

Thursday 30 March 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 (including any potential LTC announcement)	5.05	2 & 9
3. Industrial Strategy Green Paper & Future Growth <i>Presentation by Douglas Horner, KMEP Board Member, and Sarah Nurden, KMEP Strategic Programme Manager</i>	5.15	<i>Presentation</i>
4. North Kent Enterprise Zone update	5.45	14
5. KIMS Hospital Progress Report <i>Presentation by Simon James, CEO of KIMS Hospital</i>	5.55	<i>Presentation</i>
6. 2017 Business Rate Revaluation <i>Presentation by Dave Shipton, KCC's Head of Financial Strategy</i>	6.10	<i>Presentation</i>
7. Helen Whately MP: Reflections on the KMEP discussion	6.30	<i>Verbal update/discussion</i>
8. KMEP minor variations to terms of reference	6.40	17
9. Local Growth Fund 1, 2 & 3: Delivery Progress Report	6.45	26
10. AOB	6.55	-
For information items:		
A. KMEP and SELEP future meeting dates		51
B. State of the Kent and Medway economy: Economic Performance Data		<i>Circulated separately</i>

ITEM 2A

Date: 30 March 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 January 2017.

Attendees:

KMEP Board Members

Geoff Miles (Chair | The Maidstone Studios)
Andrew Bowles (Swale Borough Council)
David Burton (Maidstone Borough Council alternate)
Paul Carter (Kent County Council)
Miranda Chapman (Pillory Barn Design Ltd)
Nigel Collor (Dover District Council alternate)
Philip Cunningham (Cripps Harries Hall LLP)
Sarah Dance (Sarah Dance Associates)
Peter Fleming (Sevenoaks District Council)
Douglas Horner (Trenport Investments Ltd & CBI South East)

Jo James (Kent Invicta Chamber of Commerce)
Vince Lucas (VA Rail Ltd)
Jane Marsh (Tun. Wells Borough Council alternate)
Andrew Metcalf (Maxim PR)
Jane Ollis (IOD)
Graham Razey (East Kent College)
Paul Thomas (Orbit Homes)
Prof. Mike Weed (CCCU alternate)
Chris Wells (Thanet District Council)
Paul Winter (Wire Belt Company Limited)

Observers & Presenters in attendance

Louise Aitken (SELEP), Adam Bryan (SELEP), Lee Burchill (KCC), William Connell (MBC), John Foster (MBC), Liz Harrison (KCC), Dave Hughes (KCC), Tim Ingleton (DDC), Jonathan MacDonald (TWBC), Carolyn McKenzie (KCC), Sarah Nurden (KMEP), Andrew Osborne (ABC), Karla Phillips (KCC), Sarah Platts (KCC), Joe Ratcliffe (KCC), David Smith (KCC), Katie Stewart Smith (KCC), Jacqui Ward (KCC), Jeremy Whittaker (TMBC).

Apologies:

KMEP Board Members

Paul Barrett (C4B Business & Barretts Motors), Rodney Chambers (MC), Gerry Clarkson (ABC), Simon Cook (CCC), John Cubitt (GBC), Nicolas Heslop (TMBC), Jeremy Kite (DBC), David Monk (SDC), Jon Regan (Hugh Lowe Farms Ltd & Weald Granary Ltd), Nick Sandford (Kent Country Land Association) & Steve Sherry (RBLI)

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

Item 3 – KMEP Infrastructure Summit

- 3.1 The Partnership reflected on the recent KMEP Infrastructure Summit held on 20 January. The following comments were made:

- The Chairman thanked the KMEP Board Members for the high turnout by local partners.
- Positive comments were received on the content of the presentations, and that this was a strong starting point on which to build engagement with the local MPs.
- Disappointment was expressed that only five MPs attended the event.
- KMEP Board Members overwhelmingly support the case for a Lower Thames Crossing at Gravesham. There were strong feelings that this case should be championed by Kent and Medway MPs.
- There was a call for localised publicity at district level and for greater efforts to increase the visibility of KMEP.

4. National Infrastructure Commission

- 4.1 Katie Stewart (Director of Environment, Planning and Enforcement) and Sarah Platts (KCC Strategic Planning and Infrastructure Manager, KCC) gave a presentation to the Partnership on the National Infrastructure Commission's call for evidence.

- 4.2 Key points from their presentation were:

- Kent has an evidence-base – the Growth and Infrastructure Framework – which shows the infrastructure required to 2031.
- A critical issue is the lack of forward funding to pay for a significant proportion of this infrastructure.
- Alternative funding models, including attracting private investment to pay for infrastructure (such as the Lower Thames Crossing), ought to be considered.
- Kent plays a critical role in the wider UK economy, as a strategic international gateway. A resilient transport network is critical to the movement of the UK's freight.
- On transport infrastructure, a smart and resilient road network is required alongside enhanced rail capacity, to accommodate rising international freight and housing and commercial growth across Kent. The strategic transport priorities include:
 - Accelerating the delivery of the Lower Thames Crossing;
 - Enhancing Kent's existing rail network (to include the Crossrail extension);
 - The strategic bifurcation of Kent's passenger and freight corridors; and
 - A 'smart' approach to addressing the impact of increased freight demand.

- On energy, the UK must devise cost-effective, responsive and sustainable intelligent energy systems to safeguard supply for future generations. A strategic plan for energy is needed, which encourages a more decentralised supply, energy storage capacity and demand-side management initiatives. Also, energy statements should be required for new developments over a certain size.
- On digital communications, the following design principles were proposed:
 - Ensure the capability and capacity of the available digital communications infrastructure anticipates future needs;
 - Enable ubiquitous and fast rollout of new emerging technologies beyond cities;
 - 4G and 5G coverage across Kent;
 - A national strategy for full-fibre broadband networks to meet future data consumption needs
 - New developments have full-fibre broadband connections.
- On water and waste water management, the present approach to utilities investment and infrastructure provision is a barrier to growth and a cross-sector approach to resolving the problem is required.
- On waste, there is a need for a strategic plan to enable the UK to become self-sufficient in processing all waste.

4.2 The item was opened for discussion and the following comments were received:

- The evidence-base looks to 2031. It would be beneficial to develop a new evidence-base which considers how our future infrastructure needs will alter by 2050 due to technological advances.
- The ability of the Government to react quickly when new infrastructure is required is very important. Coupled to this, the Government should build infrastructure to match future capacity needs, not the capacity needs when a project is first mooted. The Lower Thames Crossing example was given: the need for this infrastructure was identified over a decade ago, however decision-making is expected only this year.
- New digital technologies are likely to affect future transport provision. It is envisaged that the movement of knowledge and ideas via digital communication will play a more significant role than the movement on people.
- The transport priorities should incorporate the need for the M2 to be 3-lanes in each direction. One accident on the M2 last week prevented transport movement across Swale.
- The government needs to explore the potential for private financing and deploy a more flexible approach.
- One developer felt the government could choose to either raise taxes, or privately fund the infrastructure and introduce tolls. In his option, the government cannot rely on obtaining more money through the development value of land.
- The dual use of existing assets was proposed. As accessing government finance becomes more difficult, innovative ways to use existing assets should be considered, e.g. could a road corridor also be used as a data corridor?
- The National Infrastructure Commission should invite planning authorities to attend their conferences.

- The top priorities for KMEP were identified at the recent infrastructure Summit. The bifurcation of the M2 to enable the Port of Dover to operate unhindered is particularly important.
 - A business member commented that an extra junction on the M20 between junction 4 and 5 could be beneficial.
 - Digital connectivity on the trains travelling to London was raised. SME businesses using the trains to access London need connectivity during transit.
- 4.3 The National Infrastructure Commission is due to publish a vision and priorities document in the summer of 2017, which highlights priority areas for action over the medium-term, and sets a vision of the UK up to 2050.
- 4.4 The Partnership agreed that Kent County Council's response to the National Infrastructure Commission's call for evidence be circulated to KMEP Board Members for comment.

5. Draft Strategic Economic Plan & SELEP Skills Strategy

- 5.1 Adam Bryan (SELEP Managing Director) made these comments about the new SELEP Strategic Economic Plan (SEP):
- The proposal is for the new SEP to align to the Industrial Strategy.
 - The original SEP was submitted in March 2014 as a bidding document for LGF1. Adam Bryan proposes the refreshed SEP is a more concise statement that reflects on current government policy, such as the withdrawal from the EU and business rate reform. It should retain its focus on the importance of the federated model and outline the achievements of SELEP to date.
 - The structure of the SEP and the consultant specification have not been agreed yet.
 - The SEP will be supportive of the Growth and Infrastructure Framework and the need for infrastructure investment. The SEP will be underpinned by a separate Infrastructure Investment Strategy (IIS).
 - The IIS will outline the place-based schemes for which SELEP will seek Government's support.
 - Also underpinning the SEP will be a refreshed SELEP Skills Strategy.
 - There will be two KMEP Board Meetings where the consultants tasked with supporting SELEP in producing the SEP will be invited to attend.
- 5.2 The item was opened for discussion and the following comments were received:
- When the original SEP was drafted, the Government made promises to LEPs on the scale of funding and the opportunity available. Deep disappointment was shared by many Board Members that these Government promises have not come to fruition.
 - The bureaucracy imposed by the National Assurance Framework consumes much time for both Board Members and officers. There was discontent that Whitehall has not empowered the local partners and the LEP to deliver, but has retained/increased control at a central government level.

- Board Members were frustrated that the largest and smallest LEPs in the country receive the same flat-rate of core funding.
- The universities commented on the positive impact of SELEP. Working together on the SEP activities has brought the Kent and Medway universities much closer together, and has helped to initiate collaborative projects.
- The lack of government funding should not deter SELEP from drafting a new SEP. If a new SEP provides a powerful provocative vision of what the future could be, it should attract Government funding to it.
- The SEP should support the campaign to retain business rates locally.
- A Board Member requested a greater allocation of KMEP's time to be dedicated to proposing activity and solutions, rather than considering the machinery of government.

5.2 Louise Aitken explained the SELEP Skills Advisory Group, chaired by Graham Razez, is supporting the refresh of the SELEP Skills Strategy. A consultation will be uploaded on the LEP website shortly. SELEP would welcome KMEP's views on the priorities for the local area.

5.3 The current skills statistics reveal that Kent and Medway have high levels of vacancies in construction, logistics, IT and creative industries. These statistics will be incorporated into the evidence-base which will underpin the new Skills Strategy.

