



SOUTH EAST
LOCAL ENTERPRISE
PARTNERSHIP

Strategic Board Meeting Agenda Pack

Friday 22nd September 2017, 11:00 – 13:00
High House Production Park, Purfleet, RM19 1RJ





11.00	1	Welcome and introductions	Chris Brodie
11.05	2	Minutes and actions from 9 th June 2017 meeting page 3 Matters arising Declarations of interest	Chris Brodie
11.10	3	Strategic Economic Plan presentation - Initial findings and progress to date - Agreement on next steps	Adam Bryan
11.50	4	Growth Hub – 2018 and beyond page 7 - The national position - SELEP’s South East Business Hub	Adam Bryan
12.15	5	Capital Programme update presentation - Including a spotlight on LGF delivery to date	Rhiannon Mort
12.25	6	The Mayor’s Transport Strategy page 16 - Inclusion <u>decision</u> on approving SELEP’s draft response	Rhiannon Mort
12.40	7	AOB , including - Local bids to Growth & Housing Fund and Housing & Infrastructure Fund page 26	Chris Brodie Lucy Spencer-Lawrence
12.50	8	Close & Thanks	Chris Brodie

Attached for information only:

- a. Material from today’s [Accountability Board](#)
- b. Bids to Growth HF and HIF **page 26**

Future Meeting Dates

1. 15th December 2017, Ashford College
2. 16th March 2018
3. 2018/19 dates tbc

Strategic Board Meeting,

Friday 9th June 2017

Minutes

Attending	
Chris Brodie	Chairman
George Kieffer	Vice Chairman for Essex and South Essex
Graham Peters	Vice Chairman for East Sussex
Susan Baxter	University of Brighton
Cllr Kevin Bentley	Deputy Leader of Essex County Council
Adam Bryan	SELEP Managing Director
David Burch	Essex Chamber of Commerce
Cllr Graham Butland	Leader of Braintree Council
Cllr Paul Carter	Leader of Kent County Council
<i>Miranda Chapman for Geoff Miles</i>	<i>Pillory Barn</i>
<i>Cllr Howard Doe for Cllr Rodney Chambers</i>	<i>Deputy Leader, Medway Council</i>
Stewart Drew	De La Warr Pavilion
Julian Drury	C2C National Express
Cllr Peter Fleming	Leader of Sevenoaks District Council
Cllr Keith Glazier	Leader of East Sussex County Council
Jo James	Kent Invicta Chambers
Cllr John Lamb	Leader of Southend Borough Council
<i>Prof Iain Martin for Prof Anthony Forster</i>	Anglia Ruskin University
Andrew Metcalf	Maxim PR
<i>Cllr Gagan Mohindra for Cllr Chris Whitbread</i>	Epping Forest District Council, Finance Portfolio Holder
David Rayner	Birkett Long
Graham Razey	East Kent College
Clive Soper	East Sussex FSB
Paul Thomas	Orbit Homes
Cllr Graham Wells	Wealden District Council

Apologies

Geoff Miles, Prof Anthony Forster, Cllr Rodney Chambers, Cllr Paul Watkins, Cllr Chris Whitbread and Marc Myers

1. Welcome and Introductions

- 1.1. Chris welcomed Board members and observers to the meeting.
- 1.2. Chris commented that it is business as usual until further news is announced following yesterday's General Election.

2. Minutes and Actions from 3rd March 2017 meeting, Matters Arising and Declarations of Interest

- 2.1. George Kieffer requested that his reported conflict of interests are amended, the changes have been noted.
- 2.2. Cllr Gagan Mohindra requested point 2.7 is amended to state *Epping Forest College*.

Action: The minutes will be revised to reflect both changes.

- 2.3. Chris asked for declarations of interests pertaining to the day's agenda; Julian Drury declared interest regarding LGF project, London Gateway. George Kieffer declared an interest as a Visit Essex Board member.

With these changes, the minutes from the previous meeting were agreed.

- 2.4. Adam Bryan noted during matters arising, that SELEP met with the Department for Communities and Local Government (DCLG) and Mary Ney regarding transparency and assurances of how Local Enterprise Partnerships work. SELEP, and specifically the Accountability Board arrangements, were very positively received during the meeting.
- 2.5. A report on Mary Ney's work is not likely to be made public; Adam will be attending a further meeting, 14th June 2017, to discuss the findings of the report and will feed any clear messages back to the Strategic and Accountability Boards.

3. Lower Thames Crossing

- 3.1. Chris welcomed Highways England to the meeting.
- 3.2. Robert Audsley thanked the Board for their invitation to present and ongoing support regarding the Lower Thames Crossing.
- 3.3. Following on from the announcement of the preferred route, the team are now progressing with the project development stage, which will last approximately two to three years.
- 3.4. Robert explained to the Board the planned ongoing engagement with local communities, businesses and Councils and the proposals to minimise negative environmental impact of the crossing.
- 3.5. Robert advised the Board that the Lower Thames Crossing consultation received in excess of 47,000 responses.
- 3.6. It was reiterated that the team were duty bound to ensure connectivity with existing road infrastructure and a high level of performance from the new crossing.
- 3.7. Cllr Gagan Mohindra questioned the cost of the crossing and its estimated opening. Robert confirmed the estimated cost sat between £4.4 - £6.2 billion and the estimated opening was between 2025 – 2027 depending on the funding streams and due diligence required.
- 3.8. Robert advised the Board that the Government's policy is that all estuarial crossings are chargeable, it is anticipated there will be integration with other crossings regarding payment and hands free payments.
- 3.9. Robert confirmed Highways England is working closely with Local Authorities to support them to release any future development land which may be unlocked through the Lower Thames Crossing.
- 3.10. The next few months will see the release of their strategic visions and goals in which Highways England hopes to further engage the local area.

- 3.11. At the end of the presentation Robert asked the Board to continue their partnership working with the Lower Thames Crossing team.

4. Forming the SEP: emergent theme, wider policy

Sub-national Transport Bodies

- 4.1. Chris welcomed Rupert Clubb, East Sussex County Council.
- 4.2. Rupert updated the Board on progress to date on the development of the South East Sub-National Transport Body (STB), *Transport for the South East*. He explained the need for the STB to be aware of opportunities and closing the productivity gap in the South East.
- 4.3. Rupert advised the Board of the potential role the STB has to shape and influence rail franchising.
- 4.4. Rupert confirmed to the Board that conversations were taking place across borders of STB groups; Adam reiterated the role that the LEP has in supporting the work of the STB and the influence that the LEP has at board level.
- 4.5. A copy of the presentation can be found [here](#).

Innovate UK

- 4.6. Chris welcomed Howard Partridge, Innovate UK.
- 4.7. Howard introduced his presentation, advising on the Board of Innovate UK's intention to work closely with all businesses in the area to increase the productivity across all businesses; supporting the ambition of the area to be globally competitive.
- 4.8. Howard advised the Board that the Science and Innovation Audits are currently with the Department for Business, Energy and Industrial Strategy (BEIS) for comments prior to reports being finalised. Adam confirmed the LEP has access to both audits in the region and will be utilising the findings of these.
- 4.9. Jo James commented the ongoing support for businesses through Innovate UK is well received by Kent Invicta Chambers. However, work on communications with small and medium businesses could be further improved through different styles and language.
- 4.10. A copy of the presentation can be found [here](#).

5. ESIF Update

- 5.1. Lorraine presented on SELEP's involvement in decision making and how this differs across the three European funding options that are available.
- 5.2. Through the ESIF sub-committee meeting SELEP has the opportunity to manoeuvre at a national level.
- 5.3. Lorraine advised the Board the ESIF sub-Committee reports to the national growth board, if money allocated to the South East area is not being spent in a timely manner this is when we would be requested to return funds.
- 5.4. European Regional Development Fund (ERDF) is reported to various working groups. SELEP's ERDF Technical Facilitator, Jo Simmons is to support bids in the area and facilitate support where appropriate.
- 5.5. There are currently ten contracted ERDF projects, each of which is running well.
- 5.6. European Social Fund (ESF) is running at £50million worth of contracts in the area.
- 5.7. There is currently £20million of match funding available and Louise Aitken, SELEP Skills Lead is engaging with stakeholders and SELEP working groups to ensure this plugs necessary gaps.
- 5.8. European Agricultural Fund for Rural Development (EAFRD) is capital grant for rural businesses. An EAFRD sub-group meets to discuss the strategic fit of each application and reports to the ESIF sub-committee.

