

ACCOUNTABILITY BOARD

10:00	Friday, 18 November 2016	High House Production Park, Vellacott Close, Purfleet, Essex, RM19 1RJ
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Quorum: 3 (to include 2 voting members)

Membership

Mr Geoff Miles
Cllr Kevin Bentley
Cllr Paul Carter
Cllr Rodney Chambers
Cllr Keith Glazier
Cllr Rob Gledhill
Cllr John Lamb
Angela O'Donoghue
Myroulla West

Chairman
Essex County Council
Kent County Council
Medway Council
East Sussex Council
Thurrock Council
Southend Borough Council
Further Education/ Skills representative
Higher Education representative

For information about the meeting please ask for:

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Meeting Information

All meetings are held in public unless the business is exempt in accordance with the requirements of the Local Government Act 1972.

Most meetings are held at High House Production Park, Purfleet. A map and directions to can be found <http://hhpp.org.uk/contact/directions-to-high-house-production-park>

If you have a need for documents in the following formats, large print, Braille, on disk or in alternative languages and easy read please contact the Secretary to the Board before the meeting takes place. If you have specific access requirements such as access to induction loops, a signer, level access or information in Braille please inform the Secretary to the Board before the meeting takes place. For any further information contact the Secretary to the Board.

The agenda is also available on the Essex County Council website

Part 1

(During consideration of these items the meeting is likely to be open to the press and public)

		Pages
1	Welcome and Apologies for Absence	
2	Minutes To confirm as a correct record the Minutes of the meetings held on 16 September 2016 and 10 June 2016	5 - 14
3	Business Case Approvals	15 - 32
4	LGF Capital Programme Management Update Report	33 - 76
5	M20 Junction 10A	77 - 82
6	LGF Project Changes Report	83 - 92
7	Amendment to Skills Capital Programme: Hadlow College	93 - 100
8	Amendments to Skills Capital Programme: Canterbury College Report to follow	
9	Update from Canterbury College re: Funding A verbal update will be received from Graham Razey and Paul Sayers in relation to the Canterbury College skills project in Swale, Kent which was approved at the last SELEP Accountability Board meeting on the 16 th September 2016.	
10	Half Year Financial Report and Forward Look	101 - 114
11	Future meeting dates To agree the dates of future meetings.	115 - 116
12	Urgent Business To consider any matter which in the opinion of the Chairman should be considered in public by reason of special circumstances (to be specified) as a matter of urgency.	

Exempt Items

(During consideration of these items the meeting is not likely to be open to the press and public)

To consider whether the press and public should be excluded from the meeting during consideration of an agenda item on the grounds that it involves the likely disclosure of exempt information as specified in Part I of Schedule 12A of the Local Government Act 1972 or it being confidential for the purposes of Section 100A(2) of that Act.

In each case, Members are asked to decide whether, in all the circumstances, the public interest in maintaining the exemption (and discussing the matter in private) outweighs the public interest in disclosing the information.

13 Urgent Exempt Business

To consider in private any other matter which in the opinion of the Chairman should be considered by reason of special circumstances (to be specified) as a matter of urgency.

Minutes of the meeting of the SELEP Accountability Board, held in High House Production Park Vellacott Close, Purfleet, Essex, RM19 1RJ on Friday, 16 September 2016

Present:

Cllr Rodney Chambers	Medway Council
Cllr Mark Dance	Kent County Council
Cllr David Finch	Essex County Council
Cllr Rupert Simmons	East Sussex Council
Cllr John Lamb	Southend Borough Council
Angela O'Donoghue	FE & Skills (FEDEC)
Myroulla West	Higher Education (HEIs)
Amy Beckett	SELEP
Suzanne Bennett	Essex County Council
Adam Bryan	SELEP
Chris Burr	Southend Borough Council
Kim Cole	Essex County Council
Dominic Collins	Essex County Council
Richard Dawson	East Sussex County Council
Stephen Gasche	Kent County Council
Steve Hewlett	Medway Council
Stephanie Mitchener	Essex County Council Accountable Body
Cllr Gagan Mohindra	Epping Forest District Council
Rhiannon Mort	SELEP
Mark Nickalls	East Sussex District Council
Lorna Norris	Essex County Council
Sarah Nurden	Kent and Medway Economic Partnership
Andrew Osborne	Ashford Borough Council
Tim Rignall	Thurrock Council
John Shaw	Sea Change Sussex
Lisa Siggins	Essex County Council

1 Welcome and Apologies for Absence

Apologies were received from Mr Geoff Miles, Cllr Keith Glazier who was substituted by Councillor Rupert Simmons and Councillor Paul Carter who was substituted by Councillor Mark Dance. Apologies also received from Councillor Rob Gledhill.

2 Minutes

Councillor Lamb pointed out that the minutes of the meeting held on Friday 24

June 2016 incorrectly stated that he represented Thurrock Council rather than Southend Borough Council. It was confirmed that they would be amended accordingly but were otherwise agreed as a correct record and signed on behalf of the Chairman

3 **Business Case Approvals including Independent Technical Evaluation**

The Board received a report from Rhiannon Mort the purpose of which was to make the Board aware of the value for money assessment of business cases for schemes having been through the Independent Technical Evaluator (ITE) process to enable funding to be devolved to scheme sponsors (county and unitary councils) as part of the capital programme management.

The Board received clarification of the situation regarding the assessment of value for money assessment in respect of each of the two cases. Clarification was also provided regarding Eurostar service delivery which would be affected by the Ashford International scheme.

Resolved:

1. To **approve** the business case for the following scheme which has been assessed as presenting high value for money and demonstrates medium to high certainty of achieving this:
 - A127 Bridge & Highway Maintenance (£1,000,000)
2. To **approve** of the business case for the following scheme which has been assessed as presenting high value for money, but demonstrates low to medium certainty of achieving this:
 - Ashford International Rail Connectivity (£5,627,000)
3. To **approve** the increase in Local Growth Fund (LGF) allocation to Ashford International Rail Connectivity (Ashford Spurs) project from £5,000,000 to £5,627,000.

4 **Capital Programme Management**

The Board received a report from Rhiannon Mort which updated the Board on the latest position of the Local Growth Deal Capital Programme

The Board sought details of the underspend and discussed the risks and mitigation put in place.

Resolved:

1. To **note** the updated spend forecast for 2016/17 and future years of the LGF programme;
2. To **note** the forecast requirement for re-profiling of LGF spend between 2016/17 and future years of the LGF programme;
3. To **note** the LGF projects that have incurred changes under the 10% tolerance; and
4. To **note** the project deliverability and risk assessment.

5 **Skills Capital Fund Approval**

The Board received a report from Adam Bryan which presented recommendations regarding three projects submitted under the auspices of the Skills Capital

Building Projects and Equipment fund. As requested by board members at the special Accountability Board on 24th June 2016, two projects were resubmitted for consideration. A third project, erroneously overlooked during the last bidding round, has also been subject to assessment.

Members had a lengthy debate in respect of the funding request relating to Canterbury College, Swale Campus Construction Extension as this involved funding at 90% of the total cost of the project. Reservations were expressed by some Members due to the level of funding involved but it was also pointed out that the project would have an enormous positive impact on the local area. There followed a show of hands with 4 Members voting in favour of approving the request and 1 member abstaining. Thereafter it was

Resolved:

1. To **approve** the allocation of £116,783 from the fund to the Harlow College, E-Hub - for supporting Enterprise and Entrepreneurship.
2. To **approve** the allocation of £223,798 from the fund to Canterbury College, Swale Campus Construction Extension – to meet local and regional skills needs around the construction sector; subject to an acceptable outcome from the completion of an independent technical/financial appraisal of the project.
3. To **note that in considering 1 and 2 above** The bid does not meet the match funding requirement of 50% as it is requesting funding at 90% of the total cost; and
4. To **note that in considering 1 and 2 above** The bid does not meet the minimum score required for a compelling case of 130/144 with a score of 82.
5. To **agree** that any overspend arising from an over-allocation of the Skills Capital pot is funded by headroom in the broader Local Growth Fund programme and managed as part of the overall approach to LGF capital programme management. It should be noted that an approval of 2.1.2 to the amount requested will result in an over-allocation of the fund of £14,661.
6. To **decline** the application for funding of £112,159 by the Creative Skills, Touring Technical Theatre Masterclasses on the basis of it not meeting the minimum scoring threshold for funding of 72, with a score of only 18 out of 144.

It was also **agreed** that representatives from Canterbury College be asked attend a forthcoming meeting of the Board to provide reassurance regarding it receiving a 90% funding contribution and to provide an update concerning project deliverability.

6 Memorandum of Understanding (MOU) for Enterprise Zones

The Board received a report from Adam Bryan which informed the Board of the requirement for Local Authorities, LEPs and central Government to agree a Memorandum of Understanding (MOU) for North Kent Innovation Zone by the end of September 2016, and to seek approval for the Managing Director of the SELEP to approve the final MOU.

Resolved:

1. To **note** the requirement for Local Authorities, LEPs and central Government to agree a North Kent Innovation Zone MOU by 26th September 2016;
2. To **recommend** that SELEP, via the Accountable Body enter into the North Kent Innovation Zone MOU; and
3. To **agree** to delegate to the SELEP Managing Director authority to finalise the terms and conditions of the final MOU for North Kent Innovation Zone, which will commit SELEP to support and assist development and delivery of the Enterprise Zone
4. To **agree** to delegate authority to the SELEP Managing Director and Accountable Body authority to sign the MOU once a final MOU has been prepared and agreed by all parties.

7 Dates of Future Meetings

Members noted that the date of future meetings of the Board

- 18 November
- 20 January 2017

There being no urgent business the meeting closed at 10.57 am

Chairman

**MINUTES OF THE MEETING OF THE SOUTH EAST LOCAL ENTERPRISE
PARTNERSHIP ACCOUNTABILITY BOARD HELD AT HIGH HOUSE
PRODUCTION PARK, PURFLEET, AT 10.00AM ON 10 JUNE 2016**

Present:

Members

Mr Geoff Miles	Chairman
Cllr Kevin Bentley	Essex County Council
Cllr Rodney Chambers	Medway Council
Cllr Mark Dacre	Kent County Council
Cllr Keith Glazier	East Sussex Council
Cllr Rob Gledhill	Thurrock Council
Cllr Jon Lamb	Southend Borough Council
Angela O'Donoghue	FE & Skills
Myroulla West	HEI's

Chris Brodie	Chairman of SELEP
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Also in attendance:

Adam Bryan	SELEP
Stephanie Mitchener	Essex County Council
Sarah Nurden	Kent and Medway Economic Partnership
Suzanne Bennett	Essex County Council
Edmund Cassidy	Steer Davies Gleave
Steven Bishop	Steer Davies Gleave
Jennie Rothera	Steer Davies Gleave
Dominique Collins	Essex County Council
Paul Dodson	Essex County Council
Tim Rignall	Thurrock Council
Steve Hewlett	Medway Council
John Shaw	Sea Change Sussex
Ben Hook	East Sussex County Council
Richard Dawson	East Sussex County Council
Lucy Spencer-Lawrence	SELEP
Kim Mayo	Essex County Council
Lorna Norris	Essex County Council
Matthew Waldie	Essex County Council

1. Apologies for Absence

There were no apologies.

2. Minutes

The minutes of the meeting held on Friday 8 April 2016 were agreed as a correct record and signed by the Chairman.

3. Finance Update – SELEP core budget

Members received a report from Suzanne Bennett which presented the provisional financial outturn position for the South East Local Enterprise Partnership for the financial year 2015/2016.

With regard to Reserves, Members were asked to note that:

- £100,000 had been held in reserve for potential severance costs
- Potential external interest receipts presented a risk, which was being reviewed

It was confirmed that this Board would receive copies of any auditors reports

Members **NOTED**

- the provisional outturn for 2015/16 as at Tables 1, 2 and 3 of the report
- the grant position as at 31 March 2016; and
- the proposed approach to the reserves.

4. Growing Places Fund Update

Members received a report from Suzanne Bennett which updated the Board on the Growing Places Fund.

The Board **NOTED**

- the financial position for the fund as at 31 March 2016
- the current repayment schedule for the fund.

5. Business Case Approvals, including Independent Technical Evaluation

The Board received a report from Adam Bryan which outlined the value for money assessment of business cases for schemes having been through the Independent Technical Evaluation (ITE) process to enable funding to be devolved to scheme sponsors (county and unitary councils) as part of the SELEP capital programme management.

Members **AGREED** the business cases for the following schemes which had been assessed as presenting high value for money and medium to high certainty of achieving this within the timescales:

- Purfleet Centre (**£5.0m**)
- Rochester Airport (**£4.4m**)
- A127 Kent Elms Corner Junction (**£4.3m plus £0.8m vired from A127 Essential Highways Maintenance**)
- Southend Central Area Transport Scheme (S-CATS) (**£1.0m**)

Members **NOTED** the following schemes which are due to be considered at the next meeting of the Accountability Board on 24 June 2106:

- Sturry Link Road (**£5.9m**)
- Tunbridge Wells Junction Improvement Package (previously A264/Hall's Hole Road/Blackhurst Lane Junction improvement (**£1.2m**))
- Westenhanger Lorry Park to ashford Spurs reallocation (**£0.3m**)

Members **AGREED** minor changes to the following scheme which was approved at the April meeting of the Accountability Board

- West Kent LSTF. £4.2m was approved, but correct figure should be £4.1m, in addition to the £0.8m approved in 2015/16.
- Kent Strategic Management. £0.7m was approved, but correct figure should be £0.8m

Members noted that the net impact of these two amendments was nil on the Kent programme.

6. Capital Programme Management Update

The Board received a report from Adam Bryan, which detailed the latest position for 2015/16 the Local Growth Deal Capital Programme, presented the proposed future year allocations for the programme and gave an update on the current delivery risk of the programme.

Members were informed that the Secretary of State, Greg Clark, has recently announced details of the Local Growth Fund: Round 3

Members received an update from Steer Davies Gleave noting the following:

- The final position for 2015/16 is a net underspend of £23.78m
- In 2016/17, promoters expect to spend £84.7m of LGF funds, which is £2.47m more than allocated; the total planned spend is £98.48m
- Kent will undertake 35% of the LGF spend in 2016/17; Essex has deferred its spend on several projects until later years
- There may be a headroom of £8.3m over the life of the programme, which will only be accessible later on
- The risk assessment is intended to make clear the realism of the programme and key risks; it is not intended to affect the priority of any scheme, nor to replace internal risk assessments conducted by Promoters
- Of the 54 schemes with forecast spend in 2016/17, 58% are assessed as either high or medium risk
- Some thought is being given to potential mitigation in case of future underspend.

Having considered these, Members:

- **NOTED** the final Quarter 4 position of the Local Growth Deal Capital Programme (as detailed in Appendix 1)
- **NOTED** the changes to projects for managing the forecast variances as set out in the latest position (as detailed in Appendix 2)

- **NOTED** the proposed future years indicative allocations (as detailed in Appendix 4)
- **NOTED** the deliverability assessment that has been undertaken on future years of the programme (as detailed in Appendix 5)
- **NOTED** the changes made under the 10% tolerance approach that do not require Accountability Board sign off (as detailed in Appendix 6)
- **NOTED** the proposed approach to deliverability and risk assessment moving forward (as detailed in Appendix 7)
- **NOTED** the skills capital programme update (as detailed in Appendix 8).

7. Skills Equipment Fund approval, and Skills Capital Process

The Board received a report from Mike Rayner informing the board on its decisions concerning funding applications and changes to the distribution process.

Members **NOTED** two particular changes in the allocation process:

- The explicit involvement of the federated boards; and
- A bid will not be considered by SELEP without endorsement from the relevant federated area.

Members **AGREED**

- the recommendation from the Assessment Group for the allocation of £198,500 from the Skills Equipment Fund to MidKent College, Swale Skills Centre Equipment; and
- the revised process for the distribution of the remaining Skills Capital Funding (as detailed in Appendix B).

8. Public Questions Policy

The Board received a report from Kim Mayo.

Members raised a few issues, particularly concerning whether any notice should be required of questions, and if so, whether ten days might be more appropriate than seven. It was agreed that members of the public who attended should always feel that their concerns had been addressed and so it was suggested that having prior knowledge of any question would ensure that it was dealt with fully.

Engagement was crucial and it was agreed that a Communications strategy should be developed to publicise SELEP and raise its public profile; this would be brought to the Board in due course.

Members **AGREED**

- The Policy for Public Questions to the Accountability Board, as detailed in Appendix A, subject to the removal of the 3 minute time limit, the removal of the restriction on supplemental being asked, and the inclusion of the ability to attend to ask a question without having given notice.

9. Local Growth Fund Round 3 and Large Major Schemes

The Board received an oral report from Adam Bryan.

Guidance has been received on the next round of funding, with some very clear criteria being set out. The process will be more involved than thought at first. Information will be circulated for the Board meeting.

One specific request is a single, prioritised list from the LEP, which will require much consideration. Also, there is no prospective devolution deal in any part of SELEP; this has a potentially negative impact and reference has been made to the Thames Gateway Project to temper it.

The response is expected with reference to four areas:

1. Delivery
2. Governance
3. The projects themselves
4. Collaborative work with others.

An effective SELEP approach is needed. So far, a thematic approach has been taken. Four themed topics are:

1. Thames Gateway
2. Skills and universities
3. Enterprise zones and employment
4. Housing and communities

Timetable:

- Snapshot to be finalised at Board meeting on 24 June
- Response to be signed off at AGM on 15 July
- Intended meeting of federated members before 15 July, to prioritise the single list
- Ministerial challenge session in July; actual date tbc

Members noted the report.

10. SEFUND

The Board received an oral report from Adam Bryan. He informed Members that, after further discussions, it had been decided not to progress the option of investing funds with SEFUND. The reasons were:

- It is beyond the SELEP budget
- It is unclear how it would sit with devolution proposals
- There would be a need for a certain level of office support
- Actual likely payback was not clear
- Not investing will provide the opportunity for investment in other things.

It was noted that SEFUND had made little progress over the past 18-24 months. It was now different to what was originally proposed. By keeping out of it SELEP will be free to engage in its own projects and be in control of its own money.

Members **NOTED** the situation.

11. Date of Next Meeting

Members noted:

- The next meeting of the Board would be an extraordinary meeting and would take place on Friday 24 June 2016 at 10.00am.

The meeting closed at 11.35am

Report to Accountability Board	Forward Plan reference number: FP/AB/052 FP/AB/053 FP/AB/058
Date of Accountability Board Meeting:	18th November 2016
Date of report:	1st November 2016
Title of report:	Business Case Approval
Report by:	Rhiannon Mort
Enquiries to:	rhiannon.mort@essex.gov.uk

1. Purpose of report

- 1.1 The purpose of this paper is to make the Board aware of the value for money assessment of business cases for schemes having been through the Independent Technical Evaluator (ITE) process to enable funding to be devolved to scheme sponsors (county and unitary councils) as part of our capital programme management.

2. Recommendations

- 2.1 The Board is asked to:

- 2.1.1 **Approve** the Business Case for A226 London Road/B255 St Clements Way (£4.2m) which has been assessed as presenting high value for money, but with low to medium certainty of achieving this.
- 2.1.2 **Approve** the remaining £3.2m funding allocation to Thurrock Cycle Network project which has been assessed as presenting high value for money and medium to high certainty of achieving this.
- 2.1.3 **Note** that the Coastal Communities Housing Intervention project is currently being developed and it is intend that the project will be considered for the approval of funding on the 20th January 2016.
- 2.1.4 **Approve** the recommended option for the management and oversight of the £2m LGF spend on the Coastal Communities Group Housing Regeneration Project via the three upper tier authorities; East Sussex County Council, Essex County Council and Kent County Council.

3. Background

- 3.1 This report brings forward A226 London Road/ B255 St Clements Way project for release of the full £4.2m LGF allocated to the project and Thurrock Cycle Network for the release of the remaining £3.2m LGF allocation to the project.
- 3.2 These projects have successfully completed the ITE process, as a condition of the SELEP Assurance Framework agreed with Government.
- 3.3 The ITE report sets out the detailed analysis of both projects. This report is included in Appendix A.

4. A226 London Road/B255 St Clements Way

- 4.1 The A226 London Road/ B255 St Clements Way junction is located to the west of Greenhithe in the Borough of Dartford and is a standard 4 arm roundabout. The junction carries high volumes of traffic and is subject to existing congestion, especially during the peak periods. The preferred scheme option involves replacing the existing 4 arm standard roundabout with an oversized oval roundabout.
- 4.2 The A206 northbound arm will increase the existing two exit lanes to three exit lanes, with the offside lane being a bus only lane. This additional bus lane will continue northwards all the way to the A206 Crossways Boulevard/ Station Road roundabout. Here, buses will be able to turn right into Greenhithe railway station bus interchange.
- 4.3 In addition to the northbound bus lane, a southbound bus lane will be provided on the A206 north of the St Clements Way junction. This lane will begin approximately 20 metres south of the A206 Crossways Boulevard junction and continue south to approximately 20 metres north of the St Clements Way junction. The bus lanes here will complement the existing bus lanes on the B255 St Clements Way south of the junction to its junction with Bluewater Parkway.
- 4.4 Steele Avenue and Riverview Road will remain 'Left In/ Left Out' only junctions and the Toucan crossing here will be retained.
- 4.5 In addition to the junction and carriageway improvements at the St Clements Way roundabout, the scheme will also seek to improve conditions for non-motorised users. The shared cycle/ footway between Greenhithe station and London Road East will be maintained and improved with an enhanced crossing at Riverview Road. The short length of segregated cycleway adjacent to McDonalds will be replaced by a shared facility linking the existing network to the crossing on St Clements Way southern arm. A further improvement will be the link from this crossing heading to the London Road western arm. As part of the wider cycling strategy the route from St Clements Way to Bluewater will be improved.
- 4.6 The objectives of the project are to:

- Increase the capacity on the network to accommodate future development
- Relieve congestion on the A226 and B255 corridor; and
- Improve journey time and journey time reliability for all travellers.

Outcomes of ITE review

- 4.7 The assessment of the Business Case for A226 London Road / B255 St Clements Way confirms that the project presents high value for money, but with low to medium certainty of achieving this.
- 4.8 The low to medium certainty of the project achieving a high value for money has been flagged as a potential issue as there is a risk that optimistic assumptions have been applied to the economic assessment. The Value for Money assessment indicates that the A226 London Road / B255 St Clements Way project has a BCR value of 2.02 (which presents high value for money). However, if the assumptions are over optimistic this could lead to a reduction in the projects BCR.
- 4.9 If the expected journey time delays at this junction are lower than forecast in the transport modelling work then the LGF investment of £4.2m in the project would present lower Value for Money for LGF investment than currently indicated. As the BCR is just above 2, the value for money of the scheme is very sensitive to changes in the assumptions applied in the economic analysis.
- 4.10 Whilst it is not possible to mitigate this project risk, the total project cost of the project will be monitored. If the total cost of the project escalates above the 10% threshold, the project BCR value will be re-assessed.

5. Thurrock Cycle Network

- 5.1 The Thurrock Cycle Network project will deliver a package of cycling and walking focussed at addressing barriers such as crossing facilities and missing routes to important destinations, such as railway stations. The new routes to be provided will be largely off-road, high-quality pedestrian and cycle infrastructure designed especially to attract would-be commuter cyclists who currently drive to work because of a lack of safe and convenient cycling infrastructure. The key outcomes for this project are to:
- Improve cycling provision and pedestrian connectivity to increase the number of cycling and pedestrian journeys, reduce the number of vehicle trips in the borough, and reduce local congestion on key routes;
 - Enhance local air quality; and
 - Improve the health of Thurrock’s residents.
- 5.2 The Thurrock Cycle Network project was considered at SELEP Accountability Board on the 8th April 2016 and the Board approved the allocation of £1.8m LGF to the

project at this meeting. The full LGF allocation to the project is £5m, and therefore this is seeking to allocate the remaining £3.2m to the project.

- 5.3 The Business Case has been assessed by SELEP ITE for the full £5m LGF allocation. Accountability Board approval is sought for the remaining £3.2m LGF allocation to the project.

Outcomes of ITE review

- 5.4 The assessment of the Business Case for Thurrock Cycle Network confirms that the project presents high value for money and medium to high certainty of achieving this.

6. Coastal Communities Housing Intervention Project

- 6.1 The Coastal Communities Housing Intervention Project was submitted as part of LGF Round 1 as a Pan LEP project for housing interventions to be delivered in three coastal communities; Tendering, Thanet and Hastings.
- 6.2 The project Business Case is currently being developed and it is intended that the project will be brought forward for approval of funding at the next Board meeting.
- 6.3 The Gate 1 review has also been completed for the Coastal Communities Housing Interventions project; however, the economic case requires additional work. More robust economic appraisal work, with monetisation of the scheme benefits and a benefit cost ratio is required in order for the ITE to provide assurance of the value for money of the scheme.
- 6.4 In advance of approval of funding, Board approval is sought to agree the intended Governance arrangements to oversee the delivery of this projects and the project outcomes.

Context

- 6.5 In total there is a £2m Local Growth Fund allocation to the project which is matched with £8.8m of local funding contributions, as detailed in Table 1 overleaf.