5.4 The timeline for agreeing and publishing the new Skills Strategy will mirror that of SELEP's SEP.

5.5 The Partnership agreed that the SELEP Managing Director and consultants will return to KMEP to hear the Partnership's views on the priorities to be contained in the SEP, once the consultants have been appointed.

6. Transport Improvements to support The Open Golf Championship 2020

6.1 The Partnership received a paper explaining that the Royal & Ancient Golf Club (R&A) would like to explore the option of Royal St George's (Sandwich) hosting The Open in 2020. However the R&A indicated that this decision is predicated on appropriate transport improvements to Sandwich railway station being delivered that would overcome some difficulties experienced during the last Open held in Kent in 2011.

6.2 Sheffield Hallam University's Sport Industry Research Centre indicates the minimum economic benefit derived from hosting the Open since 2010 has been £65m. The benefit is significantly in excess of the cost of delivering the transport improvements (Network Rail's estimated cost is circa £1million). Local government partners have allocated £350k to part-fund the transport improvements. A sum of £300k is sought from SELEP.

6.3 The item was opened for discussion and the following comments were received:

- Andrew Bowles highlighted the importance of redesigning Brenley Corner to allow free-flowing access to The Open for spectators travelling by car. Nigel Collor explained

that Dover District Council is speaking to Highways England about the junction. KMEP will continue to press for investment in this pivotal infrastructure.

- Tim Ingleton confirmed that the R&A has indicating its willingness to return to Kent for three Opens in return for the investment at Sandwich railway station.

6.4 The Partnership noted the letter of support being sent to the Royal and Ancient Golf Club (R&A) on behalf of the SELEP Accountability Board.

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

7.1 The Partnership noted the LGF Delivery Progress Report. Sarah Nurden (KMEP Strategic Programme Manager) confirmed that an announcement on the third tranche of Local Growth Funding was expected imminently.

8. Proposed revisions to the SELEP Assurance Framework & KMEP Terms of Reference

8.1 Sarah Nurden (KMEP Strategic Programme Manager) introduced the item, explaining that central government has issued a new National LEP Assurance Framework (NAF) for LEPs, which places a greater emphasis on how each Local Enterprise Partnership and their sub-groups operate, how and when decisions are taken, and by whom.

8.2 To comply with the new NAF, revisions are required to the SELEP Assurance Framework and to the KMEP terms of reference.

8.3 In answer to Board Members' questions, the SELEP Managing Director confirmed that:

- The NAF stipulates that each LEP must have an Independent Technical Evaluator.
- The role of the ITE is to make recommendations to the Board, but the decision-making power rests with the SELEP Board Members.
- The ITE function previously existed in central government departments, and was outsourced with the creation of LEPs.
- SELEP has a strong-track record in adhering to the government's assurance framework.

8.4 The Partnership agreed to defer the decision to revise the KMEP terms of reference to the next Board Meeting on 30 March 2017. The Partnership agreed to send Sarah Nurden any comments on the SELEP Assurance Framework. A declaration of interest form will be circulated to KMEP board members to complete.

9. Any Other Business

9.1 Jane Ollis drew KMEP's attention to the next stage of Dr Amelia Hadfield's work. The Canterbury Christ Church CEFEUS Lead is working with businesses on the production of three further reports which will examine the impact of Brexit on 1) Business & commerce, 2) Agriculture, and 3) Policing and Security. She would welcome any further contributions from businesses. Please send any comments via Sarah Nurden.

9.2 The KMEP Chairman encouraged Board Members to write to Chris Grayling to emphasise the strength of support for a Lower Thames Crossing. Jo James confirmed she was meeting Chris Grayling the following week to discuss this subject and press for a decision.

ITEM 2B

Date: 30 March 2017

Subject: Action Tracker and Progress Update

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

Topic	Progress update
Growing Places Funding	<p>The SELEP Strategic Board discussed the re-investment of GPF on 3/3/17. The Board agreed that GPF should continue to be invested as a capital loan.</p> <p>The Board agreed that future GPF bids should be between £250k and £2m in value. Programmes of investment are also welcomed, as well as individual projects.</p> <p>The key criteria for GPF investment will be:</p> <ul style="list-style-type: none"> ○ Be prioritised by the Federated Board ○ Support Economic Growth ○ Cannot access other sources of funding ○ Require capital loan funding investment ○ Offer high value for money ○ Comply with legal requirements for investment of public funds ○ Can repay the GPF loan by March 2022. ○ Have a local funding contribution of at least 30%. <p>The SELEP Board accepted this three stage approach to award GPF: -</p> <p><u>Stage 1:</u> The Federated Boards shift through the Expression of Interest to identify projects they support and prioritise them at a local level. Independent Technical Evaluator support will also be made available in this process.</p> <p><u>Stage 2:</u> The expressions of interest for projects supported by the Federated Boards are developed further, so a Strategic Outline Business Case is produced for each. The 3 Vice-Chairmen and 6 Unitary/County Council Members will meet to agree the allocation of the £7.8m of GPF available between 17/18 and 19/20.</p> <p><u>Stage 3:</u></p>

	<p>The projects selected will then produce a robust business case, which will be presented to the SELEP Accountability Board, so they can draw down funding.</p> <p>Details will be circulated to interested parties following the SELEP Strategic Board’s meeting on 9 June. In June, SELEP will agree whether an interest rate should be applied to the loans and agree a common assessment approach.</p>																
Strategic Economic Plan (SEP)	<p>At the SELEP Board Meeting at the beginning of March, the following timetable for the production of the new SEP was shared:</p> <table border="1"> <thead> <tr> <th>Description</th> <th>Deadline</th> </tr> </thead> <tbody> <tr> <td>Commence procurement of consultants</td> <td>March</td> </tr> <tr> <td>Award of consultant contract</td> <td>March/April</td> </tr> <tr> <td>First round of engagement*</td> <td>April - May</td> </tr> <tr> <td>Receipt of progress report</td> <td>June Strategic Board</td> </tr> <tr> <td>Second round of engagement*</td> <td>June - September</td> </tr> <tr> <td>Sign-off</td> <td>September Strategic Board</td> </tr> <tr> <td>Launch</td> <td>September - October</td> </tr> </tbody> </table>	Description	Deadline	Commence procurement of consultants	March	Award of consultant contract	March/April	First round of engagement*	April - May	Receipt of progress report	June Strategic Board	Second round of engagement*	June - September	Sign-off	September Strategic Board	Launch	September - October
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Sign-off	September Strategic Board																
Launch	September - October																
South Eastern Franchise Consultation	<p>The Government has launched the South Eastern Franchise Consultation: https://www.gov.uk/government/news/south-eastern-franchise-consultation-launched</p> <p>Stephen Gasche is producing a consultation response which will draw on the points KMEP has made during 2016 and at the KMEP Infrastructure Summit. This consultation response will be circulated electronically to KMEP Members for comment in May.</p>																
The Open (Golf)	<p>Following the intervention of local government partners and KMEP, the R&A has chosen to host The Open at Royal St George’s Golf Club, Sandwich, in 2020. Full details at: http://www.theopen.com/News/News/2017/02/Royal-St-Georges-Golf-Club-to-host-The-149th-Open-in-2020</p>																
Thames Estuary Growth	<p>Sources at the DCLG/BEIS confirm that the Government is committed to continuing the Thames Estuary Growth Commission now Lord Heseltine has moved on and will continue to operate pending the appointment of a new</p>																

Commission	<p>Chairman.</p> <p>A decision on who will be the Lead Commissioner will be taken at a Ministerial level, and Melanie Dawes (Permanent Secretary) is pushing for an audience with Greg Clark, Sajid Javid, and Philip Hammond in the near future.</p> <p>It is not known if the new Lead Commissioner would be someone that already sits on the Commission, or a new external appointee.</p> <p>The intention is to produce a preliminary report (vision) in the Spring and the final report for the Budget in the Autumn.</p> <p>The KMEP Chairman is sending a letter to Government highlighting the importance of the Growth Commission for our locality.</p>
Highways England's Growth and Housing Fund	<p>In March 2016, KMEP submitted a bid to Highway England's Growth and Housing Fund for improvements to the A2 Wincheap Junction.</p> <p>In March 2017, the DfT and HE announced some schemes that were successful: https://www.gov.uk/government/news/multi-million-pound-major-road-improvements-unlock-thousands-of-homes-and-jobs</p> <p>As this link shows, the DfT and HE chose to deliver improvements around Derby and Daventry in the Midlands, Oldham in the North West, Durham in the North East and Taunton in the South West.</p>
Thames Estuary Production Corridor	<p>The Thames Estuary Production Corridor statement has been produced and is available at: http://www.southeastlep.com/images/uploads/resources/TEPC_VISION.pdf</p>
Kent and Medway Growth Hub	<p>The Kent and Medway Growth Hub Steering Group has been established. Major stakeholders have been invited to join.</p> <p>Jo James and Jane Ollis are the KMEP representatives on the Steering Group. Details of the Hub are available at: http://www.kentandmedwaygrowthhub.org.uk/</p>
Brexit	<p>The UK is to trigger article 50 on 29 March.</p>
European Agricultural Fund for Rural Development (EAFRD)	<p>Nearly £8.5m of EU funding (EAFRD) is available for businesses to apply for. Projects that fit under the themes of <i>Tourism Infrastructure; Food Processing; and Business Development (micro and SMEs)</i> can apply for this funding. The minimum grant is £50,000 with a maximum of £170k for tourism and business development projects, and £1m for food processing projects. More details are available at: https://www.gov.uk/government/publications/rdpe-growth-programme</p>