- 5.9. Lorraine is currently working on post-Brexit options and funding that could be available for the LEP area.
- 5.10. Jo James asked how the Board are able to influence decisions. Lorraine confirmed this was done previously through the ESIF Strategy and that SELEP working groups are engaged at numerous stages also.
- 5.11. George Kieffer advised the Board Louise had delivered a useful presentation which can be found [here](#).

6. Working Groups

- 6.1. Adam introduced the Board to a proposal to release Growing Places Fund revenue funding for project development.
- 6.2. The proposed approach is light-touch and will be implemented in line with the requirements of the Assurance Framework.
- 6.3. The secretariat proposed that up to £500,000 is made available per year for working groups to support pan LEP projects.
- 6.4. Adam advised that whilst small revenue funding allocations are an Executive decision, the Board's endorsement will be sought in advance of approval for contributions being given.
- 6.5. It is proposed that working group champions, who are also Board members, are formalised. Additional reporting on working group updates can be made through their champions.
- 6.6. Julian Drury noted his caution to the LEP eroding the GPF funding; Adam confirmed the money is available to be used.
- 6.7. Adam noted in the past SELEP have been unable to offer funding to working groups, this is an opportune chance to support them.
- 6.8. Adam talked through each working group project requesting funding; these were North Kent Enterprise Zone, South East Creative Economy Network – Culture Coasting and Tourism Working Group – Colours and Flavours.
- 6.9. Adam confirmed both the LEP secretariat and the Accountable Body would seek further information around for each funding request, ensuring they are fully compliant with the Assurance Framework.
- 6.10. It was confirmed where working groups have received funding, reporting back to the Strategic Board will occur during the working groups standing item.
- 6.11. **The approach to the Working Groups Funding was approved.**
- 6.12. **Funding for the following projects was approved, subject to their applications satisfactorily meeting the requirements of the approach, particularly with regards to demonstration of value for money:**
 - **North Kent Enterprise Zone;**
 - **South East Creative Economy Network – Culture Coasting; and**
 - **Tourism Working Group – Colours and Flavours**

7. Growing Places Fund 2

- 7.1. Rhiannon advised the Board that an in-depth report on Local Growth Funding (LGF) and Growing Places Fund (GPF) can be found as part of the SELEP Accountability Board papers and a summary is provided [here](#).
- 7.2. To date, £49million GPF has been invested, 13 projects have been allocated funding and repayments have started to be made on some of these projects.
- 7.3. Rhiannon advised the Board of the proposed approach to GPF re-investment and prioritisation of projects; over 3 years approximately £9.3million will be available.
- 7.4. The Board were asked to agree the approach to GPF re-investment, the timescales for GPF Round 2 and the approach to the charging of interest on new GPF investments.

7.5. The Board agreed:

- **The methodology and eligibility criteria for Growing Places Fund re-investment, as set out in Appendix 4.**
- **The timescales for Growing Places Fund re-investment, as set out in Table 2**
- **Interest will be charged on new GPF loan investments at two percent below the Public Works Loan Board or zero (whichever is higher). The rate will be agreed at the point of the credit agreement being signed and will be fixed through the duration of the agreement. This will be reviewed if Interest Rates rise substantially.**
- **A late repayment fine will be incurred if the project fails to make loan repayments as per the schedule agreed within each Project's the Credit Agreement with SELEP Accountable Body. This fine will be equivalent to the charging of interest at market rate from the point of default on the loan repayment.**

8. Any Other Business

- 8.1. Adam advised the Board that SELEP had received 9 tenders for the SEP refresh and the outcome of the tender assessment process would be discussed with the Chair and Vice-Chairs this afternoon.
*****Following the meeting The Service Design Company were appointed*****
- 8.2. Due to the delay in appointing a successful consultant, it is currently intended that the SEP will be available for sign off at the December 2017 Strategic Board Meeting.
- 8.3. Cllr Paul Carter requested the SEP refresh occurred in a collaborative manner. Adam confirmed this would be a collaborative piece of work, reiterating this was explicitly written into the project brief.
- 8.4. Suzanne Bennett advised the Board that the statement of accounts had been shared for information. Any further questions can be sent to: Suzanne.Bennett@essex.gov.uk
- 8.5. Adam drew the Board's attention to the National Productivity Investment Fund bids in the agenda pack, noting that there is no formal decision sought from the Board, however, the LEP will be asked to endorse bids through a letter of support.
- 8.6. Cllr Paul Carter informed the Board that the Royal St George Golf Course will be hosting the 2020 British Golf Open. Prior to the Open event being held improvement works are needed at Sandwich train station. However, currently there, is a shortfall of funding. Cllr Paul Carter sought confirmation of the progress for SELEP to award funding to the project. Rhiannon Mort said that SELEP Secretariat are working with officers at Kent County Council to develop a Business Case to come forward to a future Accountability Board meeting for a funding decision, as required under SELEP Assurance Framework.

11. Close

- 11.1 Chris thanked participants and closed the meeting.

Item 4 -Growth Hub – 2018 & Beyond

1. Purpose

- 1.1 The purpose of this paper is to provide the Board with background information on the Growth Hubs. This includes the history of the policy implementation, the operation of the Growth Hubs in the South East, evidence of impact and the potential issues facing Growth Hubs from April 2018.
- 1.2 This paper and consequent discussion will be used to shape a full decision paper that will be presented to Board for decision in December.

2. Recommendations

- 2.1 The Board is asked to discuss the provision of business support in the wider setting of economic growth so that officers are able to bring back a decision paper on the future model in December.

3. Background

Inception of Growth Hubs

- 3.1 There are currently 38 Growth Hubs operating in England. The Growth Hubs are local public/private sector partnerships that join up national and local business support so it is easy for businesses to find the help they need to start up, scale up and create more jobs. The Growth Hub programme is at the heart of Government's policy to simplify the business support environment and make it more accessible and joined up.
- 3.2 Prior to 2011, the national business support programme was delivered through Business Link. Following the closure of Business Link in 2011, there were clear indications that business support provision was becoming fragmented and it was becoming increasingly difficult for businesses, or individuals with a view to establishing a business, to get clear advice on what support was available and how to access it.
- 3.3 To address these problems, the Department of Business Innovation and Skills (BIS – now BEIS), developed the Growth Hub programme. This policy covered the whole of England and the original intention was that Growth Hubs would be a central repository of information, advice and support and offer a holistic approach to business support within a defined geographical area.
- 3.4 The first phase of Growth Hubs was focussed on those areas with City Deals (Within the SELEP area, one Growth Hub had been established as part of the Southend City Deal), but BIS/BEIS decided that the programme should be rolled out and that there should be a Growth Hub in each LEP area and the delivery of the Growth Hub services would be the responsibility of the LEPs.

The SELEP Model

- 3.5 Within the SELEP area, one Growth Hub had been established as part of the Southend City Deal before the national roll out. It was reported to the March 20th March 2015 Strategic Board that the SELEP Growth Hub would be a hub and spoke model. There would a South East Growth Hub website, known as the South East Business Hub (www.southeastbusiness.org.uk) but this website would direct users to the appropriate sub-hub for their geographical area. Three sub-hubs were set up; Business East Sussex (BES); Business Essex, Southend and Thurrock (BEST) and the Kent and Medway Business Hub.
- 3.6 It was agreed that the Southend Growth Hub that was already established would expand to cover the Greater Essex area and become the BEST Growth Hub.

