

ACCOUNTABILITY BOARD

10:00	Friday, 16 September 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	Chairman
Cllr David Finch	Essex County Council
Cllr Paul Carter	Kent County Council
Cllr Rodney Chambers	Medway Council
Cllr Keith Glazier	East Sussex Council
Cllr Rob Gledhill	Thurrock Council
Cllr John Lamb	Southend Borough Council
Angela O'Donoghue	Further Education/ Skills representative
Myroulla West	Higher Education representative

For information about the meeting please ask for:

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(Secretary to the Board)
ian.myers@essex.gov.uk
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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.

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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	Business Case Approvals including Independent Technical Evaluation 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.	5 - 20
3	Capital Programme Management Update To update the Board on the latest position of the Local Growth Deal Capital Programme.	21 - 46
4	Skills Capital Fund Approval To present recommendations regarding three projects submitted under the auspices of the Skills Capital Building Projects and Equipment fund.	47 - 52
5	Minutes To approve as a correct record the minutes of the meeting held on Friday 24 June 2016	53 - 56
6	Memorandum of Understanding for Enterprise Zones Report to follow	
7	Dates of Future Meetings To note the dates of future meetings of the Board <ul style="list-style-type: none">• 18 November 2016• 20 January 2017	
8	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.

9 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.

AGENDA ITEM 3

Report to Accountability Board	Forward Plan reference number: FP/AB/047, FP/AB/048, FP/AB/049
Date of Accountability Board Meeting:	16th September 2016
Date of report:	5th September 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 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)
- 2.2 The Board is asked to consider approval 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)
- 2.3 The Board is asked 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.

3. Background

- 3.1 This report brings forward, for release of funding, projects that have successfully completed the ITE process, a condition of the SELEP Assurance Framework agreed with Government. The projects are, according to the scheme promoters:

A127 Bridge & Highway Maintenance

- 3.2 The A127 is an aging corridor (originally opened in 1924), but one that is a vitally important primary route for the Thames Gateway South Essex (TGSE) area which connects the M25, Basildon and Southend (including London Southend Airport). The project is seeking £1m funding, which will fund investigation / surveys, needed to prioritise the level of maintenance work required on the A127 route. It will also support a new pedestrian footbridge at A127 Kent Elms Junction Improvement.

Ashford International Rail Connectivity (Ashford Spurs)

- 3.3 The Ashford Spurs project aims to ensure that the appropriate level of signalling and station access is in place to allow existing and future international trains to call at Ashford International Station. This will support the continued growth of Ashford and East Kent, and prevent the damage to the local economy which would result from the loss of international travel links.

4. Ashford International Rail Connectivity (Ashford Spurs) funding position

- 4.1 The current total project cost estimate for Ashford Spurs project is £10,497,490.
- 4.2 There is currently a £5,000,000 LGF allocation to the project. This comprises a £2,000,000 allocated from LGF Round 2 to the project and a £3,000,000 virement from Westenhanger Lorry Park project. This virement of funding was approved by SELEP Accountability Board on the 24th June 2016.
- 4.3 Based on the project cost estimate developed at an early stage of the project's development, it was anticipated that the £5,000,000 LGF would provide sufficient funding to enable project delivery. However, the preparation of the Business Case and project development work by Network Rail has led to a revised anticipated project cost of £10,497,490, including contingencies and risk.
- 4.4 In addition to the £5,000,000 LGF allocation a further £700,000 has been fully secured from a combination of funding sources, as shown in Table 1 below.
- 4.5 There is currently a £4,800,000 funding gap. A LGF Round 3 funding bid has been submitted to Government for £4,800,000 to bridge this funding gap. The outcome of this funding bid is expected to be announced in November 2016, as part of the Government's Autumn Statement.

Table 1 Ashford International Rail Connectivity (Ashford Spurs) funding sources

Funding Sources	2015/16 (£)	2016/17 (£)	2017/18 (£)	2018/19 (£)	Totals (£)
LGF2	0	2,000,000	1,000,000	2,000,000	5,000,000
LGF3 *	0	0	0	4,800,000	4,800,000
KCC & Partners	96,949	3,051	0	0	100,000
EU RoCK project	0	20,000	0	0	20,000
Network Rail (NRDF)	44,496	535,504	0	0	580,000
Total funding	141,445	2,558,555	1,000,000	6,800,000	10,500,000

* A LGF Round 3 funding bid has been submitted but this funding is not secure as the outcome of the funding bid has yet to be confirmed.

