Appendix A: Project information

1. Purpose

1.1. This appendix provides details of the high-risk LGF projects and those projects for which LGF spend is expected to extend beyond the Growth Deal.

1.2. **The Board is asked to approve the spend of LGF beyond 30 September 2021 for five projects. An update on those five projects are set out in section 2.**

1.2.1. Eastbourne and South Wealden Walking and Cycling LSTF package

1.2.2. Hastings and Bexhill Movement and Access Package

1.2.3. Eastbourne town centre LSTF access & improvement package

1.2.4. A28 Sturry Link Road

1.2.5. Innovation Park Medway Phase 2

1.3. **For any project which has a high-risk score of 5 (on a 1-5 scale) an individual update is set out in section 3 below.** These projects include:

1.3.1. Bexhill Enterprise Park North

1.3.2. Queensway Gateway Road

1.3.3. Beaulieu Park Railway Station

1.3.4. M11 Junction 8 Improvements

1.3.5. University of Essex Parkside Phase 3

1.3.6. A28 Sturry Link Road

1.3.7. A28 Chart Road

1.3.8. Innovation Park Medway Phase 2

1.3.9. Innovation Park Medway Phase 3

1.3.10. Forum 2

1.3.11. Tilbury Riverside

2. LGF spend beyond 30 September 2021

Project: **Eastbourne and South Wealden Walking and Cycling LSTF package**	LGF award: £6.6m	Risk Rating:	**4**
Status: Project approved and delivery ongoing	Forecast LGF spend beyond 31 March 2021: £1.876m Expected completion date: Q4 2021/22		
Is Board approval required for LGF spend beyond 30 September 2021: Yes			
Project description: The Eastbourne and South Wealden walking and cycling package will deliver several routes and			

complementary measures at various locations that will support an expanding walking and cycling network. The package focuses on enabling walking and cycling for short local journeys, or as part of longer journeys, between residential areas to key trip attractors in Eastbourne and Hailsham and the smaller settlements of Polegate, Willingdon and Stone Cross in the South Wealden area, along with linking to development sites identified in the respective adopted Local Plans coming forward in the near future.

Project benefits:

This will be achieved by delivering infrastructure which tackles congestion at key pinch points of the strategic and local road network, unlocks development sites and supports access by active travel and contributing to improving local health and wellbeing.

Risks/cause of project delay:

COVID-19 has impacted on the progression of some of the schemes within the Eastbourne and South Wealden Walking and Cycling package. The pandemic has affected the timings of previously planned public consultation, advertisement of traffic regulation orders, undertaking of surveys and road safety audits, and land negotiations as well as responses/engagement from external stakeholders.

Consequently, this has had knock on impacts on the design and construction stages of the wider programme as schemes are unable to progress as planned, for example a scheme cannot progress to detailed design before the public consultation has been completed. This has resulted in programme slippage for some schemes of between 3 and 6 months.

In relation to cycling schemes, designs are being reviewed to ensure that they are in line with the recently published guidance from Government on the design of cycling infrastructure (LTN1/20).

Mitigation/action required:

In lieu of face to face public consultation exhibitions, options are being considered which would allow online consultation, whilst also ensuring that alternative arrangements are in place for consultees who do not have access to the internet (e.g. asking questions by phone, making printed documents of consultation material available).

With the lockdown restrictions now eased, it is possible to start progressing the advertisement of traffic regulation orders and other statutory processes for schemes. This will enable schemes to progress through these stages and then through to construction. Steps are being taken to ensure that the LGF schemes are being prioritised for delivery.

Should further lockdown restrictions be put in place, this could impact on the progression on the schemes.