Table 1 Funding Profile for Coastal Communities Housing Intervention Projects

		2016/17 (£m)	2017/18 (£m)	2018/19 (£m)	2019/20 (£m)	2020/21 (£m)	Total (£m)
Thanet District	Local Growth Fund	0.090	0.577	0.000	0.000	0.000	0.667
	Local Funding	0.045	0.395	0.472	0.100	0.000	1.012
	Total	0.135	0.972	0.472	0.100	0.000	1.679
Tendring	Local Growth Fund	0.309	0.358	0.000	0.000	0.000	0.667
	Local funding	0.053	0.080	0.369	1.274	1.274	3.049
	Total	0.362	0.438	0.369	1.274	1.274	3.715
Hastings	Local Growth Fund	0.065	0.602	0.000	0.000	0.000	0.667
	Local funding	0.028	0.053	2.690	0.000	0.000	2.770
	Total	0.093	0.654	2.690	0.000	0.000	3.437
Total Local Growth Fund		0.464	1.536	0.000	0.000	0.000	2.000

6.6 Currently the project is set out as three separate packages. It is intended that the £2m LGF funding allocation will be split equally between the three coastal communities and managed as three separate packages of investment. The specific interventions to be delivered within each of the three coastal communities will differ. The specific interventions to be delivered within the three coastal communities are as follows:

Tendring District	<p>£575,000 to be invested to enable the development of Tendring Mermaid development site, to enable the delivery of 380 new homes to accommodate key workers.</p> <p>£91,667 to be invested to support a programme of Empty Property Loans and Home Improvement Loans.</p>
Thanet District	<p>£516,670 of LGF funding will be used to continue the programme of converting empty or problem properties to family accommodation, creating 12 additional homes.</p> <p>£150,000 of LGF funding, matched by £150,000 of TDC funding is to be used for a programme of Home Improvement Loans to be offered to low income and vulnerable households, focused on the intervention area. This programme of action will be supplemented by the ongoing provision of Empty Property Loans by the KCC supported No Use Empty Project.</p>
Hastings District	<p>£575,000 will be used to fund new build development on the site of a former prominent and large problem property in the St Leonards intervention area (Hillesden Mansions). The development will deliver 17 new affordable homes.</p> <p>The major works programme will be supplemented by the continuation and expansion of the successful programme of Empty Property Loans and Home Improvement loans run by Parity Trust.</p>

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- 6.7 There is currently no lead authority or lead Accountability Board Member responsible for the delivery of this project. The two options available for the transfer and management of LGF include; the transfer of LGF to the three upper tiers authorities involved for transfer to the relevant District (Option 1) or for the transfer of LGF directly to the District Authorities (Option 2).

Option 1 – Transfer to Upper Tier Authorities

- 6.8 Under Option 1 the £0.666m LGF allocation for each of the three Coastal Communities will be transferred to the three upper tier authorities (Essex, Kent and East Sussex) under the current Service Level Agreement (SLA) with SELEP Accountable Body. The upper tier authority would then transfer LGF to the District Authority and provide reporting back to SELEP on the delivery of the project.
- 6.9 The interventions being delivered by Thanet, Hastings and Tendering would be managed as three separate projects. Project reporting would be presented to each of the Federated Boards in relation to the project.

Option 2 – Transfer direct to District

- 6.10 Under Option 2 new Service Level Agreements would be developed between SELEP Accountable Body and each of the three District Authorities to enable the funding to transfer directly. Project updates would be directly reported to SELEP Secretariat and SELEP Accountability Board. There would be no board member to represent the project at SELEP Accountability Board.
- 6.11 There are currently no LGF projects which are managed directly by District Authorities. This would set a new precedent and deviate from the current management of LGF projects by upper tier authorities.
- 6.12 It is recommended to Accountability Board that the Coastal Communities Housing Interventions project is managed under Option 1. This would follow a consistent approach to the management of other LGF projects which are being delivered by District Authorities, but the LGF spend is overseen by the County Council/ Unitary Authorities under the current Service Level Agreements with SELEP Accountable Body.

7. Financial Implications

- 7.1 There is sufficient Local Growth Fund available to fund the spend planned for this financial for both of the two projects requesting approval. Whilst future year grant payments from Government haven't been confirmed, allocations for these two projects are included in the forecast for future years' spend which is within the indicative programme total.

7.2 There are SLAs in place with the relevant sponsoring authorities which make clear that future year funding can only be made available when the Government has transferred LGF to the Accountable Body.

8. Legal Implications

8.1 There are no legal implications of the recommendation set out at 2.1.1 and 2.1.2.

8.2 If Accountability Board approve the management of the LGF spend for the Coastal Communities project under Option 1, the funding will be transferred under the existing Service Level Agreements set up between SELEP Accountable Body and the respective County Council. This already provides the required assurances around monitoring and reporting and has been signed by the respective upper tier authorities. However, if the funding is approved under Option 2, new Service Level Agreements will be required between SELEP Accountable Body and each of the three District Authorities, and whilst these should seek to mirror those assurances and monitoring requirements as contained in the upper tier authorities SLA's, there is always the possibility that there could be local variation to individual SLA's or a failure to sign up on agreed terms.

9. Staffing and other resource implications

8.1 None at present.

10. Equality and Diversity implications

9.1 None at present.

11. List of Appendices

10.1 In support of this paper is Appendix 1 - Report of the Independent Technical Evaluator.

12. List of Background Papers

- Business Case for A226 London Road/B255 St Clements Way
- Business Case for Thurrock Cycle Network

(Any request for any background papers listed here should be made to the person named at the front of the report who will be able to help with any enquiries)

Role	Date
Accountable Body sign off Suzanne Bennett (On behalf of Margaret Lee)	 09/11/16

Independent Technical
Evaluator – Growth Deal
Business Case Assessment
(Q3 2016/17)

Accountability Board Report
November 2016

South East Local
Enterprise Partnership

Our ref: 22790505

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1 Independent Technical Evaluation of Q3 2016/17 starting Growth Deal Schemes

Overview

- 1.1 Steer Davies Gleave and SQW were reappointed by the South East Local Enterprise Partnership in April 2016 as Independent Technical Evaluators. It is a requirement of Central Government that every Local Enterprise Partnership subjects its business cases and decisions on investment to independent scrutiny.
- 1.2 This report is for the review of Full Business Cases for schemes which were allocated funding through the Growth Deal process during 2014/15. Recommendations are made for funding approval on 18th November 2016 by the Accountability Board and the Section 151 Officer at Essex County Council as Accountable Body, in line with the South East Local Enterprise Partnership's own governance.

Method

- 1.3 The review provides comment on the Full Business Cases submitted by scheme promoters, and comment on the strength of business case, the value for money being provided by the scheme, as set out in the business case and the certainty of that value for money.
- 1.4 Our role as Independent Technical Evaluator is not to purely assess adherence to guidance, nor to make a 'go' / 'no go' decisions on funding, but to provide information to the South East Local Enterprise Partnership Board to make such decisions, based on independent, technical expert, clear, and transparent advice. Approval will, in part, depend on the appetite of the Board to approve funding for schemes where value for money is not assessed as being high (i.e. where a benefit to cost ratio is below two to one and / or where information and / or analysis is incomplete).
- 1.5 The assessment is based on adherence of scheme business cases to Her Majesty's Treasury's *The Green Book: Appraisal and Evaluation in Central Government*¹, and related departmental guidance such as the Department for Transport's WebTAG (Web-based Transport Analysis Guidance) or the Homes and Communities Agency's *The Additionality Guide*. Both *The Green Book*, WebTAG and *The Additionality Guide* provide proportionate methodologies for scheme appraisal (i.e. business case development).
- 1.6 Pro forma have been developed based on the criteria of *The Green Book*, a 'checklist for appraisal assessment from Her Majesty's Treasury, and WebTAG. Assessment criteria were removed or substituted if not relevant for a non-transport scheme.
- 1.7 Individual criteria were assessed and the given a 'RAG' (Red – Amber – Green) rating, with a summary rating for each case. The consistent and common understanding of the ratings are as follows:
- **Green:** approach or assumption(s) in line with guidance and practice or the impact of any departures is sufficiently insignificant to the Value for Money category assessment.
 - **Amber:** approach or assumption(s) out of line with guidance and practice, with limited significance to the Value for Money category assessment, but should be amended in future submissions (e.g. at Final Approval stage).
 - **Red:** approach or assumption(s) out of line with guidance and practice, with material or unknown significance to the Value for Money category assessment, requires amendment or further evidence in support before Gateway can be passed.
- 1.8 The five cases of a government business case are, typically:

¹ Source: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/220541/green_book_complete.pdf

- **Strategic Case:** demonstration of strategic fit to national, Local Enterprise Partnership and local policy, predicated upon a robust and evidence-based case for change, with a clear definition of outcomes and objectives.
- **Economic Case:** demonstration that the scheme optimises public value to the UK as a whole, through a consideration of options, subject to cost-benefit analysis quantifying in monetary terms as many of the costs and benefits as possible of short-listed options against a counterfactual, and a preferred option subject to sensitivity testing and consideration of risk analysis, including optimism bias.
- **Commercial Case:** demonstration of how the preferred option will result in a viable procurement and well-structured deal, including contractual terms and risk transfer.
- **Financial Case:** demonstration of how the preferred option will be fundable and affordable in both capital and revenue terms, and how the deal will impact on the balance sheet, income and expenditure account, and pricing of the public sector organisation. Any requirement for external funding, including from a local authority, must be supported by clear evidence of support for the scheme together with any funding gaps.
- **Management Case:** demonstration that the preferred option is capable of being delivered successfully in accordance with recognised best practice, and contains strong project and programme management methodologies.

1.9 In addition to a rating for each of the five cases, comments have been provided against Central Government guidance on assurance – **reasonableness** of the analysis, risk of error (or **robustness** of the analysis), and **uncertainty**. Proportionality is applied across all three areas.

1.10 Assessments were conducted by a team of transport and economic planning professionals, and feedback and support has been given to scheme promoters throughout the process through workshops, meetings, telephone calls and emails in September and October 2016.

2 Evaluation Results

Gate 2 Results

- 2.1 Table 2.1 below provides the results of our independent and technical evaluation of each scheme seeking funding approval on 18th November 2016 by the South East Local Enterprise Partnership Accountability Board. It includes both our interim assessment ('Gate 1 Assessment') of each Outline Business Case and the subsequent final assessment of the Full Business Case ('Gate 2 Assessment'). More detailed feedback has been issued to each scheme promoter and the secretariat of the South East Local Enterprise Partnership using a standard transport and non-transport assessment pro forma.

Summary Findings and Considerations for the Board

- 2.2 The following list contains recommendations to the Accountability Board, including key findings from the evaluation process and any issues arising. These are grouped under three headings:

- Business case development;
- Recommendations; and
- Other matters arising.

Business Case Development

- 2.3 Steer Davies Gleave's commission as independent technical evaluator includes a role to conduct 'Gate 0' discussions with scheme promoters prior to submission of the business case to offer advice on business case approach and compliance. These meetings allow early identification of any material issues within draft or preliminary business cases and have been observed to improve the quality of submissions to the formal gate review process. Scheme promoters should contact Rhiannon Mort (Capital Programme Manager) if they would like to have a 'Gate 0' discussion.
- 2.4 Scheme promoters are often carrying out well considered **economic appraisals** to assess the value for money of the scheme. However, in order to show the resilience of the value for money, sensitivity testing is a requirement that is often overlooked, as well as inclusion of optimism bias and contingency (informed by experience and/or a quantified risk assessment).
- 2.5 In addition, as part of **economic cases**, scheme promoters are reporting the headline figures from the appraisal modelling that has been carried out, but often the appraisal spreadsheets are not being submitted. We recommend that scheme promoters provide **appraisal spreadsheets** alongside their gate 1 submission. Providing this information any later in the process reduces the time available to resolve any issues identified..
- 2.6 The **management case** is often lacking a full benefits realisation plan and more consideration should be given to monitoring and evaluation plans. As far as possible scheme promoters should align monitoring and evaluation frameworks to the metrics which SELEP is required to report back to central government at a programme level.
- 2.7 If scheme promoters submit appendices or business cases that contain commercially sensitive material, could it be made clear to Steer Davies Gleave (Independent Technical Evaluator) and Rhiannon Mort (Capital Programme Manager) to ensure that these sections are redacted before the business case is published.

Recommendations

- 2.8 The following scheme achieves high value for money but with low to medium certainty of achieving this:
- A226 London Road/B255 St Clements Way (£4.2m). (more detail can be found in Table 2.1)

2.9 The following scheme requires further development. Our approval of funding is deferred to the January Accountability Board pending development of a more comprehensive economic case.

- Coastal Communities Housing-led Regeneration (£2m) – this scheme has seen considerable development since its Gate 1 review. There is now greater clarity on the financial and management arrangements (i.e. funding certainty and timetables for delivery of schemes) and the specific role of LGF funding and the benefits this will bring. The case as now presented bases the analysis on those elements of the intervention that are impacted by the LGF monies i.e. either directly funded, or enabled by it.

The economic case however, requires additional work. More robust economic appraisal work, with monetisation of the scheme benefits and a benefit cost ratio is required in order for us to provide assurance of the the value for money of the scheme.

Other matters arising

2.10 **Thurrock Cycle Network:** This scheme has received prior Accountability Board approval for £1.8m of LGF funding. However, it has come to our attention that the business case was predicated on LGF funding of £5m and this is the basis upon which our Independent Technical Evaluation was carried out. On this basis we recommend that the Accountability Board approves the additional £3.2m funding requirement.

2.11 **Change requests:** During Programme Considering Meeting on the 19th October 2016, there was discussion about the reallocation of £400,000 of LGF money from from Colchester Town Centre ITP to Colchester LSTF. We assessed the impact of this additional LGF funding on the value for money of the Colchester LSTF project. It was found that with an increase in scheme cost to £2,762,700 and an additional LGF allocation to the project of £400,000 the scheme still presented good value for money with the benefit cost ratio being reduced from 3.9:1 to 2.9 :1.

2.12 While the scheme still represents value for money, there is an opportunity cost associated with the over-spend. As a consequence we recommend that Essex County Council provide a detailed account of the root causes and drivers of the over-spend and present an action plan to avoid similar issues arising in the delivery of subsequent LGF schemes.

Table 2.1: Gate 1 & 2 Assessment of Growth Deal Schemes seeking Approval for Funding for Q3 2016/17

Scheme Name	Local Growth Fund Allocation (£m)	Benefit to Cost Ratio ('x' to 1)	Strategic Case Summary	Economic Case Summary	Commercial Case Summary	Financial Case Summary	Management Case Summary	Assurance of Value for Money		
								Reasonableness of Analysis	Robustness of Analysis	Uncertainty
A226 London Road/B255 St Clements Way	4.2	Gate 1: 2.92	Green	Amber	Green/Amber	Amber	Green	WebTAG methods approach appropriate and a clear methodology was described. In order to ensure compliance and certainty we need to see the appraisal spreadsheet. Some assumptions in the financial case need to be clarified.	Analysis that was described is appropriate at this stage of business case development.	Strategic, financial, commercial and management cases provide high levels of certainty. Appraisal modelling should be provided to ensure certainty of economic case.
		Gate 2: 2.02	Green	Amber/Red	Green	Green	Green	Provision of the spreadsheet modelling shows that a proportionate and reasonable appraisal has been carried out. Clarification of financial case assumptions have been provided.	Some errors in the appraisal spreadsheet have brought about uncertainty of the value for money of the scheme. After corrections were made to the appraisal the BCR reduced significantly. There are further downward risks to the BCR.	There remains a high level of uncertainty associated with the value for money assessment. BCR is just above 2, but, downside risks are expected to outweigh upside risks.
Thurrock Cycle Network	5.0	GATE 1: 2.9 (Middle Scenario)	Red/Amber	Amber	Red	Red/Amber	Amber	Reasonable and proportionate method, but lacking significant sections of necessary analysis	Some sections are lacking sufficient robustness of analysis	There is some uncertainty, particularly around the commercial case.
		GATE 2: 2.9 (Middle Scenario)	Green/Amber	Green	Green	Amber	Green/Amber	Reasonable and proportionate method followed throughout.	Additional analysis has ensured that the analysis is robust.	The analysis gives a good degree of certainty.

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Report to Accountability Board	Forward Plan reference number: FP/AB/054
Date of Accountability Board Meeting:	18 th November 2016
Date of report:	3 rd November 2016
Title of report: (LGF)	Capital Programme Management of the Local Growth Fund
Report by	Rhiannon Mort, SELEP Capital Programme Manager
Enquiries to	rhiannon.mort@essex.gov.uk

1. Purpose of report

- 1.1 To update the SELEP Accountability Board (the Board) on the latest position of the Local Growth Deal Capital Programme.

2. Recommendations

- 2.1. The Board is asked to:

- 2.1.1 **Note** the updated spend forecast for 2016/17 and future years of the LGF programme;
- 2.1.2 **Note** the project deliverability and risk assessment;
- 2.1.3 **Note** the re-profiling of £8.81m LGF spend from 2016/17 to 2017/18 for those projects identified in Tables 3 to 7 of the report;
- 2.1.4 **Approve** the accelerated LGF spend in 2016/17 for A226 London Road/B255 St Clements Way, Strood Town Centre, Medway Cycle Action Plan and Basildon Integrated Transport Package; and
- 2.1.5 **Approve** spend of £673,000 LGF on Colchester Integrated Transport Package in 2016/17.

3. Supporting documents

- 3.1 The following appendices are provided in support of this report:

- Appendix 1 - Projects Summary
- Appendix 2 - Financial monitoring
- Appendix 3 - Summary of forecast spend profile
- Appendix 4 - Project deliverability and risk assessment

4. LGF Project Delivery Summary

- 4.1 The first half of the financial year has seen substantial progress being made on the delivery our Growth Deal; building from the success of the first year of the programme.
- 4.2 The reported LGF spend position at the end of Q2 2016 showed a total LGF spend of £87.142m on Growth Deal projects since April 2015.
- 4.3 By the end of 2016/17 it is forecast that our total LGF spend to date will amount to £145.384m.
- 4.4 To date, 58 projects have been approved by SELEP Accountability Board and work is well underway to deliver these projects. During 2016/17 a further 15 LGF projects are expected to be completed. These include:
- Sovereign Harbour
 - Swallows Business Park
 - Colchester LSTF
 - Colchester Town Centre
 - A414 Maldon to Chelmsford RBS
 - Tonbridge Town Centre Regeneration
 - M20 Junction 4 Eastern Overbridge
 - Maidstone Gyrotory Bypass
 - Dover Western Docks Revival
 - Southend Growth Hub (Phase 1)
 - TGSE – LSTF Southend
 - Southend Central Area Action Plan (Phase 1)
 - Southend and Rochford Joint Area Action Plan
 - TGSE – LSTF Thurrock
 - Purfleet Centre

5. LGF Spend Position

Background

- 5.1 During the first year of the Local Growth Deal LGF programme, progress was made towards project delivery by all Federated Areas. In 2015/16, the federated areas reported a total LGF spend of £55.71m.
- 5.2 Mitigation was put in place to address LGF underspend across some LGF projects during the first year of programme delivery. This resulted in £12.66m being carried forward from 2015/16 to 2016/17, in accordance with Option 4 approved by the Accountability Board on 10.06.2016. Option 4 mitigation involved LGF monies being swapped out into local capital programmes in 2015/16 on the basis that local partners would then fund the spend in the

following year. In addition to Option 4 swap of LGF, £1.08m skills funding was carried forward into 2016/17.

5.3 The total LGF grant funding for 2016/17 amounts to £96.010m. This includes 2016/17 LGF grant allocation of £82.270m and £13.739m brought forward from 2015/16.

5.4 At the outset of 2016/17, the Q1 baseline LGF spend forecast showed a potential overspend of £2.47m between the total grant funding available and the 2016/17 project spend forecast. This position has been revised through the latest round of LGF update reports.

Financial update

5.5 On the 19th October 2016, officers from each Federated Area attended the SELEP Programme Consideration Meeting to:

- Provide an updated spend forecast for 2016/17 and future years of the LGF programme;
- Discuss the project deliverability and risk assessment;
- Identify project changes to be brought to the attention of SELEP Accountability Board; and
- Consider mitigation to be implemented to address project risks.

5.6 Each federated area has provided an updated spend forecast as shown in Appendix 1, 2 and 3 and as summarised in Table 1 below.

Table 1 LGF Forecast Spend 2016/17 (£m)

	Total Planned Spend in 2016/17 (as at Q1 2016/17)	Total Planned Spend in 2016/17 (as at October 2016)	Variance *
East Sussex	16.88	16.88	0.00
Essex	9.70	8.31	-1.39
Kent	34.00	29.66	-4.34
Medway	5.77	4.63	-1.13
Southend	5.10	5.10	0.00
Thurrock	12.95	12.53	-0.42
<i>Skills</i>	12.08	12.09	0.01
<i>Housing Regen</i>	2.00	0.46	-1.54
LGF Sub-Total	98.48	89.67	-8.81
Retained	5.20	5.20	0.00
Total Spend Forecast	103.68	94.87	-8.81

*Difference between forecast LGF spend in 2016/17 as at Q1 2016/17 and forecast LGF spend in 2016/17 as at October 2016.

5.7 At the outset of 2016/17 financial year there was an LGF spend forecast of £98.48m for 2016/17.

The latest update shows an LGF spend forecast of £89.67m LGF spend in 2016/17. This presents a slippage of £8.81m from the start of the financial year. The detail of this LGF re-profiling is explained in Section 6 below.

Table 2 Forecast LGF spend relative to LGF allocation in 2016/17 (excludes retained schemes).

	(£m)
LGF allocation in 2016/17	82.27
Funding swaps to local partner programmes - Option 4 mitigation	12.66
Skills carry-forward from 2015/16	1.08
Total LGF available to spend in 2016/17	96.01
Total LGF forecast spend in 2016/17	89.67
Variance*	-6.34

*Difference between the total LGF available to spend in 2016/17 and the total planned spend in 2016/17.

5.8 There is a total of £96.01m LGF available to spend by SELEP in 2016/17. This consists of the £82.27m LGF allocation in 2016/17 and the £13.74m LGF carried forward from 2015/16, shown in Table 2 above.

5.9 At the outset of the financial year, the LGF programme was over-profiled by £2.47m during 2016/17.

5.10 The revised spend forecast as captured in October 2016 indicates an LGF spend forecast of £89.67m in 2016/17. Due to slippage in LGF spend from 2016/17 to 2017/18, a £6.34m LGF underspend is now forecast in 2016/17 relative to the LGF allocation available to spend.

6. Re-profiling of LGF spend by County Council/ Unitary Authority

- 6.1 Appendix 2 shows the financials monitoring for each LGF Round 1 and 2 project. The latest spend LGF spend forecast for 2016/17 indicates a slippage of LGF spend, amounting to £8.81m, relative to the spend forecast at Q1 2016/17. In addition, the backloading of LGF spend in Q3 and Q4 across the LGF programme in 2016/17 indicates the potential for further slippage in spend during this financial year.
- 6.2 Whilst opportunities will be sought to reduce the level of LGF slippage during 2016/17, where LGF slippage exists, mitigation will be put in place through applying the four mitigation measures identified previously. These include:
- 6.2.1 **Option 1** -Bringing forward of planned future year LGF spend on schemes in the 2016/17 LGF programme;
 - 6.2.2 **Option 2** – Bringing forward of 2017/18 LGF schemes to spend in 2016/17;
 - 6.2.3 **Option 3** - Transfer of LGF spend on schemes between Partner authorities (this will be completed as a direct payment from SELEP Accountable Body to the Partner Authority, subject to SELEP Accountability Board agreement, under the grant payment process introduced in 2016/17); and
 - 6.2.4 **Option 4** – Re-profiling of spend between LGF projects and Capital Programme projects
- 6.3 The use of Option 4 should only be applied where there is no opportunity to apply Options 1, 2 or 3. The use of Option 4 remains unfavourable with Government and Federated Areas are encouraged to only apply Option 4 mitigation as a last resort.
- 6.4 Should none of the options 1 – 4 above be implemented the alternative route will be for any LGF held by SELEP at the end of financial year to be carried forward from 2016/17 to 2017/18, within SELEP's accounts (Option 5).
- 6.5 Under the new Grant Payment Process, LGF is transferred to authorities each quarter, based on the LGF spend forecast. As a result of slippage to certain LGF projects, a proportion of the LGF allocation is currently held by SELEP.
- 6.6 Local Authorities are strongly encouraged to draw down from this LGF funding where they can demonstrate an ability to accelerate LGF spend on a project currently included in SELEPs Growth Deal programme. However, if there is LGF held by SELEP at the end of the financial year, Option 5 will be implemented.
- 6.7 The details of the LGF re-profiling and options to mitigate this underspend are set out below.