- 3.7 A number of Local Authorities across the SELEP area have decreased their economic development team capacities in light of the ongoing budgetary pressures. As a result, there has been increasing reliance on the Growth Hubs to fill this gap. The majority of economic growth teams will now refer all business support enquiries directly to the Growth Hub.

Costs of the programme

- 3.8 Central Government provided a total of £800,000 of revenue funding to LEPs in financial year 2015/16 to support the setup and running costs of the Growth Hubs. It was agreed within SELEP, that each sub-hub would work on the basis that fit best with local needs and the operating principles of the delivery organisations (Southend-on-Sea Borough Council, Kent County Council and East Sussex County Council). Southend continued with their in-house offer whilst both Kent and East Sussex contracted with private companies to deliver support in their areas.
- 3.9 Government has made available £656,000 of revenue funding in each of the two subsequent financial years to support the Growth Hub operations. The split of these funds across the central hub and the three sub-hubs can be seen below at Table 1. This funding ensures that all businesses or individuals have the opportunity to access Growth Hubs on a 'free at first point of contact' basis.

Table 1

	Business South East	Business Southend, Essex and Thurrock	Kent and Medway Growth Hub	Business East Sussex	Total Funding
Quarter 1	5,000	51,345	56,189	28,280	140,814
Quarter 2	5,000	73,000	56,189	28,270	162,459
Quarter 3	41,045	56,500	56,189	28,270	182,004
Quarter 4	5,000	72,195	65,258	28,270	170,723
Total Govt Funding 2017/18	56,045	253,040	233,825	113,090	656,000

- 3.10 Local Authorities have also provided some further funding to support and enhance the services in their areas. Kent County Council has provided a total of £119,000 and East Sussex has provided nearly £82,000 of additional funding since 2015/16. In both cases this was funded from the SEEDA legacy funds that were transferred to authorities that previously were covered by the South East Economic Development Agency. As Southend was previously in the East of England region they received no funding from the SEEDA Legacy, but the Council has provided gifts in kind to the Growth Hub, including accommodation and back office services for the Hub.
- 3.11 The Growth Hub Steering group commissioned a report to examine the options for the service to move towards a more sustainable, commercialised model. The report is available at Appendix 1 to this paper.
- 3.12 The report highlights the work of the national Growth Hub Network Financial Sustainability Group that was established by BEIS. The Group found that, given the key principle of BEIS that Growth Hubs should remain free of charge to businesses at first point of contact; few Growth Hubs are focussing on generating revenue directly from businesses or individuals supported.
- 3.13 There is a potential opportunity to secure revenue through from organisations who want to sell their products or services to Growth Hub clients. This is an option that can be explored for the South East.

- 3.14 The report could not find any examples of Growth Hub sustainability plans and there was a strong view expressed by those interviewed for the report that becoming financially dependent on a partner and generating income could undermine the impartiality and independence of the Growth Hub. This may also result in Growth Hubs competing with the private sector and support organisations such as Chambers of Commerce and Federation of Small Businesses, in particular if the Growth Hub adopts a membership model.
- 3.15 The commercialisation of the Growth Hub website was also investigated. Generally, a website would need between 500 to 1,000 unique visitors a day to be able to make meaningful amounts of income from advertising. The SELEP websites are currently achieving around 50 unique hits per day. In addition, the Growth Hub websites do not offer access to a unique audience, which would reduce the rates at which advertisers would be willing to pay.
- 3.16 A number of different options are being pursued across the country, but to date no single option has been identified that would allow the Growth Hub to become self-sustaining. It is likely that a combination of different approaches would be needed to create the levels of revenue required to support current activity levels and some of these models would necessitate up-front investment. All models would require either increased resource or diverted resource within the teams to manage the additional activity and administration created.

Activity to date and Economic Impact

- 3.17 The table below shows the activity carried out across the SELEP area since the Growth Hub was launched. 'Business connections' includes unique users of the website, attendees at events, and referrals to the national helpline or other support.
- 3.18 Whilst Growth Hubs do not have funding available to directly support businesses, many referrals are made to grant schemes that do offer such support. The 'funding secured' figures are likely to be understated as not all grant-awarding bodies share this information.

3.19 Table 2 – Growth Hub Activity

Number of Business Connections	44,120
Number of Businesses Supported	2,265
Funding Secured for Businesses	£1,039,000
Jobs created	499
Jobs safeguarded	95

- 3.20 In addition, at Appendix 2, there is a report on the economic impact of the BEST Growth Hub, commissioned by Southend Council. Whilst the report only covered the activities of the Southend Sub Hub, it would be fair to assume that a similar impact is being made by the other two sub-hubs who are delivering similar activities.
- 3.21 The findings of the report were based on a survey of a random sample of businesses supported by the Growth Hub. Included in the benefits that the report identifies, businesses attributed an average 14% growth in turnover to the support they received from the Growth Hub.

Government Direction & Dependencies

- 3.22 Since the establishment of the Growth Hub Programme, the national policy has shifted from a purely navigational solution to one of specific intervention. In particular, Government is very focussed on the 'scale up' element. Reference was also made to Growth Hubs in the Industrial Strategy Green Paper.
- 3.23 As well as central Government support, the Growth Hubs are closely linked and integral to the delivery of a number of European Funding programmes, in particular the European Regional Development Fund (ERDF).
- 3.24 There are currently ten contracted ERDF projects delivering business support. Top level information for these projects can be found at Appendix 3. These 10 projects represent £28.2m of ERDF funding and leverage a further £30m. All ERDF projects are contractually obliged to work with the Growth Hubs to ensure that the businesses receive the support and customer journey most suited to them, and to ensure maximum uptake of the interventions offered by the projects.
- 3.25 At Appendix 4 there is a table showing the total outputs expected from the ten projects already contracted, alongside the SELEP ESIF targets for the whole 2014-2020 programme. These outcomes are additional to those that measured and reported against by the Growth Hub and represent significant additional benefits offered, in particular, the commercialisation of new products enable by linking businesses with academic research support.

Future funding commitment

- 3.26 Currently the funding from Central Government is not guaranteed beyond March 2018. Government had previously stated that they wished to see Growth Hubs become 'self-financing'. There has been some debate about whether this means that Growth Hubs would move to a commercial model that does not rely on the public purse or whether it means that they are supported locally without direct funding from Central Government.
- 3.27 A number of Growth Hubs nationally have investigated different commercial models and the prevailing view is that it is not possible to offer a 'free at first point of contact' model without some public support. Government officials have indicated informally that they share this view and are currently working to build a case to continue funding, however this may be at a different value or on a different basis, for example cash match funding may be required in future whereas no match is currently requested.
- 3.28 It is expected that we will know whether continued support will be forthcoming around the time of the Autumn Budget (end of November or beginning of December), but the details around match or other application requirements is unlikely to be known until after Christmas at the very earliest.
- 3.29 The SEP review will consider the role of business support in the wider context for the SELEP, but discussions are needed now to consider the future of the SELEP Growth Hubs should funding reduce or indeed cease from next year.

4. Next steps

- 4.1 Following the Autumn Budget a further paper will be brought to the Strategic Board to consider the future of the Growth Hubs, depending on the funding available. Currently there is no revenue funding available within the SELEP budget to fund the Growth Hub programme and given the budgetary constraints that Local Authorities face and indications they have given, it is unlikely that they will be able to plug the gap.

- 4.2 However, if the Growth Hub model is withdrawn, as well as the impact on businesses generally, there is a significant risk that the delivery of the ERDF Programme would be compromised and further support that should be available to the businesses of the South East is withdrawn.
- 4.3 A clear steer from the Strategic Board on their views for the requirement of business support in the South East and what role the Growth Hubs should play in that sphere will help to shape the potential models to be put forward once the funding situation becomes clearer.