	<p>The South East LEP and the Rural Payments Agency is hosting a workshop on 6 April, between 10am and 1pm at the Kent Showground, to provide guidance and support for businesses that may be interested in applying. To register for the event, please click on the Eventbrite booking page: https://www.eventbrite.com/e/south-east-lep-eafrd-event-kent-tickets-31827317363</p>
LGF3 bids:	<ul style="list-style-type: none"> • The Government has awarded SELEP £102.65m from the third tranche of Local Growth Funding. • The Kent and Medway projects awarded LGF3 funding are: <ul style="list-style-type: none"> ○ Dartford Town Centre Transformation (£4.3m) ○ Ashford International Rail Connectivity Project (£4.8m) ○ Fort Halsted (£1.53m) ○ Rochester Airport Technology Park (£3.7m) ○ Strood Civic Centre Flood Mitigation Works (£3.5m) ○ A2500 Lower Road Improvement (£1.26493m) ○ Kent & Medway EDGE Hub (£6.12m) ○ Leigh Flood Storage Area (£4.6359m) ○ A2 off-slip at Wincheap, Canterbury (£4.4m)
Department for International Trade	<ul style="list-style-type: none"> • DIT has approached SELEP asking it to identify infrastructure and regeneration projects that the UK government should promote to international investors. • The DIT works closely with embassies across the world to develop links with potential investors; these include: <ul style="list-style-type: none"> ○ Sovereign Wealth Funds ○ High net-worth individuals ○ Pension funds ○ Development Investment Companies • Identified projects will be actively promoted, with Ministerial backing, through a range of activities including: <ul style="list-style-type: none"> ○ Trade missions ○ Ministerial Visits ○ International Conferences ○ Investment Academies ○ Investments Events (e.g. MIPM) ○ Responding to day-to-day inquiries via a network of trade ambassadors. • The intention is to launch the process of identifying SELEP projects in April via a workshop. This will explain the submission and assessment process in more detail with interested contacts. The aim would be to conclude this base-lining exercise before the summer of 2017. • Further information will be circulated by Sarah Nurden by email.
KMEP agenda suggestions	<p>Thank you to all KMEP Board Members that provided suggested agenda items. Due to time constraints, it is impossible to accommodate all the suggested topics on this occasion, but for reference the following topics have</p>

been proposed for future discussion:

- The impending effects on SE Horticulture of Brexit, including its impact on:
 - 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
- The Creative Industries – picking up on the Thames Estuary Production Corridor, the Cultural Strategy and the work of the Cultural Transformation Board.
- Operation Stack relief summer 2017 plans
- Lower Thames Crossing – Update once announced
- The Kent and Medway EDGE Hub – Presentation by Callum Firth

To submit further agenda suggestions, please email Sarah Nurden.

ITEM 4

Date: 30 March 2017

Subject: **North Kent Enterprise Zone update**

Report author: Richard Longman, Head of Policy, Thames Gateway Kent Partnership

Summary

This paper updates the Partnership on general progress with the North Kent Enterprise Zone (NKEZ).

Recent developments

1. NKEZ Strategic Board

1.1 The NKEZ Strategic Board held its third meeting on 2 March under its newly-appointed Chairman, Bernard Spring.

2. Branding, marketing and publicity

2.1 The NKEZ website went live on 2 March – see www.northkententerprisezone.co.uk. This was created by Medway-based media agency ZEST and funded and commissioned by Locate In Kent. This contract also covered branding including the logo above. A group of communications officers has been formed to coordinate marketing activity.

2.2 A short press release is planned for 1 April when the Enterprise Zone formally comes into being. Having regard to election ‘purdah’ it will not contain any quotes from elected politicians, but include brief quotes from the Chairs of the NKEZ Strategic Board and SELEP.

3. Planning

3.1 Progress has been made in land-use planning on several sites:

- a. Outline planning consent was granted in January for **Northfleet West**, including 46,000 m² of commercial space in the enterprise zone to support up to 1500 new jobs; the s.106 agreement is expected to be concluded by end-March and Ebbsfleet

Development Corporation are engaging with the landowners on the detailed proposals.

- b. EDC/Gravesham Borough Council conducted a fruitful public consultation on the proposals for **Northfleet East**, and a planning application for 21,500 m² commercial development was submitted to on 14 February and is expected to be taken to the EDC's Planning Committee in May. The EDC are negotiating the acquisition of land from the HCA. EDC and GBC are also continuing to work on a potential joint venture proposal for the delivery of the scheme.
- c. The first phase (1a) planning application for **Rochester Airport** was submitted in December and approved by Medway's Planning Committee on 15 March. An Environmental Impact Assessment is being prepared to inform the next stage planning application, expected to be submitted in the summer.
- d. The outline planning consent for **Kent Medical Campus** was renewed for a 10 year period in January.

4. Site developments and funding

- 4.1 The main progress on the ground has been at Kent Medical Campus, where the internal access road was completed before Christmas and construction works commenced in January on the Cygnet Mental Health facility (the first EZ site).
- 4.2 The South East LEP's Growth Deal, announced on 1 February, includes a £3.7m allocation for the Phase 2 enabling infrastructure at Rochester Airport. The bid from Maidstone BC relating to highways improvements around Junction 7 of the M20, required to support the full build-out of Kent Medical Campus and other developments in Maidstone, did not secure an allocation in the Growth Deal. This is likely to be the focus for continued lobbying and seeking other funding solutions.
- 4.3 NKEZ successfully applied for a grant from DCLG for commercial consultancy advice, to assist Medway Council with commercial market appraisal and advice on development options at Rochester Airport Technology Park, and to carry out an investment and funding appraisal of the development of an innovation hub at Kent Medical Campus, for Maidstone BC. The councils are preparing tenders to procure these contracts.

5. Implementation Planning

- 5.1 The regulations giving effect to the enterprise zone benefits (business rates discounts for occupiers, business rates retention by local authorities) come into effect on 1 April. Discounts will be available for businesses taking up occupation before 31 March 2022; local authorities will retain 100% of business rates uplift until 31 March 2042.
- 5.2 The Implementation Plan for 2017-2020 is due to be submitted to DCLG via SELEP before the end of March. This sets out the overall expectations for the development of the

Enterprise Zone and will provide a baseline for progress monitoring. The detailed delivery arrangements are being led by local delivery partners for each scheme.

6. Recommendation

6.1 The Partnership is invited to note this report.

ITEM 8

Date: 30 March 2017

Subject: Minor revisions to the KMEP Terms of Reference

Report authors: Sarah Nurden, KMEP Strategic Programme Manager

Summary

This paper sets out minor variations to the KMEP Terms of Reference to make it comply with the new National Assurance Framework (NAF) for LEPs, which the Government has recently issued.

1. Introduction

1.1 Central government has issued a new National LEP Assurance Framework (NAF) for LEPs can be accessed at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/567528/161109_LEP_Assurance_Framework.pdf

1.2 The KMEP terms of reference require some minor variations to bring them into line with the new National Assurance Framework and the new SELEP Assurance Framework. A revised version of KMEP's Terms of Reference is shown in Appendix A, with the proposed additional/new sentences highlighted.

2. Recommendations

2.1 The Board is recommended to consider and approve the terms of reference. Under the terms of reference, the support of 75% of Board Members present at the meeting is required for the amendments to the terms of reference to take place.

Kent and Medway Economic Partnership DRAFT TERMS OF REFERENCE

To be revised March 2017

1. Purpose

- 1.1 This document sets out the terms of reference for the Kent and Medway Economic Partnership (KMEP). The Partnership is a federated board of the South East Local Enterprise Partnership (SELEP).

2. Aims and functions of the Kent and Medway Economic Partnership

- 2.1 KMEP is a private-public body which aims to drive forward economic growth and prosperity in Kent and Medway.

- 2.2 Working collectively, the Partnership is responsible for:

- a) Shaping, defining, endorsing, signing-off and monitoring the Strategic Economic Plan;
- b) Considering the local strategic economic investment priorities and driving forward the vision for economic growth in Kent and Medway;
- c) Considering and developing responses to new economic opportunities and challenges in Kent and Medway;
- d) Providing a strong voice for Kent and Medway business and government at national and regional level;
- e) Championing the work of KMEP and SELEP to local communities;
- f) Maintaining strategic oversight of and reporting on the use of all funding devolved from SELEP to Kent and Medway;
- g) Engaging with public and private sector partners to inform key decisions and set out how they will evidence effective engagement;
- h) Providing local engagement with and feedback to the general public about future strategy development and progress against delivery of the SEP via the KMEP website.
- i) Publishing arrangements for developing, prioritising, appraising and approving projects, with a view to ensuring that a wide range of delivery partners can be involved.

- 2.3 KMEP will engage local businesses and utilise public and private sector knowledge and expertise to ensure prioritisation and delivery to provide the greatest benefit in terms of achieving economic growth through the delivery of development, infrastructure and regeneration projects.

3. Governance

3.1. The Partnership shall be governed by a **Partnership Board**, which shall fulfil the functions set out in para. 2.2.

4. Membership of the Partnership Board

4.1 The Board shall consist of 33 members, as follows:

- Business representatives (17)
- All the Local Authority Leaders in Kent and Medway, which are:
 - The Leader of Kent County Council (1)
 - The Leader of Medway Council (1)
 - Leaders of Kent District Councils (12)
- Higher education representative (1)
- Further education representative (1)

4.2. The Board shall seek to ensure a balanced representation of businesses, reflecting Kent and Medway's geography and the diversity of its business base (by size and scale).

4.3 The KMEP Business Representatives shall be selected by the Kent and Medway Business Advisory Board (BAB). The KMEP Secretariat will alert the BAB when a vacancy on KMEP arises. The Secretariat will also provide details to BAB of the geographical, sector and diversity balance of the current KMEP business representatives to support informed decision-making.

4.4 Appointments to the Kent and Medway Business Advisory Board are conducted through a competitive procedure which is open, transparent and non-discriminatory. The process is set out within the Business Advisory Board's terms of reference, which is available on the KMEP website.

4.3. Should a Board member be unable to attend a Board meeting, s/he may nominate an Alternate to take his/her place. In such cases, the Board member should notify the Chairman in advance, via the Secretariat.

5. TERMS OF OFFICE

5.1 A Local Authority Leader's appointment to the Board will run concurrently with his/her tenure as Leader of the Council.

5.2 The HE & FE representatives shall be selected by the universities and FE colleges located in Kent and Medway. The HE & FE representatives shall remain a Board Members until the KMEP Chairman (via the Secretariat) is advised by the universities or the FE colleges that a new nominee is proposed.

5.3 The term of the Business Representatives is three years* commencing at the KMEP Annual General Meeting, following which they may be reappointed by the Business

Advisory Board for an additional successive term. There is no maximum number of terms that a Business Representative can serve.

5.4 *If a Business Representative does not attend three consecutive meetings of KMEP, without the prior approval of the KMEP Chairman, then it will be deemed that the Business Representative has resigned from the Board.

5.5 Members may resign from the Board by giving no fewer than 20 working days' notice to the Chairman and Secretariat.

6. Quorum

6.1 The quorum of the Board shall be 13 of which no fewer than 7 shall be business representatives.

6.2 Should a Board meeting not be quorate, the Chairman may arrange a Special Meeting of the Board to deal with outstanding business, or may allow business to adjourn to the following ordinary Board meeting, or may allow Board members to convey their views electronically to all the other Board members via the Secretariat.

7. Chairman

7.1 The Board shall elect a Chairman through the process outlined in Section 11. The Chairman shall serve as both Chairman of the Board and Chairman of the Partnership.