East Sussex

- 6.8 A risk of underspend has been highlighted for three LGF projects in East Sussex. These include Eastbourne and South Wealden Walking and Cycling LSTF package, Eastbourne town centre LSTF access & improvement package and Queensway Gateway Road. Revised project spend forecasts are currently being developed for each of these projects and any requests for re-profiling of LGF spend will be brought to a future Accountability Board meeting.
- 6.9 To help mitigate potential underspend in East Sussex's LGF programme, East Sussex are currently bringing forward three LGF Round 3 projects (Newhaven Eastside South Business Park, Devonshire Park Redevelopment and East Sussex Strategic Growth Package) through the Independent Technical Evaluation (ITE) process. These three projects were included in SELEPs LGF Round 3 submission to Government and East Sussex will be forward funding the cost of the ITE review of these three projects to enable LGF spend on these projects during 2016/17, should an LGF allocation be made to these projects as part of the LGF Round 3 announcement.
- 6.10 To note, no competitive advantage will be given to these projects as a result of having been assessed through the ITE process in advance of award. The intention is simply to accelerate LGF spend during 2016/17 and help mitigate expected underspend on East Sussex's LGF projects.
- 6.11 Should these three projects be successful in securing LGF through Round 3, the projects will be considered at Accountability Board on the 20th January 2017.

Essex

- 6.12 The Board is asked to note the re-profiling of £1.389m spend from 2016/17 to 2017/18, for the Essex LGF project listed in Table 3 below. In addition, a Change Request has been submitted for the re-allocation of £400,000 LGF from Colchester Integrated Transport Package Town Centre to Colchester LSTF. This will be considered under Agenda Item 6.
- 6.13 To help mitigate this level of underspend, the Board's approval is sought to accelerate LGF spend on Basildon Integrated Transport Package. During 2016/17, LGF will be used in advance of Essex County Council capital contributions to fund the project and ECC funding will be slipped into later years. Overall, there is no change to the LGF or Essex County Council funding contribution to the project.
- 6.14 In addition, £673,000 LGF is due to be spent on Colchester Integrated Transport Package in 2016/17. This LGF spend was not reported for at the outset of 2016/17, as this project spend in 2016/17 had previously been identified as spend of Essex County Council funding. This reported spend of LGF in 2016/17 does not present any change to either the total LGF or Essex

County Council contribution to this project. However, Board approval is sought for spend of £673,000 LGF in 2016/17.

- 6.15 If approved by Board this Option 4 mitigation holds the potential to mitigate the forecast underspend by £1.683m. This leaves a forecast slippage of £0.379m unmitigated.
- 6.16 It is expected that this slippage will be mitigated through applying a further Option 4 capital swap. However, this further use of Option 4 will be considered closer to the end of the financial year and should only be applied where no alternative option is available to mitigate underspend.

Table 3 Re-profiling of LGF spend from 2016/17 and 2017/18 for Essex LGF projects

Scheme Name	Total LGF allocation (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (October 2016) (£m)	Variance (£m)	Approvals sought and reason for change in spend forecast
Colchester LSTF (LGFSE25)	2.000	1.090	1.490	0.400	Accountability Board approval is sought to transfer £0.4m LGF underspend on Colchester Town Centre to this project to help offset the increase in cost in the total cost of this project. Accountability Board approval is sought under a separate agenda item.
Colchester Integrated Transport Package (LGFSE26)	5.000	0.000	0.673	0.673	Increase in LGF spend forecast is shown as this project formed part of Essex County Council Option 4 Capital Swap in 2015/16. LGF is being spent in place of Essex CC Capital during 2016/17.
Colchester Town Centre (LGFSE27)	5.000	4.045	3.249	-0.796	Reduced LGF spend is forecast during 2016/17 due to a delay to the delivery of Lexden Road bus improvements following

					<p>public consultation.</p> <p>Re-profiling of £0.396m LGF from 2016/17 to 2017/18.</p> <p>In addition, Accountability Board approval is sought to transfer £0.4m LGF underspend on this project to Colchester LSTF. This is covered under a separate agenda item (Item 6)</p>
A414 Pinch Point Package: A414 First Avenue & Cambridge Rd junction (LGFSE31)	10.000	2.130	1.230	-0.900	<p>Slippage of LGF spend reflects the updated LGF spend forecast for this project.</p> <p>Re-profiling of £0.900m LGF from 2016/17 to 2017/18.</p>
Chelmsford Station / Station Square / Mill Yard (LGFSE33)	3.000	1.566	0.800	-0.766	<p>Reduced LGF spend is forecast during 2016/17 due to project having suffered significant delays. This is a complex project involving several stakeholders including Essex County Council, Network Rail and Train Operating Company.</p> <p>Re-profiling of £0.766m LGF from 2016/17 to 2017/18.</p>
Net total Essex County Council forecast LGF re-profiling from 2016/17 to 2017/18				-£1.389m	

Kent

- 6.17 The Board's approval is asked to note the re-profiling of £4.342m spend from 2016/17 to 2017/18 for Kent LGF projects listed in Table 4 below.
- 6.18 To mitigate this level of slippage, the Board's approval is sought to accelerate LGF spend on A226 London Road/ B255 St Clements Way from 2018/19 to 2016/17. The Business Case for this project will be considered during this Accountability Board meeting. This Option 2 mitigation holds the potential to mitigate the forecast underspend by £800,000.

6.19 Options to mitigate the remaining LGF slippage in 2016/17 are currently being considered and a decision will be sought from Accountability Board at a future meeting prior to the end of the financial year.

Table 4 Re-profiling of LGF spend from 2016/17 to 2017/18 for Kent LGF projects

Scheme Name	Total LGF allocation (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance (£m)	Approvals sought and reason for change in spend forecast
Sittingbourne Town Centre Regeneration (LGFSE7)	2.500	2.155	1.673	-0.482	Slippage of LGF spend is forecast in 2016/17 due to a delayed signing of the S106 agreement and revised programme for construction works. Re-profiling of £0.482m LGF from 2016/17 to 2017/18.
Kent Thameside LSTF (LGFSE10)	4.500	0.849	0.449	-0.400	Slippage of LGF spend is forecast in 2016/17 as the land purchase is unlikely to be complete before end of March 2017. Re-profiling of £0.400m LGF from 2016/17 to 2017/18.

<p>Kent Rights of Way improvement plan (LGFSE14)</p>	<p>1.000</p>	<p>0.207</p>	<p>0.107</p>	<p>-0.100</p>	<p>Construction works are due to take place during Winter 2016/17, but unlikely to be completed until next financial year. Slippage of £100,000 LGF re-profiling is therefore anticipated.</p> <p>Re-profiling of £0.100m LGF from 2016/17 to 2017/18.</p>
<p>Maidstone Integrated Transport (LGFSE43)</p>	<p>8.900</p>	<p>1.300</p>	<p>0.548</p>	<p>-0.752</p>	<p>Project scope to be increased to link with private sector lead project. A revised Business Case is due to be submitted in Q4 2016/17. However, construction works will now not take place until 2017/18 and the LGF spend forecast has been revised accordingly.</p> <p>Re-profiling of £0.752m LGF from 2016/17 to 2017/18.</p>
<p>A28 Sturry Link Road (LGFSE44)</p>	<p>5.900</p>	<p>1.000</p>	<p>0.475</p>	<p>-0.525</p>	<p>Slippage of LGF spend in 2016/17 is expected as a result of a revised programme for land purchase.</p> <p>Re-profiling of £0.525m LGF from 2016/17 to 2017/18.</p>

Ashford Spurs (LGFSE48)	5.000	2.000	1.884	-0.116	Slippage of LGF spend in 2016/17 is expected due to revised spend profile and project development programme developed with Network Rail. Re-profiling of £0.116m LGF from 2016/17 to 2017/18.
Folkestone Seafront (non-transport) (LGFSE61)	5.000	4.000	2.033	-1.967	Slippage of LGF spend in 2016/17 is currently forecasting slippage of £1.967m. However, there may be potential to reduce this level of slippage through close working with the developers. Re-profiling of £1.967m LGF from 2016/17 to 2017/18.
Net total Kent County Council forecast LGF re-profiling from 2016/17 to 2017/18				-£4.342m	

Medway

- 6.20 The Board's approval is asked to note the re-profiling of £1.577m spend from 2016/17 to 2017/18 for Medway LGF projects listed in Table 5 below.
- 6.21 To mitigate this slippage of funding, the Board's approval is sought to accelerate LGF spend on Strood Town Centre Journey Time (by £60,000) and Accessibility Enhancements and Medway Cycling Action Plan (by £384,000). This will offset the £444,000 LGF slippage of LGF spend between 2016/17 and 2017/18 currently forecast for A289 Four Elms Roundabout to Medway Tunnel Journey time and Network Improvements project.

6.22 The 2016/17 LGF underspend on Rochester Airport project is currently held by SELEP, as an Option 5.

Table 5 Re-profiling of LGF spend from 2016/17 to 2017/18 for Medway LGF projects

Scheme Name	Total LGF allocation (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance (£m)	Approvals sought and reason for change in spend forecast
A289 Four Elms Roundabout to Medway Tunnel Journey Time and Network Improvements (LGFSE18)	11.100	1.100	0.656	-0.444	Slippage of LGF spend in 2016/17 due to delay in programme and late submission of planning application. Re-profiling of £0.444m LGF from 2016/17 to 2017/18.
Strood Town Centre Journey Time and Accessibility Enhancements (LGFSE19)	9.000	1.250	1.310	0.060	LGF spend to be accelerated to help mitigate underspend on A289 Four Elms Roundabout. Approval is sought for the accelerated spend of £0.060m LGF, as Option 1 mitigation.

Medway Cycling Action Plan (LGFSE21)	2.500	1.000	1.384	0.384	LGF spend to be accelerated to help mitigate underspend on A289 Four Elms Roundabout. Approval is sought for the accelerated spend of £0.384m LGF, as Option 1 mitigation.
Rochester Airport - phase 1 (LGFSE60)	4.400	1.300	0.167	-1.133	LGF spend slippage due to delays with planning application. Project is being delivered by third party. Re-profiling of £1.133m LGF from 2016/17 to 2017/18.
Net total Medway Council forecast LGF re-profiling from 2016/17 to 2017/18				- £1.133m	

Southend

- 6.23 Southend LGF projects spend forecast is consistent with the spend profile set out at the start of 2016/17. No slippage to LGF spend is currently being forecast in 2016/17.

Thurrock

- 6.1 The Board's approval is asked to note the re-profiling of £419,000 LGF spend from 2016/17 to 2017/18 for Thurrock Cycle Network.
- 6.2 To date, no opportunities have been identified to mitigate the slippage of LGF spend for Thurrock Cycle Network projects. Options to mitigate this underspend will be considered and presented to a future Board for a decision.

Table 6 Re-profiling of LGF spend from 2016/17 to 2017/18 for Thurrock LGF projects

Scheme Name	Total LGF allocation (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance (£m)	Approvals sought and reason for change in spend forecast
Thurrock Cycle Network (LGFSE54)	5.00	1.750	1.331	-0.419	Slippage of 2016/17 LGF spend as spend has been re-profiled to account for the improved cost estimate and spend profile provided as part of the design stage of Tranche 1 schemes. Re-profiling of £0.419 LGF from 2016/17 to 2017/18.
Total Medway Council forecast LGF re-profiling from 2016/17 to 2017/18				-£0.419m	

Pan LEP Projects

- 6.3 The Business Case for the Coastal Communities Housing Intervention project is currently being developed for the £2m LGF allocation and will be considered by a future Board. The latest spend forecast provided alongside the Business Case development shows the re-profiling of £1.535m LGF spend between 2016/17 and 2017/18.
- 6.4 As a result of the delay to the Business Case sign off, there is a risk that further re-profiling of LGF spend may be required.
- 6.5 This project is discussed in the LGF Business Case approvals report (Agenda Item 3).

Table 7 Re-profiling of LGF spend from 2016/17 to 2017/18 for the Coastal Communities Housing Intervention LGF projects

Scheme Name	Total LGF allocation (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance	Approvals sought and reason for change in spend forecast
Coastal Communities Housing Intervention (LGFSE62)	2.00	2.000	0.464	-1.536	Slippage of LGF spend in 2016/17 due to delay in development of project Business Case. Re-profiling of £1.536m from 2016/17 to 2017/18.

7. Deliverability and Risk Approach

- 7.1 Appendix 1 Project Summary provides a highlight report on project progress to date, including the Accountability Board approval status, project update and the projects' expected completion date. In addition, the Project Summary shows the overall project risk and LGF spend risk.
- 7.2 The more detailed assessment of the project's risk and LGF spend risk is set out in Appendix 4 Deliverability and Risk. The assessment of project risk as shown in Appendix 4 is consistent with the methodology presented to the Board on the 10th June 2016.
- 7.3 The deliverability and risk assessment has been completed for 73 projects in total. Those projects which have been completed or removed from the programme have been excluded from the assessment.

8. Deliverability and Risk Summary

- 8.1 Table 7 below sets out the summary position in terms of project risk and LGF spend risk.

Table 7 LGF project risk and LGF spend risk

	Project Risk	LGF spend risk
Low	56	41
Medium	13	28
High	4	4

8.2 The projects with a Red RAG rating are:

- **Beaulieu Park Railway Station** - This is a complex rail project which is currently at an early state of project development, which presents risk to project delivery and uncertainty around the total project cost. Project development work is currently being completed for the project following Network Rails Governance of Rail Investment Projects (GRIP) process. The completion of GRIP Stage 2 work will help provide greater assurances of project cost and deliverability.
- **Thanet Parkway** - This is a complex rail project with a funding shortfall. Opportunities are currently being sought to reduce this funding shortfall through a funding bid for Network Rails New Stations Fund. The New Station Fund bid will be submitted on the 25th November 2016 and a SELEP letter of support has been provided to enhance the case for investment.
- **M20 Junction 10a** – Assurance of the LGF and local funding from Ashford Borough Council is required to enable the Development Consent Order to progress. The proposed actions to help mitigate this risk are discussed under Agenda Item 5.
- **Dover Western Docks Revival: A20 Improvements** – This project is allocated £5m LGF in 2016/17, but the Business Case for the project has not yet completed the ITE assessment or been considered by SELEP Accountability Board. Government have also raised concerns about the additionality of LGF investment in the project. To help mitigate this risk, several meetings have been held to help steer the Port of Dover in the development of the Project Business Case. This has included early engagement with SELEP ITE. It is intended that the Business Case will be considered by Accountability Board on 24th February 2017.

9. LGF Programme Risks

9.1 In addition to project specific risks, LGF programme risks have also been identified.

9.1.1 Governments funding commitment to future years of the LGF Programme

Risk: Currently Government has only a provisional funding allocation for future years of the LGF programme and the level of LGF to be received by SELEP has yet to be confirmed.

Mitigation: SELEP continues to seek assurances and formal confirmation of SELEPs LGF allocation in 2017/18.

9.1.2 SELEP Core Funding to support LGF programme management and the ITE contract.

Risk: Government have not yet indicated or confirmed the level of revenue funding which will be available in 2017/18 or future years of the LGF programme. This funding is required to support the operation of SELEP, the management of the LGF programme and ITE contract (as a condition of our Assurance Framework).

Mitigation: SELEP continues to seek confirmation of SELEP's revenue funding settlement in 2017/18 and future years.

9.1.3 Total project cost escalation

Risk: For certain LGF projects included in our Growth Deal, the total cost estimate has increased since the original bid submission and provisional LGF allocation was awarded. These projects, such as Ashford Spurs, have been brought to the attention of the Board. Increases in total project costs may impact on our ability to deliver the projects and outcomes/outputs which SELEP committed to achieve through LGF investment. Escalations in project cost may also impact on the Value for Money case for projects included in our Growth Deal.

Mitigation: SELEP is now taking a proactive approach in monitoring the total cost of LGF projects. Any changes to the total cost of a project must be reported to the Board through the Change Request process to ensure that projects continue to demonstrate Value for Money.

9.1.4 Timing and availability of private and public match funding sources

Risk: Changes to the availability of local match funding sources may lead to profiling of LGF spend, delay of or affect the overall deliverability of LGF projects.

Mitigation: LGF update reports now include the monitoring of spend of local funding contributions towards LGF projects. Any changes to the total cost of a project must be reported to the Board through the Change Request process to ensure that projects continue to demonstrate Value for Money.

9.1.5 Resource within local authorities and in the private sector to support the delivery of the Growth Deal programme.

Risk: A lack of resource within the delivery authorities, consultancies and contractors to support the development and construction of LGF projects may result in an increase in project cost estimates (as the tender costs are higher than originally forecast) and/or a delay to project programme for delivery.

Mitigation: Opportunities are being sought for early engagement with the industry to raise awareness of the LGF programme and the pipeline of work coming forward.

9.1.6 Impact of severe weather delaying project construction during 2016/17 Q3 and Q4

Risk: In total, LGF spend during Q3 and Q4 is expected to amount to £65.65m. Whilst, not all of this LGF spend relates to construction works onsite, this risk has been identified for a number of LGF projects. If adverse weather conditions occur this may affect the ability to progress construction work (and LGF spend) in 2016/17 Q3 and Q4.

9.1.7 Re-profiling of LGF spend

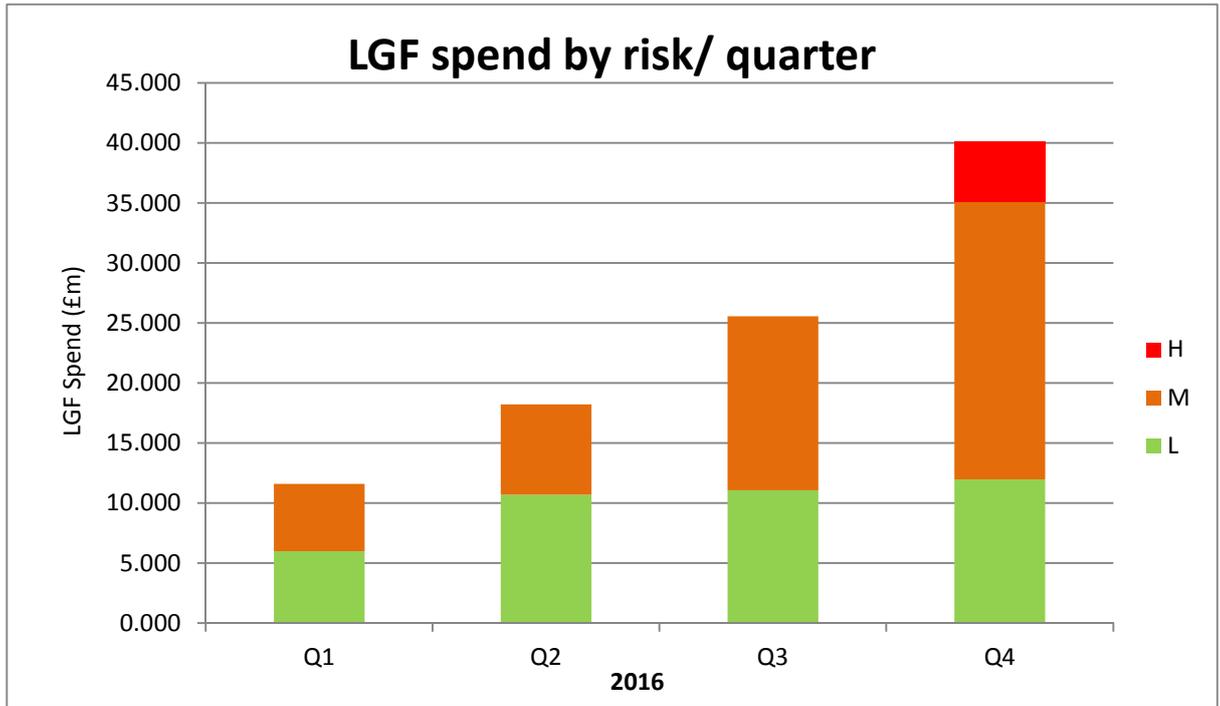
Risk: The revised spend forecast indicates an LGF underspend in 2016/17 of £6.74m. There is potential for the forecast levels of LGF underspend in 2016/17 to increase as there is a high proportion of backloading of LGF spend in Q3 and Q4. In total £65.65m is due to be spent in Q3 and Q4 2016/17. Figure 1 below shows the high proportion of LGF spend which is at risk in 2016/17 Q3 and Q4.

The accumulation of LGF slippage between financial years will lead to increasing pressure on LGF delivery during later years of the LGF programme. Furthermore, the LGF underspend may affect future allocations of LGF.

Mitigation: SELEP will work with the Federated Areas on the lead up to the end of the Financial year to identify where proactive measures can be taken to reduce and mitigate LGF underspend during 2016/17. The early development of 2017/18 LGF spend forecasts will help ensure that SELEP funding allocation in 2017/18 matches the expected LGF programme spend forecast.

In addition, the reporting on SELEPs success in delivering project outputs/outcomes will help ensure that Government are aware of the progress which has been made towards achieving our Growth Deal commitments.

Figure 1 Forecast scheme spend by LGF spend risk level – 2016/17 split by quarter (£m)



10. Financial Implications

- 10.1 The revised spend forecast indicates an LGF underspend in 2016/17 of £6.34m; this is an increase in the forecast underspend of £1.79m against the Q1 position reported at the September Accountability Board. There is further potential for the forecast levels of LGF underspend in 2016/17 to increase as there is a high proportion of backloading of LGF spend in Q3 and Q4.
- 10.2 An accumulation of LGF slippage between financial years will lead to increasing pressure on LGF delivery during later years of the LGF programme and presents a potential risk to future funding allocations from Government.
- 10.3 Whilst opportunities will be sought to reduce the level of LGF slippage during 2016/17, where LGF slippage exists, mitigation will be put in place through applying the same four mitigation measures identified to manage slippage during 2015/16 and are set out in paragraph 6.2 above.

11. Legal Implications

11.1 None

12. Staffing and other resource implications

12.1 None

13. Equality and Diversity implications

13.1 None

14. List of Appendices

14.1 Appendix 1 - Projects summary

14.2 Appendix 2 - Financial monitoring

14.3 Appendix 3 – Summary of forecast spend profile

14.4 Appendix 4 – Project deliverability and risk

15. List of Background Papers

15.1 None

(Any request for any background papers listed here should be made to the person named at the front of the report who will be able to help with any enquiries)

Role	Date
Accountable Body sign off	
Lorna Norris	10.11.16
On behalf of Margaret Lee	

Appendix 1 - Project Summary

Project Number	SELEP number	Project Name	Promoter	LGF allocation (£m)	Accountability Board approvals	Project Update	Expected project completion date	Overall Risk Assessment			
								Project Risk	Comment	LGF spend risk	Comment
LGFSE2	LGF00002	Newhaven Flood Defences	East Sussex	1.50	Accountability Board approval for full LGF allocation	Project is being implemented. Construction works have started on site. LGF spend is on track and project is due to be completed in Q4 2017/18	Feb-18	L	Being implemented	L	On track
LGFSE23	LGF00023	Hailsham/Polegate/Eastbourne Sustainable Transport Corridor	East Sussex	2.10	Approval to be sought from future Accountability Board meeting	Project Business Case to be brought forward in either Q4 2016/17 or Q1 2017/18.	Mar-18	L	To be implemented 17/18	L	To be implemented 17/18
LGFSE24	LGF00024	Eastbourne and South Wealden Walking and Cycling LSTF package	East Sussex	8.60	Accountability Board approval for £2m of the £8.6m allocation. Approval to be sought from future Accountability Board meeting for the remaining LGF allocation.	Delay to programme and risk to LGF spend in 2016/17 due to Knotweed being found along proposed route.	Mar-21	M	Delay to scheme, but not a showstopper risk.	M	Delay to programme and risk to LGF spend in 2016/17 due to Knotweed being found along proposed route.
LGFSE35	LGF00036	Queensway Gateway Road	East Sussex	6.00	Accountability Board approval for full LGF allocation	Site exploration works have started on site, but delay to programme. Discharge of planning conditions presents risk to project programme and LGF spend in 2017/18.	Mar-17	M	Delay to scheme, but not a showstopper risk.	M	Risk to programme and LGF spend in 2016/17
LGFSE49	LGF00066	Swallow Business Park, Hailsham (A22/A27 Growth Corridor)	East Sussex	1.40	Accountability Board approval for full LGF allocation	On track. Construction works are underway on site and project is due to complete in December 2016.	Dec-16	L		L	To be completed by the end of the calendar year.
LGFSE50	LGF00067	Sovereign Harbour (aka Strategic Site Investment Package)	East Sussex	1.70	Accountability Board approval for the full LGF allocation	Site enabling works have been completed at Queensway Gateway site. Works at the remaining two sites are due to be completed in Q4 2016/17.	Mar-17	L		L	All parts of project due to be completed by the end of 2016/17.
LGFSE51	LGF00085	North Bexhill Access Road and Bexhill Enterprise Park	East Sussex	16.60	Accountability Board approval for the full LGF allocation	The project is being delivered in three phases with the first phase currently on site. Compulsory Purchase Order is underway to secure land for delivery of Phase 3 of the project. Full project is due to be completed in December 2017.	Dec-17	L		L	On track
tb2	LGF00042	Hastings and Bexhill junction capacity improvements package	East Sussex	6.00	Approval to be sought from future Accountability Board meeting	The transport modelling is currently being finalised to inform option selection work. No LGF spend until 2017/18.	Mar-21	L		L	No LGF spend forecast until 17/18.