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Date: 13th September 2017

PLEASE NOTE – EMBEDDED DOCUMENTS CAN BE ACCESSED VIA THE WORD ATTACHMENT TO THIS DOCUMENT

<p>Appendix 1 – Growth Hub Mapping and Sustainability Report</p>	 <p>SELEP Growth Hub Mapping and Sustaina</p>
<p>Appendix 2 – Economic Impact Assessment of Business Southend, Essex and Thurrock Growth Hub</p>	 <p>BEST Growth Hub Economic Impact Asses</p>

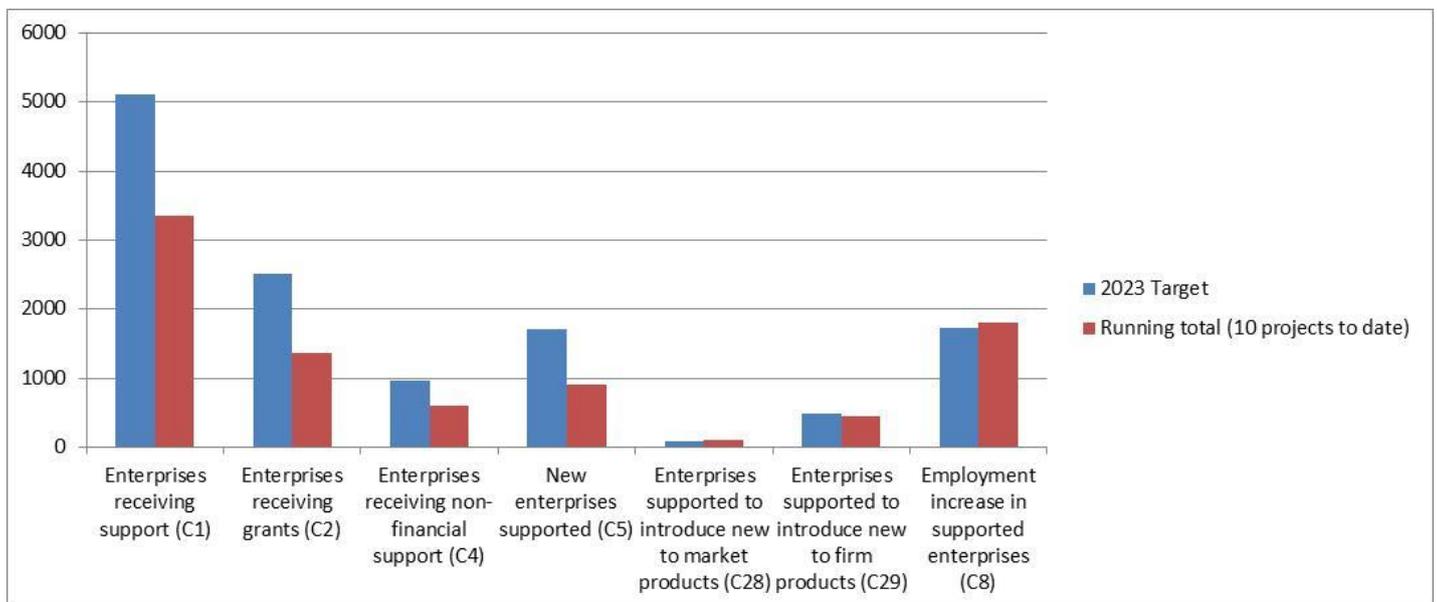
Appendix 3 – ERDF Projects delivery Business Support

<i>Project</i>	<i>ERDF value</i>	<i>Coverage</i>	<i>Lead Organisation</i>	<i>Beneficiaries</i>
Better off in Business	£368,410	SELEP	The Prince's Trust	Unemployed young people interested in self-employment and with a business idea they want to explore.
Essex Growth Programme	£1,631,708	Essex, Thurrock and Southend	NWES	Pre-start individuals and SMEs <36 months old
Foreign Inward Investment Kent	£1,744,391	Kent and Medway	Kent County Council	UK and foreign SMEs looking to relocate and/or expand operations into Kent and Medway
Get Exporting 2	£2,041,000	SELEP	Exemplas	SMEs looking to sell overseas or develop internationally
KEEP+	£3,296,204	SELEP	Anglia Ruskin University	SMEs looking to connect with academic expertise and talent, and R&D facilities, to help them develop new products and services
Low Carbon across the South East	£8,858,923	SELEP	Kent County Council	SMEs looking to improve business performance using energy efficiency measures, and LCEGS SMEs looking to grow
Manufacturing Growth Programme	£1,400,000	SELEP	WMMBF Ltd	SMEs in the manufacturing sector who are looking to grow
South East Business Boost	£6,116,639	SELEP	Southend Borough Council	An enhanced service to SELEP's core Growth Hubs to support SMEs, including pre and small start-ups, looking to grow and increase employment
South East Invest	£2,246,516	Essex, Thurrock, Southend, East Sussex	Essex County Council	SMEs looking to relocate and/or expand operations into Essex, South Essex and East Sussex

<i>Project</i>	<i>ERDF value</i>	<i>Coverage</i>	<i>Lead Organisation</i>	<i>Beneficiaries</i>
Supply Chain innovation for Offshore Renewable Energy	£510,000	Essex	NWES	SMEs looking to develop new and innovative technologies in offshore renewable energy

Appendix 4 – ERDF Targets

	2023 Target	Running total (10 projects to date)
Enterprises receiving support (C1)	5,119	3,346
Enterprises receiving grants (C2)	2,505	1,370
Enterprises receiving non-financial support (C4)	959	611
New enterprises supported (C5)	1,714	901
Enterprises supported to introduce new to market products (C28)	93	104
Enterprises supported to introduce new to firm products (C29)	495	446
Employment increase in supported enterprises (C8)	1,733	1,815



Item 7 - Mayor of London's Draft Transport Strategy

1. Purpose

1.1 The purpose of this paper is to provide the SELEP Strategic Board (the Board) with an overview of the Mayor of London's Draft Transport Strategy (the Strategy). A draft technical response has been prepared through SELEP's Transport Officers Group (TOG). Board member views are sought on the consultation which will be incorporated in SELEP's final consultation response.

2. Recommendations

2.1 The Board is asked to:

2.1.1 **Note** the development of the Mayor of London's Draft Transport Strategy.

2.1.2 **Endorse** the proposed response to the consultation, as set out in Appendix 1 and which will be updated to reflect Board member views, prior to sign off by SELEP Managing Director and submission on the 2nd October.

3. Background

3.1 The Strategy sets out the draft policies and proposals to reshape London's transport system over the next 25 years.

3.2 The main policy themes of the Strategy are as follows:

3.2.1 Healthy Streets and Healthy People

Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.

3.2.2 A good public transport experience

Public transport is the most effective way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.

3.2.3 New homes and jobs

More people than ever want to live and work in London. Planning the city around walking, cycling and public transport will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

3.3 The Strategy sets out the policy interventions which are required to enable London's expected population growth to 10.5 million people over the next 25 years.

3.4 There is a clear policy focus on public transport and active travel, through walking and cycling, as a means of reducing congestion, tackling air quality issues, improving road safety and creating a healthier city.

3.5 The Strategy sets out 22 policies, supported by a 103 proposals. A list of all 22 policies can be found in Appendix 2.

4. SELEP's Consultation Response

- 4.1 A proposed technical response has been developed through SELEP's Transport Officers Group working group.
- 4.2 Consultation responses are sought by Transport for London (TfL) through an online questionnaire survey, including 24 questions.
- 4.3 The SELEP draft consultation provides specific responses to some of the questions asked within the consultation, where applicable to the SELEP area. In addition, some broader comments are made about (i) the interdependency between SELEP and London's economy, and (ii) how the proposed transport policy objectives, and their implementation, may impact on travel patterns and the growth ambition of the South East.
- 4.4 For those consultation questions which are not responded to directly within SELEP's draft consultation response, this indicates that either SELEP supports the policy/proposal or that it does not impact upon SELEP directly.
- 4.5 The Strategy recognises the need for policy intervention and investment in the transport network to enable London to deliver on its housing need and growth ambition.
- 4.6 In particular the response voices support for London delivering the transport policy and infrastructure required to meet its housing need, Crossrail extension and Crossrail 2 but opposition to the transfer of South Eastern Metro rail services to TfL.
- 4.7 Once the Board's views on the consultation and proposed response have been incorporated, the final response will be signed off by SELEP Managing Director.
- 4.8 Local partners are also encouraged to respond to the consultation by the deadline of the 2nd October 2017. A copy of the consultation material can be found on the Greater London Authority website - <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/draft-mayors-transport-strategy-2017>

5. Background Documents

- 5.1 Mayor of London's Draft Transport Strategy ([Click Here](#))

6. Appendices

- 6.1 Appendix 1: Consultation Response
- 6.2 Appendix 2: Summary of Mayor of London's Transport Strategy list of draft policies

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Appendix 1: SELEP Consultation Response

General Comments

The South East Local Enterprise Partnership (SELEP) welcomes the opportunity to comment on the Mayor of London's Draft Transport Strategy, given the impact of London's transport network in influencing travel patterns across the South East and driving attitudinal change to travel across a much wider geographical area.