7.2 The Board may also elect a Vice-Chairman.

7.3 Both the Chairman and the Vice-Chairman shall be business representatives.

7.4 The Chairman shall preside at meetings of the Board. In the absence of the Chairman, the Vice-Chairman shall preside. In the absence of the Chairman and the Vice-Chairman, the Board shall elect any Member of the Board to act as Chairman for that meeting only.

7.5 The KMEP Chairman is responsible for providing the SELEP Team with clear and updated nominations for membership of the SELEP Strategic Board.

8. Other participants

8.1 With the prior agreement of the Chairman, Other Participants may attend meetings of the Board. Other Participants may include representatives of agencies with a significant economic role, such as (*inter alia*) the Environment Agency, the Homes and Communities Agency or the Skills Funding Agency.

8.2 Other Participants may, at the discretion of the Chairman, participate in discussion (subject to the Conflicts of Interest procedure set out in 8 below. However, they shall not be considered to be members of the Board.

8.3 Officers shall also attend Board meetings where they are presenting papers or other information for the Board's consideration.

9. Conflicts of interest

9.1. A Register of Interests shall be held by the KMEP Secretariat. All Board Members are required to complete a Declaration of Interest form, recording details of any relationship or other financial or personal interest which might conflict with their duties to KMEP and SELEP. This includes recording memberships of external bodies, undertaking outside work (voluntary or paid) with anyone who has or seeks to have, dealings with KMEP and SELEP. They are also required to identify close family members who are also a KMEP and/or SELEP representative, or has the ability to exercise significant influence over KMEP's or SELEP's agenda or activity. The Register will be available on the KMEP website.

9.2 Should a Board Member become aware that s/he has any interest, direct or indirect, in any matter being considered by the Board, then s/he shall: -
(a) disclose the interest to the meeting and not take part in any consideration or discussion of the matter or vote in any questions with respect to it; and
(b) unless the meeting invites him/her to remain, withdraw from the meeting.

9.3. The rules in 9.2 apply whether or not the interest concerned is already set out in the Register of Interests.

9.4 However, the rule in 9.2 above does not apply where the interest concerned relates primarily to the general interest of any public sector Member in his/her area of geographical responsibility, or to the interests of Kent and Medway as a whole.

9.5 The rules in 9.2 also apply to any Non-Voting Participant, save that Non-Voting Participants do not have voting rights.

10. Secretariat, minutes and agenda-setting

10.1. The Secretariat of the Board and the Partnership shall be carried out by Kent County Council.

10.2 In exercising this function, the Secretariat shall work with a KMEP **Joint Management Group (JMG)**. The JMG shall consist of chief executives (or other senior officers as delegated) from Kent County Council, Medway Council and at least six District Councils, and shall consider both forthcoming agenda items and the strategic monitoring of actions determined by the Board.

10.3 The agenda for the Board meeting shall be agreed by the Chairman prior to circulation.

10.4 The agenda and papers for the Board meetings shall be circulated to the Board by the Secretariat not less than five working days before each Board meeting.

10.5 Draft minutes of meetings of the Board shall be prepared by the Secretariat and circulated to Board Members within 10 working days after each Board meeting.

10.6 Draft minutes shall be approved by the following meeting of the Board. Once approved, they shall be made publicly available (see Transparency, section 12).

10.7 The KMEP Secretariat is responsible for ensuring that the SELEP Managing Director is informed of the dates of all KMEP meetings.

11. Making recommendations

11.1 The Board does not have delegated authority to make decisions regarding the use of public funds. However, the Board may provide a strategic partnership view on priorities for, or the use of, public funds and may make recommendations to local and central government and their agents.

11.2 In considering priorities and performance and in making recommendations, the Board shall at all times aim to reach consensus. Where consensus is not possible, the Board may set out majority and minority opinions.

12. Voting

12.1 The Board may vote on the following matters:

- a) Variation to the Terms of Reference of the Partnership and Board;
- b) Election of the Chairman or Vice-Chairman;
- c) Termination of the Partnership and Board

12.2 Determination of these matters shall require the support of at least 75% of Board members present.

13. Sub-groups

13.1 The Board may from time to time establish sub-groups. In such circumstances, the terms of reference for any sub-group shall be approved by the Board.

13.2 The current KMEP sub-groups are:

- Kent and Medway Business Advisory Board
- Kent and Medway Skills Commission.

14. Transparency

14.1 The Board shall seek to operate in an open and transparent manner.

14.2 Meetings of the Board shall be open to the public and notification of future meetings shall be publicised via the KMEP website (and those of partner organisations as appropriate).

14.3 KMEP will ensure the following information is published on its own website (www.kmep.org.uk):

- (a) Its terms of reference

- (b) Membership
- (c) Calendar of future meetings
- (d) All board papers and minutes (with the exception of any exempt items according to Schedule 12A of the Local Government Act 1972); and
- (e) The KMEP Register of interests
- (f) Contact Details for KMEP
- (g) The terms of reference and membership of any KMEP sub-groups.

14.4 The website will be linked to the SELEP website (www.southeastlep.com), where partners and the public can access supporting documentation for decision-making including:

- a) Forward plans
- b) SELEP agendas
- c) Reports and business cases
- d) SELEP minutes
- e) Summary of decisions of the SELEP boards.

14.5 The website will provide the opportunity for local engagement with and feedback to the general public about future strategy development and progress against delivery of the SEP, including key projects and spend against those projects and that this can be evidenced.

14.6 When a funding opportunity is announced (such as the Local Growth Fund), KMEP will publish details on its website, including how to submit a bid, and the prioritisation and appraisal criteria, with a view to ensuring that a wide range of delivery partners can be involved.

14.7 The Freedom of Information Act 2000 shall apply to Board papers and to records of the Board's discussions.

15. Annual Report and Annual General Meeting

15.1 The Board shall consider and approve an Annual Report, setting out the activities and membership of the Partnership and the Board over the course of the year, and its anticipated focus for the year ahead. This shall be publicly available and disseminated widely.

15.2 In addition, the Partnership shall hold an Annual General Meeting, reporting on the Partnership's activities over the course of the year.

16. Frequency of Board meetings

16.1 The Partnership Board shall meet at least 4 times per year. It may meet more frequently if business needs dictate, at the discretion of the Chairman.

16.2 Board meetings shall be scheduled and located in such a way that the business of the Board can be expedited efficiently.

17. Termination

17.1 The Board may decide to terminate the activities of the Board and Partnership, subject to the provisions in para. 11.4.

18. Indemnity

18.1. Unless otherwise indemnified by the organisations of which they are representatives, Kent County Council shall indemnify the members of the Board in respect of all decisions made by the Board.

19. Variation to Terms of Reference

19.1. The Board may decide to vary its Terms of Reference, provided the procedure in Section 12 is followed.

20. Equality and Diversity

20.1 KMEP is covered by the general equality duty as set out within the Equality Act 2010.

Accordingly all decisions taken by the Accountability Board will pay 'due regard' to:

(i) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the act;

(ii) advance equality of opportunity between people from different equality groups; and

(iii) foster good relations between people from different equality groups.

21. The Principles of Public Life

21.1 KMP board members are required to maintain high standards in the way they undertake their duties. As a member they are a representative of the KMEP, and therefore their actions can have both a positive and negative impact on the way in which the KMEP is viewed by the public.

21.2 All board members are required to have regard to the Principles of Public life, known as the Nolan Principles, contained within the provisions of S.29(1) of the Localism Act 2011. The Nolan Principles are available to view at:

<https://www.gov.uk/government/publications/the-7-principles-of-public-life>

22. Complaints to KMEP

22.1 KMEP has made all attempts to ensure that it operates in a fully transparent and engaging way, with its business partners, press and members of the public. However, if a member of the public wishes to complain about a particular function of KMEP, this can be done in writing to the KMEP Secretariat c/o County Hall, Maidstone, ME14 1XQ.

22.2 The KMEP Secretariat will aim to review and respond to all complaints received within 10 working days, ensuring that a full and fair response is provided. The complainant will be kept updated throughout the process and where it is not possible to respond within this time, an indicative timescale will be provided. If the complainant remains dissatisfied

with the response received, they may further discuss this with the KMEP Secretariat or may choose to make a complaint to the Local Government Ombudsman.

22.3 The KMEP Secretariat will maintain a record of all complaints received.

To be approved by the Kent and Medway Economic Partnership

ITEM 9

Date: 30 March 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

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
 2. Consider the proposed allocation of £1.2m underspend on the Tunbridge Wells Junction Improvements Scheme to deliver a cycle route on the A26 between Tunbridge Wells (Southborough) to Tonbridge.
-

1. Introduction

- 1.1 £135 million has been allocated from the Local Growth Fund (LGF) round 1 and 2 to capital projects – primarily transport schemes - in Kent and Medway.
- 1.2 On 22 March 2016, the Secretary of State for Communities and Local Government announced the release of a third tranche of the Local Growth Fund (LGF), worth £1.8 billion across England. The Government stipulated that Local Growth Funds would be allocated to Local Enterprise Partnerships through a competitive process, based on the strength of specific project proposals and their alignment with a wider strategy for economic growth.
- 1.3 A prioritised list of schemes with accompanying outline business cases were prepared and agreed through the Kent and Medway Economic Partnership board on 14 June 2016 and then approved at the South East LEP Strategic Board so that a final submission could be sent to Government on 28 July 2016 (<http://www.southeastlep.com/growth-deal>).
- 1.4 The Growth Deal extension (Round 3) was announced as part of the Chancellor's Autumn Statement and on 2 February 2017 it was announced that the SELEP area would receive a further £102m of government funding to help create jobs, support businesses and create

new growth opportunities. For Kent and Medway, this included £34.25m of funding to deliver the following schemes:

- Dartford Town Centre Transformation (Third Party Delivery)
- Ashford International Rail Connectivity (Ashford Spurs)*
- Fort Halstead
- Rochester Airport Technology Park
- Strood Civic Centre Flood Mitigation Works
- A2500 Lower Road Improvement
- Kent & Medway Engineering and Design Growth and Enterprise Hub
- Leigh Flood Storage Area and East Peckham - unlocking growth
- A2 Off-slip at Wincheap, Canterbury

*£4.8m for Ashford International Rail Connectivity (Ashford Spurs) project is additional to the £5m received under LGF Round 2.