Appendix 1 - Project Summary

Project Number	SELEP number	Project Name	Promoter	LGF allocation (£m)	Accountability Board approvals	Project Update	Expected project completion date	Overall Risk Assessment			
								Project Risk	Comment	LGF spend risk	Comment
tb3	LGF00043	Hastings and Bexhill LSTF walking and cycling package	East Sussex	6.00	Approval to be sought from future Accountability Board meeting	Design work is currently underway. Detailed design to be completed by January 2016, with public consultation to follow in February 2016.	Mar-21	L		L	No LGF spend forecast until 18/19
tb4	LGF00044	Eastbourne town centre LSTF access & improvement package	East Sussex	6.00	Accountability Board approval for the full LGF allocation	Delay to programme due to changes to design being required to address stakeholder comments. Revised design work to be prepared in the next few weeks and consulted on by December 2016.	Mar-21	L	Delay to scheme, but not a showstopper risk.	M	Risk to programme and LGF spend in 2016/17
tb25	LGF00073	A22/A27 junction improvement package	East Sussex	4.00	Approval to be sought from future Accountability Board meeting	No LGF spend until 2019/20. Highways England are currently consulting on their A27 scheme.	Mar-21	L	tb3	L	No LGF spend forecast until 19/20
LGFSE4	LGF00004	Colchester Broadband Infrastructure	Essex	0.20	Approval for spend of full LGF allocation	Project Completed	Complete	n/a	Complete	n/a	Complete
LGFSE25	LGF00025	Colchester LSTF	Essex	2.00	Approval for spend of full LGF allocation	Last package of works are currently on site and due to be completed in October 2017. Total project cost has increased and Change Request has been submitted.	Oct-16	M	Increase in cost estimate.	L	On track and project due to be completed in October 2016.
LGFSE26	LGF00026	Colchester Integrated Transport Package	Essex	5.00	Approval for spend of full LGF allocation	Design work is currently underway.	Mar-21	L	Being implemented	L	
LGFSE27	LGF00027	Colchester Town Centre	Essex	5.00	Approval for spend of full LGF allocation	Works are due to start on site for the final part of the package (Lexton Road Improvements). Project due to be completed in May 2017/18.	May-17	L		M	Delay to programme due to revise scope of works to Lexton Road.
LGFSE28	LGF00028	TGSE LSTF - Essex	Essex	3.00	Approval for spend of full LGF allocation	On track. Works due to be completed next month.	Jul-17	L	Being implemented	L	
LGFSE31	LGF00031	A414 Pinch Point Package: A414 First Avenue & Cambridge Rd junction	Essex	10.00	Approval for spend of full LGF allocation	The package of projects are at various stages of development. Four packages are due to be completed by December 2016/17.	Mar-19	L		M	Slippage to 2016/17 spend.
LGFSE32	LGF00032	A414 Maldon to Chelmsford RBS	Essex	2.00	Approval for spend of full LGF allocation	On track. Works due to be completed in December 2016/17.	Mar-17	L	Being implemented	L	
LGFSE33	LGF00033	Chelmsford Station / Station Square / Mill Yard	Essex	3.00	Approval for spend of full LGF allocation	A delay to the programme has been experienced, but project is progressing. Site surveys are currently taking place.	Mar-18	M	Complex project	M	Potential delivery risk due to complexity. Risk of slippage in 2016/17.
LGFSE34	LGF00034	Basildon Integrated Transport Package	Essex	9.00	Accountability Board approval for £2.046m LGF allocation. Approval for remaining funding allocation to be brought to Accountability Board on 24/02/2017.	Design work is currently being progressed for tranche 2 of the project.	Mar-21	L	Being implemented	L	No LGF spend forecast until 17/18
LGFSE36	LGF00037	Colchester Park and Ride and Bus Priority measures	Essex	5.80	Approval for spend of full LGF allocation	Project Completed	Complete	n/a	Complete	n/a	Complete
LGFSE37	LGF00079	A127 Fairglens Junction Improvements	Essex (retained)	15.00	Approval to be sought from future Accountability Board meeting	In early stage of project development	Apr-22	L	tb3 - but unlikely to be showstopper risks	M	DfT / HE processes and planning (tb3) present programme risks
LGFSE38	LGF00080	A127 Capacity Enhancements Road Safety and Network Resilience (ECC)	Essex (retained)	4.00	Approval for spend of full LGF allocation	Package of measures. Mixture of site works and design activity.	Mar-20	L	Being implemented	L	

Appendix 1 - Project Summary

Project Number	SELEP number	Project Name	Promoter	LGF allocation (£m)	Accountability Board approvals	Project Update	Expected project completion date	Overall Risk Assessment			
								Project Risk	Comment	LGF spend risk	Comment
tb8	LGF00048	A131 Chelmsford to Braintree	Essex	3.66	Approval to be sought from Accountability Board on 24/02/2016	In design/consultation phase. Detailed design due to be completed by December 2016.	Mar-20	L		L	No LGF spend forecast until 17/18
tb9	LGF00049	A414 Harlow to Chelmsford	Essex	3.66	Approval to be sought from future Accountability Board meeting	Early stage of development. Feasibility and option assessment work currently underway.	Mar-20	L		L	No LGF spend forecast until 18/19
tb10	LGF00050	A133 Colchester to Clacton	Essex	2.74	Approval to be sought from future Accountability Board meeting	Early stage of development. Feasibility and option assessment work currently underway.	Mar-20	L		L	No LGF spend forecast until 18/19
tb11	LGF00051	A131 Braintree to Sudbury	Essex	1.80	Approval to be sought from future Accountability Board meeting	Early stage of development. Feasibility and option assessment work currently underway.	Mar-21	L		L	No LGF spend forecast until 19/20
tb19	LGF00063	Chelmsford City Growth Area Scheme	Essex	10.00	Approval to be sought from Accountability Board on 24/06/2016.	Design work currently being prepared. Detailed design is due to be completed by December 2016.	Mar-20	L		L	No LGF spend forecast until 17/18. Consultation > possible delay risk
tb20	LGF00064	Chelmsford Flood Alleviation Scheme	Essex	0.80	Approval to be sought from future Accountability Board meeting	No LGF spend until 2018/19.	TBC	L		M	No spend until 2018/19.
tb22	LGF00070	Beaulieu Park Railway Station	Essex	12.00	Approval to be sought from future Accountability Board meeting	GRIP 2 work currently underway following Network Rail project development process.	TBC	M	Complex. Delay could also mean implementation post-LGF programme period.	H	Complex rail project
LGFSE3	LGF00003	Kent and Medway Growth Hub	Kent	6.00	Approval for spend of full LGF allocation	Board meeting to be held on the 4th November 2016 for second phase of full applications to be considered by the Board.	Mar-21	L		L	
LGFSE6	LGF00006	Tonbridge Town Centre Regeneration	Kent	2.40	Approval for spend of full LGF allocation	Phase 1 complete. Phase 2 schemes being taken forward and are currently at varying stages.	May-17	L	Being implemented	L	On target to spend within 16/17, capital receipts contribution may go into 2017/18.
LGFSE7	LGF00007	Sittingbourne Town Centre Regeneration	Kent	2.50	Approval for spend of full LGF allocation	S106 to be signed by 31st October. Awaiting prices from utility companies for enabling works.	Mar-18	M	Project delay has been experienced to date.	M	Backloaded spend in 16/17 and start of 17/18
LGFSE8	LGF00008	M20 Junction 4 Eastern Overbridge	Kent	2.20	Approval for spend of full LGF allocation	Site works progressing. Bridge beams installation completed weekend of 8/9 October	Mar-17	L	Being implemented	L	On target to spend within 16/17
LGFSE9	LGF00009	Tunbridge Wells Jct Improvement Package (formerly - A26 London Rd/ Speldhurst Rd/ Yew Tree Rd, Tun Wells)	Kent	1.80	Accountability Board approval for first phase of project. Approval required for second phase of the project.	Investigation into further junction improvements in Tunbridge Wells is continuing so that BC for alternate schemes can be submitted.	Mar-18	M	Funding gap for HHR - will need to progress other schemes instead	M	Change of scope could delay progress (£200k in 2016/17 and £1m in 2017/18)
LGFSE10	LGF00010	Kent Thameside LSTF	Kent	4.50	Approval for spend of full LGF allocation	Tender documents completed for Gravesend wayfinding - due to go out for tender Oct. Substitute schemes for Bob Dunn Way have been commissioned. Ongoing discussions over Barrack Row Bus Hub following outline design drawings, traffic surveys and discussions with EDC re bendy-buses.	Mar-21	L	Being implemented	M	Backloaded spend in 16/17, unlikely to spend full allocation as Land purchase unlikely to be complete before end of March 2017.

Appendix 1 - Project Summary

Project Number	SELEP number	Project Name	Promoter	LGF allocation (£m)	Accountability Board approvals	Project Update	Expected project completion date	Overall Risk Assessment			
								Project Risk	Comment	LGF spend risk	Comment
LGFSE11	LGF00011	Maidstone Gyratory Bypass	Kent	4.60	Approval for spend of full LGF allocation	Work continues to progress on programme with the main contract works scheduled to complete by mid-November 2016.	Mar-17	L	Being implemented	L	On target to spend LGF within Q2 and Q3 of 16/17, with Maidstone BC contribution in Q4.
LGFSE12	LGF00012	Kent Strategic Congestion Management programme	Kent	4.80	Approval for LGF spend in 2015/16 and 2016/17.	The two Ashford schemes at Somerset Road and Welleslet Road are now complete. Work on other packages of measures are currently at varying stages of development.	Apr-21	L	2016/17 schemes being implemented	L	
LGFSE13	LGF00013	Middle Deal transport improvements	Kent	0.80	Approval for spend of full LGF allocation	Work ongoing on Section 278 / 38 Highway Agreement package for submission to KCC. Agreement not reached on suitable final design for the link road (including waiting restrictions and parking laybys) Discussions are ongoing, consultant working to resolve this issue. S106 agreement still not signed for planning consent.	Jan-17	M	Requires S278 agreement and Funding agreement.	M	Spend currently at zero awaiting signed funding agreement, now profiled for Q3 and Q4 of 2016/17
LGFSE14	LGF00014	Kent Rights of Way improvement plan	Kent	1.00	Approval for spend of full LGF allocation	1 of 2 landowner agreements acquired, and work continues on preparing the construction tender for works in 2016.	Mar-21	L	Being implemented	M	Backloaded spend in 16/17, unlikely to spend full allocation with work in winter months, therefore unlikely deliver schemes before the end of March 2017.
LGFSE15	LGF00015	Kent Sustainable Interventions programme	Kent	2.96	Approval for LGF spend in 2015/16 and 2016/17.	(1) Folkestone to Hythe Cycle improvements 16/17 - Scheme design complete. Contractor in process of programming the work but no start date as yet. (2) Folkestone Town Centre Cycle links 16/17 - At Detailed design stage for both routes (3) Tonbridge Angels to Rail Station cycle improvements 16/17 - At Detailed design stage	Jul-16	L	Being implemented	M	Underspend against £824k allocation likely in 2016/17.
LGFSE16	LGF00016	West Kent LSTF	Kent	4.90	Approval for spend of full LGF allocation	The demolition of the Old Vic pub is expected to complete by the end of December 16. NSIP agreement is nearing completion following negotiations between the 2 legal teams. GRIP 4 tender has been issued and contractor will be awarded by the end of October. Tunbridge Wells Borough Council in process of commissioning Amey to complete detailed design for public realm phase 2.	Mar-21	L	Being implemented	L	2016/17 On target with spend forecast for Q3 and Q4
LGFSE17	LGF00017	Folkestone Seafront : onsite infrastructure and engineering works	Kent	0.54	Approval for spend of full LGF allocation	Works Complete	Apr-16	n/a	Complete	n/a	Complete
LGFSE42	LGF00038	A28 Chart Road	Kent	10.20	Approval for spend of full LGF allocation	Work currently progressing to sign legal agreement with developers.	Dec-19	L	Being implemented	L	2016/17 On target with majority of spend forecast for Q4

Appendix 1 - Project Summary

Project Number	SELEP number	Project Name	Promoter	LGF allocation (£m)	Accountability Board approvals	Project Update	Expected project completion date	Overall Risk Assessment			
								Project Risk	Comment	LGF spend risk	Comment
LGFSE43	LGF00039	Maidstone Integrated Transport	Kent	8.90	Approval for Phase 1 of project.	A full programme is currently being produced to show keys dates/milestones to enable the delivery of A274/A20 Willington Street junction improvements and the remainder of the identified schemes within the JTB report. A revised business case will be submitted with a more resilient profile of spend that is both achievable and deliverable.	Mar-18	L	Being implemented	M	Decision on S106 received in August 2016 and delay will affect ability to deliver schemes in 2016/17 with Gyratory works also taking place. Will need to replan works programme for whole allocation with revised business case.
LGFSE44	LGF00040	A28 Sturry Link Road	Kent	5.90	Approval for spend of full LGF allocation	Outline Design Progressing. Regular meeting with developers to agree layout of the link road and interface between adjacent development sites.	Aug-20	M	HoT still to be signed off for match funding. Network Rail involvement	M	Profile of spend reduced from £1m to £475k.
LGFSE45	LGF00053	Rathmore Road	Kent	4.20	Approval for spend of full LGF allocation	Site works progressing. Network Rail have agreed the scope of the works and signed off the Work Stage Plan for the Bridge Strengthening works.	Oct-17	L	Being implemented	L	2016/17 On target
LGFSE46	LGF00054	A28 Sturry Rd Integrated Transport Package	Kent	0.30	Approval for spend of full LGF allocation	No progress, as previously agreed to put on hold bus lane proposal. Separate scheme has been suggested but not progressed at this stage.	Mar-18	L	Delay to scheme to 2017/18	L	Delay to scheme to 2017/18
LGFSE47	LGF00055	Maidstone Sustainable Access to Employment	Kent	2.00	Approval for spend of full LGF allocation	Contracts awarded for works.	Mar-17	L	Construction works expected to be completed in March 2017.	L	On target to spend majority LGF within Q3 and Q4 of 16/17, with Maidstone BC contribution in Q4 and possibly early 2017/18.
LGFSE48	LGF00059	Ashford Spurs	Kent	5.63	Approval for spend of £5,627,000 LGF. Approval to be sought from Accountability Board for any LGF Round 3 allocation to the project.	SELEP Accountability Board approval given for LGF2 allocation (£5.627m) on 16.09.16, therefore project can proceed to GRIP 3b-5. Legal agreement still to be finalised.	Mar-18	M	Funding risk, dependant on LGF3 bid	M	Funding risk, dependant on LGF3 bid

Appendix 1 - Project Summary

Project Number	SELEP number	Project Name	Promoter	LGF allocation (£m)	Accountability Board approvals	Project Update	Expected project completion date	Overall Risk Assessment			
								Project Risk	Comment	LGF spend risk	Comment
tb1	LGF00041	Thanet Parkway	Kent	10.00	Approval to be sought from future Accountability Board meeting	Preparations continue to hold the public consultation events in Oct/Nov 16 and submit planning in March 17. Meeting arranged with counsel to discuss CPO and determining planning authority. Work started on New Stations Fund bid following announcement and submission deadline of 18th November 2016.	TBC	H	Current funding gap.	H	Key risk issues currently unresolved - implications for programme.
LGFSE59	LGF00058	Dover Western Dock Revival	Kent	5.00	Approval to be sought from Accountability Board on 24/02/2016	Business Case is being progressed by DHB	Dec-16	M	Funding eligibility risk	M	Update: planned to spend in 2016/17, but risk that this will now not happen without approved business case
LGFSE61	LGF00062	Folkestone Seafront (non-transport)	Kent	5.00	Approval for spend of full LGF allocation	Legal Agreement progressed and ready to be finalised. Site visit meeting with 3rd Party took place in early October, with agreement to provide a breakdown of the drawdown, tender returns, timetables and designs of scheduled work.	TBC	L		M	Most recent Spend Profile shifts allocation into early 2017/18 as a result of delay in signing legal agreement and difficulties over procurement.
tb23		M20 Junction 10a	Centrally held	19.70	Approval to be sought from future Accountability Board meeting	Detailed project update provided under Agenda Item 5.	Mar-20	H	Risk to project if funding sources are not confirmed.	H	Risk to project delivery and LGF spend if local funding contribution is not confirmed.
tb24	LGF00072	A226 London Road/B255 St Clements Way	Kent	4.20	Approval to be sought from Accountability Board on 18/11/2016	Outline design ongoing. Business case was issued to the ITE on 23 September for a Gate 1 review ahead of submission for approval at the LEP Accountability Board on 18 November.	Mar-20	L		L	Business case submitted for AB decision in November 2016
LGFSE18	LGF00018	A289 Four Elms Roundabout to Medway Tunnel Journey time and Network Improvements	Medway	11.10	Approval for spend of full LGF allocation, but review of Business Case required in light of revised project scope.	The ecological surveys, flood risk assessment and GPR survey have been completed. The outstanding site investigation surveys are expected at the end of October. Negotiations with land owners in relation to acquiring the required land are ongoing. The planning application was submitted on 7th October. Procurement process nearing completion for consultant to deliver detailed design. Likely to be awarded mid-October.	Mar-19	M	Delay to delivery due to late submission of planning application.	M	Delay to the programme but still on track to be delivered within funding timeframe - assuming the CPO process is not too lengthy.

Appendix 1 - Project Summary

Project Number	SELEP number	Project Name	Promoter	LGF allocation (£m)	Accountability Board approvals	Project Update	Expected project completion date	Overall Risk Assessment			
								Project Risk	Comment	LGF spend risk	Comment
LGFSE19	LGF00019	Strood Town Centre Journey Time and Accessibility Enhancements	Medway	9.00	Approval for spend of full LGF allocation	Public consultation on the proposals has been undertaken. Final amendments are being made to the outline design. Work on the detailed design will commence in the near future.	Dec-18	L	Outline design completed. Detailed design to commence as soon as possible.	L	
LGFSE20	LGF00020	Chatham Town Centre Place-making and Public Realm Package	Medway	4.00	Approval for spend of full LGF allocation	The draft detailed design for the route improvements between the train station and the town centre is complete. Appointment of a contractor anticipated by winter 2016/17. Facade improvement works at The Brook Theatre are continuing, with completion expected by the end of the financial year.	Mar-18	L	Detailed design for the route improvement works is almost complete.	L	
LGFSE21	LGF00021	Medway Cycling Action Plan	Medway	2.50	Approval for spend of full LGF allocation	Routes at Gillingham Business Park, Beechings Way, Lordswood Lane have been completed. Work on improvements to National Cycle Route 1 through Riverside Country Park is underway. Six more schemes are being built this financial year, alongside sign reviews where necessary. Design work is continuing on other routes in preparation for construction next financial year.	Mar-18	L	Initial routes have been constructed. Consultation will continue throughout the life of the project.	L	

Appendix 1 - Project Summary

Project Number	SELEP number	Project Name	Promoter	LGF allocation (£m)	Accountability Board approvals	Project Update	Expected project completion date	Overall Risk Assessment			
								Project Risk	Comment	LGF spend risk	Comment
LGFSE22	LGF00022	Medway City Estate Connectivity Improvement Measures	Medway	2.00	Approval for spend of full LGF allocation	Phase 1 of the project is substantially complete. The new traffic signals will be tested and commissioned in the coming weeks. A scoping study will be undertaken to identify improvements to be delivered as part of phase 2 (improving walking and cycling within the estate, and connectivity with Chatham town centre)	Dec-18	L	Phase 1 implementation predominantly complete.	L	
LGFSE60	LGF00061	Rochester Airport Technology Park (phase 1)	Medway	4.40	Approval for spend of full LGF allocation	Rochester Airport Ltd have prepared the scope for the noise assessment required as part of the EIA. The EIA and planning application will be submitted before Christmas, with determination expected in March 2017. Medway Council are engaging with the airport operator to identify ways to progress the project as quickly as possible following determination of the planning application.	Apr-18	M	Issues with the planning application have caused a delay with delivery.	M	Delay to the project programme due to issues with the planning application. Phase 1 of the Rochester Airport Technology Park project is being delivered by Rochester Airport Ltd (the airport operator)
LGFSE5	LGF00005	Southend Growth Hub	Southend	6.72	Business Case to be brought forward for Phase 2 of project during 2017/18.	Two phases to the project. First phase on track and due to spend the full LGF allocation this financial year. The second phase of the project will require a Change Request and slippage of LGF spend.	31/03/2017 (Phase 1)	L	Being implemented	L	Risk to spend in 2017/18.
LGFSE29	LGF00029	TGSE LSTF - Southend	Southend	1.00	Approval for spend of full LGF allocation	On track. Project due to complete by March 2017.	Mar-17	L	Being implemented	L	
LGFSE39	LGF00081	A127 Kent Elms Corner	Southend (retained)	4.30	Approval for spend of full LGF allocation	Some delay to scheme due to gas works but currently out to tender. Tender has been delayed but no delay to LGF spend anticipated. Project due to be completed in May 2017.	May-17	L	Being implemented	L	Backloaded spend in 16/17
LGFSE40	LGF00082	A127 The Bell	Southend (retained)	4.30	Approval to be sought from future Accountability Board meeting	No LGF spend forecast until 2017/18.	TBC	L		L	No LGF spend forecast until 17/18
LGFSE41	LGF00083	A127 Essential Bridge and Highway Maintenance - Southend	Southend (retained)	8.00	Approval for spend of £1m of £8m LGF allocation.	Business Case was approved at the last Accountability Board meeting. Spend in 2016/17 to support A127 Kent Elms Corner.	Mar-21	L		L	Backloaded spend in 16/17
tbcs	LGF00045	Southend Central Area Action Plan (SCAAP) - Transport Package	Southend	7.00	Approval for spend of £1m of £7m LGF allocation.	Works starting on site. Expected to spend full allocation in 2016/17.	Phase 1 Mar - 17	L		L	Backloaded spend in 16/17
tbcs14	LGF00057	Southend and Rochford Joint Area Action Plan	Southend	3.20	Approval for spend of full LGF allocation	Delay to programme as S106 not yet agreed, but project due to complete by March 2017.	Mar-17	M	Risk due to S106 not having been agreed.	M	Risk due to S106 not having been agreed.
LGFSE30	LGF00030	TGSE LSTF - Thurrock	Thurrock	1.00	Approval for spend of full LGF allocation	Completion of LGF funded package of bus route improvements and cycling measures. Ongoing assessment of project benefits is now required.	Mar-17	L	Being implemented	L	

Appendix 1 - Project Summary

Project Number	SELEP number	Project Name	Promoter	LGF allocation (£m)	Accountability Board approvals	Project Update	Expected project completion date	Overall Risk Assessment			
								Project Risk	Comment	LGF spend risk	Comment
LGFSE54	LGF00046	Thurrock Cycle Network	Thurrock	5.00	Approval for £1.8m of £5m LGF allocation	Consultation, feasibility and stage 1 safety audit has been completed for Tranche 1 of the project. Detailed design works is now being progressed.	Mar-19	L		M	Design delay and landownership
LGFSE55	LGF00047	London Gateway/Stanford le Hope	Thurrock	7.50	Approval to be sought from future Accountability Board meeting	Currently out to tender. Still on track to spend in Q4 2016/17. The Business Case is due to come forward to Accountability Board in January 2016/17	Nov-19	L	Phase 1 planning on spending in Q4 of 16/17 > tight programme. Phase 2 more complex and greater inherent risk.	M	Business Case to be approved for 2016/17 spend.
LGFSE56	LGF00052	A13 Widening - development	Thurrock (retained)	5.00	Full Business Case to be submitted to Government in November and update to be brought to Accountability Board on the 20/01/2016.	Tenders out for detail design and construction contracts. Full Business Case to be submitted to DfT in January 2016/17.	Oct-19	M		M	Spend of £5m LGF in 2016/17 dependant on DfT Business Case sign off.
LGFSE57	LGF00056	Purfleet Centre	Thurrock	5.00	Approval for spend of full LGF allocation	It is anticipated that the scheme will be delivered in a number of phases in the coming years. Masterplan development ongoing.	TBC	L		M	LGF to fund land acquisition in 16/17. Backloaded spend in 16/17, but risk of slippage into 2017/18.