- 4.6 Approval is being sought from Accountability Board for the LGF allocation of £5,627,000.
- 4.7 This level of funding commitment is required for Kent County Council to enter into a legal agreement with Network Rail, to enable the project to progress to GRIP Stage 5. The main output from Network Rail GRIP Stage 5 is the completion of detailed design.
- 4.8 The allocation of £5,627,000 LGF is insufficient to deliver the project, but is required as ‘development’ funding to enable the project to process from Network Rail GRIP Stage 3b to 5.
- 4.9 As ‘development’ funding, no outcomes, in terms of economic or transport benefits, will be achieved from the £5,627,000 allocation without securing the additional LGF requested through LGF Round 3, to enable the project to progress through the remaining GRIP stages to project build and completion.
- 4.10 Close to the completion of GRIP Stage 5, a full Business Case will be presented to the Accountability Board for the release of additional LGF sought through LGF Round 3, to enable the delivery of the project.
- 4.11 There is a high risk to project delivery if funding is not secured through LGF Round 3.
- 4.12 The allocation of £5,627,000 LGF to the project exceeds the current LGF funding allocation of £5,000,000. This additional £627,000 presents an over profiling of Kent’s LGF programme, which would be paid back as part of the £4.8m LGF Round 3 allocation to the project.

- 4.13 Should the LGF Round 3 funding bid prove unsuccessful, the £627,000 over profiling of LGF spend will be managed through offsetting against any LGF underspend within Kent's LGF Round 1 and 2 funding allocation.

5. Outcomes of ITE review

- 5.1 The ITE report sets out the detailed analysis of both projects. This report is included in Appendix A.
- 5.2 The assessment of the Business Case for A127 Bridge & Highway Maintenance confirms that the project presents high value for money and demonstrates a medium to high certainty of achieving this.
- 5.3 The assessment of the Business Case for Ashford International Rail Connectivity confirms that the project presents high value for money, but and demonstrates a low to medium certainty of achieving this.

6. Financial Implications

- 6.1 Approval can be provided to the two schemes in principle as they meet the requirements of the agreed SELEP Assurance Framework.
- 6.2 Approval is being sought from Accountability Board to increase the funding allocation to Ashford Spurs project to £627,000 above its current £5,000,000 funding allocation. This increase in funding allocation is proposed to be managed within Kent's LGF programme funding allocation should the LGF Round 3 funding bid prove unsuccessful.
- 6.3 It is understood that Kent County Council accepts the funding risk associated with the £627,000 over profiling. Through a letter of support, Kent County Council has agreed that this funding risk associated with the £627,000 over profiling sits with Kent County Council to be managed within their LGF programme allocation rather than as a risk to the total SELEP LGF programme.
- 6.4 Should this risk materialise, KMEP will need to agree any changes and a further decision will be required from SELEP Accountability Board to consider any reallocation of funding in relation to the project which exceeds the 10% tolerance. This will include a requirement to demonstrate that there will be no overall reduction in to the overall outcomes to be achieved through the Local Growth Deal programme.

7. Legal Implications

- 7.1 None at present.

8. Staffing and other resource implications

8.1 None at present.

9. Equality and Diversity implications

9.1 None at present.

10. List of Appendices

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

11. List of Background Papers

- Business Case for Ashford International Rail Connectivity
- Business Case for A127 Bridge & Highway Maintenance

(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	08.09.2016

Independent Technical
Evaluator – Growth Deal
Business Case Assessment
(Q2 2016/17)

Accountability Board Report
September 2016

South East Local
Enterprise Partnership

Our ref: 22790505

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1 Independent Technical Evaluation of Q2 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 16th September 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 July and August 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 16th September 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.

Business Case Development

- 2.3 The **strategic case** continues to be well made, but we would ask scheme promoters to give greater consideration to the powers and consents required for the implementation of the works. This may include, planning permission for dependent housing developments, required land take or Transport Works Act Orders.
- 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 The **management case** is often lacking a full benefits realisation plan and more consideration should be given to monitoring and evaluation plans.
- 2.6 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

- 2.7 The following scheme achieves high value for money and medium to high certainty of achieving this:
- A127 Bridge & Highway Maintenance (£1.0m)
- 2.8 The following scheme achieves high value for money but with low to medium certainty of achieving this:
- Ashford International Rail Connectivity (£5.6m) – it should be noted that the funding will allow the scheme to progress to Network Rail stage GRIP 3a and the production of a more detailed business case to unlock the further funding should it be granted through the Local Growth Fund 'Round 3' submission.