Project: **Hastings and Bexhill Movement and Access Package**	LGF award: £9m	Risk Rating:	**4**
Status: Project approved and delivery ongoing	Forecast LGF spend beyond 31 March 2021: £4.403m Expected completion date: Q4 2022/23		
Is Board approval required for LGF spend beyond 30 September 2021: Yes			

Project description:

The Hastings and Bexhill Movement and Access Package is Phase 1 of an integrated package of cycling, walking and bus infrastructure, traffic management and public realm improvements, aimed at supporting economic

growth and planned growth across Bexhill and Hastings.
Project benefits: Phase 1 of this programme will deliver improvements to junction capacity to reduce local congestion, increase the extent of the cycle network across the two towns to support greater connectivity between key destinations and support the growing appetite for cycling for everyday journeys. Measures to enhance the attractiveness of the two town's public realm will be delivered, which will encourage inward investment, alongside supporting and encouraging more people to walk, by creating safer access and permeability. This will be integrated alongside delivering high quality public transport infrastructure and information on key corridors of movement, supporting greater accessibility and journey comfort.
Risks/ cause of project delay: COVID-19 has impacted on the progression of some of the schemes within the Hastings and Bexhill Movement and Access package. The pandemic has affected the timings of previously planned public consultation, advertisement of traffic regulation orders, undertaking of surveys and road safety audits, and land negotiations as well as responses/engagement from external stakeholders. Consequently, this has had knock on impacts on the design and construction stages of the wider programme as schemes are unable to progress as planned, for example a scheme cannot progress to detailed design before the public consultation has been completed. This has resulted in programme slippage for some schemes of between 3 and 6 months. In relation to cycling schemes, designs are being reviewed to ensure that they are in line with the recently published guidance from Government on the design of cycling infrastructure (LTN1/20). Mitigation/action required: In lieu of face to face public consultation exhibitions, options are being considered which would allow online consultation, whilst also ensuring that alternative arrangements are in place for consultees who do not have access to the internet (e.g. asking questions by phone, making printed documents of consultation material available). With the lockdown restrictions now eased, it is possible to start progressing the advertisement of traffic regulation orders and other statutory processes for schemes. This will enable schemes to progress through these stages and then through to construction. Steps are being taken to ensure that the LGF schemes are being prioritised for delivery. Should further lockdown restrictions be put in place, this could impact on the progression on the schemes.

Project: **Eastbourne Town Centre LSTF access and improvements package**	LGF award: £8.0m	Risk Rating:	**4**
Status: Phase 1 complete, Phase 2 at detailed design stage.	Forecast LGF spend beyond 31 March 2021: £2.605m Expected completion date: Q4 2021/22		
Is Board approval required for LGF spend beyond 30 September 2021: Yes			
Project description: Phase 1 involved delivering a package of public realm, bus & rail integration and improvements to pedestrians and cyclists, to help transform Terminus Road and Cornfield Road into an attractive gateway to			

the town centre – completed.

Phase 2 will deliver a complementary package of improvements, to pedestrianise parts of Bolton Road and Langney Road, upgrade pedestrian area and delivery soft landscaping to achieve a high-quality urban environment.

Project benefits:

The delivery of the project is intended to help strengthen the Eastbourne retail offer, improve pedestrian safety & accessibility and improve air quality.

Risks/ cause of project delay:

The project has been subject to a number of delays, as set out below.

1. Delays have been encountered in relation to the completion of the cellar surveys that were scheduled to take place in early summer 2020. Arranging structural surveyor access to commercial properties, which were closed due to the COVID-19 pandemic, would have placed the surveyors at risk. Whilst safe working protocols are being established, the surveys have not yet been undertaken which has delayed progress on the detailed design.
2. Delays have been experienced in relation to the ability to complete the additional surveys which are required for detailed design. Similar delays are expected in relation to the cellar survey works. Tenders for the surveys have been slow to return due to general contractor availability and the need for contractors to clear the backlog of survey work which has arisen as a result of the COVID-19 lockdown.
3. The temporary traffic regulation order (TTRO) process has been changed due to the challenges of COVID-19, with consultation now relying on advertisement alone. This change has resulted in minor delays to the programme. However, it is also expected that a further two month delay could be experienced when requiring a TTRO due to the time required to clear the backlog of traffic regulation order (TRO)/TTRO requests which has arisen as a result of the COVID-19 related working restrictions.
4. The design team were unable to undertake site visits due to the need to comply with the COVID-19 safe working practices, which has caused minor delays to the programme.
5. An inability to undertake the planned public engagement due to COVID-19 prohibiting workshops and other engagement events has delayed progress. Whilst there has been an increased focus on cycling and walking as part of the immediate transport recovery from COVID-19, this has given stakeholders an increased platform to challenge the provision of cycling infrastructure as part of the project.
6. Finally contractor capacity, whilst not currently an issue, is being closely monitored as an emerging risk. It is recognised that any postponed works may have a knock-on effect on work schedules. In a worst-case scenario, the start of construction on the Eastbourne Town Centre scheme could be delayed.