LOGAS Code	Scheme Name	Federated Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance (difference between 2016 Q1 forecast LGF spend and 2016 forecast LGF spend as at October 2016) (£m)	% of spend in 2016 Q3 and Q4
LGFSE2	Newhaven Flood Defences	East Sussex	9.00	1.50	0.30	0.80	0.80	0.00	65.00%
LGFSE23	Hailsham/Polegate/Eastbourne Sustainable Transport Corridor	East Sussex	3.53	2.10	0.00	0.00	0.00	0.00	0.00%
LGFSE24	Eastbourne and South Wealden Walking and Cycling LSTF package	East Sussex	10.56	8.60	0.60	0.75	0.75	0.00	100.00%
LGFSE35	Queensway Gateway Road	East Sussex		6.00	1.42	4.58	4.58	0.00	65.61%
LGFSE49	Swallow Business Park, Hailsham (A22/A27 Growth Corridor)	East Sussex		1.40	0.50	0.90	0.90	0.00	28.27%
LGFSE50	Sovereign Harbour (aka Site Infrastructure Investment)	East Sussex		1.70	0.53	1.17	1.17	0.00	0.00%
LGFSE51	North Bexhill Access Road and Bexhill Enterprise Park	East Sussex		16.60	6.41	6.19	6.19	0.00	59.42%
	Hastings and Bexhill junction capacity improvements package	East Sussex		6.00	0.00	0.00	0.00	0.00	0.00%
	Hastings and Bexhill LSTF walking and cycling package	East Sussex		6.00	0.00	0.00	0.00	0.00	0.00%
	Eastbourne town centre LSTF access & improvement package	East Sussex		6.00	0.00	2.50	2.50	0.00	66.65%
	A22/A27 junction improvement package	East Sussex		4.00	0.00	0.00	0.00	0.00	0.00%
Total				59.90	9.76	16.88	16.88	0.00	

LOGAS Code	Scheme Name	Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance (difference between 2016 Q1 forecast LGF spend and 2016 forecast LGF spend as at October 2016) (£m)	% of spend in 2016 Q3 and Q4
LGFSE4	Colchester Broadband Infrastructure	Essex	0.53	0.20	0.20	0.00	0.00	0.00	0.00%
LGFSE25	Colchester LSTF	Essex	2.72	2.00	0.91	1.09	1.49	0.40	26.86%
LGFSE26	Colchester Integrated Transport Package	Essex	12.00	5.00	1.53	0.00	0.67	0.67	51.09%
LGFSE27	Colchester Town Centre	Essex	5.51	5.00	0.96	4.05	3.25	-0.80	49.68%
LGFSE28	TGSE LSTF - Essex	TGSE	3.04	3.00	2.13	0.87	0.87	0.00	7.02%
LGFSE31	A414 Pinch Point Package: A414 First Avenue & Cambridge Rd junction	Essex	21.84	10.00	5.87	2.13	1.23	-0.90	0.00%
LGFSE32	A414 Maldon to Chelmsford RBS	Essex	3.50	2.00	1.00	1.00	1.00	0.00	0.00%
LGFSE33	Chelmsford Station / Station Square / Mill Yard	Essex	3.00	3.00	0.41	1.57	0.80	-0.77	100.01%
LGFSE34	Basildon Integrated Transport Package	TGSE	13.81	9.00	1.55	0.00	0.00	0.00	0.00%
LGFSE36	Colchester Park and Ride and Bus Priority measures	Essex	7.50	5.80	5.80	0.00	0.00	0.00	0.00%
LGFSE37	A127 Fairglen Junction Improvements	Essex	19.35	15.00	0.00	0.00	0.00	0.00	0.00%
LGFSE38	A127 Capacity Enhancements Road Safety and Network Resilience (ECC)	Essex	8.96	4.00	0.51	1.10	1.10	0.00	35.87%
	A131 Chelmsford to Braintree	Essex	7.32	3.66	0.00	0.00	0.00	0.00	0.00%
	A414 Harlow to Chelmsford	Essex	7.32	3.66	0.00	0.00	0.00	0.00	0.00%
	A133 Colchester to Clacton	Essex	5.48	2.74	0.00	0.00	0.00	0.00	0.00%
	A131 Braintree to Sudbury	Essex	3.60	1.80	0.00	0.00	0.00	0.00	0.00%
	Chelmsford City Growth Area Scheme	Essex	15.00	10.00	0.00	0.00	0.00	0.00	0.00%
	Chelmsford Flood Alleviation Scheme	Essex	12.30	0.80	0.00	0.00	0.00	0.00	0.00%
	Beaulieu Park Railway Station	Essex	34.00	12.00	0.00	0.00	0.00	0.00	0.00%
Total			186.78	98.66	20.86	11.80	10.41	-1.39	

LGF Financial Monitoring - Kent Scheme Summary

As reported in October 2016

LOGAS Code	Scheme Name	Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance (difference between 2016 Q1 forecast LGF spend and 2016 forecast LGF spend as at October 2016) (£m)	% of spend in 2016 Q3 and Q4
LGFSE3	Kent and Medway Growth Hub	Kent & Medway	15.000	6.000	0.000	2.000	2.000	0.000	80.7%
LGFSE6	Tonbridge Town Centre Regeneration	Kent & Medway	2.700	2.400	1.833	0.567	0.567	0.000	43.0%
LGFSE7	Sittingbourne Town Centre Regeneration	Kent & Medway	4.500	2.500	0.345	2.155	1.673	-0.482	90.6%
LGFSE8	M20 Junction 4 Eastern Overbridge	Kent & Medway	5.690	2.200	0.488	1.712	1.712	0.000	0.0%
LGFSE9	Tunbridge Wells Jct Improvement Package (formerly - A26 London R	Kent & Medway	2.050	1.800	0.603	0.197	0.197	0.000	44.2%
LGFSE10	Kent Thameside LSTF	Kent & Medway	8.214	4.500	2.051	0.849	0.449	-0.400	88.9%
LGFSE11	Maidstone Gyratory Bypass	Kent & Medway	5.740	4.600	0.704	3.896	3.896	0.000	64.6%
LGFSE12	Kent Strategic Congestion Management programme	Kent & Medway	4.800	4.800	0.863	0.737	0.737	0.000	25.0%
LGFSE13	Middle Deal transport improvements	Kent & Medway	1.550	0.800	0.000	0.800	0.800	0.000	100.0%
LGFSE14	Kent Rights of Way improvement plan	Kent & Medway	1.300	1.000	0.193	0.207	0.107	-0.100	95.3%
LGFSE15	Kent Sustainable Interventions programme	Kent & Medway	2.959	2.959	0.143	0.538	0.528	-0.010	82.8%
LGFSE16	West Kent LSTF	Kent & Medway	9.060	4.900	0.800	1.400	1.400	0.000	99.0%
LGFSE17	Folkestone Seafront : onsite infrastructure and engineering works	Kent & Medway	0.650	0.541	0.533	0.000	0.008	0.008	0.0%
LGFSE42	A28 Chart Road	Kent & Medway	32.770	10.200	0.885	1.115	1.115	0.000	84.8%
LGFSE43	Maidstone Integrated Transport	Kent & Medway	11.850	8.900	0.000	1.300	0.548	-0.752	87.8%
LGFSE44	A28 Sturry Link Road	Kent & Medway	29.600	5.900	0.000	1.000	0.475	-0.525	96.0%
LGFSE45	Rathmore Road	Kent & Medway	9.500	4.200	1.562	2.638	2.638	0.000	50.1%
LGFSE46	A28 Sturry Rd Integrated Transport Package	Kent & Medway	0.550	0.300	0.022	0.024	0.024	0.000	100.0%
LGFSE47	Maidstone Sustainable Access to Employment	Kent & Medway	3.000	2.000	0.131	1.869	1.869	0.000	90.6%
LGFSE48	Ashford Spurs	Kent & Medway	10.500	5.000	0.000	2.000	1.884	-0.116	100.0%
tbc1	Thanet Parkway	Kent & Medway	16.500	10.000	0.000	0.000	0.000	0.000	0.0%
LGFSE59	Dover Western Dock Revival	Kent & Medway	5.000	5.000	0.000	5.000	5.000	0.000	100.0%
tbc16	Westenhanger Lorry Park (removed from Programme)	Kent & Medway	0.000	3.000	0.000	0.000	0.000	0.000	0.0%
LGFSE61	Folkestone Seafront (non-transport)	Kent & Medway	22.110	5.000	0.000	4.000	2.033	-1.967	99.5%
tbc24	A226 London Road/B255 St Clements Way	Kent & Medway	8.500	4.200	0.000	0.000	0.000	0.000	0.0%
Total			214.093	102.700	11.156	34.004	29.660	-4.344	

LOGAS Code	Scheme Name	Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance (difference between 2016 Q1 forecast LGF spend and 2016 forecast LGF spend as at October 2016) (£m)	% of spend in 2016 Q3 and Q4
LGFSE18	A289 Four Elms Roundabout to Medway Tunnel Journey time and N	Kent and Medway	11.564	11.100	0.500	1.100	0.656	-0.444	76.95%
LGFSE19	Strood Town Centre Journey Time and Accessibility Enhancements	Kent and Medway	10.250	9.000	0.200	1.250	1.310	0.060	72.82%
LGFSE20	Chatham Town Centre Place-making and Public Realm Package	Kent and Medway	7.699	4.000	0.871	0.818	0.818	0.000	86.43%
LGFSE21	Medway Cycling Action Plan	Kent and Medway	2.900	2.500	0.229	1.000	1.384	0.384	78.76%
LGFSE22	Medway City Estate Connectivity Improvement Measures	Kent and Medway	2.094	2.000	0.100	0.300	0.300	0.000	51.20%
LGFSE60	Rochester Airport - phase 1	Kent and Medway	4.400	4.400	0.000	1.300	0.167	-1.133	91.24%
Total			38.907	33.000	1.900	5.768	4.635	-1.133	

LOGAS Code	Scheme Name	Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance (difference between 2016 Q1 forecast LGF spend and 2016 forecast LGF spend as at October 2016) (£m)	% of spend in 2016 Q3 and Q4
LGFSE5	Southend Growth Hub	Southend	7.09	6.72	0.02	0.70	0.70	0.00	80.1%
LGFSE29	TGSE LSTF - Southend	Southend	1.00	1.00	0.80	0.20	0.20	0.00	100.0%
LGFSE39	A127 Kent Elms Corner	Southend	5.02	4.30	0.50	3.80	3.80	0.00	65.8%
LGFSE40	A127 The Bell	Southend	5.02	4.30	0.00	0.00	0.00	0.00	0.0%
LGFSE41	A127 Essential Bridge and Highway Maintenance - Southend	Southend	8.00	8.00	0.40	0.30	0.30	0.00	100.0%
LGFSE53	Southend Central Area Action Plan (SCAAP) - Transport Package	Southend	7.00	7.00	0.00	1.00	1.00	0.00	100.0%
LGFSE58	Southend and Rochford Joint Area Action Plan	Southend	8.80	3.20	0.00	3.20	3.20	0.00	100.0%

Total

41.93

34.52

1.72

9.20

9.20

LGF Financial Monitoring - Thurrock Scheme Summary

As reported in October 2016

LOGAS Code	Scheme Name	Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance (difference between 2016 Q1 forecast LGF spend and 2016 forecast LGF spend as at October 2016) (£m)	% of spend in 2016 Q3 and Q4
LGFSE30	TGSE LSTF - Thurrock	Thurrock	1.000	1.000	0.800	0.200	0.200	0.000	100.00%
LGFSE54	Thurrock Cycle Network	Thurrock	6.000	5.000	0.000	1.750	1.331	-0.419	97.37%
LGFSE55	London Gateway/Stanford le Hope	Thurrock	12.500	7.500	0.000	1.000	1.000	0.000	100.00%
LGFSE56	A13 Widening - development	Thurrock	0.000	5.000	0.000	5.000	5.000	0.000	50.00%
LGFSE57	Purfleet Centre	Thurrock	0.000	5.000	0.000	5.000	5.000	0.000	100.00%
Total			19.500	23.500	0.800	12.950	12.531	-0.419	

LOGAS Code	Scheme Name	Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in October 2016) (£m)	Variance (difference between 2016 Q1 forecast LGF spend and 2016 forecast LGF spend as at October 2016) (£m)	% of spend in 2016 Q3 and Q4
LGF00068	Coastal Communities	Pan LEP		2.000	0.000	2.000	0.464	-1.536	100%
LGF00071	M20 Junction 10a	Kent		19.700	0.000	0.000	0.000	0.000	0%
LGF00001	Skills Capital Programme	Pan LEP		22.010	9.923	12.080	12.091	0.015	62%
LGF00068	A13 Widening	Thurrock		75.000	0.000	0.000	0.000	0.000	0%

October 2016

LOGAS Net	SELEP number	Project Name	Promoter	Approval Status	Local Growth Fund Spend Profile						All Years (£m)
					2015/16 (£m)	2016/17 (£m)	2017/18 (£m)	2018/19 (£m)	2019/20 (£m)	2020/21 (£m)	
Projects in flight											
LGFSE1	LGF00001	Skills Capital Programme	Pan LEP	Approved	9.923	12.091	0.000	0.000	0.000	0.000	22.014
LGFSE2	LGF00002	Newhaven Flood Defences	East Sussex	Approved	0.300	0.800	0.400				1.500
LGFSE3	LGF00003	Kent and Medway Growth Hub	Kent	Approved	0.000	2.000	1.000	1.000	1.000	1.000	6.000
LGFSE4	LGF00004	Colchester Broadband Infrastructure	Essex	Approved	0.200	0.000					0.200
LGFSE5	LGF00005	Southend Growth Hub	Southend	Approved - Phase 1 only	0.018	0.702	2.000	2.000	2.000		6.720
LGFSE6	LGF00006	Tonbridge Town Centre Regeneration	Kent	Approved	1.833	0.567					2.400
LGFSE7	LGF00007	Sittingbourne Town Centre Regeneration	Kent	Approved	0.345	1.673	0.482				2.500
LGFSE8	LGF00008	M20 Junction 4 Eastern Overbridge	Kent	Approved	0.488	1.712					2.200
LGFSE9	LGF00009	Tunbridge Wells Jct Improvement Package	Kent	Approved - Phase 1 only	0.603	0.197	1.000				1.800
LGFSE10	LGF00010	Kent Thameside LSTF	Kent	Approved	2.051	0.449	0.900	0.400	0.400	0.300	4.500
LGFSE11	LGF00011	Maidstone Gyratory Bypass	Kent	Approved	0.704	3.896					4.600
LGFSE12	LGF00012	Kent Strategic Congestion Management programme	Kent	Approved - Years 1 & 2 only	0.863	0.737	0.800	0.800	0.800	0.800	4.800
LGFSE13	LGF00013	Middle Deal transport improvements	Kent	Approved	0.000	0.800					0.800
LGFSE14	LGF00014	Kent Rights of Way improvement plan	Kent	Approved	0.193	0.107	0.250	0.150	0.150	0.150	1.000
LGFSE15	LGF00015	Kent Sustainable Interventions programme	Kent	Approved - Years 1 & 2 only	0.143	0.528	0.602	0.600	0.586	0.500	2.959
LGFSE16	LGF00016	West Kent LSTF	Kent	Approved	0.800	1.400	0.700	0.700	0.700	0.600	4.900
LGFSE17	LGF00017	Folkestone Seafront : onsite infrastructure and engineering works	Kent	Approved	0.533	0.008					0.541
LGFSE18	LGF00018	A289 Four Elms Roundabout to Medway Tunnel Journey time and Network Improvements	Medway	Approved	0.500	0.656	4.943	5.000			11.099
LGFSE19	LGF00019	Strood Town Centre Journey Time and Accessibility Enhancements	Medway	Approved	0.200	1.310	3.940	3.550			9.000
LGFSE20	LGF00020	Chatham Town Centre Place-making and Public Realm Package	Medway	Approved	0.871	0.818	2.311				4.000
LGFSE21	LGF00021	Medway Cycling Action Plan	Medway	Approved	0.229	1.384	0.887				2.500
LGFSE22	LGF00022	Medway City Estate Connectivity Improvement Measures	Medway	Approved	0.100	0.300	0.800	0.800			2.000
LGFSE23	LGF00023	Hailsham/Polegate/Eastbourne Sustainable Transport Corridor	East Sussex	Approved	0.000	0.000	2.100				2.100
LGFSE24	LGF00024	Eastbourne and South Wealden Walking and Cycling LSTF package	East Sussex	Approved - Phase 1 only	0.600	0.750	0.500	1.750	2.500	2.500	8.600
LGFSE25	LGF00025	Colchester LSTF	Essex	Approved	0.911	1.489					2.400
LGFSE26	LGF00026	Colchester Integrated Transport Package	Essex	Approved	1.527	0.673	0.000	1.400	1.400		5.000
LGFSE27	LGF00027	Colchester Town Centre	Essex	Approved	0.955	3.249	0.396				4.600
LGFSE28	LGF00028	TGSE LSTF - Essex	Essex	Approved	2.131	0.869					3.000
LGFSE29	LGF00029	TGSE LSTF - Southend	Southend	Approved	0.800	0.200					1.000
LGFSE30	LGF00030	TGSE LSTF - Thurrock	Thurrock	Approved	0.800	0.200					1.000
LGFSE31	LGF00031	A414 Pinch Point Package: A414 First Avenue & Cambridge Rd junction	Essex	Approved	5.870	1.230	2.900				10.000
LGFSE32	LGF00032	A414 Maldon to Chelmsford RBS	Essex	Approved	1.000	1.000					2.000
LGFSE33	LGF00033	Chelmsford Station / Station Square / Mill Yard	Essex	Approved	0.409	0.800	1.791				3.000
LGFSE34	LGF00034	Basildon Integrated Transport Package	Essex	Approved	1.546	0.000	1.868	1.868	1.868	1.850	9.000
LGFSE35	LGF00036	Queensway Gateway Road	East Sussex	Approved	1.419	4.580					5.999
LGFSE36	LGF00037	Colchester Park and Ride and Bus Priority measures	Essex	Approved	6.800	-1.000					5.800
LGFSE42	LGF00038	A28 Chart Road	Kent	Approved	0.885	1.115	1.000	6.000	1.200		10.200
LGFSE43	LGF00039	Maidstone Integrated Transport	Kent	Approved - Phase 1 only	0.000	0.548	2.709	2.000	3.285	0.358	8.900
LGFSE44	LGF00040	A28 Sturry Link Road	Kent	Approved	0.000	0.475	1.142	1.000	3.283		5.900
LGFSE52	LGF00044	Eastbourne town centre LSTF access & improvement package	East Sussex	Approved	0.000	2.495	0.505	1.500	1.500		6.000
LGFSE53	LGF00045	Southend Central Area Action Plan (SCAAP) - Transport Package	Southend	Approved	0.000	1.000	2.000	2.000	2.000		7.000
LGFSE54	LGF00046	Thurrock Cycle Network	Thurrock	Approved - In part	0.000	1.331	1.669	2.000			5.000
LGFSE56	LGF00052	A13 Widening - development	Thurrock (retained)	Approved	0.000	5.000					5.000
LGFSE45	LGF00053	Rathmore Road	Kent	Approved	1.562	2.638					4.200
LGFSE46	LGF00054	A28 Sturry Rd Integrated Transport Package	Kent	Approved	0.022	0.024	0.254				0.300
LGFSE47	LGF00055	Maidstone Sustainable Access to Employment	Kent	Approved	0.131	1.869					2.000
LGFSE57	LGF00056	Purfleet Centre	Thurrock	Approved	0.000	5.000					5.000
LGFSE58	LGF00057	Southend and Rochford Joint Area Action Plan (Essex project)	Southend	Approved	0.000	3.200					3.200
LGFSE48	LGF00059	Ashford Spurs	Kent	Approved	0.000	1.884	3.743	0.000	0.000	0.000	5.627
LGFSE60	LGF00061	Rochester Airport - phase 1	Medway	Approved	0.000	0.167	2.233	2.000			4.400
LGFSE61	LGF00062	Folkestone Seafront (non-transport)	Kent	Approved	0.000	2.033	2.889	0.078			5.000
LGFSE49	LGF00066	Swallow Business Park, Hailsham (A22/A27 Growth Corridor)	East Sussex	Approved	0.505	0.895					1.400
LGFSE50	LGF00067	Sovereign Harbour (aka Site Infrastructure Investment)	East Sussex	Approved	0.530	1.170					1.700
LGFSE51	LGF00085	North Bexhill Access Road and Bexhill Enterprise Park	East Sussex	Approved	6.410	6.190	4.000				16.600
Projects yet to be considered by SELEP Accountability Board											
LGF00041	LGF00041	Thanet Parkway	Kent	Not approved	0.000	0.000	4.000	6.000	0.000	0.000	10.000
LGF00042	LGF00042	Hastings and Bexhill junction capacity improvements package	East Sussex	Not approved	0.000	0.000	1.500	1.500	1.500	1.500	6.000
LGF00043	LGF00043	Hastings and Bexhill LSTF walking and cycling package	East Sussex	Not approved	0.000	0.000		2.000	2.000	2.000	6.000
LGF00047	LGF00047	London Gateway/Stanford le Hope	Thurrock	Not approved	0.000	1.000	2.000	3.000	1.000	0.500	8.500
LGF00048	LGF00048	A131 Chelmsford to Braintree	Essex	Not approved	0.000	0.000	1.500	1.500	0.660		3.660
LGF00049	LGF00049	A414 Harlow to Chelmsford	Essex	Not approved	0.000	0.000		1.830	1.830		3.660
LGF00050	LGF00050	A133 Colchester to Clacton	Essex	Not approved	0.000	0.000		1.370	1.370		2.740
LGF00051	LGF00051	A131 Braintree to Sudbury	Essex	Not approved	0.000	0.000			0.900	0.900	1.800
LGFSE59	LGF00058	Dover Western Dock Revival	Kent	Not approved	0.000	5.000					10.000
LGF00060	LGF00060	Westenhanger Lorry Park (removed from Programme)	Kent	Not approved	0.000	0.000					0.000
LGF00063	LGF00063	Chelmsford City Growth Area Scheme	Essex	Not approved	0.000	0.000	1.000	3.500	5.500		10.000
LGF00064	LGF00064	Chelmsford Flood Alleviation Scheme	Essex	Not approved	0.000	0.000		0.800			0.800
LGF00065	LGF00065	Bexhill Enterprise Park - now subsumed within North Bexhill Access Rd	East Sussex	Not approved							
LGFSE62	LGF00068	Coastal Communities Housing Intervention	Pan LEP	Not approved	0.000	0.464	1.536	0.000	0.000	0.000	2.460
LGF00070	LGF00070	Beaulieu Park Railway Station	Essex	Not approved	0.000	0.000	1.250		5.750	5.000	12.000
LGF00071	LGF00071	M20 Junction 10a	Kent	Not approved	0.000	0.000	8.300	11.400	0.000	0.000	19.700
LGF00072	LGF00072	A226 London Road/B255 St Clements Way	Kent	Accountability Board 18.10.2016	0.000	0.000	0.000	1.100	3.100		4.200
LGF00073	LGF00073	A22/A27 junction improvement package	East Sussex	Not approved	0.000	0.000			2.000	2.000	4.000
Total spend forecast					55.711	89.673	73.800	70.596	48.282	19.958	
LGF Funding allocation					69.450	82.270	68.175	72.365	45.002	28.422	
Funding swaps to local partner programmes - Option 4 mitigation					-12.660	12.660					
Skills carry-forward					-1.080	1.080					
Difference					0.000	-6.337	5.625	-1.769	3.280	-8.464	
Retained schemes											
LGFSE37	LGF00079	A127 Fairglens Junction Improvements	Essex (retained)	Not approved	0.000	0.000			4.750	10.250	15.000
LGFSE38	LGF00080	A127 Capacity Enhancements Road Safety and Network Resilience (ECC)	Essex (retained)	Approved	0.513	1.100	0.500	0.400	1.400		5.530
LGFSE39	LGF00081	A127 Kent Elms Corner	Southend (retained)	Approved	0.500	3.800					8.600
LGFSE40	LGF00082	A127 The Bell	Southend (retained)	Approved	0.000	0.000	0.860	3.440			4.300
LGFSE41	LGF00083	A127 Essential Bridge and Highway Maintenance - Southend	Southend (retained)	Approved - Phase1 only	0.400	0.300	0.300	1.000	3.000	3.000	8.700
LGF00084	LGF00084	A13 Widening	Thurrock (retained)	Not approved	0.000	0.000	50.000	25.000	0.000	0.000	75.000