Overall SELEP supports the policy objectives set out in the Strategy, including:

- Proposals to implement a 'Healthy Streets Approach' and active travel, through encouraging walking, cycling and public transport.
- Initiatives to help reduce congestion and tackle air quality issues
- Affordable public transport
- To deliver a safe, high-quality and reliable transport network which is accessible for all, including disabled and older people.

The Strategy recognises the impact of transport connectivity between London's transport network and the SELEP area, in terms of travel patterns and resultant economic interdependence. The number of commuter and leisure trips to London from the SELEP area will continue to increase, magnifying the existing strain on the transport network within London and on all radial routes into the Capital. Whilst the Strategy sets out various policy interventions and proposals to help unlock and enable the delivery of new homes in London, London will continue to be a hub of employment opportunities for residents in the South East. The number of jobs in London is projected to increase from 5.7million in 2016 to 6.75m by 2041. Like many areas of the country the delivery of houses has failed to meet demand, and interlinked with housing affordability issues, this will continue to create additional demand for inward commuting from the South East.

Whilst SELEP supports the majority of policy interventions set out in the Strategy, travel patterns are not confined by the artificial London boundary. For Transport for London (TfL) to deliver a sustainable and effective transport network, a similar scale of investment and complementary policy intervention will also be required across the Wider South East Area. As such, SELEP asks TfL to continue to engage with Local Enterprise Partnerships, emerging Sub National Transport Boards (STB) and Local Authorities on the development of the policy initiatives and their implementation.

The Vision

The Mayor's vision is to create a future London that is not only home to more people, but is a better place for all of those people to live and work in. The aim is that, by 2041, 80 per cent of Londoners' trips will be made on foot, by cycle or using public transport. – To what extent do you support or oppose this proposed vision and its central aim?

SELEP supports the targets set for pedestrian, cycle and public transport trips and the principles of 'Good Growth' as defined in the Strategy. Bold and innovative solutions are required to plan for and deliver a

transport network which is able to accommodate the expected population growth, delivery of new houses and jobs. In addition, the transport network must support commuting, business, leisure trips, education trips and London's visitor economy.

TfL must ensure that the expected impact of the Strategy will enable London to deliver the London Plan, including the delivery of 45,000 new homes per annual within the London boundary.

To support this vision, the strategy proposes to pursue the following further aims:

- **by 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day**
- **for no one to be killed in, or by, a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from our streets by 2041**
- **for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London's entire transport system to be zero emission by 2050, to reduce traffic volumes by about 6 million vehicle kilometres per day, including reductions in freight traffic at peak times, to help keep streets operating efficiently for essential business and the public**
- **to open Crossrail 2 by 2033**
- **to create a London suburban metro by the late 2020s, with suburban rail services being devolved to the Mayor**
- **to improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to make a public transport journey on the step-free network compared with the full network**
- **to apply the principles of good growth**

To what extent do you agree or disagree with the aims set out in this chapter?

SELEP supports these aims with the exception of the aim "to create a London suburban metro by the late 2020's, with suburban rail services being devolved to the Mayor". SELEP instead supports the Secretary of State decision not to transfer South Eastern Metro services to TfL. SELEP does, however, agree with the initiatives which the Strategy sets out for these routes. These initiatives include improved disabled access, increased capacity and more affordable ticketing.

Kent County Council and East Sussex County Council has been working closely with the Department for Transport (DfT) to help define the scope of the new South Eastern Franchise, which includes the retention of metro services within this franchise, as well as improvements to Metro services to Dartford, Gravesend and Sevenoaks. There is a clear expectation from SELEP that the South East Franchise specification will set out the requirement for the franchise holder to work with Network Rail to provide a reliable, affordable and convenient rail services in Kent and Medway, which results in high passenger satisfaction.

The ambitious targets set within the Strategy to reduce Killed and Seriously Injured collisions and to tackle emissions are welcomed. In particular, targets such as for buses and all new road vehicles to be zero emission by 2040 will help to drive private sector technological advance in reducing emissions and air quality issues. The use of these vehicles for trips outside London's boundary will help to tackle air quality over a wider geographical area, particularly within the South East. As such, SELEP supports these initiatives.

Whilst SELEP supports improvements to bus services within London, this must not be to the detriment to bus services outside of the London boundary. Integrated bus pricing and ticketing must also be an objective to improve bus connectivity between SELEP and London and to support sustainable and convenient end to end journeys. The interoperability of technology such as smart and integrated ticketing across the London boundary is essential.

Policy 14 and proposals 55 and 67 set out the Mayor's draft plans to improve rail services by improving journey times and tackling crowding – To what extent do you agree or disagree that these plans would achieve this?

SELEP agrees with the need to improve rail services, including those operating into London from the wider South East. There is an opportunity for LEPs, emerging STBs and Local Authorities to work with TfL to ensure that capacity improvements are delivered. Improvements to rail services include the need for additional rolling stock to increase capacity for travel into London, whilst ensuring that improved connectivity to London does not have a detrimental impact on connectivity between SELEP's key towns and employment areas. SELEP calls for TfL to work closely with operators in the wider South East area to ensure the integration of rail services and fair pricing structures.

As previously stated, SELEP does not support the transfer of South Eastern Metro services to TfL.

Proposal 64 states that, "The Mayor, through TfL, will work to encourage the DfT to upgrade freight routes outside London so that non-London freight can be taken around London, thereby freeing up rail paths through the capital for additional passenger services". There must be a clear plan in place to deliver the necessary rail infrastructure improvements and to provide guarantee that the increase in freight on routes outside of London would not adversely impact the delivery of much needed increased passenger capacity. SELEP calls for close working between TfL, Network Rail, Train Operating Companies, and Local Transport Authorities to consider the impact of increased demand for both rail freight and passenger services.

In considering the impact of additional rail freight on the capacity of our rail infrastructure to provide passenger services, this should not just consider existing passenger services, but the capacity for additional rail passenger services to help meet the needs of our growing population and increasing demand for passenger rail travel.

Policies 15 to 18 and proposals 68 to 74 set out the Mayor's draft plans to ensure river services, regional and national rail connections, coaches and taxi and private hire contribute to a fully inclusive and well-connected public transport system. The Mayor's policy to support the growing night-time economy is also set out in this section – To what extent do you agree or disagree that these plans would deliver a well-connected public transport system?

SELEP welcomes the recognition of the 'Wider South East' within this section of the document. In particular, Policy 16 states that, "The Mayor, through TfL, will support improvements to public transport to enhance travel between London and the rest of the UK, and require regional and national public transport systems to be integrated into London's public transport system wherever practical".

For TfL to deliver its Strategy, TfL and Central Government must fully recognise the impact of the Wider South East economy in supporting London and national economy. For the South East to deliver the level of housing required to facilitate its own level of growth, and the inevitable additional housing demand generated through proximity to London, the necessary transport infrastructure must be in place. As such, for London to deliver on its planned growth, this will inevitably require investment in transport infrastructure, including rail and road connectivity, beyond its boundaries.