Mitigation/action required:

Work is underway to engage with alternative survey companies, with a view to extending the opportunity to tender to those with capacity to safely undertake the works in line with the project schedule.

Early and ongoing engagement with the parking and TRO teams is underway to ensure the most efficient deployment of the TTRO process with a view to exploring the possibility of alternative processes or use of emergency powers if required.

Contact has been maintained with key stakeholders and work is ongoing to explore alternative forms of public engagement. Initial briefings scheduled for the end of September will test the effectiveness of these

new forms of engagement, before the process is reviewed and refined to make future planned consultation and engagement more efficient.

Early and ongoing engagement will be undertaken with the contractor to monitor capacity issues and ensure appropriate resource planning so that there are no undue delays to the start of construction.

Project: **A28 Sturry Link Road**	LGF award: £5.9m	Risk Rating:	**5**
Status: LGF approved but project on hold, whilst planning consent is secured	Forecast LGF spend beyond 31 March 2021: £4.2m Expected completion date: Q3 2023/24		
Is Board approval required for LGF spend beyond 30 September 2021: Yes			

Project description:

The Project is for the delivery of the new link road between the A291 and A28, to the south west of Sturry, Canterbury, Kent. The LGF is due to contribute to the cost of constructing a bridge over a railway line and the Great Stour River, to enable traffic to avoid the Sturry level crossing and the congested road network in the area.

Project benefits:

The overall objective of the Project is to tackle the existing congestion problem which currently exists at the Sturry level crossing and at the A28/A291 junction. Queuing traffic affects adjacent junctions and can extend 1km in peak periods. The A28 road currently carries 20,000 vehicles per day, but with 6 trains passing per hour, the level crossing is closed for up to 20 minutes/hour during peak times, causing severe congestion to trips along the A28. This level of congestion is a major constraint on development to the north east of Canterbury.

Through tackling this congestion pinch point and increasing the capacity of this part of the network, the Project is expected to unlock new development sites to the North East of Canterbury, delivering 4,220 new homes and 1,700 jobs.

Risk:

The developers/landowners for the residential and commercial development sites which will be unlocked through the delivery of the Project are due to provide sizable funding contributions towards the delivery of the Project. The funding contributions have not yet been confirmed, as planning consent has not yet been confirmed for the residential development sites due to financially contribute to the delivery of the project.

Mitigation/action required:

The planning applications for the main two development sites due to financially contribute to the project were due to be considered by May 2020, but there have been delays to the application being determined as a result of COVID-19. The application for the residential development sites and for the spine road itself is due to be considered over the next few weeks.

The project was awarded LGF in June 2016. As a result of the project risks, the Accountability Board has received individual update reports on the Project since June 2019 and deadlines have been set on a number of occasions for planning consent to be secured for the Project itself and for the residential developments for the main sites due to financially contribute to the Project. At the next Accountability Board meeting, the

latest position of the project will be considered, and recommendations made for the reallocation of funding if satisfactory progress hasn't been made towards the delivery of the project.

Project: **Innovation Park Medway (Phases 2 & 3)**	LGF award: £3.7m Phase 2, £1.5m allocated for Phase 3	Risk Rating:	**5**
Status: Phase 2 has been approved by Accountability Board. Phase 3 has also been approved by Accountability Board, subject to the Strategic Board agreeing the LGF spend beyond the Growth Deal and confirmation from Medway Council S151 officer that the full funding package is in place, including the funding to deliver the IPM mitigation works to M2 Junction 3 (confirmation received).	Forecast LGF spend beyond 31 March 2021: £1.05m – Phase 2 £0.6m – Phase 3 Expected completion date: Q4 2021/22		
Is Board approval required for LGF spend beyond 30 September 2021: Yes			

Project description:

The Innovation Park Medway (Phase 2) will deliver the enabling infrastructure required to bring forward development on the northern section of the Innovation Park. This includes the delivery of an access road and utility works.