Deliverability and Risk

Project Number	SELEP number	Project Name	Promoter	Risk & Deliverability Assessment														Overall Risk Assessment			
				Public & Stakeholder Acceptability - Assessment	Comment	Feasibility - Assessment	Comment	Planning Risk (securing of powers & consents) - Assessment	Comment	Certainty of total cost estimate	Comment	Affordability / Certainty of local funding sources	Comment	VfM Risk - Assessment	Comment	Complexity / Dependence / Flexibility of Scheme - Assessment	Comment	Project Risk	Comment	LGF spend risk	Comment
LGFE2	LGFO0002	Newhaven Flood Defences	East Sussex	L		L		L		L	Capped contribution to Environment Agency led project.	L		L		L		L	Being implemented	L	On track
LGFE23	LGFO0023	Hailsham/Polegate/Eastbourne Sustainable Transport Corridor	East Sussex	M	Public consultation due at end of Q3/beginning of Q4.	L		L	No land acquisition. No planning required.	L	tbc, but should be scalable	L		L	Business Case to be considered at November Accountability Board 2016	L		L	To be implemented 17/18	L	To be implemented 17/18
LGFE24	LGFO0024	Eastbourne and South Wealden Walking and Cycling LSTF package	East Sussex	L		L		L		L		L		L		M		L	Delay to scheme, but not a showstopper risk.	M	Delay to programme and risk to LGF spend in 2016/17 due to Knotweed being found along proposed route.
LGFE35	LGFO0036	Queensway Gateway Road	East Sussex	L	Consultation complete	L		L	Judicial review threat no longer present	L		L		L		L		L	Delay to scheme, but not a showstopper risk.	M	Risk to programme and LGF spend in 2016/17
LGFE49	LGFO0066	Swallow Business Park, Hailsham (A22/A27 Growth Corridor)	East Sussex	L		L		L		L		L		L		L		L		L	To be completed by the end of the calendar year.
LGFE50	LGFO0067	Sovereign Harbour (aka Strategic Site Investment Package)	East Sussex	L		L		L		L		L		L		L		L		L	All parts of project due to be completed by the end of 2016/17.
LGFE51	LGFO0085	North Bexhill Access Road and Bexhill Enterprise Park	East Sussex	L	Consultation complete	L		L	Judicial review threat no longer present	L		L		L		L		L		L	On track
tbc2	LGFO0042	Hastings and Bexhill junction capacity improvements package	East Sussex	L	Within highway	L		L		L	tbc, but should be scalable	L		L	VfM uncertain, but probably good VfM	L		L		L	No LGF spend forecast until 17/18.
tbc3	LGFO0043	Hastings and Bexhill LSTF walking and cycling package	East Sussex	M	To be completed	L		L		L	tbc, but should be scalable	L		L	VfM uncertain, but probably good VfM	L		L		L	No LGF spend forecast until 18/19
tbc4	LGFO0044	Eastbourne town centre LSTF access & improvement package	East Sussex	M	Design to be revisited due to stakeholder comments	L		L		L		L		L		L		L	Delay to scheme, but not a showstopper risk.	M	Risk to programme and LGF spend in 2016/17
tbc25	LGFO0073	A22/A27 junction improvement package	East Sussex	M	tbc	M	Feasibility work to be completed.	L	tbc	M	Currently unknown.	L		L	tbc	L	tbc	L	tbc	L	No LGF spend forecast until 19/20
LGFE25	LGFO0025	Colchester LSTF	Essex	L		L		L		M	Overspending and change request submitted to increase LGF allocation.	L		L		L		M	Increase in cost estimate.	L	On track and project due to be completed in October 2016.
LGFE26	LGFO0026	Colchester Integrated Transport Package	Essex	M		L		L		L	tbc, but should be scalable	L		L		L		L	Being implemented	L	
LGFE27	LGFO0027	Colchester Town Centre	Essex	M	Delay caused by consultation re: Lexdon Rd Bus Lane element	L		M		L		L		M		L		L		M	Delay to programme due to revise design for Lexton Road Bus Improvements.
LGFE28	LGFO0028	TGSE LSTF - Essex	Essex	L		L		L		L	RTI element cleared as capital.	L		L		L		L	Being implemented	L	
LGFE31	LGFO0031	A414 Pinch Point Package: A414 First Avenue & Cambridge Rd junction	Essex	M		M		M		M		L		M		M		L		M	Slippage to 2016/17 spend.
LGFE32	LGFO0032	A414 Maldon to Chelmsford RBS	Essex	L		L		L		L		L		L		L		L	Being implemented	L	
LGFE33	LGFO0033	Chelmsford Station / Station Square / Mill Yard	Essex	M	Delays due to complexity	L		L		M	Still working through site surveys	L		L		H	Complex delivery - ECC, NR and TOC	M	Complex project	M	Potential delivery risk due to complexity. Risk of slippage in 2016/17.
LGFE34	LGFO0034	Basildon Integrated Transport Package	Essex	L		L		L		L		L		L		M	Delays to forecourt works	L	Being implemented	L	No LGF spend forecast until 17/18
LGFE36	LGFO0037	Colchester Park and Ride and Bus Priority measures	Essex															n/a	Complete	n/a	Complete
LGFE37	LGFO0079	A127 Fairglens Junction Improvements	Essex (retained)	M	tbc	L		M	tbc	M	Some cost uncertainty	L		M	VfM uncertain	L	tbc	L	tbc - but unlikely to be showstopper risks	M	DTT / HE processes and planning (tbc) present programme risks

Project Number	SELEP number	Project Name	Promoter	Public & Stakeholder Acceptability - Assessment	Comment	Feasibility - Assessment	Comment	Planning Risk (securing of powers & consents) - Assessment	Comment	Certainty of total cost estimate	Comment	Affordability / Certainty of local funding sources	Comment	VfM Risk - Assessment	Comment	Complexity / Dependence / Flexibility of Scheme - Assessment	Comment	Project Risk	Comment	LGF spend risk	Comment
LGfSE38	LGf00080	A127 Capacity Enhancements Road Safety and Network Resilience (ECC)	Essex (retained)	L		L		L		L		L		L		L		L	Being implemented	L	
tbc8	LGf00048	A131 Chelmsford to Braintree	Essex	L	Within highway	L		L		L		L		L	VfM uncertain	L		L		L	No LGf spend forecast until 17/18
tbc9	LGf00049	A414 Harlow to Chelmsford	Essex	L	Within highway	L		L		L		L		L	VfM uncertain	L		L		L	No LGf spend forecast until 18/19
tbc10	LGf00050	A133 Colchester to Clacton	Essex	L	Within highway	L		L		L		L		L	VfM uncertain	L		L		L	No LGf spend forecast until 18/19
tbc11	LGf00051	A131 Braintree to Sudbury	Essex	L	Within highway	L		L		L		L		L	VfM uncertain	L		L		L	No LGf spend forecast until 19/20
tbc19	LGf00063	Chelmsford City Growth Area Scheme	Essex	M	tbc	L	tbc	L	tbc - but expect to be within highway	L	tbc, but should be scalable	L		L	VfM uncertain, but probably good VfM	L	tbc	L		L	No LGf spend forecast until 17/18. Consultation > possible delay risk
tbc20	LGf00064	Chelmsford Flood Alleviation Scheme	Essex	M	tbc	M	tbc	M	tbc	M	tbc	L		M	tbc	M	tbc	L		M	No spend until 2018/19.
tbc22	LGf00070	Beaulieu Park Railway Station	Essex	M	Need to secure stakeholder and political buy-in	M	tbc	M	tbc	H	Complex rail project	H		M	VfM uncertain	H	Complex delivery - ECC, NR and Developer (MOU signed between parties).	H	Complex. Delay could also mean implementation post-LGf programme period.	M	Complex rail project, but no spend until 2018/19.
LGfSE3	LGf00003	Kent and Medway Growth Hub	Kent	L		L		L		L		L		L		L		L		L	
LGfSE6	LGf00006	Tonbridge Town Centre Regeneration	Kent	L		L		L		L		L		L		L		L	Being implemented	L	On target to spend within 16/17.
LGfSE7	LGf00007	Sittingbourne Town Centre Regeneration	Kent	L		L		M	The detail of the land swap has been agreed with NWR but the legal documentation has not been completed.	L		M		L		L	3rd party delivery	M	If planning permission is refused, or major objection to S278 works	M	Backloaded spend in 16/17 and start of 17/18
LGfSE8	LGf00008	M20 Junction 4 Eastern Overbridge	Kent	L		L		L		L		L		L		L		L	Being implemented	L	On target to spend within 16/17
LGfSE9	LGf00009	Tunbridge Wells Jct Improvement Package (formerly - A26 London Rd/ Speldhurst Rd/ Yew Tree Rd, Tun Wells)	Kent	L		M	Business case required for additional schemes	L		M	Work Required to identify cost of new schemes	L		M	Change to scope will need to go through ITE	L		M	Funding gap for HHR - will need to progress other schemes instead	M	Change of scope could delay progress (£200k in 2016/17 and £1m in 2017/18)
LGfSE10	LGf00010	Kent Thameside LSTF	Kent	L		L		L		L		L		L		L		L	Being implemented	M	Backloaded spend in 16/17, unlikely to spend full allocation as Land purchase unlikely to be complete before end of March 2017.
LGfSE11	LGf00011	Maidstone Gyrotary Bypass	Kent	L		L		L		L		L		L		L		L	Being implemented	L	On target to spend LGf within Q2 and Q3 of 16/17, with Maidstone BC contribution in Q4.
LGfSE12	LGf00012	Kent Strategic Congestion Management programme	Kent	L		M	Need to produce BC for remainder of allocation to 2021	L		M	Require new schemes to be forward designed	L		M	As BCs provided by year, ITE unable to confirm VfM	L		L	2016/17 schemes being implemented	L	
LGfSE13	LGf00013	Middle Deal transport improvements	Kent	L		L		M	Section 278 / 38 Highway Agreement and S106 agreement still not signed	L		M		L		L	3rd party delivery	M	Requires S278 agreement and Funding agreement.	M	Spend currently at zero awaiting signed funding agreement, now profiled for Q3 and Q4 of 2016/17
LGfSE14	LGf00014	Kent Rights of Way improvement plan	Kent	L		L		L		L		L		L		L		L	Being implemented	M	Backloaded spend in 16/17, unlikely to spend full allocation with work in winter months, therefore unlikely deliver schemes before the end of March 2017.
LGfSE15	LGf00015	Kent Sustainable Interventions programme	Kent	M	Risk around consultation (cycle elements)	L		L		L		L		M	As BCs provided by year, ITE unable to confirm VfM	L		L	Being implemented	M	Underspend against £824k allocation likely in 2016/17.
LGfSE16	LGf00016	West Kent LSTF	Kent	M	Consultation on Swanley Master Plan may prevent 2017/18 scheme for Swanley station	L		L		L		M	Match funding for swanley station improvements may be removed	L		L		L	Being implemented	L	2016/17 On target with spend forecast for Q3 and Q4
LGfSE17	LGf00017	Folkestone Seafont : onsite infrastructure and engineering works	Kent															n/a	Complete	n/a	Complete
LGfSE42	LGf00038	A28 Chart Road	Kent	L		L		M	S278 and S106 are still outstanding but proposal of an interim s106	L		M	Developer Payments still outstanding	L		L		L	Being implemented	L	2016/17 On target with majority of spend forecast for Q4
LGfSE43	LGf00039	Maidstone Integrated Transport	Kent	M	Look to return to JTB with update on what further schemes to progress in Phase 2.	M	Need to produce BC for phase 2 of allocation	L		L		M		M	As BC only provided for Phase 1, ITE unable to confirm VfM	L		L	Being implemented	M	Decision on S106 received in August 2016 and delay will affect ability to deliver schemes in 2016/17 with Gyrotary works also taking place in Maidstone. Will need to replan works programme for whole allocation with revised business case.
LGfSE44	LGf00040	A28 Sturry Link Road	Kent	L		L		M	Planning permission required	M	Developer match funding required	H		L		L		M	HoT still to be signed off for match funding, Network Rail involvement	M	Profile of spend reduced from £1m to £475k.
LGfSE45	LGf00053	Rathmore Road	Kent	L		L	Advance works to strengthen Windmill Tunnel delayed by NR, and brick arch requires repair prior to KCC undertaking the Bridge Strengthening.	L		L		L		L		L		L	Being implemented	L	2016/17 On target

Project Number	SELEP number	Project Name	Promoter	Public & Stakeholder Acceptability - Assessment	Comment	Feasibility - Assessment	Comment	Planning Risk (securing of powers & consents) - Assessment	Comment	Certainty of total cost estimate	Comment	Affordability / Certainty of local funding sources	Comment	VfM Risk - Assessment	Comment	Complexity / Dependence / Flexibility of Scheme - Assessment	Comment	Project Risk	Comment	LGF spend risk	Comment
LGfSE46	LGf00054	A28 Sturry Rd Integrated Transport Package	Kent	M	Planning application expected within next 2 months should provide more clarity over programme	M	Revised scheme dependent on Openreach relocating existing fibre optic cables	L		L		L		M	Change to scope may need to go through ITE	L		L	Delay to scheme to 2017/18	L	Delay to scheme to 2017/18
LGfSE47	LGf00055	Maidstone Sustainable Access to Employment	Kent	L		L		L		L		L		L		L		L	Being implemented, contracts awarded with end date of 10th March (although weather clauses)	L	On target to spend majority LGF within Q3 and Q4 of 16/17, with Maidstone BC contribution in Q4 and possibly early 2017/18.
LGfSE48	LGf00059	Ashford Spurs	Kent	L		M	Project is feasible. However, should seek assurance that HS1 services would stop at Ashford if infrastructure provided.	L		H	Cost increase from £5m to £10.5m. Currently a funding gap to be provided as part of LGF3 bid.	M		M	VfM uncertain	H	Mix of funding parties, NR delivery, and HS1 operator.	M	Project delivery risk depending on LGF3 bid	M	Funding risk, dependent on LGF3 bid
tbc1	LGf00041	Thanet Parkway	Kent	M	Subject to detail in BC. Require positive support of potential operator and/or DfT Rail (as franchisee)	L	Project is feasible	M	Subject to detail in BC	H	Latest cost estimate is significantly above £10m LGF allocation, so currently a funding gap exists. Further design/cost work on-going.	H		M	VfM uncertain	M	tbc	H	Current funding gap, and VfM uncertain.	H	Key risk issues currently unresolved - implications for programme.
LGfSE59	LGf00058	Dover Western Dock Revival	Kent	L	Developer led, within developer land.	L	tbc	L	tbc	H	Funding eligibility uncertain, as question whether scheme delivers net additionality (or would have been delivered anyway).	L		M	VfM uncertain	L	3rd party delivery	H	Funding eligibility risk	H	Planning to spend £5m LGF in 2016/17, but Business Case has not yet been approved.
tbc16	LGf00060	Westhanger Lorry Park	Kent															n/a	Removed from programme. Approval given to reallocate funds to Ashford Spurs	n/a	Removed from programme. Approval given to reallocate funds to Ashford Spurs
LGfSE61	LGf00062	Folkestone Seafront (non-transport)	Kent	L		L		L		L		L		L		L		L		M	Most recent spend profile shifts allocation into early 2017/18 as a result of delay in signing legal agreement and difficulties over procurement.
tbc23		M20 Junction 10a	Centrally held	M	HE has now submitted its application for a Development Consent Order for J10A to the Planning Inspectorate. The Inspectorate now has to decide whether or not to accept the application for Examination.	L	tbc	M	Subject to detail in BC	M	HCA centrally held funding (part of LGF). Issue of whether developer contributions can be secured to fund / finance the HCA contribution. Resolution pending.	H		M	VfM uncertain	M	Funding via HCA to Ashford. HE and Developer involvement. However, funding and delivery route agreed.	H	Risk to project if funding sources are not confirmed.	H	Risk to project delivery and LGF spend if local funding contribution is not confirmed.
tbc24	LGf00072	A226 London Road/B255 St Clements Way	Kent	L		L		L		L		L		M	VfM uncertain (to be reviewed as part of Business case process)	L		L		L	Business case submitted for AB decision in November 2016
LGfSE18	LGf00018	A289 Four Elms Roundabout to Medway Tunnel Journey time and Network Improvements	Medway	M	Informal consultation completed, but full consultation will be undertaken as part of the planning process.	M		M	Planning application submitted on 7th October. Determination expected in January 2017.	M	Reduced total costs of project due to loss of match funding (£106 for Lodge Hill). Uncertainty regarding costs of proposed footbridges.	L	Total project cost has been reduced to match funding available	M	Business Case to be reassessed.	L		M	Delay to delivery due to late submission of planning application.	M	Delay to the programme but still on track to be delivered within funding timeframe - assuming the CPO process is not too lengthy.
LGfSE19	LGf00019	Strood Town Centre Journey Time and Accessibility Enhancements	Medway	L	Consultation completed with over 50% support. Members support the project and the proposals put forward.	L	The scheme has been modelled and the traffic proposals appear to work.	L	No planning required	L	Current costs show it can be delivered within budget. This will be further developed through the detailed design process.	L		L		L		L	Outline design completed. Detailed design to commence as soon as possible.	L	
LGfSE20	LGf00020	Chatham Town Centre Place-making and Public Realm Package	Medway	L	Consultation was positive with over 90% support for the proposals.	L		L	No planning required	L		L		L		L		L	Detailed design for the route improvement works is almost complete.	L	
LGfSE21	LGf00021	Medway Cycling Action Plan	Medway	L	Consultation being undertaken for each route prior to construction.	L		L	No planning required	L	Ongoing monitoring of costs.	L		L		L		L	Initial routes have been constructed. Consultation will continue throughout the life of the project.	L	
LGfSE22	LGf00022	Medway City Estate Connectivity Improvement Measures	Medway	L		L		L	No planning required for phase 1. Phase 2 tbc.	M	Costs for phase 2 of the project are not yet known. Scoping study to be undertaken to identify options to meet the objectives of phase 2.	L		L		L		L	Phase 1 implementation predominantly complete.	L	
LGfSE60	LGf00061	Rochester Airport Technology Park (phase 1)	Medway	M	Planning decision was challenged. Judicial review and subsequent EIA requirement have delayed project.	L		M	Planning approval is required from Medway Council and also has to be permitted by Tonbridge & Malling (subsequent to Medway)	M	Detailed design is yet to be completed.	L		L		L		M	Issues with the planning application have caused a delay with delivery.	M	Delay to the project programme due to issues with the planning application. Phase 1 of the Rochester Airport Technology Park project is being delivered by Rochester Airport Ltd (the airport operator)

Project Number	SELEP number	Project Name	Promoter	Public & Stakeholder Acceptability - Assessment	Comment	Feasibility - Assessment	Comment	Planning Risk (securing of powers & consents) - Assessment	Comment	Certainty of total cost estimate	Comment	Affordability / Certainty of local funding sources	Comment	VfM Risk - Assessment	Comment	Complexity / Dependence / Flexibility of Scheme - Assessment	Comment	Project Risk	Comment	LGF spend risk	Comment
LGFE5	LGFO0005	Southend Growth Hub	Southend	M	Delay due to Clean Air Act	L		L		L		L		M	Business Case required for second phase of the project.	L		L	Being implemented	M	Risk to spend in 2016/17
LGFE29	LGFO0029	TGSE LSTF - Southend	Southend	L		L		L		M	Potential overspend but SBC to cover	L	No match funding	L		L		L	Being implemented	L	
LGFE39	LGFO0081	A127 Kent Elms Corner	Southend (retained)	M	Public consultation completed in May 2016 and preferred option is now being developed.	L		M	Transfer of private land to Highway	M	Final cost uncertainty, as bridge will be included. This will be covered from A127 Essential Bridge and Highways Maintenance or SBC	L	£0.8m from maintenance.	L		L	Scheme option selection underway	L	Being implemented	M	Backloaded spend in 16/17
LGFE40	LGFO0082	A127 The Bell	Southend (retained)	M	Scheme options to commence	L		M	Transfer of private land to Highway	M	Some cost uncertainty because of early stage of design , but covered locally if there is overspend.	L	SBC match funding	M	VfM uncertain	L	tbc	L	tbc - but unlikely to be showstopper risks	L	No LGF spend forecast until 17/18
LGFE41	LGFO0083	A127 Essential Bridge and Highway Maintenance - Southend	Southend (retained)	M	tbc	L		L		M	Some cost uncertainty, but flexibility to manage within package of measures.	L	No match	M		L	tbc	L	tbc - but unlikely to be showstopper risks	M	Backloaded spend in 16/17
tbc5	LGFO0045	Southend Central Area Action Plan (SCAAP) - Transport Package	Southend	M	£1m 16/17 mostly highways related amendments	L		L		L	tbc, but should be scalable	L	No match	L		L	tbc	L		M	Backloaded spend in 16/17
tbc14	LGFO0057	Southend and Rochford Joint Area Action Plan	Southend	M		M		M	Planning consent to implement the wider scheme has yet to be secured?	L	Uncertain but SBC to fund any overspend.	L	SBC match	L		M	tbc	M	Management risk	M	Management potentially complex between Essex/Southend. Backloaded spend in 16/17
LGFE30	LGFO0030	TGSE LSTF - Thurrock	Thurrock	L		L		L		L		L	Approved and confirmed in future deliver programme	L	Business Case approved for £1m LGF in April 2016.	L		L	Being implemented	L	
LGFE54	LGFO0046	Thurrock Cycle Network	Thurrock	L		L		L		L		L		L	Business Case approved for £1.8m LGF in April 2016. Future years to be approved.	L		L		M	Design delay and landownership
LGFE55	LGFO0047	London Gateway/Stanford le Hope	Thurrock	M	Subject to detail in BC	L		L		M	Risk linked to complexity	L		M	VfM uncertain. Business Case to be developed.	L / M	Low for Phase 1. M for Phase 2 (Station refurb)	L	Phase 1 planning on spending in Q4 of 16/17 > tight programme. Phase 2 more complex and greater inherent risk.	M	Business Case to be approved for 2016/17 spend.
LGFE56	LGFO0052	A13 Widening - development	Thurrock (retained)	L	no evidence of public opposition to project	L	Preliminary design has confirmed scheme feasibility	L	Harbour empowerment order provides statute to undertake works	M	Large-scale project with risk of cost over-run	L	s106 agreement signed	M	Business Case for full project to be developed.	M	VfM uncertain.	M		M	Utility diversion works could extend works duration
LGFE57	LGFO0056	Purfleet Centre	Thurrock	L	Council work with Community to develop scheme. Stakeholders consultation underway	L	Viability assessment underway.	L	Some areas may require CPO	L	Large-scale project with risk of cost over-run	L	Viability assessment underway	M		M	Scheme is complex with multiple partners and funding sources	L		M	LGF to fund land acquisition in 16/17. Backloaded spend in 16/17, but risk of slippage into 2017/18.

Report to Accountability Board	Forward Plan reference number: N/A
Date of Accountability Board Meeting:	18th November 2016
Date of report:	1st November 2016
Title of report:	M20 Junction 10a
Report by:	Rhiannon Mort
Enquiries to:	rhiannon.mort@essex.gov.uk

1. Purpose of report

- 1.1 The purpose of this paper is to update the Accountability Board (the Board) on the development of M20 Junction 10a project, Kent.

2. Recommendations

- 2.1 The Board is asked to:

- 2.1.1 **Approve** the drafted letter of support to be submitted to Highways England in relation to M20 Junction 10a project
- 2.1.2 **Note** the intention for the M20 Junction 10a project to be considered at the next Board meeting for approval of the £19.7m funding allocation following consideration of the Business Case by Highways England.
- 2.1.3 **Approval** for a letter to be sent from SELEP to Sajid Javid MP, as the Secretary of State for Communities and Local Government and Chris Grayling MP as Secretary of State for Transport to seek further assurances around the LGF funding for this Project for future years.

3. Background

- 3.1 SELEP have been working with Ashford Borough Council and Highways England to the deliver improvements at M20 Junction 10a in Ashford, Kent. This project proposes to deliver a new junction on the strategic road network to enable new residential and commercial to come forward in Ashford and the wider East Kent area. This growth is currently hindered by the constraints of the existing road network; particularly the capacity of M20 Junction 10.
- 3.2 The total project cost amounts to £104.4m. Through working with DCLG, SELEP have initially allocated LGF contributions of £19.7m, on the basis that this funding will be made available to SELEP from DCLG in 2017/18 and 2018/19. A local funding contribution amounting to £16m is expected from Ashford Borough Council, with the remaining project cost of £71.1m to be funded by Highways England.

4. Project Development

- 4.1 The project has reached a critical stage in its development. A Development Consent Order (DCO) has been submitted for the project by Highways England and the Preliminary Meeting is due to be held on the 2nd December 2016 by the Examining Authority (ExA), as part of the pre-examination process.
- 4.2 As M20 Junction 10a has been categorised as a Nationally Significant Infrastructure Project (NSIP), a DCO application is required for the Planning Inspectorate to make recommendations to the Secretary of State on whether development consent should be granted for the proposed scheme.
- 4.3 For the DCO to progress, Highways England requires confirmation that that all funding is in place before it progresses to the next stage of DCO. Accordingly Highways England are seeking confirmation that both the £16m local funding contribution committed by Ashford Borough Council and the £19.7m LGF allocation are in place.
- 4.4 Highways England has advised that if it is unable to receive the funding commitment they require to the project by the 25th November then there is a risk that the DCO will stall. This will have negative implications on the programme of project delivery and LGF spend.

5. Ashford Borough Council Local Funding Commitment

- 5.1 Ashford Borough Council funding contributions were committed on the premise that Community Infrastructure Levy (CIL) contributions would be available in the timescales required. However, these CIL funding contributions cannot come forward until approvals are granted for the developed sites set to contribute to the delivery of the project. Planning permission cannot be granted for these large scale development sites until there is a firm commitment to the delivery of the project.
- 5.2 To overcome this issue, options have been investigated with the Homes and Communities Agency to provide Ashford Borough Council with the investment required to forward fund the developer contributions, in advance of this private sector funding being made available. Secretary of State's approval for this investment is currently being sought and it is expected that the outcome will be known within the next few weeks.

6. Local Growth Fund commitment

- 6.1 The Business Case has been developed for the project and has been considered by Highways England through its internal approvals process.
- 6.2 The BCR value for the project is 1.41:1. This indicates a low Value for Money for LGF investment. However, the benefits of the project in supporting the delivery of residential development are substantial. As such, Highways England remains

committed to the delivery of the project, subject to the local funding contributions being confirmed. As a retained LGF project, SELEP is currently seeking assurances from the Department for Transport that they are satisfied with the LGF investment in this project, considering the reported low BCR value. This will inform the recommendations made to Accountability Board in considering the approval of the £19.7m allocation to the project.