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 Across Kent and Medway, funding has been secured for all schemes programmed to start in 2016/17.
- 2.3 At the last South East LEP (SLEP) Accountability Board on the 24th February, the Board approved the Business Cases and LGF allocation to those projects identified in Appendix 1 Table 1, totalling £6.466m. The projects due to be considered by SELEP Accountability Board on the 31st March 2017 and 26th May 2017 are identified in Appendix 1 Table 2 and 3. 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 KCC programme:

- 9 are Green (business case approved, funding fully secured and delivery on target).
- 12 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).
- 11 are not profiled to spend until later years.
- 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 years.

4. Spend risk and mitigation

- 4.1 The SELEP Accountability Board considered in February 2017 the underspend risk for 2016/17 and the mitigation options being brought forward by each local authority.
- 4.2 Within the KCC Programme there is currently a forecast underspend of £4.65m in 2016/17 which is above the variance that was recorded at the end of 2015/16 (£4.14m). This will be mitigated through the agreed options outlined by SELEP, such as the acceleration of schemes in the programme that are scheduled to start in a later year (including LGF3 schemes recently allocated funding). Note that no funding has been lost; any underspend will be carried forward into 2017/18.
- 4.3 The net total Medway Council forecast LGF reprofiling from 2016/17 to 2017/18 was £1.133m.
- 4.4 Across the SELEP programme as a whole, the latest update provided at the Accountability Board meeting in February 2017 reported a forecast underspend of £14.80m.

5. Tunbridge Wells Junction improvement scheme

- 5.1 In 2014, the Growth Deal Round 1 allocated £1.8m of funding to deliver improvements along the A26 corridor in Tunbridge Wells. The original bid document defined the scope of this project as the delivery of improvements to ease congestion and enable future growth at this location. Subsequent to the bid submission and further assessment and modelling work, the A26 London Road/Yew Tree Road/Speldhurst Road junction scheme was designed, which improved the existing layout and optimised traffic flows, to decrease congestion on this heavily trafficked arterial route and provide additional capacity for growth, in line with the Tunbridge Wells Core Strategy.
- 5.1. In 2015/16 improvements to the A26 London Road/Yew Tree Road/Speldhurst Road junction were delivered at a cost of £600k, leaving £1.2m available for further improvements.
- 5.2. KCC, in collaboration with Tunbridge Wells Borough Council, have undertaken additional highway corridor studies on the A26 and the neighbouring A264 within Tunbridge Wells to identify other potential solutions to peak time congestion on these key routes. With regard to the A26 corridor, it was established that the potential to achieve further significant enhancements to highway capacity is limited, principally due to land constraints. However, the studies identified that there are potentially greater opportunities to improve highway capacity on the A264 corridor, specifically at the A264/Halls Hole Road/Blackhurst Lane junction. However this scheme (conversion of a signalised junction to a roundabout layout) is likely to cost in the region of £2.6million

and outside the available funding; a future funding bid will be recommended for this scheme.

- 5.3. The A26 Cycle Route between Tunbridge Wells, Southborough and Tonbridge is one of the priority routes within the Borough Cycling Strategy, as it serves the principal population centres and destinations within the Borough and therefore has the potential to become a key utility cycling route. The delivery of this cycle route along the A26 is feasible within the available budget and will meet the original objectives of the funding to reduce congestion along this strategic corridor, by promoting modal shift. Further scheme details are given in Appendix 4.
- 5.4. It is proposed to use the remaining project budget of £1.2m to deliver the A26 Cycle route from Tunbridge Wells (Southborough) to Tonbridge, supplementing the A26 London Road/Yew Tree Road/Speldhurst Road junction scheme and delivering the objectives of this funding. Tunbridge Wells Borough Council, together with the JTB, are fully supportive of the proposal.

6. Recommendations

The Board is recommended to:

- Note the update on LGF project scheme delivery
- Note the proposal to use the remaining A26 London Rd/Yew Tree Road/Speldhurst Rd funding of £1.2m to deliver a priority cycle route on the A26 between Tunbridge Wells (Southborough) to Tonbridge.

7. Appendices:

Appendix 1: Business Case Update

Appendix 2: RAG spreadsheet (Kent County Council schemes)

Appendix 3: RAG spreadsheet (Medway Council schemes)

Appendix 4: Tunbridge Wells Junction Improvements Project Summary

Update on Business Case approvals

Table 1. SELEP Accountability Board Approval's 24th February 2017		
Scheme	Description	SELEP Accountability Board Decision
Kent Strategic Congestion Management Programme (KSCMP)	Package of congestion management initiatives, to be implemented across the County.	Approval given for 2017/18 LGF allocation (£800k)
Dover Western Docks Revival	Improvements to the A20 junction which will facilitate wider regeneration in and around the seafront.	Approval given for £5m LGF allocation (2016/17)
Coastal Communities Housing Intervention Project	Strategic Housing Interventions in SE LEP Coastal Communities – Jaywick (Tendring District) Cliftonville West/Margate Central (Thanet District) St Leonards, (Hastings Borough)	Approval given for £2m LGF allocation (£666,666 of which will be allocated to Thanet/Kent)

Table 2. Decisions to be taken by SELEP Accountability Board on 31st March 2017		
Scheme	Description	SELEP ask
Kent Sustainable Interventions programme	Programme of smaller sustainable transport intervention schemes to compliment the larger major schemes.	Approval for 2017/18 LGF allocation (£500k)

Table 3. Decisions to be taken by SELEP Accountability Board on 26th May 2017		
Scheme	Description	SELEP ask
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.

Item 9 Appendix 2 - Kent Schemes

Scheme	Description	Scheme Delivery By	Budget and LGF Spent to Date	Status	RAG	Comments	Key Events for Next Period	Target out-come
LGF								
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	<p>Budget = £32.77m (£10.2m LGF, £22.57m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.89m</p> <p>Profiled to spend in 2016/17 = £1.12m</p> <p>2016/17 up to End-Feb 2017 = £0.291m</p>	DETAILED DESIGN (Business Case Approved)	↑	S106 completed and approval to award the ECI Contract has been given and formal award will be made in March. Completion of S106 has also enabled work to finalise CPO documents to start with a view to publishing this in early April 2017. KCC Property team have signed off the purchase of East Lodge and completion is planned for March 2017.	Award ECI contract and arrange start up meetings with contractor and programme site surveys/investigation and commence ECI design. Finalise CPO documentation for publishing CPO in early April 2017. Press release/photo planned for 17 March 2017. Issue update newsletter to residents and stakeholders	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	<p>Budget = £29.60m (£5.90m LGF, £23.70m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.00m</p> <p>Profiled to spend in 2016/17 = £1.00m</p> <p>2016/17 up to End-Feb 2017 = £0.284m</p>	OUTLINE DESIGN (Business Case Approved)	→	Progressed the outline design, and developed documents for submission of planning application. Received initial response to scoping opinion from planning authority.	Continued progression of outline design and documentation for planning application. Meeting with EA to discuss flood modelling. Developing options for junctions. Meeting with affected 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 autumn/winter 2017 with a 4 month construction period.</p>	<p>2017/18</p>	<p>Budget = £0.55m (£0.3m LGF, £0.25m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.02m</p> <p>Profiled to spend in 2016/17 = £0.02m</p> <p>2016/17 up to End-Feb 2017 = £0.004m</p>	<p>FEASIBILITY (Business Case Approved - Scheme deferred until 2017/18)</p>	<p>→</p>	<p>Meeting took place with Canterbury City Council to discuss the proposals. Agreed that all Councillors affected should be contacted with an update.</p>	<p>Continue with design and meet Councillors</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>2016/17</p>	<p>Budget = £1.55m (£0.8m LGF, £0.75m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.00m</p> <p>Profiled to spend in 2016/17 = £0.80m</p> <p>2016/17 up to End-Feb 2017 = £0.260m</p>	<p>DETAILED DESIGN (Business Case Approved)</p>	<p>→</p>	<p>Work on site, focussing on road development. Good progress on works now being made.</p>	<p>Provide evidence for January to March 2017 spend so that invoice can be raised to drawdown remaining LGF allocation from KCC.</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>2016/17</p>	<p>Budget = £9.5m (£4.2m LGF, £5.3m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £1.56m</p> <p>Profiled to spend in 2016/17 = £2.64m</p> <p>2016/17 up to End-Feb 2017 = £2.604m</p>	<p>CONSTRUCTION (Business Case Approved)</p>	<p>→</p>	<p>Site works progressing as planned. Demolition of 13 Darnley Road completed.</p>	<p>Continue site works as programmed. Complete phase 2 A of the works to the forecourt of the Station. Diversion of Statutory undertakers plant continuing in Darnley Road</p>	<p>Jobs = 215 Homes = 390</p>

<p>Maidstone Gyratory Bypass, Maidstone</p>	<p>A229 Gyratory Bypass, Fairmeadow. Main construction works planned to commence summer 2016 for a 6 month period.</p>	<p>2016/17</p>	<p>Budget = £5.74m (£4.6m LGF, £1.14m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.7m</p> <p>Profiled to spend in 2016/17 = £3.90m</p> <p>2016/17 up to End-Feb 2017 = £3.628m</p>	<p>CONSTRUCTION (Business Case Approved)</p>	<p>→</p>	<p>Scheme officially opened on 23rd March 2017. Additional resurfacing work to both Rocky Hill and Earl Street have been programmed, however Earl Street has been postponed to allow further investigations to be carried out for a suitable construction. Subway designs are being agreed, and flood protection is being progressed. Tow path works have been instructed and will follow completion of the main scheme.</p>	<p>Commencement of towpath works.</p>	<p>Jobs = 1250 Homes = 2000</p>
<p>Maidstone sustainable access to employment areas</p>	<p>New pathway along the River Medway between Aylesford Village and Allington Lock + complementary measures on existing routes. Start of works planned for spring 2016 for a 12 month construction period.</p>	<p>2016/17/18</p>	<p>Budget = £3m (£2m LGF, £1m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.13m</p> <p>Profiled to spend in 2016/17 = £1.87m</p> <p>2016/17 up to End-Feb 2017 = £1.692m</p>	<p>CONSTRUCTION (Business Case approved)</p>	<p>→</p>	<p>1st section opened between Forstal and Allington Lock. Cycle Tracks Orders made, now in consultation</p>	<p>Continue with construction</p>	<p>Jobs = 350 Homes = 475</p>
<p>Maidstone Integrated Transport</p>	<p>Package of transport improvements. Works to start in 2016/17.</p>	<p>2016/17 to 2019/20</p>	<p>Budget = £15.8m (£8.9m LGF, £6.9m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.00m</p> <p>Profiled to spend in 2016/17 = £1.30m</p> <p>2016/17 up to</p>	<p>DETAILED DESIGN/ FEASIBILITY (Business Case approved for phase 1, further approvals required for remaining allocation)</p>	<p>→</p>	<p>Delays have been encountered with deadlines being missed for the delivery of the outline design for A274 Sutton Road. M20 J5 design is progressing well, initial meeting with HE has been carried out, low risk. Hermitage Lane has been a particular issue and we are continuing to investigate designs to achieve the required benefits. Supplementary scheme for Hermitage Lane j/w McDonalds has progressed well and a decision is awaited which</p>	<p>Delivery of the outline design for A274 Sutton Road, J5 Coldharbour Roundabout, St Andrews Road.</p>	<p>Jobs = 1820 Homes = 1725</p>