Innovation Park Medway (Phase 3) seeks to deliver enabling works on a wider section of the northern site of the Innovation Park. This aims to allow accelerated development of commercial space and maximising the number of businesses which can benefit from establishing themselves within the North Kent Enterprise Zone.

Project benefits:

Phase 2 is expected to create 1,365 highly skilled jobs in engineering and technology.

Phase 3 is expected to bring forward 38,500m^2 (gross external area) of commercial workspace and 1,300 highly skilled jobs in the engineering and technology sector. This is in addition to the jobs which will be delivered as a result of the LGF2 funded Innovation Park Medway (northern site) – Enabling Infrastructure project.

Risk:

The project has previously been brought to the Boards attention due to concerns that have been raised by Highways England in relation to the impact of the project on the Strategic Road Network and Natural England in relation to the impact on the nearby area of outstanding natural beauty (AONB). Until these concerns have been fully addressed, planning consent cannot be secured to proceed with the delivery of the project.

Medway Council have confirmed that positive discussions have continued with Highways England and that the scope of the mitigation works required at M2 Junction 3 has now been agreed. This mitigation is

currently being designed, modelled and costed, prior to formal approval by Highways England and Kent County Council. Highways England and Kent County Council have indicated that providing the mitigation measures proposed are deliverable and that the modelling currently being undertaken demonstrates that the works effectively mitigate the impacts of the Innovation Park that no conditions should be imposed which would restrict development.

Medway Council have indicated that work is continuing to address the concerns raised by Natural England in relation to the landscape and visual impact of the Innovation Park and the impact on the tranquillity of the AONB. The design code for the site has been updated to include a colour study which takes into account the views from the AONB and a statement has been provided to Natural England which indicates that there will be no impact on the tranquillity of the AONB. The outstanding issue relates to the air quality impacts on the North Downs Special Area of Conservation. Updated air quality assessments will be produced following completion of the design of the mitigation works required at M2 Junction 3.

Once the mitigation works have been agreed and Natural England's concerns addressed, the revised Local Development Order (LDO) will be consulted on. The LDO is now not expected to be approved by Medway Council until December 2020. The project is unable to proceed until the LDO is in place and as such, the delivery programme for the project has been delayed.

Mitigation/action required:

Medway Council are continuing to work to address the concerns raised by Highways England and Natural England. Following further consultation on the LDO, it is anticipated that Medway Council will be in a position to formally adopt the LDO in December 2020.

Following adoption of the LDO, it is expected that the enabling works will be delivered between January 2021 and March 2022.

3. High- risk projects spending beyond 31 March 2021

Project: **Bexhill Enterprise Park North, East Sussex**	LGF award: £1.94m	Risk Rating:	**5**
Status: LGF approved but the project is currently on hold, until the outcome of the planning appeal has been determined.	Forecast LGF spend beyond 31 March 2021: £0.4m Expected completion date: May 2021		

Is Board approval required for LGF spend beyond 30 September 2021: No
Project description: The LGF funding will be used to deliver the site and servicing infrastructure required to provide full access to the individual development plots within the business park from the North Bexhill Access Road. These works will directly enable development of the business park and will facilitate private sector investment in the site to bring forward 8,000 sqm of light industrial units and up to 8,000 sqm of manufacturing space.
Project benefits: Bexhill Enterprise Park North is a key element in a package of measures to address the ongoing socio-economic challenges facing the Bexhill area. Bexhill Enterprise Park North gained outline planning approval in May 2018 for 33,500 sqm (net internal area) of employment floorspace. The Bexhill Enterprise Park North site unlocked by this project will deliver the first light industrial units essential to address the jobs deficit in the local area.
Risks: In October 2018, an application for approval of reserved matters following outline planning approval was submitted to the District Council. After a lengthy period of engagement and consultation, the District Council planning committee considered the application on 10th October 2019 and resolved to refuse the application. Mitigation/action required: On 24th December 2019, an appeal was lodged with the Planning Inspectorate in respect of the refusal of the reserved matters application. Following delays encountered as a result of the COVID-19 pandemic, the Planning Inspectorate have confirmed that the appeal hearing will commence on 19th January 2021. It is expected that the hearing will be held over two days, with the outcome of the appeal being known in late February 2021. It is recommended that the project remains on hold until the planning appeal has been determined and, if successful, planning consent has been granted.