- 6.3 LGF funding of £19.7m is currently provisionally allocated to the project and is profiled to be spent in 2017/18 (£8.3m) and 2018/19 (£11.4m). However SELEP has not yet received confirmation from DCLG that this funding will definitely be available in these years. It is expected that SELEP will receive confirmation from Government in or around February before each respective financial year.
- 6.4 SELEP has not received commitment from Government of the future years LGF allocation and therefore is not in a position to commit the funding to the project at this time. Only once the Department for Transport have confirmed their position, the availability of the £16m local funding contribution have been confirmed, and DCLG have confirmed that the funding is available will the project be presented to the Board for the approval of the £19.7m LGF allocation.
- 6.5 However, to order to assist in ensuring that this project does not stall, SELEP propose to write to Highways England setting out the support for the project and the current indicative funding available from LGF. The draft of the letter is attached in Appendix A.
- 6.6 This letter of support will set out the process for the approval of LGF funding and re-affirm SELEPs commitment of £19.7m to the project, subject to:
 - 6.6.1 SELEP being in receipt of funding for this Project from Government;
 - 6.6.2 the Department for Transport confirming that they are satisfied that the project delivers sufficient value for money to justify LGF investment; and
 - 6.6.3 Confirmation of the £16m local funding contribution from Ashford Borough Council.
- 6.7 There is a risk that the assurances given to Highways England at this time are not sufficient for their purposes. The Accountable Body is unable to provide a guarantee of LGF funding in future years as DCLG only provides single financial year determinations. Therefore it is proposed that a letter is sent from SELEP to Sajid Javid MP, as the Secretary of State for Communities and Local Government and Chris Grayling MP as Secretary of State for Transport to seek further assurances that the indicative LGF funding is to be provided to SELEP, or in the alternative, request that they provide assurances directly to Highways England that funding is to be forthcoming.

7. Financial Implications

7.1 The Accountable Body is unable to provide assurances for future funding where it has not received the relevant confirmation from Government.

8. Legal Implications

8.1 The funding for this project is not yet within SELEP gift, and therefore it is not possible to provide outright confirmation that it will be available in future years. To do so could give rise to a legitimate expectation, and one which could give rise to judicial review proceedings, if Highways England rely upon the assurances provided and funding later is not allocated.

9. Staffing and other resource implications

9.1 None at present.

10. Equality and Diversity implications

10.1 None at present.

11. List of Appendices

11.1 In support of this paper is Appendix A – SELEP Draft Letter of Support

12. List of Background Papers

12.1 None

(Any request for any background papers listed here should be made to the person named at the front of the report who will be able to help with any enquiries)

Role	Date
Accountable Body sign off Lorna Norris On behalf of Margaret Lee	 10.11.16



South East LEP Secretariat
c/o Essex County Council
County Hall
Market Road
Chelmsford
CM1 1QH

7th November 2016

RE: M20 Junction 10a Project (the Project)

Dear Salvatore,

The South East LEP receives LGF funding from Government on an annual basis and until we have confirmation of annual amounts (usually received in the February prior to the financial year commencing), we are unable to provide final confirmation of actual allocation to projects proposed to commence in future years.

However, the South East LEP has provisionally allocated to the Project an indicative allocation of the Local Growth Fund (LGF). Accordingly we are holding an allocation totalling **£19.7 million**, according to the following profile:

Year 1: 1 April 2017 to 31 March 2018 - **£8.3 million**

Year 2: 1 April 2018 to 31 March 2019 - **£11.4 million**

As part of the South East LEP's decision making process, the South East LEP's Accountability Board is required to approve all LGF allocations. It is intended that the Business Case developed by Highways England will be considered by SELEP Accountability Board on the 20th January 2016.

At that time the SELEP Accountability Board will consider the Project and its business case and with a view to approving the LGF funding of £19.7m to the project, subject to:

1. SELEP being in receipt of the funding from Government;
2. the Department for Transport confirming that they are satisfied that the project delivers sufficient value for money to justify LGF investment; and
3. Confirmation of the £16m local funding contribution from Ashford Borough Council.

The delivery of this project is integral to unlocking new residential and commercial development in Ashford. The town is identified as a key as a growth area within the South East and has benefitted from the introduction of High Speed rail services. The journey time of just 37 minutes from Ashford International to London St Pancras puts Ashford in a prime location to help meet the need for new houses in the South East. The delivery of M20 Junction 10a is integral to enabling this residential development to come forward and SELEP is committed to supporting this project through our Growth Deal.

I can assure you that we will continue to work with the project team brought together by Ashford Borough Council to ensure that all governance requirements of the SELEP Accountability Board are met. Accordingly we will be writing to Sajid Javid MP, as the Secretary of State for Communities and Local Government and Chris Grayling MP as Secretary of State for Transport to seek additional assurances that the indicative LGF funding is to be provided to SELEP, or in the alternative, request that they provide assurances directly to you that funding is to be forthcoming.

I look forward to working with you on this key project for the South East.

Yours sincerely,

Adam Bryan
Managing Director
South East Local Enterprise Partnership

Report to Accountability Board	Forward Plan reference number: FP/AB/051 FP/AB/059
Date of Accountability Board Meeting:	18 th November 2016
Date of report:	1 st November 2016
Title of report:	Local Growth Fund (LGF) Project Changes
Report by	Rhiannon Mort, SELEP Capital Programme Manager
Enquiries to	rhiannon.mort@essex.gov.uk

1. Purpose of report

- 1.1 To update the SELEP Accountability Board (the Board) on proposed changes to LGF projects included in the SELEP Growth Deal.

2. Recommendations

- 2.1. The Board is asked to:

- 2.1.1 **Note** the LGF project Change Request process
- 2.1.2 **Agree** the reallocation of £400,000 LGF from Colchester Town Centre to Colchester LSTF project
- 2.1.3 **Note** the change to Medway A289 Four Elms Roundabout to Medway Tunnel Journey Time and Network Improvements Project, with the Business Case to be brought back to future Accountability Board meetings.
- 2.1.4 **Note** the changes to Southend Growth Hub project, with the Business Case to be brought back to future Accountability Board meetings.

3. Supporting documents

- 3.1 The following appendices are provided in support of this report:

- Appendix 1 - Change Request Template

4. SELEP Capital Programme

- 4.1 Under the Service Level Agreement in place between the SELEP Accountable Body and the County Councils and Unitary Authorities in the SELEP area, a 10% threshold exists for changes to LGF allocations. The Board's approval is required where changes exceed the 10% threshold.
- 4.2 If the change to LGF allocation is below this threshold, the Board must be notified of this change.

- 4.3 All project changes must be reported to Central Government. However, Government has not clearly defined what constitutes as a project change. Discussions are underway with Government to increase our flexibilities in managing our own programme.
- 4.4 To date, there have been some inconsistencies in the reporting of project changes to both the Board and to Government. As such, a Change Request process has been introduced to ensure that all LGF project changes are reported to the Board and Government in a consistent and transparent way. This includes changes to total cost of project, LGF allocations, project scope and project outputs/outcomes.
- 4.5 A Change Request has come forward as part of the LGF update reporting for the reallocation of £400,000 LGF from Colchester Town Centre project to Colchester LSTF project.
- 4.6 In addition, the Board is asked to note that Change Requests will come forward to a future Board meeting for Medway Four Elms Roundabout to Medway Tunnel Journey Time and Network Improvements and Southend Growth Hub. The Business Cases for these projects will be considered at a future Board meeting.

5. Reallocation of £400,000 LGF from Colchester Town Centre to Colchester LSTF project

Colchester Town Centre

- 5.1 The Colchester Town Centre project was approved in March 2015 for a £5m LGF allocation to deliver a package of five transport projects. These five transport projects included:
- Brook Street Roundabout
 - Town Centre Pedestrian Links and Bus Service Priority Improvements
 - Lexden Road Bus Improvements
 - Stanway Cycle Package
 - Town Centre Signal Improvements
- 5.2 Four of the five aspects of the package have been completed. The final part of the package is the delivery of bus improvement to Lexden Road. These improvements will be completed in the early part of 2017/18.
- 5.3 The revised cost estimate for the project shows a total project cost of £4.6m. This is the result of a change in the interventions to be delivered along Lexden Road, following public consultation. This will result in an LGF underspend of £400,000. As a result, Accountability Board approval is sought to reallocate this funding to Colchester LSTF project.

Colchester LSTF

- 5.4 Chelmsford LSTF project was approved in March 2015 for a £2m LGF allocation to the project. This funding allocation was expected to fund the project in its entirety.
- 5.5 The project cost has since escalated and the cost estimate shows overspend of £762,700.
- 5.6 There is no one single reason for the increased in costs. The works on the LSTF programme consist of eight different initiatives taking place around Colchester. Some of the packages

completed as planned, but others came across a variety of project issues that the delivery team had to resolve. These issues are driving the increases in costs. The issues reported by the delivery team include (in no order of priority):

- Land ownership
- Ecological
- Protracted network rail approvals
- Traffic/pedestrian management
- Utilities

5.7 Options were considered to de-scope the package of project. However, this option was discounted due to the adverse impact this would have on the delivery of agreed project outcomes.

5.8 Board approval is therefore sought to increase the LGF allocation to this project to help mitigate this project overspend. The remaining £362,700 overspend will be funded by Essex County Council.

5.9 The outcomes of the Colchester LSTF and Colchester Town Centre will remain the same as previously set out in the original Business Cases.

5.10 The ITE has reviewed the Colchester LSTF Business Case and the £726,700 escalation in total scheme cost will reduce the BCR from 3.9:1 to 2.9:1. A BCR of 2.9:1 represents high value for money of LGF investment.

5.11 The additional £400,000 LGF allocation to Colchester LSTF project is forecast to be spent in 2016/17.

6. A289 Four Elms Roundabout to Medway Tunnel Journey Time and Network Improvements

6.1 The A289 Four Elms Roundabout to Medway Tunnel Journey Time and Network Improvements Business Case and outcome of the ITE assessment were considered and approved by the Board in March 2015 for the release of £11.1m LGF. This was based on a total project cost of £18.6m.

6.2 The Business Case included a developer contribution of £7,129,000 in relation to the proposed development at Lodge Hill (5,000 homes and approximately 49,500sqm of business and retail floor space). Medway Council resolved to approve the planning application for Lodge Hill in September 2014, subject to a referral to the Secretary of State for Communities and Local Government. The Secretary of State decided to call in the application which will now be determined during an inquiry in 2018.

6.3 As a result, the S106 funding expected from the Lodge Hill development will not be available during the lifetime of this project and it is intended that the project scope will be scaled back to match the LGF funding allocation.

6.4 Whilst the road capacity will be increased by a smaller margin than originally anticipated, transport modelling has shown that the project will still deliver an improvement in traffic flow and in journey times.

- 6.5 A revised Business Case is currently being developed for the project and will be considered by a future Accountability Board meeting to ensure that the project still presents Value for Money and to consider the impact on project outcomes.

7. Southend Growth Hub

- 7.1 The original Southend Growth Hub scheme identified two phases to the project.
- 7.2 Phase 1 of the project seeks to grow the benefits of the new Enterprise Centre on Victoria Avenue developed through Southend's City Deal. This will deliver job growth and business space.
- 7.3 The delivery of Phase 1 of the project is well underway and the current £720,000 LGF allocation approved by the Board is due to be spent in full by the end of the financial year.
- 7.4 Options are currently being considered for the second phase of the project, as the interventions originally intended to be delivered using LGF will now be implemented by the private sector. Once this option feasibility work has been completed, a Business Case will be developed for the second phase of the project and considered by SELEP Accountability Board for the release of £6m LGF.

8. Financial Implications

- 8.1 The transfer of £400,000 from Colchester Town Centre to Colchester LSTF project does not affect either the annual programmed spend or total programme value. The £400,000 underspend is within the 10% tolerance for the Colchester Town Centre project, but this is equivalent to a 20% increase in spend for Colchester LSTF and therefore requires Board approval.
- 8.2 The total over spend on the Colchester LSTF project is an increase of 38% on the original project planned spend of £2m. This is a significant overspend. Close monitoring of the project spend for the remainder of the year will take place to ensure that variances do not continue to occur without mitigation within the current increased spending envelope.

9. Legal Implications

- 9.1 None

10. Staffing and other resource implications

- 10.1 None

11. Equality and Diversity implications

- 11.1 None

12. List of Appendices

- Appendix 1 - Change Request Template

13. List of Background Papers

13.1 None

(Any request for any background papers listed here should be made to the person named at the front of the report who will be able to help with any enquiries)

Role	Date
Accountable Body sign off Lorna Norris On behalf of Margaret Lee	 10.11.16

Project Change Request

Section A – Details

Project Name	
Lead Officer	
Lead Authority	
Date Submitted	

Section B – Justification

Description of Change	
Reason for Making Change	
Alternative Options Considered	
Stakeholders Consulted	

Section C - Impact

Impact on total project cost	
Impact of LGF allocation	
Impact of project delivery timescales	
Impact on project outputs	
Impact on project Value for Money	
Impact on SELEP objectives	

Section D - To be completed by SELEP

LogasNet Number			
SELEP Project Number			
Change Request Number			
Has review of Business Case been completed?			
Change agreed with SELEP:	Choose an item.	Date	Click here to enter a date.
Comment			

SELEP LGF Change Request Template

Is Accountability Board approval required?			Choose an item.
Approved by Accountability Board	Choose an item.	Date	Click here to enter a date.
Comment			

Section E – Government Approval

Date submitted to Government	Click here to enter a date.
Date agreed by Government	Click here to enter a date.

Guidance

1. When is a change request required?

The types of scheme change to be reported include, but are not limited to:

Financial	<ul style="list-style-type: none"> - Change to total LGF spend - Change to total cost of a project - Reallocation of LGF
Scope	<ul style="list-style-type: none"> - Change to project from original scope as agreed in Outline Business Case submitted to Government for the provisional allocation of Local Growth Fund - Change to project scope from Business Case approved by Accountability Board - Change to intended scheme benefits
Outcomes	<ul style="list-style-type: none"> - Change to the expected outcomes agreed in the project Business Case or as reported to Government through LOGAS net return

Where LGF funding is being reallocated from one LGF project to another, then two Change Requests will be required. The first will reduce the LGF allocation to a project and the second will increase the LGF allocation to a project.

If you are unclear whether a Change Request is required or not please speak to the SELEP Capital Programme Manager.

2. Accountability Board approvals

Where a project change includes one or more of the changes listed below, then SELEP Accountability Board approval will be required automatically.

- (a) *Cancellation of a project that is included in the agreed Local Growth Plan;*
- (b) *Inclusion of a project not included in the agreed Local Growth Plan;*
- (c) *Moving forward of a project previously programmed to start in later years;*
- (d) *Delays to project start or end dates of more than six months;*
- (e) *Changes to Local Growth Fund project expenditure, or to the agreed core metrics and outcomes, on any single project of more than 10%; or*

For other project changes where the SELEP Secretariat or Accountable Body advises that the completion of a change request is required, it will be at the discretion of the SELEP Secretariat to decide whether the change requires Accountability Board approval. SELEP Accountability Board will be made aware of all Change Requests as part of the LGF update.

Report to Accountability Board	Forward Plan reference number: N/A
Date of Accountability Board Meeting: 18th November 2016	
Date of report: 26th October 2016	
Title of report: Amendment to Skills Capital Projects: Hadlow College	
Report by Louise Aitken, LEP Skills Lead	
Enquiries to Louise.Aitken@essex.gov.uk	

1. Purpose of report

- 1.1 To seek Accountability Board (the Board) approval for an amendment to the Hadlow College (Ashford Campus) project that was awarded £427,500 of Skills Capital funding, by the Board in February 2016.

2. Recommendations

- 2.1 **To approve** an amendment to the recommendation made by the Board to award Hadlow College (the College) £427,500 of Skills Capital funding, namely to remove the requirement for the College to be recognised as an Apprenticeship Training Agency (ATA), but with an expectation that original outputs and targets will still be delivered or exceeded.

3. Background

- 3.1 In February, the Board awarded Local Growth Funding (LGF) to the College for a round 3 skills capital project totalling £427,500. The original bid made by the College was for Phase 1A specialist equipment for motor vehicle, construction and engineering facilities. This was the final element of the world class Ashford campus project and was intended to deliver accessible equipment and a state of the art functional learning environment for 925+ students, an increase on the current establishment of 533. In addition, the bid sought to deliver an increase in apprenticeships and to support this, the college intended to apply to become an ATA to support delivery of the outcomes in its bid.
- 3.2 The approval given by the Board to this bid was subject to the College being recognised as an ATA by March 2017. However, in the period since the funding bid was approved, details have emerged which the College has confirmed renders the ATA an impractical option. An ATA model is intended to support the delivery of apprenticeships by sourcing, arranging and employing apprenticeships for companies (as opposed to the company directly employing them). This means that the ATA (which in this instance would have been the College) acts as the apprentice's employer and places apprentices with a host company or companies.

- 3.3 Nationally, the forthcoming introduction of an apprenticeship levy in April 2017 will fundamentally change the way apprenticeships are funded. Previously, colleges and providers would receive funding directly to deliver training and going forward, this will go directly to employers. As it stands, under an ATA model as outlined above, the College would be the employer and therefore subject to the same State Aid regulations as all employers, whereby the total value of funds that can be received is €200,000 and which would be too restrictive for the College to proceed with the ATA model. If state aid were to be enforced, it would effectively mean that the ATA would be capped at 20 apprentices (20 x average salary of £10,000) in any one year. Nationally an employer working group has been set up to help the government to develop further proposals around ATAs and a new payment structure is expected to be introduced, but not until sometime in 2018. This timescale and current uncertainty makes the ATA impractical.
- 3.4 Additional apprenticeship reforms being implemented by the Government include the introduction of new apprenticeship standards (replacing frameworks) and a new digital apprenticeship service. In order to deliver the targets for increased apprenticeships set out in the approved funding bid, the College will concentrate on ensuring the mechanisms for the introduction of new standards and the digital apprenticeship service.
- 3.5 The College have confirmed that they have made sufficient staffing changes to ensure that the planned Apprenticeship growth anticipated by the project can still be achieved, and potentially exceeded without becoming an ATA; the target growth is as follows:

	Apprenticeship numbers		
	Before project	After project	Change
Apprenticeships *			
Engineering/ manufacturing	37	110	+73
Construction	69	159	+90
<u>Sub-total</u>	<u>106</u>	<u>269</u>	<u>+163</u>
Higher apprenticeships			
Engineering/ manufacturing	2	15	+13
Construction	0	3	+3
Other	0	5	+5
<u>Sub-total</u>	<u>2</u>	<u>23</u>	<u>+21</u>
<u>Total</u>	<u>108</u>	<u>292</u>	<u>+184</u>

- 3.6 Hadlow College have confirmed that in order to deliver these targets, they have already progressed with targets as per the original bid, specifically:
- Commenced the process to develop Job Centre Plus Academies focused on engineering practical trades and construction as part of the new Ashford College offer. Sector Based work Academies are already established in Food Production

Skills and further Sector Based Work Academies have been requested across construction skills.

- Expanding and growing Apprenticeships – the College have established a dedicated employer engagement team with SMART targets for increasing apprenticeship provision across Ashford and the wider East Kent area served by the College.

3.7 The funding approved by the Board is intended to create larger and better equipped engineering and construction workshops and without this the College will not attain the growth in apprenticeships and learner numbers anticipated by the original bid.

4. Financial Implications

4.1 This project is being funded from the Skills Capital Programme which is part of the Local Growth Fund. The change requested by this paper does not impact on the total allocation made in 2016/17.

5. Legal Implications

5.1 All approved allocations are required to enter into a Grant Agreement with the Accountable Body, which contains the obligations for monitoring and reporting, which will allow for updates to be received going forward. The proposed change set out in this paper does not alter this requirement, but will require the wording of the agreement to be amended to reflect the removal of the ATA requirement.

6. Staffing and other resource implications

6.1 None

7. Equality and Diversity implications

7.1. Section 149 of the Equality Act 2010 creates the public sector equality duty which requires that when a public sector body makes decisions it must have regard to the need to:

- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act
- (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
- (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

7.2. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation.

7.3 The proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.

8. List of Appendices

8.1. Appendix 1 - Update on ATA and Apprenticeship Recruitment Activity (provided by Hadlow College)

9. List of Background Papers

9.1 None

(Any request for any background papers listed here should be made to the person named at the front of the report who will be able to help with any enquiries)

Role	Date
Accountable Body sign off	
Lorna Norris	10.11.16
On behalf of Margaret Lee	

Update on Activity Linked to Apprenticeship Recruitment with Ashford and East Kent



Supporting paper for 18th November Accountability Board covering Amendment to Grant agreement: Hadlow College

In response to the original Bid for Funds from page 6 onwards

Working with partners. A highly successful partnership already exists between Hadlow Group, Job Centre Plus. Focussed on basic literacy, numeracy, pre-employment work, work readiness. At the time of the bid this provided training to over 300 learners, currently in 2016 this has expanded to over 700 learners in the east of the County with a 74% progression into sustainable employment.

Building on existing employer links especially in the engineering, construction and motor vehicle and expanding into new markets. This will involve the establishment of an Apprenticeship Training Agency, which will showcase cutting edge technology in the relevant fields.

A scoping exercise was undertaken and the statutory recognition document, complete with process, procedures and due diligence protocols drafted. At the time of writing the bid, the details of the apprenticeship review, the implications of the Apprenticeship Levy, the transition from Frameworks to Standards and the Digital Apprenticeship Service were all unknowns. Since writing the bid, details have emerged which now render the ATA an impractical option. Referring to paragraphs 73- 75 of the current proposals for apprenticeship funding in England from May 2017:

- Para 74: ATAs will be subject to the same transfer arrangements and State Aid rules as other receiving employers
- Para 75: This means that in the first year of the new system, levied employers will not be able to transfer digital funds to pay for training of apprentices employed by ATAs.
- Para 76: From 2018, as part of our proposals on transfer of funds, employers would be able to transfer up to 10% of the annual value of funds entering their accounts onto an ATA. However, the ATA will be subject to State Aid rules and so limited in the total value of funds it can receive (up to €200,000)

The above paragraphs and subsequent operational implications now make the proposed ATA an unviable project. Hadlow Group however has made sufficient staffing and operational changes to ensure that Apprenticeship Growth throughout the life cycle of the project will meet and exceed the agreed outcomes, making best and considered use of employer and public funding to maximise benefit to the local community.

Update on Activity Linked to Apprenticeship Recruitment with Ashford and East Kent



Additionally, within government recommendations now published at - <https://www.gov.uk/government/publications/apprenticeship-funding-from-may-2017> paragraphs 15 and 16 state that because employers still want ATAs, there is to be a working group established with new payment/ transfer structures introduced sometime in 2018. In the meantime Hadlow would be subject to State Aid regulations. The uncertainty around ATAs makes this an unviable option.

Paragraph 16, page 10:

We are committed to introducing this in 2018, and to initially allowing levy-paying employers to transfer up to 10% of the annual value of funds entering their digital accounts to other employers or ATAs. We recognise the effective delivery of apprenticeships in supply chains is important and so we have created a new employer working group to help us further develop proposals for a transfers system that works for employers. Alongside detailed research into the needs of employers of all sizes, this group will help government design how transfers should work, the level of funds that could be transferred and what controls are needed to protect the integrity of the apprenticeship system.

To this end and in response to the initial bid:

We build on this to develop Job Centre Plus Academies focused on engineering practical trades and construction as part of the new Ashford College offer - Sector Based Work Academies are already established in the east of the county for Food Production Skills (Sector Subject Area 4) with further requested across construction skills (Sector Subject Area 5)

Expanding and growing Apprenticeships - We have established a dedicated employer engagement team with SMART targets for increasing apprenticeship provision across Ashford and the wider East Kent area served by the College.

The investment in specialist equipment will deliver an increase of 103 x 16-18 apprenticeships and 124 x 19+ apprenticeships over current provision - Through the work of the employer engagement and advisory team the college has seen an increase in apprenticeship take up despite the current resources. For Construction this has seen an increase in 27 apprenticeships against the existing numbers identified when the bid was visualised. For engineering disciplines, an increase of 55 and for motor vehicle, 23 limited by the current size of the existing workshops at Jemmett Road

Ashford College will deliver this expansion of apprenticeships by the provision of a fully equipped Apprenticeship Centre. This will provide a one-stop service to both employers and learners matching demand and supply and providing an accessible base from which apprenticeship opportunities will be promoted - In place through the development of the employer engagement/business

Update on Activity Linked to Apprenticeship Recruitment with Ashford and East Kent



development team. Using the Sector based work academy model as pre-programme, effective routes to work are being established which lead to sustainable job outcomes.