			End-Feb 2017 = £0.192m			design will be adopted. St Andrews Road design has been completed with further work required to assess the impact on Tonbridge Road.		
Sittingbourne Town Centre Regeneration (developer delivered), Swale	Re-alignment of St. Michaels' Rd and public realm improvements adjacent to rail station. Construction planned to start in 2015/16.	2015/16/17	<p>Budget = £4.7m (£2.5m LGF, £2.2m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.34m</p> <p>Profiled to spend in 2016/17 = £2.16m</p> <p>2016/17 up to End-Feb 2017 = £1.293m</p>	DETAILED DESIGN (Business Case Approved)	→	Section 106 still with Network rail and needs to be signed before any payments can progress. However, confident that they will be able to reach the proposed £2.5million spending.	Signing off S106. Provide evidence for January to March 2017 spend so that invoice can be raised to drawdown remaining LGF allocation from KCC.	Jobs = 560 Homes = 214 + Add. training facility
M20 Junction 4 Eastern Overbridge	Widening of existing motorway overbridge. On programme, but slight delay in commencement on site.	2016/17	<p>Budget = £5.69m (£2.2m LGF, £3.49m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.49m</p> <p>Profiled to spend in 2016/17 = £1.71m</p> <p>2016/17 up to End-Feb 2017 = £1.710m</p>	CONSTRUCTION (Business Case Approved)	→	Widened bridge and all new traffic lanes fully opened to traffic on 5 February 2017. Completion certificate issued dated 14 February 2017. Stage 3 safety audit undertaken.	Complete handover to Highways England, and Health and Safety File. Project close out. Review operation of Junction and review and sign off Stage 3 Safety Audit dealing with any outstanding issues.	Jobs = 745 Homes = 1695

<p>Tonbridge Town Centre Regeneration</p>	<p>Transport improvements to Tonbridge High Street commence. Phase 1 commenced on site in August 2015. Phase 2 is planned to start in 2016/17.</p>	<p>2015/16/17</p>	<p>Budget = £2.65m (£2.4m LGF, £0.25m match funding) LGF spent to date LGF Spend in 2015/16 = £1.83m Profiled to spend in 2016/17 = £0.57m 2016/17 up to End-Feb 2017 = £0.712m</p>	<p>DELIVERED - PHASE 1 OUTLINE/ DETAILED DESIGN - PHASE 2 (Business Case Approved)</p>	<p>→</p>	<p>1. Tonbridge High Street - investigate whether the parking restrictions are legal. Update report on raised table sent to TMBC. 2. River Walk improvements continue with block paved area complete.</p>	<p>Complete all works and finalise costs.</p>	<p>Jobs = 366 Homes = 1000</p>
<p>Tunbridge Wells Jct Improvements (formerly A26 London Rd/ Speldhurst Rd/ Yew Tree Rd)</p>	<p>Junction improvement and A264 junction changes. Start of works for phase 1 planned for January 2016. Phase 2 construction planned for summer 2017</p>	<p>2015/16/17</p>	<p>Budget =£1.8m LGF LGF spent to date LGF Spend in 2015/16 = £0.60m Profiled to spend in 2016/17 = £0.20m 2016/17 up to End-Feb 2017 = £0.189m</p>	<p>DELIVERED - PHASE 1 FEASIBILITY- PHASE 2 (Business Case Approved for phase 1, further approvals required for remaining allocation)</p>	<p>→</p>	<p>Phase 1 Scheme (Yew Tree Road) Delivered</p>	<p>Approval required by KMEP to proceed with A26 Cycle Route scheme under phase 2.</p>	<p>Jobs = 105 Homes = 85</p>
<p>West Kent LSTF</p>	<p>A package of measures to support travel by sustainable means. Start of works planned for 2015/16.</p>	<p>2015/16 to 2020/21</p>	<p>Budget = Total across 6 years - £9.06m (£4.9m LGF, £4.16m match funding) LGF spent to date LGF Spend in 2015/16 = £0.80m Profiled to spend in 2016/17 = £1.40m 2016/17 up to End-Feb 2017 = £0.791m</p>	<p>OUTLINE / DETAILED DESIGN (Business Case Approved)</p>	<p>↓</p>	<p>Legal agreement for TWBC has now been sealed and PO to be raised. Amey TESC have drawn up a preliminary programme and construction will start at the earliest May 2018 which means further mitigation for the funding for next financial year needs to be found. Maidstone East pub demolition is now anticipated to commence end of March due to delays with structural surveys etc.</p>	<p>Pub demolition to commence. PO to be raised for TWBC</p>	<p>Jobs = 345 Homes = 393</p>

<p>Kent Thameside LSTF</p>	<p>A package of measures to support travel by sustainable means. Start of works planned for 2015/16.</p>	<p>2015/16 to 2020/21</p>	<p>Budget = Total across 6 years - £7.65m (£4.5m LGF, £3.15m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £2.05m</p> <p>Profiled to spend in 2016/17 = £0.85m</p> <p>2016/17 up to End-Feb 2017 = £0.348m</p>	<p>OUTLINE / DETAILED DESIGN (Business Case Approved)</p>	<p>→</p>	<p>Meeting held between NR and KCC to ascertain timescales for land purchase, NR confirmed unlikely to complete until at least December 2017. Amey are progressing the amended design work for the bus hub and a meeting is scheduled on 21/03/17 with all stakeholders. Princes Rd and Burnham Rd on track for delivery by the end of March.</p>	<p>Business clearance from NR for land purchase</p>	<p>Jobs = 843 Homes = 657</p>
<p>Kent Strategic Congestion Management programme</p>	<p>Package of congestion management initiatives. Start of works planned for 2015/16.</p>	<p>annually until 2020/21</p>	<p>Budget = Total across 6 years - £4.8m LGF</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.86m</p> <p>Profiled to spend in 2016/17 = £0.74m</p> <p>2016/17 up to End-Feb 2017 = £0.661m</p>	<p>OUTLINE DESIGN (Annual supplementary Business Cases are required to secure future years' funding)</p>	<p>→</p>	<p>M2 Connected ITS Scheme First payment from the EU now with DfT for reallocation to UK partners. Procurement of equipment is to start in the next few months once HE have finalised a procurement framework. A292 Mace Lane/ Wellesley Road, and Somerset Road/ Canterbury Road junctions - Complete. Business case for 2017/18 schemes approved at SELEP Accountability Board in February 2017.</p>	<p>Progress 2017/18 schemes to Outline design.</p>	<p>Jobs = 1903 Homes = 2230</p>
<p>Kent Sustainable Interventions programme - 2015/16 Scheme details</p>	<p>Package of smaller transport interventions. Start of works planned for 2015/16.</p>	<p>annually until 2020/21</p>	<p>Budget = Total across 6 years - £3m LGF (£0.5m annually)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.14m</p> <p>Profiled to spend in 2016/17 = £0.82m</p> <p>2016/17 up to End-Feb 2017 = £0.179m</p>	<p>DETAILED DESIGN (Annual supplementary Business Cases are required to secure future years' funding)</p>	<p>→</p>	<p>Folkestone works on schedule to complete by end of March. Tonbridge scheme has started on site with the installation of a Toucan Crossing. Tunbridge Wells cycle route design progressing as per programme.</p>	<p>Ongoing site works, design development but also consideration of environmental issues (Tonbridge and Pembury Road)</p>	<p>Jobs = 1335 Homes = 1440</p>

Kent Rights of Way improvement plan	Package of ROWIP measures. Start of works planned for 2015/16.	2015/16 to 2020/21	<p>Budget = Total across 6 years - £0.3m LGF</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.19m</p> <p>Profiled to spend in 2016/17 = £0.21m</p> <p>2016/17 up to End-Feb 2017 = £0.05m</p>	<p>PRE-CONSTRUCTION (Business Case Approved)</p>	→	Specification completed	2nd land agreement and issue tender	Jobs = 140 Homes = N/A
Dover Western Dock Revival	Package of highway improvements.	2016/17	<p>Budget = £5m LGF</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.0m</p> <p>Profiled to spend in 2016/17 = £5.0m</p> <p>2016/17 up to End-Feb 2017 = £0.0m</p>	<p>FEASIBILITY (Business Case submitted)</p>	↑	Business case approved at SELEP Accountability Board in February 2017 for full £5m.	Provide evidence of spend so that invoice can be raised to drawdown LGF allocation from KCC, following signing of funding agreement between DHB and KCC.	Jobs = 1685 Homes = 500 + enable 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	<p>Budget = £10.5m (£0.7m partner funding; £5m LGF2, £4.8m LGF3)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.0m</p> <p>Profiled to spend in 2016/17 = £2.0m</p> <p>2016/17 up to End-Feb 2017 = £0.29m</p>	<p>OUTLINE DESIGN (Business Case for LGF2 approved at Accountability Board in September 2016, further business case required for LGF3 allocation)</p>	→	GRIP 3 now complete and GRIP 4 making good progress. Contract for new signalling awarded by NR to AMEY/Systra.	GRIP 4 continued delivery. Also submission of Business Case to SDG (17/03) for Gate 1 review for SELEP Accountability Board approval (26/05).	Jobs = 1000 Homes = 350 + Retain International Rail Services
Folkestone Seafront (developer delivered)	Construction of platform and sea defences to facilitate	2017/18	<p>Budget = £22.11m (£5m LGF, £17.11m match funding)</p>	<p>CONSTRUCTION (Business Case approved)</p>	→	Legal Agreement to be signed in the next two weeks. Viaduct and Swing Bridge works (B2) works have been delayed and are due for completion at	Progress works towards final deadline in August. Provide evidence of spend so	Jobs = 450 Homes = 1000

	development of Folkestone Seafront.		<u>LGF spent to date</u> LGF Spend in 2015/16 = £0.0m Profiled to spend in 2016/17 = £4.0m 2016/17 up to End-Feb 2017 = £0.0m			the end of May.	that invoice can be raised to drawdown LGF allocation from KCC once funding agreement is signed.	+ Regenerate Folkestone seafront + town centre
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Innovation Investment Fund (Growth Hub Capital)	Loan support programme.	annually until 2020/21	<u>Budget</u> = Total £6m (£1m annually) <u>LGF spent to date</u> LGF Spend in 2015/16 = £0.0m Profiled to spend in 2016/17 = £.0m 2016/17 up to End-Feb 2017 = £0.39m	THIRD ROUND OF APPLICATIONS LAUNCHED (Business Case approved. Further Business Cases may be required because of the quantum and duration of the programme)	→	Phase 1 agreed at I3 Approval Board and accepted by applicants to a value of £388,500 (16 jobs to be created, 18 safeguarded). Phase 2 complete and contract meetings have been successful with £700k of loans likely to be defrayed to applicants. Phase 3 opened on 29th November 2016 with £1,811,500 of available funding. It closed on 9th Dec 16 with 35 pre-applications submitted. 15 Applications were Pre Application approved and invited to submit a full Application. 20 Pre Applications were rejected. 4 Applicants submitted a full Application, totalling £1,220,000 and presented to the IAB on 23 February 2017	Contract Negotiation Meetings were held at the start of March with approval by the Board scheduled for 23rd/24th March 2017.	
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SCHEMES NOT REQUIRED TO SPEND LGF ALLOCATION IN 2016/17