Project: **Beaulieu Park Railway Station, Essex**	LGF award: £12m	Risk Rating:	**5**
Status: Project is currently at GRIP Stage 3 (Option Selection) of project development through Network Rail processes.	Forecast LGF spend beyond 31 March 2021: £12m Expected project completion: Q4 2024/25		
Is Board approval required for LGF spend beyond 30 September 2021: No (approval already in place)			
Project description: The delivery of a new railway station to support the delivery of 3,600 new homes in North East Chelmsford.			
Project benefits: Chelmsford's transport network is acting as a constraint to growth in Chelmsford. There is neither the desire nor the space to expand the City Centre's road network, which is widely reported to be at 96%			

capacity at peak periods. City Centre car parks and Chelmsford station itself are unable to cater for significant growth in demand.

The Project is being brought forward to support the growth of North Chelmsford, tackle congestion issues within Chelmsford Town Centre, and improve rail access and capacity.

Risk:

The project is a large-scale infrastructure projects, estimated to cost between £154m and £157m. The project has been awarded an allocation from the Housing Infrastructure Fund (HIF) but the funding agreement has not yet been signed with Central Government to secure this funding.

The delivery of the project extends beyond the Growth Deal, as construction works are not due to commence until 2023/24 and the project is due to complete in 2024/25. This creates a reputational risk to SELEP as the LGF is due to be spent by the end of 2020/21. As the LGF is not due to be spent until 2024/25, no LGF has been transferred to Essex County Council to date in relation to the project.

Mitigation/action required:

An update on the HIF agreement will be provided to the Board at the next meeting in October 2020.

Project: **University of Essex Parkside Phase 3**	LGF award: £5m	Risk Rating:	**5**
Status: On hold	Forecast LGF spend beyond 31 March 2021: £2m Expected project completion: TBC		
Is Board approval required for LGF spend beyond 30 September 2021: No (TBC)			

Project description:

This project will be an extension of the Parkside Office Village on the Knowledge Gateway site which is already home to Parkside Phase 1, consisting of nine units, Parkside Phase 1a, consisting of three units and Parkside Phase 2, and consisting of seven Units. Parkside Phase 1 completed in June 2014 and has been a significant success. Phase 1a completed in September 2016 and Phase 2 completed in November 2018. There are now 25 businesses located at Parkside Office Village, employing 270 people, of whom 34 are graduates or students of the University, demonstrating how the Knowledge Gateway is providing an effective mechanism for retaining highly skilled individuals within the local economy who would otherwise move away from the area post-graduation. Market interest in the units within Parkside Phase 2, comprising an additional 1,353 sq. m net internal area (14,571 sq. ft.), was strong and all the units were pre-let before opening.

The Parkside Phase 3 project involves the construction of a single four-storey building with a total area of 4,772m2 gross (51,355 sq. ft.), ideal for a single tenant (i.e. a new large employer to the area). Each of the floors has the flexibility to be subdivided in a multiple of ways, providing a total net floor area of 3,775 m2 (40,645 sq. ft.). The University has a masterplan which includes two further identical buildings which will be constructed subject to future demand.

Project benefits:

The aim of the Parkside Phase 3 development is to support growth in the region by providing high quality office space on the main campus of a world leading University, with the unique potential to attract and

sustain high-value employment within the region.

By extending the number of units in the Parkside office village with the addition of the larger unit planned for Phase 3, this project will complement the facilities for start-up businesses within the Innovation Centre and for scale-up businesses that have already established themselves in the existing Parkside units. By providing facilities for larger businesses to locate on Knowledge Gateway, this project will result in a business eco-system on Knowledge Gateway that can both attract new businesses into the area as well as supporting the development of growing businesses at all stages of the business development cycle.

Risk:

The COVID 19 pandemic is having a very serious impact on the economy in general and the financial position of the University in particular. As a consequence a detailed review of the financing and business case for the project is currently being undertaken, to reflect the likely impact of the pandemic on short-term demand for office space and the time required to rebuild market confidence in the sectors requiring this type of space. The review is also having to take account of the significant impact of the pandemic on the University's finances.

The Second stage tender process halted in March 2020 due to the uncertainties of COVID-19.