SELEP particularly welcomes the Mayor's support for Crossrail 2. This project not only delivers much needed regeneration and growth within London along the Lea Valley but also supports growth along the wider London Stansted Cambridge corridor, including at Harlow where significant new housing is planned and the Enterprise Zone has the potential to provide high quality employment, and at Stansted Airport.

As previously stated, London's economy is interdependent upon the 'Wider South East' economy, in providing labour market and housing for those who commute into London. SELEP supports Proposal 70, "*The Mayor, through the GLA and TfL, will work with the relevant stakeholders to seek to ensure the transport investment on corridors in the Wider South East supports the realisation of any associated economic and housing growth potentials*". However, there is a need to ensure that the public transport system in the South East delivers on our own economic needs, as well as the functions served by the South East in supporting the London economy. As such, proposals to deliver improvements to the public transport system as a regional level should be developed through full consultation and engagement with SELEP, emerging STB and Local Authorities.

SELEP is fully involved in the development of emerging STB proposals in the South East. SELEP has welcomed involvement of TfL in the development of Transport for the South East (TfSE) to date. As TfSE and proposals for a STB involving Essex and the East of England continue to develop, SELEP strongly encourages TfL to maintain and resource an active interest in the development of these partnerships. This will be important to ensure a co-ordinated approach to strategic transport planning, investment decisions and infrastructure delivery in the South East.

Proposal 78 to 95 set out the Mayor's draft plans to use transport to support and direct good growth, including delivering new rail links, extension and new stations, improving existing public transport services, providing new river crossings, decking over roads and transport infrastructure and building homes on TfL land - To what extent do you agree or disagree that these plans would ensure that transport is used to support the direct good growth.

SELEP supports the focus of the Strategy on supporting London's planned growth. In particular, SELEP is strongly in support of Proposal 82 which states that, "*The Mayor, through TfL and relevant boroughs, will support a Government-led extension of the Elizabeth line eastwards from Abbey Wood to provide up to 12 trains per hour, facilitating the sustainable development of the Thames Gateway corridor within and beyond London*".

The extension of the Elizabeth Line (Crossrail extension) to Ebbsfleet is an important part of unlocking the Thames Gateway corridor the Ebbsfleet area of the Thames Gateway alone is set to deliver 15,000 new homes. The travel demand generated from development of this scale cannot be accommodated on the existing rail infrastructure whilst still enabling Kent and Medway to grow and benefit from its strategic location close to London.

Policy 20 and proposal 96 set out the Mayor's proposed position on the expansion of Heathrow Airport – To what extent do you agree or disagree with this position?

Policy 20 states that, "*The Mayor will continue to oppose expansion of Heathrow airport unless it can be shown that no new noise or air quality harm would result and the benefits of future regulatory and technology improvements would be fairly shared with affected communities. Any such expansion must also demonstrate how the surface access networks will be invested in to accommodate the resultant additional demand alongside background growth*".

Following the Government's decision on Airport Capacity in the South East, SELEP acknowledges the need for appropriate action to be taken to address noise and air quality issues as a result of Heathrow expansion.

The Mayor must move forward in ensuring that the necessary infrastructure is delivered to support airport expansion. The Strategy states that, "*The Mayor will seek a commitment from Government to fund and deliver within an appropriate timescale the extensive transport measures required to support the expansion of Heathrow*". It is SELEP's view that the delivery of the necessary transport infrastructure must become a fundamental part of the London's Transport Strategy over the next 25 years – ensuring that the infrastructure is not just in place to support the airport itself, but the scale of economic activity in the vicinity which will result from the airport's growth.

Appendix 2 - Summary of Mayor of London's Transport Strategy list of draft policies

Policy 1	The Mayor, through TfL and the boroughs, and working with other transport providers, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.
Policy 2	The Mayor, through TfL, the boroughs, police and enforcement authorities, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.
Policy 3	The Mayor, through TfL and the police, will seek to ensure that crime and the fear of crime remain low on London's streets and transport system through designing secure environments and by providing dedicated specialist and integrated policing for London's transport system.
Policy 4	The Mayor, through TfL and the boroughs, will prioritise space efficient modes of transport to tackle congestion and improve the efficiency of streets for essential traffic.
Policy 5	The Mayor, through TfL and working with the boroughs, will take action to reduce emissions – in particular diesel emissions – from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible. Measures will include retrofitting vehicles with equipment to reduce emissions, promoting electrification, road charging, the imposition of parking charges/ levies, responsible procurement, the making of traffic restrictions/ regulations and local actions.
Policy 6	The Mayor, through TfL and the boroughs, and working with other transport providers, will seek to make London's transport network zero carbon by 2050, which will also deliver further improvements in air quality, by transforming London's streets and transport infrastructure so as to enable zero emission operation, and by supporting and accelerating the uptake of ultra-low and zero emission technologies.
Policy 7	The Mayor, through TfL and working with the boroughs, will: <ul style="list-style-type: none"> a) Ensure that transport schemes in London protect existing and provide new green infrastructure wherever practicable to deliver a net positive impact on biodiversity. This will be achieved through the requirement for specific commitments to be made under the relevant planning or development consent regime, including Habitat Regulation Assessment and other environment protection undertakings. Designated spaces such as Sites of Importance for Nature Conservation shall be protected where practicable. b) Maximise opportunities to protect, promote and enhance London's built heritage



Policy 8	The Mayor, through TfL and the boroughs, and working with other transport and infrastructure providers, will seek to ensure that London's transport is resilient to the impacts of severe weather and climate change, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort.
Policy 9	The Mayor, through TfL and the boroughs, will use the Healthy Streets Approach to direct complementary public transport and street improvements to provide an attractive whole journey experience that will facilitate mode shift away from the car.
Policy 10	The Mayor will ensure public transport fare levels are set to enable access to affordable travel for all Londoners.
Policy 11	The Mayor, through TfL and working with other transport operators, will seek to make the public transport network easier and more pleasant to use, enabling customers to enjoy comfortable, confident, safe and secure, informed and stress-free travel.
Policy 12	The Mayor, through TfL and the boroughs, will seek to enhance London's streets and public transport network so as to enable all Londoners, including disabled and older people, to travel spontaneously and independently, making the transport system navigable and accessible to all.
Policy 13	The Mayor, through TfL and the boroughs, will transform the quality of bus services so that they offer faster, more reliable, accessible, comfortable and convenient travel by public transport, while being integrated with, and complementing the rail and Tube networks.
Policy 14	The Mayor, through TfL and working with Network Rail and train operating companies, will seek to transform London's rail-based services to provide safer, modern, reliable, integrated, accessible and user-friendly services, with improved journey times and an increase in capacity of at least 80 per cent by 2041 to tackle crowding and facilitate mode shift to rail.
Policy 15	The Mayor, through TfL and working with the Port of London Authority and river services operators, will seek the use of the full potential of the Thames to carry passengers, to integrate river services with the public transport system, walking and cycling networks, and to enable the transfer of freight from road to river in the interests of reducing traffic levels and the creation of Healthy Streets.
Policy 16	The Mayor, through TfL, will support improvements to public transport to enhance travel between London and the rest of the UK, and require regional and national public transport schemes to be integrated into London's public transport system wherever practical.
Policy 17	The Mayor, through TfL and the boroughs, Network Rail and train operating companies, will seek the development of London's public transport services to support the growth of the night-time economy.
Policy 18	The Mayor, through TfL, will seek to ensure London has a safe, secure, accessible, world-class taxi and private hire service with opportunity for all providers to flourish.