A226 London Rd/B255 St Clements Way, Dartford	Junction improvements. Start of works planned for Spring 2019 for 12 months.	2019/20	<u>Budget</u> = £6.9m (£4.2m LGF, £2.7m match funding) <u>LGF spent to date</u> LGF Spend in 2015/16 = £0.0m Allocation for 2018/19 onwards (£1.1m profiled for 2018/19) 2016/17 up to	OUTLINE DESIGN (Business Case approved)	Not profiled to spend in 16/17	C4 designs and estimates have been received and orders raised with utility companies. Detail design ongoing. Public exhibition/stakeholder meetings held and feedback/design currently being reviewed.	Complete review of public exhibition/stakeholder feedback and finalise design layout. Detailed design continuing.	Jobs= 2395 Homes = 890
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			End-Feb 2017 = £0.147m					
Thanet Parkway, Thanet	New rail station. Start of works planned for March 2018 for a 12 month construction period.	2019/20	Budget = Project cost under review (£10m LGF) LGF spent to date LGF Spend in 2015/16 = £0.0m Allocation for 2017/18 onwards (£4m profiled for 2018/19) 2016/17 up to End-Feb 2017 = £0.0m	FEASIBILITY (Business Case being prepared)	Not profiled to spend in 16/17	Public consultation commenced Jan 25th and runs to 19th Mar. Six consultation events held along with pre-consultation engagement with district and parish councils.	April 17 - GRIP 3 AIP, NSF 2 announcement, May-Aug - submit planning application	Jobs= 2100 Homes = 800
M20 Junction 10A (now a full junction to be delivered by Highways England)	Delivered by Highways England	2018/19	Budget = £104.4m (£19.7m LGF, £16m match funding, £68.7m Highways England) LGF spent to date LGF Spend in 2015/16 = £0.0m Allocation for 2017/18 onwards (£8.3m profiled for 2017/18) 2016/17 up to End-Feb 2017 = £0.0m	Highways England to prepare BC.	Not profiled to spend in 16/17	The business case received approval by SELEP AB on 24th February 2017 for the £19.7m funding (£8.3m to support the development phase and £11.4m to support construction). The allocation will be given on the agreement that HE provide evidence that a robust value for money assurance process has been followed and a funding decision has been made by HE's Investment Decision Committee (IDC) to approve the project in full. An open floor hearing and an accompanied site inspection was held at the end of February 2017.	Scheme planned to start in Jan 2018.	Jobs= 900 Homes = 1700
SELEP Coastal Communities	Housing Led Economic Regeneration in Cliftonville West/Margate Central	2020/21	Budget = £1.529m (£0.666m LGF, £0.863m match funding) LGF spent to date LGF Spend in 2015/16 = £0.0m Allocation for 2017/18 onwards (£0.666m)	DELIVERY (Business Case approved)	Not profiled to spend in 16/17	The business case received approval by SELEP AB on 24th February 2017 to progress this scheme as part of the KCC Programme. KCC Cabinet Approval given on 22nd March 2017 to proceed with scheme.	Progress and finalise the funding agreement to enable the LGF allocation to be transferred between KCC and Thanet DC to assist in the delivery of the scheme.	TBC

			<p>profiled for 2017/18)</p> <p>2016/17 up to End-Feb 2017 = £0.0m</p>					
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	<p>Budget = £12m (£4.3m LGF, £7.7m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.0m</p> <p>Allocation for 2017/18 onwards (£0.2m profiled for 2017/18)</p> <p>2016/17 up to End-Feb 2017 = £0.0m</p>	FEASIBILITY (Business Case being prepared)	Not profiled to spend in 16/17	Following the Government announcement in January 2017, an allocation of £102m of LGF Round three funding was confirmed for SELEP, which included £4.3m to deliver this scheme. KCC Cabinet Approvals given on 13th and 22nd March 2017 to proceed and enter into funding agreement with Dartford Borough Council to deliver the scheme.	Funding profile for 17/18 to be agreed by SELEP at the Accountability Board on 31st March 2017, following which a programme of delivery can be agreed. Meeting to be held with Steer Davies Gleave to discuss progressing business case.	Jobs = 1811 Homes = 2341
Fort Halstead, Sevenoaks	Mixed use development of houses, business park, hotel and village centre.	2021/22	<p>Budget = £32.03m (£1.530m LGF, £30.5m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.0m</p> <p>Allocation for 2017/18 onwards (£1.53m profiled for 2017/18)</p> <p>2016/17 up to End-Feb 2017 = £0.0m</p>	FEASIBILITY (Business Case being prepared)	Not profiled to spend in 16/17	Following the Government announcement in January 2017, an allocation of £102m of LGF Round three funding was confirmed for SELEP, which included £1.53m to deliver this scheme. KCC Cabinet Approval given on 22nd March 2017 to proceed with scheme.	Funding profile for 17/18 to be agreed by SELEP at the Accountability Board on 31st March 2017. Meeting to be held between KCC and Sevenoaks BC in April 2017 to discuss the programme of delivery and likely submission timescales for the LGF 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 = £1.805m (£1.265m LGF, £0.540m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.0m</p>	FEASIBILITY (Business Case being prepared)	Not profiled to spend in 16/17	Following the Government announcement in January 2017, an allocation of £102m of LGF Round three funding was confirmed for SELEP, which included £1.265m to deliver this scheme. KCC Cabinet Approval given on 13th March 2017 to proceed with scheme, early design will be progressed so that scheme can be accelerated.	Funding profile for 17/18 to be agreed by SELEP at the Accountability Board on 31st March 2017, following which a programme of delivery can be agreed. Meeting to be held	Jobs = 1500 Homes = 892

			Allocation for 2017/18 onwards (£0.387m profiled for 2017/18) 2016/17 up to End-Feb 2017 = £0.0m				with Steer Davies Gleave to discuss progressing business case.	
Kent and Medway Engineering, Design, Growth and Enterprise (EDGE) Hub	Scheme to construct and equip the Kent and Medway EDGE Hub.	2019/20	Budget = £21m (£6.12m LGF, £14.88m match funding) LGF spent to date LGF Spend in 2015/16 = £0.0m Allocation for 2017/18 onwards (£0.560m profiled for 2017/18) 2016/17 up to End-Feb 2017 = £0.0m	FEASIBILITY (Business Case being prepared)	Not profiled to spend in 16/17	Following the Government announcement in January 2017, an allocation of £102m of LGF Round three funding was confirmed for SELEP, which included £6.12m to deliver this scheme. KCC Cabinet Approval given on 22nd March 2017 to proceed with scheme.	Funding profile for 17/18 to be agreed by SELEP at the Accountability Board on 31st March 2017. Meeting to be held with Steer Davies Gleave and CCCU to discuss progressing 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 = £24.691m (£4.636m LGF, £20.055m match funding) LGF spent to date LGF Spend in 2015/16 = £0.0m Allocation for 2017/18 onwards (£0.091m profiled for 2017/18) 2016/17 up to End-Feb 2017 = £0.0m	FEASIBILITY (Business Case being prepared)	Not profiled to spend in 16/17	Following the Government announcement in January 2017, an allocation of £102m of LGF Round three funding was confirmed for SELEP, which included £4.635m to deliver this scheme. KCC Cabinet Approval given on 22nd March 2017 to proceed with scheme.	Funding profile for 17/18 to be agreed by SELEP at the Accountability Board on 31st March 2017. Progress funding agreement between KCC, EA and Tonbridge and Malling and agree business case submission.	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	<p>Budget = £10.055m (£4.4m LGF, £5.655m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.0m</p> <p>Allocation for 2017/18 onwards (£0.354m profiled for 2017/18)</p> <p>2016/17 up to End-Feb 2017 = £0.0m</p>	FEASIBILITY (Business Case being prepared)	Not profiled to spend in 16/17	Following the Government announcement in January 2017, an allocation of £102m of LGF Round three funding was confirmed for SELEP, which included £4.4m to deliver this scheme. KCC Cabinet Approval given on 13th March 2017 to proceed with scheme.	Funding profile for 17/18 to be agreed by SELEP at the Accountability Board on 31st March 2017, following which a programme of delivery can be agreed. Ongoing discussions with HE regarding current design options and modelling results .	Jobs = 1685 Homes = 1150
Open Golf Championship 2020	Transport Improvements at Sandwich Station	2018/19	<p>Budget = £1.3m (£0.3m LGF, £1m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.0m</p> <p>Allocation to be profiled following business case approval</p> <p>2016/17 up to End-Feb 2017 = £0.0m</p>	FEASIBILITY (Business Case being prepared)	Not profiled to spend in 16/17	Scheme received approval at SELEP AB in January 2017 to progress on the basis that funding would come from underspend in the current KCC/SELEP LGF Programme. KCC Cabinet Approval given on 22nd March 2017 to proceed with scheme.	Meeting to be held between relevant parties on 28th March 2017 to discuss the programme of delivery and likely submission timescales for the LGF business case.	TBC
Folkestone Seafront Resurfacing Phase 1, Shepway	Resurfacing Phase 1	01/05/2015	Budget = £0.29 LGF	Scheme Delivered		Scheme Delivered	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 = £0.36m (£0.21m LGF, £0.15m S106 funding for Tontine Street)	Scheme Delivered		Scheme Delivered	Scheme Delivered	
Westenhanger Lorry Park	Removed from programme following approval by KMEP and AB							