Mitigation/action required:

The University's financial position will be better understood by the start of the new academic year. The Universities intention is to re-assess the financial position at this stage, alongside assessing ongoing risks and impact from the pandemic.

The project is in a position to be remobilised should the University be in a financial position to support it; a lead time of around 6-8 weeks is required to complete essential utility diversions before the build can take place.

A decision will be sought from the Accountability Board in November 2020 to confirm whether the project should proceed or the £5m LGF should be reallocated.

Project: **M11 Junction 8, Essex**	LGF award: £2.734m	Risk Rating:	**5**
Status: Project has been placed on pause	Forecast LGF spend beyond 31 March 2021: TBC Expected project completion: TBC		
Is Board approval required for LGF spend beyond 30 September 2021: No			
Project description: Improvements to M11 Junction 8 in order to improve traffic flows across the junction, improve access to Stansted Airport, the Services area and between M11 and the A120.			
Project benefits: Junction 8 of the M11 is currently operating at capacity and already experiences significant queuing on some arms at peak periods. Stansted Airport has been growing at an unprecedented rate of 2 million passengers per annum (mppa) and committed developments in the area, in particular in Bishop's Stortford,			

will increase congestion at the junction.
Risk: The project has been awarded £2.7m LGF, of which £2.2m LGF has been spent to date. A tender process has been completed to appoint the main construction contractor, but the received tender costs exceed the original estimate by approx. £5m. The cause of the high tender costs is being explored by the ECC project team but are expected to relate to the interface between the junction and the M11, resulting in a high-risk allowance within the tender cost. In addition to the increase in tender cost, there is also a risk to the expected £1m contribution from Manchester Airport Group and £1m from the Cambridgeshire and Peterborough Combined Authority. The net impact of the cost increase and the reduced funding contributions is a potential £7m funding gap. The project budget is therefore under internal review by Essex County Council. The project has been placed on hold by Essex County Council. Should Essex County Council decide not to proceed with the delivery of the project, the £2.4m LGF spent to date on the project will become an abortive cost and will need to be repaid to SELEP. Mitigation/action required: The project is currently being considered through ECC's internal processes to review the options available to bridge the funding gap. It is recommended that the Board place the project on hold to ensure that no further abortive LGF spent is incurred on the project, should the project not proceed. As per the main report, certainty is required over the deliverability of LGF projects to enable an Option 4 swap to be implemented by the end of the Growth Deal or to identify an alternative project for investment. As such, it is proposed that an options report should be presented to the Board at its meeting in November 2020 to identify a means to bridge the funding gap or for the remaining £0.5m unspent LGF to be reallocated to LGF pipeline projects. Assurances will also be sought from ECC finance to ensure that the LGF spend to date remains a capital cost, in line with the conditions of the LGF grant from Central Government.

Project: **Tilbury Riverside, Thurrock**	LGF award: £2.36m	Risk Rating:	**5**
Status: On hold	Forecast LGF spend beyond 31 March 2021: TBC		
Is Board approval required for LGF spend beyond 30 September 2021: No			
Project description:			

Proposes to build a new 14,000sqft (1,300sqm) extension to the existing Riverside Business Centre.
Project benefits: - 14,000 ft² (1,300m²) new build comprising 20 self-contained workshop units with use classes B1c, B2 and B8. - Accommodate 48 net additional full time equivalent (FTE) jobs
Risks: Due to the risks in relation to the final third of LGF being received from Central Government, the contract for the delivery of the project could not be awarded and as such, the tender exercise would need to be repeated, causing project delays. Issues have been identified to the affordability of the project, given the considerable pressure on local government budgets. Mitigation/action required: It will be recommended to the Accountability Board meeting in October 2020 that the £ 2.36m LGF award to the project is reallocated.