Policy 19	<p>The Mayor, through TfL and the boroughs, will ensure that new homes and jobs in London are delivered in line with the transport principles of ‘good growth’ for current and future Londoners by using transport to:</p> <ul style="list-style-type: none"> a) create high-density, mixed-use places, and b) unlock growth potential in underdeveloped parts of the city.
Policy 20	<p>The Mayor will continue to oppose expansion of Heathrow airport unless it can be shown that no new noise or air quality harm would result and the benefits of future regulatory and technology improvements would be fairly shared with affected communities. Any such expansion must also demonstrate how the surface access networks will be invested in to accommodate the resultant additional demand alongside background growth.</p>
Policy 21	<p>The Mayor, through TfL, will manage new transport services in London so that they support the Healthy Streets Approach, guided by the following principles:</p> <ul style="list-style-type: none"> a) Supporting mode shift away from car travel: new transport services should not encourage more car journeys, especially where there are good walking, cycling or public transport options. b) Complementing the public transport system: new services should help more people who would otherwise complete their journey by car to access the public transport network, while not reducing walking and cycling to and from stops and stations. They should also provide a means of travel in areas where public transport connectivity is currently poor (especially in outer London). c) Opening travel to all: new services should be accessible to all Londoners and should not contribute to the creation of social, economic or digital divides in which some Londoners would have better travel options than others. d) Cleaning London’s air: new services should prioritise ultra-low and zero emission vehicles to reduce emissions of carbon dioxide, nitrogen oxides and particulate matter in London and enable faster switching to cleaner technologies. e) Creating a safe, attractive environment on our streets: new services and technology should help create a safer, quieter and more pleasant environment on London’s streets, where it is more attractive to walk or cycle, and should not lead to existing active trips being made by nonactive modes. There must always be an emphasis on the safety of passengers, pedestrians, cyclists and other road users. f) Using space efficiently: new services must make efficient use of road and kerb space, be appropriate for the area of London in which they operate, and share data where possible to enable improved monitoring, operating and planning of the transport network.
Policy 22	<p>The Mayor will seek to ensure that London’s transport system is adequately and fairly funded to deliver the aims of the Transport Strategy. Additional powers should be devolved to the Mayor, the GLA or TfL to enable the Mayor and his agencies to respond effectively to economic, social and environmental change. This includes financial, regulatory and other powers to enable London’s challenges to be met, and emerging opportunities to be optimised.</p>

Item 8 – Any Other Business: Local Bids to Growth and Housing Fund & Housing Infrastructure Fund

1. Purpose

- 1.1 The purpose of this report is to update the SELEP Strategic Board (the Board) on major funding opportunities that have been offered nationally to enable the delivery of infrastructure to support growth. This includes the Housing and Infrastructure Fund (HIF), launched by the Department for Communities and Local Government (DCLG) and the Highways England's Growth and Housing Fund (GHF).
- 1.2 This report provides high level information about the funding bids and sets out SELEP's approach to endorse these bids, to evidence SELEP's support and to maximise the level of investment in the South East.

2. Recommendations

- 2.1 The Board is asked to:
 - 2.1.1 **Note** the report and acknowledge SELEP's role in the endorsement of locally managed bids

3. Background

- 3.1 Over the summer the SELEP Secretariat has been working with local partners to support funding bids which are being developed for the Housing Infrastructure Fund and the Highways England Growth and Housing Fund.
- 3.2 LEPs do not hold a formal role in these bidding processes, however, recognising that SELEP endorsement can play a positive role in raising confidence in deliverability with Government, the Secretariat has been working closely with Local Authority partners to provide letters of support, in order to strengthen bids and maximise successful applications.
- 3.3 Ensuring that the Strategic Board is sighted highlights the wealth of activity and significant level of investment that is being sought across the region.

4. Highways England Growth & Housing Fund (GHF)

- 4.1 In 2015, Highways England established a £100m Growth and Housing Fund to support the delivery of highways schemes to quickly mobilise stalled development sites. As such, the funding is intended to enable the delivery of new houses and jobs.
- 4.2 Through the initial round of funding, £60m was allocated. As such, it is expected that £40m of GHF remains available nationally.
- 4.3 For projects to be considered for the Highways England GHF they must meet the following criteria:
 - Have at least 50% match funding;
 - Demonstrate excellent value for money;
 - Demonstrate that a substantial number of jobs and houses can be delivered by 2021;
 - Spend the GHF allocation by March 2021; and

- Bids should be up to £5m or up to £10 million where exceptional value for money can be demonstrated. Bids for over £5m GHF were required to follow a more detailed value for money assessment approach.
- SELEP has endorsed all Growth and Housing Fund bids which have been put forward by local authorities for this funding opportunity, including A120 Millennium Way Slips, Colchester Northern Gateway, M20 Junction 7 in Maidstone and A2500 Lower Road in Swale, Kent. A summary of each of the bids is set out in Appendix 1.

5. Housing Infrastructure Fund (HIF)

HIF offers funding to Local Authorities on a competitive basis, for infrastructure to support up to 100,000 new homes and is divided in two parts:

1. Marginal Viability – Up to £10m – summary

- For all Local Authorities (e.g. County, Unitary and District Councils)
- Purpose of fund is to progress stalled sites through providing missing infrastructure funding

2. Forward Funding – Up to £250m - summary

- For Local Authorities with a Highways responsibility and joint bids (e.g. County and Unitary Councils)
- Purpose of fund is to support a small number of strategic high impact infrastructure schemes to allow market confidence to provide further investment and make more land available for development and future homes
- Authorities are welcome to submit more than one expression of interest, but these must be prioritised. (Prioritisation sits outside of SELEP's scope and the partnership remains neutral in its endorsement)

SELEP's Engagement

5.1 With the support of Paul Thomas, Strategic Board Housing Champion, we have actively engaged with all tiers of Local Government and the HCA. While Government guidance has placed emphasis on receiving LEP endorsement, without a specific remit SELEP has clearly stated its role as a neutral and supportive partner, with the sole aim to maximise investment. SELEP therefore will work with Local Authorities to support all schemes and sit outside of any prioritisation discussions.

Bids coming forward for endorsement

5.2 The tables at Appendix 2 list Marginal Viability and Forward Funding bids as of 13th September 2017.

6. Next steps

- 6.1 Growth & Housing Fund: Highways England will be completing a sifting and prioritisation exercise during October 2017 and the Board will be made aware of the outcome of these funding bids at a future Board meeting.
- 6.2 Housing Infrastructure Fund: The SELEP team intends to work directly with Local Authorities to provide written letters of support to DCLG; the Board is asked to delegate this endorsement to the Managing Director. Assuming endorsement from the Strategic Board. SELEP is aware that Local Authorities are working to a very tight deadline and will remain as flexible as possible to ensure endorsement. Board Members will be updated via with a full list of final bids

7. Appendices

- 7.1 Appendix 1: Growth & Housing Fund Bids
- 7.2 Appendix 2: Housing Infrastructure Fund Bids

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Date: 13 September 2017

Appendix 1: Growth & Housing Fund Bids

Local Authority	Scheme	Description
Essex County Council	A120 Millennium Way Slips	The A120 is the strategic east-west route linking the M11 and Stansted Airport with the A12, Colchester and the port of Harwich. The GHF bid seeks funding to deliver a west facing slip roads connect the A120 eastbound carriageway to Millennium Way to support growth at development sites in Braintree.
Colchester Borough Council, with endorsement from Essex County Council	Colchester Northern Gateway	A package of improvements at the A12 Junction 28 in the Colchester Northern Gateway Development area. The GHF investment will help fund the delivery of improvements to increase the capacity of the slip road and junctions in the vicinity, including improvements to pedestrian and cyclist accessibility.
Kent County Council	M20 Junction 7, Maidstone	The scheme involves the signalisation and enlargement of the M20 J7, A249 Bearsted Road and A249 Bearsted Road/New Cut Road roundabouts, including the use of Smart technology to ease congestion, improve traffic flow and accommodate traffic associated with the Kent Medical Campus Enterprise Zone and growth in the town centre and south Maidstone.
Kent County Council	A2500 Lower Road, Minster	The scheme proposes to construct a 3-arm roundabout at Barton Hill Drive/Lower Rd and improve a 1.1km section of the A2500 Lower Road between the A249 and Barton Hill Drive on the Isle of Sheppey, including widening of the carriageway and construction of a new shared footway/cycleway, supporting



Local Authority	Scheme	Description
		future growth and transforming the journey experience for all road users.