Item 9 Appendix 3 - Medway Schemes

Scheme	Description	Scheme Delivery By	Budget and LGF Spent to Date	Status	RAG	Comments	Key Events for Next Period	Target outcome
LGF1								
A289 Four Elms roundabout to Medway Tunnel	Highway capacity improvements to provide journey time savings and reduced congestion.	End of 2019/20	<p>Budget = £18.697m (£11.1m LGF, £7.597m match funding*)</p> <p>* see comments</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.5m</p> <p>Profiled to spend in 2016/17 = £0.642m</p> <p>2016/17 up to mid-March 2017 = £0.297m</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 9 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 July 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, alongside a review of estimated construction costs.</p> <p>The review of the Outline Business Case will commence.</p>	<p>Jobs = 7688</p> <p>Homes = 4433</p>
Strood town centre	Journey time and accessibility enhancements to the town centre including changes to the highway, improved public realm and retail improvements.	End of 2018/19	<p>Budget = £12.75m (£9.0m LGF, £3.75m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.2m</p> <p>Profiled to spend in 2016/17 = £1.331m</p>	DETAILED DESIGN (Business Case Approved)	→	<p>The developed design (RIBA stage 3) has been completed and a stage 1 road safety audit has commenced. A consultant has been appointed to lead on the Shop Front improvements and the design team are currently reviewing options for focusing this intervention.</p> <p>The existing station building at Strood train station has closed and will be dismantled ready for construction of the</p>	<p>Work will commence on the technical design (RIBA stage 4), following completion of the stage 1 road safety audit.</p> <p>The consultant will continue working on the Shop Front</p>	<p>Jobs = 360-450</p> <p>Homes = 600-815</p>

			2016/17 up to mid-March 2017 = £0.82m			new building to commence by the end of April.	improvements element of the project.	
Chatham town centre place-making and public realm package	Improving the link between Chatham railway station and Chatham town centre and waterfront area and provision of a new civic space.	End of 2017/18	<p>Budget = £4.9m (£4.0m LGF, £0.9m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.871m</p> <p>Profiled to spend in 2016/17 = £0.938m</p> <p>2016/17 up to mid-March 2017 = £0.832m</p>	DETAILED DESIGN (Business Case Approved)	→	<p>A contractor has been appointed to deliver the route improvement works and an inception meeting has been held. Enabling works have commenced in the town centre.</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 2016/17.</p> <p>It is anticipated that the contractor will be on site by the end of the next period to deliver the route improvement works.</p>	<p>Jobs = 6271</p> <p>Homes = 3682</p>
Medway Cycling Action Plan	A range of measures designed to improve access to cycling in the Medway area and improve upon and expand existing cycle facilities.	1st phase in 2015/16, then annually until end of 2017/18.	<p>Budget = £2.9m (£2.5m LGF, £0.4m match funding)</p> <p>LGF spent to date LGF Spend in 2015/16 = £0.229m</p> <p>Profiled to spend in 2016/17 = £1.1m</p> <p>2016/17 up to mid-March 2017 = £0.928m</p>	CONSTRUCTION (Business Case Approved)	→	<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 first phase of cycle route improvements. Design work will continue for other routes due for construction in 2017/18.</p>	<p>Jobs = 390</p> <p>Homes = 261</p>

<p>Medway City Estate connectivity improvement measures</p>	<p>An integrated package of infrastructure measures aimed at addressing the existing barriers to movement to and from and within the Medway City Estate.</p>	<p>Early interventions starting in 2015/16 with second part of the project by end of 2018/19.</p>	<p>Budget = £2.0m (£2.0m LGF, £0.0m match funding) LGF spent to date LGF Spend in 2015/16 = £0.1m Profiled to spend in 2016/17 = £0.457m 2016/17 up to mid-March 2017 = £0.178m</p>	<p>CONSTRUCTION - PHASE 1 DEVELOPMENT OF SUSTAINABLE TRANSPORT INTERVENTIONS - PHASE 2 (Business Case Approved)</p>	→	<p>Phase 1 works, which focus on improving egress from Medway City Estate are nearing completion. 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.</p>	<p>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.</p>	<p>Jobs = 390 Homes = 0</p>
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NON-TRANSPORT

<p>Rochester Airport Technology Park</p>	<p>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.</p>	<p>Phase 1 by the end of 2018/19</p>	<p>Budget = £4.4m (£4.4m LGF, £0.0m match funding) - phase 1 only LGF spent to date LGF Spend in 2015/16 = £0.0m Profiled to spend in 2016/17 = £0.167m 2016/17 up to mid-March 2017 = £0.03m</p>	<p>OUTLINE DESIGN (Business Case approved)</p>	→	<p>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.</p>	<p>It is anticipated that the second planning application and EIA will be submitted by the end of April 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.</p>	<p>Jobs = 37 Homes = 0</p>
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Rochester Airport Technology Park	Introduction of a Technology Park at Rochester Airport. Phase 2 of the project involves infrastructure works to enable the development of the Technology Park.	Estimated completion date: 2020/21	<p>Budget = £49m</p> <p>(£3.7m LGF, £45.3m match funding)</p> <p>LGF spent to date</p> <p>LGF Spend in 2015/16 = £0.0m</p> <p>Profiled to spend in 2016/17 = £0.0m</p> <p>2016/17 up to mid-March 2017 = £0.0m</p>	BUSINESS CASE NOT YET APPROVED		It is anticipated that the project will commence in 2017/18, subject to the Full Business Case being approved by Accountability Board.		Jobs = 1544 Homes = 0
Civic Centre site, Strood - flood mitigation measures	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.	Estimated completion date: 2019/20	<p>Budget = £36.3m</p> <p>(£3.5m LGF, £32.8m match funding)</p> <p>LGF spent to date</p> <p>LGF Spend in 2015/16 = £0.0m</p> <p>Profiled to spend in 2016/17 = £0.0m</p> <p>2016/17 up to mid-March 2017 = £0.0m</p>	BUSINESS CASE NOT YET APPROVED		It is anticipated that the project will commence in 2017/18, subject to the Full Business Case being approved by Accountability Board.		Jobs = 610 Homes = 325

Tunbridge Wells Junction Improvements Project Summary

1 Background

- 1.1 The recent A26 Corridor Study has provided conclusive evidence to show that, beyond the completed Yew Tree Road/Speldhurst Road junction improvements, there are no meaningful highway capacity solutions available within available land to address existing issues of peak period congestion on this route. Moreover, given that part of the A26 is subject to an Air Quality Management Area – and that the majority of traffic movements on it have their origin and/or destination within the Tunbridge Wells urban area – there is a clear need to promote modal shift to walking, cycling and public transport in the first instance. This approach accords with national and local transport planning policy in that it will enable existing and future residents, businesses and visitors to the Borough to make the fullest use of sustainable transport modes.
- 1.2 The existing cycle mode share within Tunbridge Wells is lower than the national and regional averages, which reflects the relative lack of dedicated infrastructure in particular. There is however growing popular interest in cycling following events and initiatives such as the London 2012 Olympic Games, The Times newspaper's cycle safety campaign and the implementation of high quality cycle infrastructure in London. This has prompted the formation of a number of cycle forums and interest groups in Tunbridge Wells.
- 1.3 Tunbridge Wells Borough Council adopted a comprehensive Borough Cycling Strategy in 2016, which seeks to deliver a network of high quality cycle routes throughout the district. The Strategy was prepared following widespread public consultation with key stakeholders, including the aforementioned cycle forums who were heavily involved in the individual route audits.
- 1.4 The A26 Cycle Route between Tunbridge Wells, Southborough and Tonbridge is one of the priority routes within the Borough Cycling Strategy, as it serves the principal population centres and destinations within the Borough and therefore has the potential to become a key utility cycling route.
- 1.5 Whilst the route design has been subject to a number of technical and practical constraints, including restricted carriageway and footway widths and the need to avoid the use of non-standard materials to minimise ongoing maintenance requirements, it nevertheless represents a significant improvement on the existing cycle provision locally. This includes the installation of Kent's first bus stop bypasses and a new 20mph speed limit.

2 Variation to Scheme

- 2.1 The scheme has been designed by DHA (commissioned by TWBC) and is split into two phases. The scheme is likely to cost in the region of £1.3million to construct. In terms of

scheme variation as the detailed design element is progressed and costs are confirmed there is scope for the route to be split into distinct phases with delivery on a rolling basis, delivering as much as possible with the available funding. The scheme is scalable which reduces the risks to delivery.

3 Financial Implications

- 3.1 Subject to the SELEP agreement coming in a timely way the scheme could start to be delivered within this financial year (2017/18).
- 3.2 It should also be noted that Tunbridge Wells Borough Council is trying to acquire some additional match funding to put towards this scheme to enable complete delivery. At present TWBC is currently holding £80K Section 106 funding for the upgrade of the stretch of the route between Culverden Park and Queens Road and is hoping to secure £30k from a new Premier Inn development near to the route.

4. Consultation

- 4.1 The outline design for the route was recently the subject of a high-profile consultation exercise by Kent County Council and Tunbridge Wells Borough Council which established strong overall support for the scheme and the detailed design will shortly be completed. The project is therefore “shovel ready” for delivery during the 2017/18 financial year, subject to agreement.
- 4.2 A total of 212 people/organisations responded to the consultation via the on-line or paper questionnaire. Of these 82% were local residents. Overall the majority of people that responded via the questionnaire either strongly agree or agree with the proposed route designs at 67%. This compares with 24% of respondents that either disagreed or strongly disagreed with the proposals and 9% that neither agreed nor disagreed.
- 4.3 The consultation was reported to Tunbridge Wells JTB on 9th January 2017, and it was recommended that the design be progressed and the statutory consultation for the necessary Traffic Regulation Orders be commenced.

FOR INFORMATION ONLY PAPERS

KMEP 30th March 2017

FOR INFORMATION ITEM A

Date: 30 March 2017

Subject: Future Meeting Dates for KMEP and SELEP

KMEP Board Meeting Dates

The future Kent & Medway Economic Partnership meeting dates are:

- Tue 23 May 2017
- 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 31 March 2017
- Friday 26 May 2017
- Friday 8 September 2017
- Friday 17 November 2017

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