4. High-risk projects, but not forecasting LGF spend beyond 31 March 2021

Project: **Queensway Gateway Road, East Sussex**	LGF award: £10m	Risk Rating:	**5**
Status: LGF approved and delivery ongoing	Forecast LGF spend beyond 31 March 2021: £0m Expected completion date: TBC		
Is Board approval required for LGF spend beyond 30 September 2021: No			
Project description: Queensway Gateway Road forms a key infrastructure investment in the Hastings – Bexhill Growth Corridor. It comprises a single carriageway road link between the A21 Sedlescombe Road North and Queensway. The road will connect with Queensway running south of its junction with the Ridge West, crossing the Hollington Stream valley on an embankment and then running south of Whitworth Road to join the A21 at a new junction north of the existing Sainsbury's store. It includes roundabout junctions at either end and a roundabout junction with Whitworth Road facilitating access to employment sites to the north and south.			
Project benefits: The road serves a strategic purpose in linking Bexhill in the west and the A21 to the east of the Growth Corridor by relieving congestion and improving traffic flows onto the A21. Critically, Queensway Gateway Road connects Combe Valley Way (formerly known as the Bexhill Hastings Link Road) to the A21, redistributing traffic from Combe Valley Way and The Ridge heading towards the A21. By relieving congestion, the Queensway Gateway Road will improve strategic connectivity in the Growth Corridor, improving employment development potential in Queensway and employment and housing growth potential in North Bexhill. Importantly, the Queensway Gateway Road provides access to designated employment development sites within the Bexhill Hastings Growth Corridor which would otherwise not be brought forward. Specifically, the road opens up the development potential of key sites			

south of The Ridge, with capacity for up to 12,000 sqm of employment floorspace.

Risks:

The western section of the road was opened to traffic in March 2019 for access to local businesses only. The final section of the road, to connect the completed section with the A21, requires the acquisition of land to complete the project. As an interim measure, whilst land acquisitions continue, a temporary connection will be implemented which will allow traffic to use the road as a through route.

The completion of the project has been delayed by approximately 60 months relative to the original project programme set out in the business case.

Mitigation/action required:

The next steps for the project are to i) complete work on the next phase of the permanent connection to the A21, which will facilitate completion of the temporary connection; and ii) progress the acquisition of the land to complete the permanent solution through negotiation and use of a compulsory purchase order as required.

Project: **A28 Chart Road**	LGF award: £2.756m	Risk Rating:	**5**
Status: On hold	Forecast LGF spend beyond 31 March 20201: £0m Expected completion date: TBC		
Is Board approval required for LGF spend beyond 30 September 2021: No			

Project description:

The Project scope includes the dualling of the existing A28 Chart Road carriageway with two lanes being provided in both directions between Matalan (Brookfield Road) and Tank (Templer Way) roundabouts, separated by a central island. A new bridge over the railway line is proposed to take the southbound carriageway with the existing bridge carrying the northbound carriageway. The existing carriageway between Matalan and Tank is single carriageway with limited capacity.

Project benefits:

The Project is linked to the Chilmington Green development, with the Project needing to be completed in order to unlock this area for development including 5,750 dwellings.

Risk:

The project has been placed on hold, as the local funding contributions were not forthcoming within the timescales required to enable the project to proceed. The unspent portion of the £10.2m LGF award was reallocated but there remains a risk that the £2.756m LGF spent to date will become an abortive cost if the project is unable to proceed through delivery by the private sector.

Mitigation/action required:

Project to be kept under review.

Project: **Forum 2, Southend**	LGF award: £6m	Risk Rating:	**5**

Status: On hold	Forecast LGF spend beyond 31 March 2021: N/A Expected completion date: TBC
Is Board approval required for LGF spend beyond 30 September 2021: No	
Project description: The development will provide additional College focused teaching and learning space to include a commercial/public restaurant, community gallery/exhibition space and commercial creative/digital enterprise space. These facilities will diversify and improve the educational and cultural offer in Southend and attract a new, vibrant and innovative occupier typology to the town centre.	
Project benefits: The Forum Phase 2 scheme will directly deliver a 5,308 sqm (57,133 sqft) (GIA) combined education, innovation, cultural and community facility resulting in: - 60 new gross direct jobs - 54 net additional jobs - Cumulative discounted GVA of £34m - 250 net additional learner places	
Risks: Due to the considerable financial pressures on further education institutions, concerns have been raised over the affordability of the project construction and revenue costs. Options have been explored to identify alternative funding sources or to reduce the project cost, but no viable options have been identified. Mitigation/action required: Recommendations will be made to the Accountability Board meeting in October 2020 that the £6m LGF award to the project is reallocated.	