Appendix 2: Housing Infrastructure Fund:

Emerging Forward Fund Bids (as of 13th September 2017)

County / District	Scheme	Description	Indicative number of homes unlocked
Kent CC Shepway	Otterpool Park Garden Town	Otterpool Park is a new garden town of up to 12,000 homes and 85 hectares of employment land. It will include land for employment, schools, shops, health facilities and abundant green space.	Up to 12,000.
Kent CC Swale	Swale Transport Infrastructure Junction 5a Plus	Swale Transport Infrastructure consists of a package of major highway schemes imperative to enabling delivery of the Swale Local Plan (adopted 2017).	Up to 12,000
East Sussex CC Wealden	Weald Triangle	To support infrastructure development that will deliver significant additional housing units in the Hailsham area, incorporating <ul style="list-style-type: none"> • Primary School Hailsham • Hailsham Polegate Eastbourne Access Corridor • Bexhill Utilities 	
Thurrock	Purfleet Centre Development	Bid to support infrastructure costs for Purfleet centre development targeted at: Land Assembly Remediation Replacing the level crossing with a road and pedestrian bridge Raising the river wall to provide adequate flood defence Improving station facilities New Health and community facilities	2,000+
Medway	Title TBC	2 major infrastructure improvements, one rail and one road, to improve connections to the Hoo Penninsular	7,000
Essex CC	Essex County Council is working positively with a number of district partners and stakeholders on the Forward Fund HIF opportunity. At the present time ECC are working within the DCLG guidance on the prioritisation of bids. At this stage there are potentially 4 bids that could be submitted.		

Emerging Marginal Viability Fund Bids (as of 13th September 2017)

District	Scheme	Description	Indicative number of homes unlocked
Ashford	Newtown Works	Land remediation and assembly. Site allocated for major residential and commercial development. Delivery has stalled since 2014.	350
Basildon	Basildon Town Centre – Car Park 2 and East Square Development	The proposed development will bring forward a significant increase to town centre car parking capacity (c. 1,000 spaces) part of which will be dedicated residential car parking to support bringing forward increased density for housing development sites identified within the town centre masterplan within both private and public ownership.	300
Braintree	West of Braintree Garden Community	Highways improvements to provide additional network capacity and multiple site access points, including new and improved site access from the A120 and improvements to the B1256. Intervention enables acceleration and addresses market failure (removing funding obstacle, boosting trajectory, and overcoming access limitations). Relates to key project in DCLG's Garden Towns & Villages programme.	TBC
Chelmsford	Chelmer Waterside	Funding is being sought for a new link road to enable the delivery of Chelmer Waterside – a key strategic growth site identified within Chelmsford's Local Plan. Comprising seven city centre sites, Chelmer Waterside is Chelmsford's largest remaining brownfield site, with the potential to deliver over 1000 new homes.	1000
Colchester	Hythe Legacy Development	The proposals for redevelopment of two sites at the Hythe offer an exciting opportunity to bring to life an area of brownfield land that has previously been undevelopable due to environmental issues such as contamination and lack of infrastructure. Delivering this innovative scheme will see significant new homes for the area and active sports facilities with educational opportunities for young people, this could stimulate further investment into the area and will mean that the Hythe is better connected to the rest of the borough	



District	Scheme	Description	Indicative number of homes unlocked
Colchester	Northern Gateway Housing and Employment Land Infrastructure	The project seeks to provide the necessary connectivity infrastructure to enable the development of 560 new housing units, including an extra care village plus 450,000sq ft of employment space within the expanding Northern Gateway area. These ambitious proposals will complement other private sector developments coming forward in the Gateway which include a new cinema, active leisure units and hotel, a new David Lloyd centre which opened in 2016.	560
Dover	Bus Rapid Transit	Highways & transport Necessary highways and transportation infrastructure required to serve major residential expansion of Whitfield, connecting new homes with Dover Town Centre and Dover Priority Railway Station.	TBC
Eastbourne	Bedfordwell Road, Eastbourne	Discussions currently underway with the HCA to develop a bid for infrastructure to improve the viability of the site	102
Gravesham	Grove Road	Land assembly Site purchase to enable delivery of a new access road and accelerate housing delivery, as demonstrated through master planning funded by One Public Estate. Existing landowners include Gravesham Borough Council, KCC and the Environment Agency.	Up to 984
Joint Bid – Colchester & Tendring	Tendring Colchester Borders Garden Community	Highways improvements & site access via provision of a new A120 to A133 link road together with one at grade junction for the Garden Community, an at grade roundabout with A133 and grade separated dumbbell roundabout junction with A120. Intervention addresses known site viability challenges and need for early investment in local network capacity. Related to key project in DCLG Garden Towns & Villages programme.	TBC
Lewes	North St Quarter, Lewes	Discussions currently underway with the HCA to develop a bid to address infrastructure challenges and improve viability of the site	416



District	Scheme	Description	Indicative number of homes unlocked
Maidstone	Bus Station	Highways & transport Refurbishment of existing bus station. Note: a clear link between the provision of a refurbished bus station and the delivery of new homes is yet to be demonstrated.	TBC
Maidstone	Maidstone East Railway Station/Former Royal Mail Sorting Office	Highways & transport Re-provision of surface level commuter car park to enable delivery. The emerging Local Plan allocates the site for a retail led scheme with new homes and office accommodation.	200
Maldon	North Heybridge Flood Alleviation and Regeneration Scheme	Application for funding for Marginal Viability to alleviate risk of flooding and improve waterside sites to accelerate delivery of planned homes, support delivery of affordable homes, create opportunity for additional supply of homes including mixed development to support local economy and meet local need, provide connections between urban and planned suburban expansion and other improvements to industrial brownfield area which improve opportunities for additional funding and investment to meet aims of area as detailed in local masterplan.	TBC
Shepway	Former Gas Works, Ship Street, Folkestone	Land remediation Brownfield site allocated for residential development in an area of high housing need.	100
Southend	Better Queensway	Better Queensway will regenerate the northern end of Southend town centre, including the renewal of the Queensway housing estate (providing a mix of over 1200 affordable and private housing units), redevelopment of the retail parade on Southchurch Road, and covering-over of the A13 underpass to provide a new green space for Southend. The bid focuses on the infrastructure that will enable the housing development, including transport improvements and the covering over of the underpass, crucial for unlocking the full economic benefits associated with the project.	1200



District	Scheme	Description	Indicative number of homes unlocked
Swale	Queenborough and Rushenden	Education Delivery of a Primary School required as part of the Education mitigation for earlier phases of redevelopment.	Up to 1,100
Swale	Lower Road	Highways & transport Widening of a section of Lower Road between the A249 and Barton Hill Drive, Minster-on-Sea, Sheppey. The scheme will tie into the LGF3-funded scheme to convert the junction of Barton Hill Drive and Lower Road from traffic signals to a roundabout. Facilitates 104,000 sq. m of mixed use development.	620
Thanet	Haine Road Roundabout	New roundabout at Haine Road Manston Road to delivery 785 homes in accordance with approved development	785
Thanet	Columbus Avenue Road Link	New Columbus Avenue road link and roundabout to Manston Road to facilitate strategic allocations of housing sites.	TBC
Thanet	Potential local highway scheme	Highways & transport To be confirmed.	TBC
Thurrock	Purfleet Centre Development	Bid to support assembly/demolition, utility and other infrastructure costs to mitigate loss of open space	250 (combined)
Thurrock	Chadwell St Mary	Bid to support abnormal utility costs	
Tunbridge Wells	Woodgate Corner	Highways & transport Former LGF3 submission. A proposed roundabout scheme to replace an existing signalised junction on the A264, a key arterial route into/out of Tunbridge Wells town centre. By 2026 the project will facilitate the delivery of 1,800 jobs.	1,500



District	Scheme	Description	Indicative number of homes unlocked
Tunbridge Wells	A264/Hall's Hole Road/Blackhurst Lane Junction Improvement	Highways & transport The proposed scheme involves the replacement of the existing signalised junction with a roundabout, including the provision of a signalised pedestrian crossing on the A264 western arm. Facilitates the delivery of new jobs.	TBC