The promised Business Advisory Council is established and meets three times per year

Future developments include

- on-line Job Shop, linked to the National Apprenticeship 'Find an Apprentice' web site and existing sector based work academies
- establishing NEET engagement protocols with the Local Authority for engagement in learning and routes to apprenticeships
- a monthly apprenticeship assessment centre with progression routes into pre-apprenticeships, apprenticeships and traineeships

Apprenticeship numbers	Before project	After Project	Change
Apprenticeships			
Engineering/manufacturing	37	110	+73
Construction	69	159	+90
Sub total	106	269	+163
Higher Apprenticeships			
Engineering/manufacturing	2	15	+13
Construction	0	3	+3
Other	2	23	+21
Total	108	292	+184

Report to Accountability Board	Forward Plan reference number: FP/AB/056
Date of Accountability Board Meeting:	18th November 2016
Date of report:	4th November 2016
Title of report:	Half Year Financial Report and Forward Look
Report by:	Suzanne Bennett
Enquiries to:	suzanne.bennett@essex.gov.uk

1. Purpose of report

- 1.1 The purpose of this paper is to update the Accountability Board on the forecast financial position of the South East Local Enterprise Partnership (SELEP) as at the half year stage of the 2016/17 financial year. Currently it is forecast that there will be a full year over spend of **£31,000** against the net budget of **£906,000**, equivalent to **3.4%**.
- 1.2 The paper will also provide an update on the current situation regarding future revenue funding for SELEP.

2. Recommendations

- 2.1 Board is asked to:
- **Note** the latest forecast outturn for the Secretariat budget at Table 1;
 - **Approve** a drawdown of **£31,000** from the general reserve to cover the increase in costs;
 - **Note** the latest forecast outturn for the specific revenue grants for Growing Places Fund (GPF) and Growth Hubs at Table 2 and Table 3; and
 - **Note** the update on future year funding position.

3. Background

- 3.1 Table 1 overleaf shows the current forecast position for Secretariat budget for 2016/17. There is a full year forecast overspend of **£31,000**. This is mainly due to increased staffing levels (**£33,000**), the costs of the Independent Technical Evaluator contract (**£34,000**) being higher than assumed at time of budgeting and costs of the Chairman's recruitment (**£18,000**) which had been assumed to fall into financial year 2015/16 at the point at which the budget for this year was set but slipped into 2016/17.

- 3.2 The over spend is partly offset by a **£5,000** contribution from Discovery Park via Kent County Council to cover administration costs of the Discovery Park Growing Places Fund credit agreement and a pick-up of **£24,000** in the value of external interest received. In addition, some costs have reduced for the year; including planned Communications spend (reduction of **£5,000**) or slipped into next year, including some consultancy costs and potential costs of the Skills Portal (total reduction of **£15,000**).

Table 1: Secretariat Budget

	Forecast £000	Budget £000	Variance £000	Variance %
Staff salaries and associated costs	487	463	24	5.18%
Staff non salaries	28	18	10	55.56%
Recharges (incl. Accountable Body)	107	107	-	0.00%
Total staffing	622	588	34	5.78%
Meetings and admin	46	40	6	15.00%
Chairman's allowance	20	20	-	0.00%
Consultancy and sector support	278	258	20	7.75%
Total other expenditure	344	318	26	8.18%
Total expenditure	966	906	60	6.62%
Grant income	(500)	(500)	-	0.00%
Contributions from partners	(205)	(200)	(5)	2.50%
External interest received	(230)	(206)	(24)	11.65%
Total income	(935)	(906)	(29)	3.20%
Net expenditure	31	-	31	0.00%
Contributions to/from reserves	(31)	-	(31)	0.00%
Final net position	-	-	-	0.00%

- 3.3 There have been a number of small variances across the Secretariat staffing budget throughout the year, both in favour and adverse, through staffing turnover. The small adverse variance is due to increased agency staffing costs to continue to support the Housing workstream and differences between actual appointed salaries and the inclusion of an additional post of a Strategy Manager following Strategic Board agreement. There have been a number of small variances between assumed and actual costs of posts that have emerged as the posts are filled.
- 3.4 The increased numbers of staff in the Secretariat have created pressure on the travelling and expenses budget, which is currently forecast to be around **£10,000** over spent by the end of the year. Covering such a large geographical area means that these costs are to be expected to an extent, but the Director is committed to

ensuring that the most efficient routes and modes of transport are selected by the team.

- 3.5 At the time of budget setting, the Independent Technical Evaluator (ITE) contract had not been let and it was assumed that the annual costs would be in the region of **£100,000** per annum. The contract was awarded in April of this year and current costs are forecast to be around **£135,000**. This is due to an increased number of business cases coming forward for appraisal than was originally planned for this year and additional services provided by the ITE, including support for LGF Round 3 bid and training provided to project sponsors.
- 3.6 The bringing forward of business cases allows the SELEP to proactively manage the Local Growth Fund (LGF) programme and will have no effect on the total cost of the contract.
- 3.7 If there are no further rounds of LGF announced the costs of the ITE will reduce considerably in the remaining years of the programme as the number of projects coming forward reduces. However, until we have LGF Round 3 confirmation it is not possible to quantify those costs. A further update will be provided to Accountability Board following the LGF Round 3 announcement due by the end of the calendar year.
- 3.8 Despite the reduction in the Bank of England Base Rate in July of this year, SELEP is currently forecast to receive more external interest than originally budgeted. This is because the Accountable Body, on the advice of the Essex County Council Treasury Management Team, moved to invest some of the funds on a medium term basis and was able to secure deals before the base rate and other events adversely affected the rates available on the markets. However, the ongoing economic uncertainty is likely to adversely affect this revenue stream in 2017/18. This is currently flagged as a risk for 2017/18 and we will continue to work with the ECC Treasury Management Team to maximise returns.
- 3.9 It is proposed that the forecast over spend of £31,000 is funded through a withdrawal from reserves. The balance of the general reserve is currently **£252,000**. Of that amount, **£100,000** is recommended to be held to cover any potential severance costs that might be required in the future. Therefore, there are sufficient funds to cover the proposed **£31,000** withdrawal. It was advised at the end of the previous financial year that levels of reserves are unnecessarily high and action should be taken to utilise these reserves in an appropriate way. The balance of **£221,000** is still well in excess of the recommended level of £100,000 and potential options for utilising this funding are being taken forward by the SELEP Director according to decisions at previous Board meetings.

Revenue Grants

- 3.10 GPF Revenue costs can be seen below in Table 2. The costs are matched by drawdown of the revenue grant. The bulk of the cost is the revenue grant funding awarded to Harlow Enterprise Zone. At the end of 2016/17 it is forecast that **£2.7m** of GPF revenue grant will be remain to be carried forward for spending in future years.

Table 2 – GPF Revenue Grant

	Forecast £000	Budget £000	Variance £000	Variance %
Legal costs	4	-	(4)	0.0%
Grants to other organisations	255	255	-	0.0%
Total expenditure	259	255	(4)	0.0%
Grant income	(259)	(255)	4	0.0%
Total income	(259)	(255)	4	0.0%
Net expenditure	-	-	-	0.0%

- 3.11 Growth Hubs revenue grant spending can be seen below in Table 3. The SELEP received **£656,000** in revenue funding to support the Growth Hubs in 2016/17. The majority of the monies are passed on to the three sub Growth Hubs and each area is forecasting to spend all monies in this year. This funding is only available in 2016/17 and BEIS has already indicated its intention to claw-back any remaining funds at year-end. The Growth Hub Steering Group has a standing item to discuss the grant funding and monitor the spending to ensure that the full benefit of this funding stream is taken.

Table 3 – Growth Hubs Revenue Grant

	Forecast £000	Budget £000	Variance £000	Variance %
SELEP central hub costs	57	57	-	0.0%
Grant to Southend for BEST Hub	253	253	-	0.0%
Grant to Kent for Kent and Medway Hub	233	233	-	0.0%
Grant to East Sussex for BES Hub	113	113	-	0.0%
Total expenditure	656	656	-	0.0%
Grant income	(656)	(656)	-	0.0%
Total income	(656)	(656)	-	0.0%
Net expenditure	-	-	-	0.0%

2016/17 Funding

- 3.12 At the meeting of the Accountability Board on 12th February 2016, some members of the Board made it known that they would prefer to see greater central government support for the administration costs of SELEP, allowing the contributions from Local Government partners to reduce from financial year 2017/18 onwards.
- 3.13 Currently the provision of grant funding from central government for future years is unknown. Government have announced that they intend to continue funding Local Enterprise Partnerships for at least a further two years but no guidance has been issued as to what level of funding will be made available and on what basis.
- 3.14 It is assumed that some level of local match would be required as is currently, but this hasn't been confirmed. There have been indications from government officials previously that they view local match as evidence of commitment at a local level therefore it seems likely the requirement for match will continue in some form.
- 3.15 Given the high levels of uncertainty around both the government funding and local requirements we cannot at this point present a 2017/18 budget to the Board for approval; which is not ideal given that local partners will be currently considering their own budget position for next year. To continue with current levels of activity, the SELEP would require government and local contributions to remain stable. Should either or both reduce there is a risk that delivery will be adversely impacted.
- 3.16 Both Accountable Body officers and the Secretariat are requesting that Government officials release information on the LEP Core Funding grant immediately and the risks of ongoing uncertainty have been highlighted. In addition, the Chair of SELEP has written to Jo Johnson and Greg Clarke (letter attached) to highlight again the proportionally low value of the SELEP funding streams in comparison to some other LEPs and the disparity that results when fixed funding is made to all LEPs at the same value.
- 3.17 Whilst it is unsatisfactory to not be able to submit a 2017/18 budget for approval at this time, clearly the lack of guidance and certainty from Government means there would be little value in doing so. However, a full budget for 2017/18 will be submitted to the Board at their next meeting on 20th January 2017.
- 3.18 Should there be no further clarity on core funding by that time; the budget will be presented for consideration based on an assumption that Core funding will be in line with this financial year, along with options should that funding either reduce or increase. A decision on contributions from partners will be required at that point.

4. Financial Implications

- 4.1 The report is authored by the Accountable Body and the action proposed within the report is within available funding and considered appropriate to address the variance arising and to support the 2016/17 budget.

5. Legal Implications

5.1 None at present.

6. Staffing and other resource implications

6.1 None at present.

7. Equality and Diversity implications

7.1 None at present.

8. List of Appendices

8.1 Annexed table showing current position of all grants received by South East LEP.

8.2 Copy of letter addressed to Jo Johnson MP.

9. List of Background Papers

(Any request for any background papers listed here should be made to the person named at the front of the report who will be able to help with any enquiries)

Role	Date
Accountable Body sign off Stephanie Mitchener, Head of Finance On behalf of Margaret Lee	 8 th November 2016

Grants 2016/17

Name of Grant	Description	£000's			
		B/fwd	Awarded in Yr	Forecast Spend in Yr	Closing Bal
Core Grant	Grant from BIS to support running costs	-	500	500	-
Growth Hub Grant	Grant from BIS to support the Growth Hubs agenda	-	656	656	-
LEP Transport Grant	Awarded by DfT to support admin costs of development of transport work	33	-	-	33
Transport Delivery Excellence Grant	Awarded by DfT to support LEP teams in building processes to ensure delivery	43	-	20	23
GPF Revenue Grant	To support revenue admin costs of running GPF and to be awarded for revenue projects	2,941	-	259	2,682
Total Revenue Grants		3,017	1,156	1,435	2,738

South East LEP - Capital Grants

Name of Grant	Description	£000's			
		B/fwd	Awarded in Yr	Forecast Spend in Yr	Closing Bal
GPF Capital Grant	Grant to establish GPF revolving fund (please note that because loans are made the grant isn't drawdown unless agreements are in default)	45,477	-	-	45,477
Local Growth Fund	General LGF pot awarded by DCLG - carrying balance is remaining amounts of skills allocation	1,079	82,270	77,012	6,337
Local Authority LTP Major Projects	Grant from DfT for projects they are funding directly for Growth Deal, including retained schemes	-	5,200	5,200	-
Total Capital Grants		46,556	87,470	82,212	51,814

Notes:

1. GPF capital funds have been awarded as loans rather than grants and therefore are treated differently for accounting purposes.
2. Further detail on the closing balance of the LGF Grant can be found in the Capital Programme Management report.

LEP Secretariat
c/o Essex County Council
D208, County Hall
Market Road
Chelmsford
CM1 1LX

By email to: jo.johnson.mp@parliament.uk
Copy email to: gregclarkmp@parliament.uk

Jo Johnson MP
Minister of State for Department for Education & Department for Business, Energy and Industrial Strategy
House of Commons
London SW1A 0AA

7th November 2016

Dear Jo

South East LEP

At our recent meeting, where we touched briefly on the South East LEP (SELEP), I promised to write to provide you with the details of our infrastructure requirements and, specifically at this time, where your advocacy for SELEP with your ministerial colleagues would be important.

Aside from infrastructure, I must be clear that SELEP has taken significant steps forward in developing an agenda with resonance across our area – and this was clearly reflected in the Growth Deal submission. We have a commitment to supporting SELEP’s rural economy; to addressing deprivation in our coastal areas; to supporting the growth and the clustering of our strong creative industries sector; to enhancing our linked tourism offer; and, of course, to ensuring the delivery of the Enterprise Zone agenda in each part of the LEP.

On some of the specifics:

Growth Deal Round Three and beyond

- Our Growth Deal proposal set out the investments needed to support the South East’s growing population and to unlock UK plc’s growth potential, with a £229m LGF Round 3 investment offering the potential to enable 73,672 jobs and 31,052 new homes locally (see Appendix). We understand our provisional allocation from this process to be only £45- £55m which is significantly below expectations and disappointing for an area with the scale of potential offered by the SELEP (7.1% of England’s population). Indications are that those places nationally which have pursued simplified governance through devolution and combined authorities have been rewarded in the Growth Deals process. This seems to disproportionately favour cities and urban areas and, importantly, not reflect the activity of business-led LEPs on the ground as devolution is not a responsibility afforded to us.

- I would ask you to raise with your colleagues in Government the negative impact that this will have on business-led LEPs in terms of keeping our local partners engaged in our ongoing when their input does not seem valued. Reflecting on such an approach to funding allocation, it does not seem to reflect real economic potential or strengthen vitally important trade links at this crucial time.
- We would encourage Government to make available additional rounds of Growth Deal funding, as suggested by Andrew Percy MP at a recent LEP Network meeting. We have already seen the positive impact which the investment has had in enabling and acting as a catalyst for private sector led development in our LEP area.

Lower Thames Crossing

- Ensuring decisions around the delivery of the Lower Thames Crossing is a strategic priority for our LEP. We are seeking commitment from Government for the new Crossing in the upcoming Autumn Statement, we are asking that the decision is made quickly, and that commitment to a preferred route and commitment to funding is provided. There is overwhelming support from businesses in the SELEP area for Highways England's proposed scheme: that is for the construction of a bored tunnel at Location C, adopting Route 3. We have written to you separately on this.
- The inadequacy of the existing Dartford Crossing to cope with current, let alone future traffic growth is constraining economic growth and adversely impacting the productivity of the UK economy. The delivery of a Lower Thames Crossing is integral to our strategy to stimulate the economies on both sides of the Thames. A new crossing would improve the connectivity of the region, strengthen the resilience of our national road network and support internationally important trade routes.

Transport & Infrastructure

- The shortfall in investment in our transport network is damaging our economy and hindering our growth potential. Our Local Growth Fund Round 3 bid sets out many of our infrastructure needs to support economic growth; details are included below.
- SELEP's infrastructure needs do not stop there, however, and there is a need for investment in our strategic transport infrastructure which extends beyond the scope of an LGF allocation. The delivery of a Lower Thames Crossing is of national importance. However, this investment must come with appropriate support infrastructure to help mitigate the wider traffic impact on our network.
- Through RIS 2 (Road Investment Strategy 2 (covering schemes post 2020), SELEP seeks a firm funding commitment to deliver the wider strategic transport network improvements urgently required in their own entirety to support background traffic growth and the needs of planned new development. The need for these schemes is even more pressing in light of the Lower Thames Crossing. SELEP is developing a prospectus outlining the additional infrastructure requirements in connection with the crossing to demonstrate the strategic view we are taking for the area, and will share this with you when it is complete in December 2016.

Skills & university role in SELEP

- I am committed to making SELEP the most university-friendly LEP in the country and we are currently working very carefully to enhance the status of universities in everything we do. I am scheduled to

meet all the Vice Chancellors of the nine HEIs in our area for dinner on 12th January in London and I would be delighted if you could join us.

- Through the investment of our £22m skills capital fund aligned to economic need, we are helping to build an FE sector equipped to deliver an appropriately skilled workforce. We are seeing some positive and productive partnerships between FE colleges and universities particularly with higher and degree apprenticeships – essential if we are to respond to significant jobs growth and the increasing need for higher level, technical skills. Through our forthcoming renewed Skills Strategy, and in line with our holistic approach to working across education, we will be recommending an increase of such partnerships. We would welcome government reinforcement of this message which we believe also helps to raise the credibility of apprenticeships.

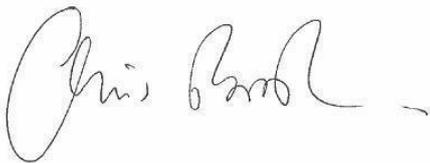
LEP Core Funding

- Finally, I am aware that LEPs are shortly to be advised of their core funding settlements for the 17/18 and 18/19 financial years. Given that this would enable us to plan with confidence, I would be no different to other LEP chairmen when I ask for as much clarity as possible on that as soon as is practicable. My position does differ from other LEP chairmen, however, when I draw your attention to SELEP's requirement for a greater settlement. SELEP is the biggest LEP around – our vital statistics (business numbers, population, universities) are three times the size of some other LEPs. Yet we are funded to the same amount. We are fortunate to have a very industrious and small team; but we have partners who want to see our LEP backed and with additional support there is more potential to deliver.

And deliver we shall continue to do.

I would be delighted if you could visit in the coming weeks and months and to see the progress that our partnership is making across the gateway to England; there is certainly no substitute for being here when it comes to sensing our abundant ambition for growth.

Yours Sincerely



Christian Brodie
Chairman
South East Local Enterprise Partnership

Appendix – South East LEP Growth Deal Round Three - priority list

Project Name	Rank	Theme	Location	LGF Ask	Private Leverage	Other Funding	Outcomes - Jobs	Outcomes - Homes	Outcomes - Learners
Dartford Town Centre Transformation	1	Thames Estuary	Dartford Borough Council	£4,300,000	£0	£7,700,000	1,811	2,341	-
Ashford International Rail Connectivity Project	2	Strategic Connectivity	Ashford Borough Council	£4,800,000	£40,000	£5,660,000	2,000	-	-
Fort Halstead	3	Job Creation and Enterprise Zones	Sevenoaks District Council	£1,530,000	£30,000,000	£500,000	1,100	450	-
Rochester Airport Technology Park Zone A	4	Thames Estuary	Medway Council	£3,700,000	£44,600,000	£370,000	1,544	-	-
Southend ABP Phase 2	5	Thames Estuary	Southend-on-Sea Borough Council	£19,890,000	£0	£2,380,000	2,724	-	-
Strood Civic Centre Flood Mitigation Works	6	Thames Estuary	Medway Council	£3,500,000	£32,000,000	£800,000	479	325	-
A2500 Lower Road Improvement	7	Thames Estuary	Swale Borough Council	£1,264,930	£540,000	£0	1,500	892	-
Kent and Medway Engineering, Design, Growth & Enterprise Hub	8	Employability and Skills	Canterbury City Council	£6,120,000	£0	£14,880,000	398	-	1,250
Leigh Flood Storage Area	9	Job Creation and Enterprise Zones	Tonbridge & Malling Borough Council	£4,635,900	£500,000	£19,555,000	70	850	-
Gilden Way Upgrading, Harlow	10	Strategic Connectivity	Essex County Council	£5,000,000	£1,000,000	£4,400,000	1,050	-	-
A2 off-slip at Wincheap, Canterbury	11	Strategic Connectivity	Canterbury City Council	£4,400,000	£4,400,000	£1,255,000	1,685	1,150	-
East Sussex Strategic Growth Project	12	Job Creation and Enterprise Zones	East Sussex County Council	£8,200,000	£10,800,000	£0	77	-	-
Technical and Professional Skills Centre at Stansted Airport	13	Employability and Skills	Uttlesford District Council	£3,500,000	£0	£6,980,000	540	-	530
Devonshire Park Quarter Re-development	14	Homes, Communities and Culture	Eastbourne Borough Council	£5,000,000	£0	£39,000,000	15	-	-
Innovation Centre (Ph1) – University of Essex Knowledge Gateway	15	Job Creation and Enterprise Zones	Colchester Borough Council	£2,000,000	£0	£8,500,000	423	-	-

STEM Innovation Campus - Colchester Institute	16	Employability and Skills	Braintree District Council	£5,000,000	£0	£4,000,000	6,499	-	5,250
A127 Fairglens	17	Thames Estuary	Essex County Council	£6,235,000	£0	£3,600,000	7,700	-	-
M11 J8 Improvements	18	Strategic Connectivity	Essex County Council	£6,800,000	£1,000,000	£4,000,000	3,000	-	-
Eastside Business Park (South), Newhaven	19	Job Creation and Enterprise Zones	Lewes District Council	£1,600,000	£6,200,000	£0	204	-	-
Swanley Town Centre Transformation	20	Homes, Communities and Culture	Sevenoaks District Council	£1,938,000	£10,000,000	£500,000	1,150	6,237	-
Ashford Town Centre Transformation	21	Homes, Communities and Culture	Ashford Borough Council	£969,240	£865,000	£100,000	1,000	1,129	-
Chatham Destination Placemaking: City Centre	22	Thames Estuary	Medway Council	£4,000,000	£32,000,000	£5,800,000	947	287	-
Woodsgate Corner	23	Strategic Connectivity	Tunbridge Wells Borough Council	£2,598,296	£0	£0	1,800	1,500	-
Westwood Relief Strategy	24	Homes, Communities and Culture	Thanet District Council	£4,900,000	£1,000,000	£0	3,500	4,000	-
Enterprise Zone Kent Maidstone Medical Campus Highway Works	25	Job Creation and Enterprise Zones	Maidstone Borough Council	£7,500,000	£2,172,000	£0	3,000	496	-
Basildon Town Centre	26	Thames Estuary	Basildon Borough Council	£5,380,000	£38,900,000	£5,950,000	2,839	2,000	-
PROCAT National Institute for Advanced STEM Technology	27	Thames Estuary	Basildon Borough Council	£7,500,000	£12,820,000	£3,000,000	2,000	100	1,575
Duke of York's Roundabout	28	Strategic Connectivity	Dover District Council	£4,500,000	£0	£0	3,367	1,400	-
Grays South	29	Thames Estuary	Thurrock Council	£10,840,274	£14,202,362	£16,596,707	170	121	-
Newhaven Movement Access and Resilience Package	30	Strategic Connectivity	East Sussex County Council	£6,750,000	£1,398,000	£7,250,000	-	3,454	-
Paddock Wood Junction Improvement	31	Homes, Communities and Culture	Tunbridge Wells Borough Council	£3,000,000	£949,349	£0	1,140	892	-
Centre for Health and Development - Colchester Institute	32	Employability and Skills	Colchester Borough Council	£5,000,000	£0	£6,000,000	3,437	-	3,590
Investment in NIAB East Malling Research Biotech Hub	33	Job Creation and Enterprise Zones	Tonbridge & Malling Borough Council	£6,157,000	£6,110,000	£0	112	-	-

Northern Gateway Strategic Infrastructure Package	34	Job Creation and Enterprise Zones	Colchester Borough Council	£4,820,000	£4,000,000	£7,820,000	5,553	300	-
Southend Airport Surface Access	35	Thames Estuary	Essex County Council	£3,240,000	£0	£1,000,000	7,380	-	-
Swan Modular Housing Factory	36	Thames Estuary	Basildon Borough Council	£1,500,000	£1,400,000	£0	50	1,750	-
CONNECT London Southend Airport	37	Thames Estuary	Southend Borough Council	£4,500,000	£10,100,000	£0	1,400	-	-
Millennium Way Slips, Braintree	38	Strategic Connectivity	Essex County Council	£12,224,000	£0	£5,000,000	700	-	-
Colne Bank Roundabout Improvements, Colchester	39	Strategic Connectivity	Essex County Council	£9,352,000	£3,500,000	£3,500,000	1,250	-	-
Better Queensway	40	Thames Estuary	Southend-on-Sea Borough Council	£22,750,000	£202,937,671	£88,802,330	44	1,378	-
The Charleston Centenary Bid	41	Homes, Communities and Culture	Lewes District Council	£2,162,160	£4,537,500	£2,650,000	14	-	-
Totals				£229,056,800	£477,971,882	£277,549,037	73,672	31,052	12,195

South East Local Enterprise Partnership
Accountability Board Meetings, 2016 – 2018

Date	Meeting Type
Friday 20 th January 2017	Extra Accountability Board Meeting
Friday 24 th February 2017	Accountability Board Meeting
Friday 31 st March 2017	Extra Accountability Board Meeting
Friday 26 th May 2017	Accountability Board Meeting
Friday 8 th September 2017	Accountability Board Meeting
Friday 17 th November 2017	Accountability Board Meeting
Friday 23 rd February 2018	Accountability Board Meeting
<p style="text-align: center;">All Accountability meetings to be held at High House Production Park, Purfleet, Essex RM19 1RJ Start time 10:00am, closing with lunch at 12:00pm</p>	

