Phase 2</p>	<p>Introduction of a Technology Park at Rochester Airport. Phase 2 of the project involves infrastructure works to enable the development of the Technology Park.</p>	<p>2020/21</p>	<p>BUDGET Total budget = £49m Made up of: - £3.7m LGF - £45.3m match funding</p> <p>LGF SPEND 15/16 LGF spend = £0.0m Profiled to spend in 2016/17 = £0.0m 16/17 LGF spend = £0.0m</p>	<p>BUSINESS CASE NOT YET APPROVED</p>		<p>It is anticipated that the project will commence in 2017/18, subject to the Full Business Case being approved by Accountability Board.</p>		<p>Jobs = 1544</p>
<p>Civic Centre site, Strood - flood mitigation measures</p>	<p>Improvements to flood defences at the former Civic Centre site to enable the development of the site. The former Civic Centre is a prime development site offering views across the River to Rochester Castle and Cathedral.</p>	<p>2019/20</p>	<p>BUDGET Total budget = £36.3m Made up of: - £3.5m LGF - £32.8m match funding</p> <p>LGF SPEND 15/16 LGF spend = £0.0m Profiled to spend in 2016/17 = £0.0m 16/17 LGF spend = £0.0m</p>	<p>BUSINESS CASE NOT YET APPROVED</p>		<p>It is anticipated that the project will commence in 2017/18, subject to the Full Business Case being approved by Accountability Board.</p>		<p>Jobs = 610 Homes = 325</p>

FOR INFORMATION ONLY PAPERS

KMEP 23rd May 2017

FOR INFORMATION ITEM A

Date: 23 May 2017

Subject: Future Meeting Dates for KMEP and SELEP

KMEP Board Meeting Dates

The future Kent & Medway Economic Partnership meeting dates are:

- Thu 20 July 2017
- Tue 26 September 2017
- Thu 23 November 2017

All meetings will be held at the Village Hotel, Maidstone. The meetings start at 5pm and finish at 7pm.

SELEP Strategic Board Meeting Dates

The future SELEP Strategic Board meeting dates are:

- Friday 9 June 2017
- Friday 7 July 2017 – AGM & Skills and Social Inclusion event (tbc)
- Friday 22 September 2017
- Friday 15 December 2017

All meetings start at 10am. Venue TBC.

SELEP Accountability Board Meeting Dates

The future SELEP Accountable Board meeting dates are:

- Friday 26 May 2017
- Friday 8 September 2017
- Friday 17 November 2017

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

SELEP AGM and Skills Showcase - Friday 7 July 7 from 10.15am to 2.30pm

The South East LEP will be hosting both their Annual General Meeting followed by the Skills Showcase at Harlow College.

Registration for the AGM will commence at 10:15 with the meeting starting at 10:45.

Registration for the Skills Showcase will commence at 11:15 with the meeting starting at 11:45.

The Showcase will be followed by lunch and the chance to tour the skills exhibition stands.

Please register to attend using the following link:

<https://www.eventbrite.com/e/selep-agm-and-skills-showcase-tickets-34281662375>