Table 2.1: Gate 1 & 2 Assessment of Growth Deal Schemes seeking Approval for Funding for Q1 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
A127 Bridge & Highway Maintenance	1.0	Gate 1: N/A	Green	N/A	Green	Amber	Green	Reasonable methodology has been employed	The assumptions framing the financial case need to be clarified to ensure sufficient contingency has been allowed	A few inaccuracies within the financial case reduced the certainty provided by the business case.
		Gate 2: N/A	Green	N/A	Green	Green	Green	Reasonable methodology has been employed	Financial case has been updated and accurate methodology has been employed.	Clarification of the economic case was provided. The analysis is reliable.
Ashford International Rail Connectivity	5.6	Gate 1: 9.0	Red/ Amber	Green/ Amber	Green	Red/ Amber	Amber	WebTAG methods not well suited to estimating the benefits of non-marginal changes to service levels.	Errors identified within spreadsheets underlying transport user benefit calculations.	High level of uncertainty due to non-marginal nature of scheme and lack of transport model
		Gate 2: 3.6	Green	Green	Green	Green	Green/ Amber	WebTAG analysis supplemented with HCA additionality analysis. Both methods are reasonable, but simplistic.	The assumptions used to inform the methods used are reasonable and robust. However, the absence of a transport model places a limit on the robustness of behaviour change assumptions	There remains a high level of uncertainty associated with the value for money assessment, although upside risks are expected to outweigh downside risks.

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AGENDA ITEM 4

Report to Accountability Board	Forward Plan reference number: N/A
Date of Accountability Board Meeting:	16 th September 2016
Date of report:	31 st August 2016
Title of report:	Capital Programme Management of the Local Growth Fund (LGF)
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 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 forecast requirement for re-profiling of LGF spend between 2016/17 and future years of the LGF programme;
 2.1.3 Note the LGF projects that have incurred changes under the 10% tolerance; and
 2.1.4 Note the project deliverability and risk assessment.

3. Supporting documents

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

- Appendix 1 - Financial monitoring
- Appendix 2 - Summary of forecast spend profile
- Appendix 3 - Summary of forecast LGF re-profiling in 2016/17
- Appendix 4 - Project deliverability and risk assessment

4. SELEP Capital Programme

- 4.1 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.
- 4.2 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.

4.3 The total LGF grant funding for 2016/17 amounts to £96.00m. This includes 2016/17 LGF grant allocation of £82,270,227 and £13,738,778 brought forward from 2015/16.

4.4 The 2016/17 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.

5. Financial update

5.1 On the 24th August 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.

5.2 Each federated area has provided an updated spend forecast as shown in Appendix 1 and as summarised in Table 1 below.

Table 1 Forecast Spend 2016/17 (£m)

	Confirmed 16/17 LGF Allocation	Option 4 / Skills Carry Forward - Spend on LGF	Total Planned Spend (as at Q1, 2016/17)	Total Planned Spend (as at Q2, 2016/17)	Over / underspend (Q2 forecast)
East Sussex		1.59	16.88	16.88	
Essex		6.36	9.70	8.91	
Kent		4.14	34.00	32.36	
Medway		0.00	5.77	4.77	
Southend		0.57	5.10	5.10	
Thurrock		0.00	12.95	9.35	
<i>Skills</i>		<i>1.08</i>	12.08	12.09	
<i>Housing Regen</i>			2.00	2.00	
Sub-Total	82.27	13.74	98.48	91.44	-4.55
Centrally Held and Retained	5.20	0.00	5.20	5.20	0.00
Total	87.47	13.74	103.68	96.66	-4.55

5.3 The revised spend forecast as captured in August 2016 indicates an LGF underspend in 2016/17 of £4.55m. A reduced 2016/17 LGF spend forecast has been reported for 11 projects across federated areas as shown in Appendix 3.

- 5.4 In total, the latest LGF spend forecast indicates a need for the re-profiling of £8.24m LGF spend between 2016 and future years of the LGF programme.
- 5.5 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.
- 5.6 It is recommended that Accountability Board note the forecast requirements for re-profiling of LGF spend. The Accountability Board approval will be sought at the next Accountability Board meeting for the re-profiling of LGF once opportunities have been sought to reduce the level of re-profiling required.
- 5.7 To help reduce the level of LGF underspend in 2016/17 opportunities will be sought to:
- Implement mitigation measures to address project issues which are currently leading to delayed programmes for project delivery and
 - Bring forward LGF spend on other projects in the LGF programme to enable the early delivery of projects and the associated scheme benefits.
- 5.8 In addition, LGF programme management by SELEP secretariat will capture more detailed information about spend of match funding sources, projects delivery milestones which have been achieved to date and project outcomes. This will help to present a more comprehensive view of LGF programme delivery and ensure that LGF project successes are more actively communicated.

6. Projects Changes

- 6.1 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 Accountability Board approval is required where changes exceed the 10% threshold. If the change to LGF allocation is below this threshold, the Accountability Board must be notified of this change. All project changes are also reported to Central Government, as required under the current reporting requirements.
- 6.2 Table 2 shows the changes reported to Programme Consideration Meeting on the 24th August 2016/17.

Table 2 Scheme Changes made under the 10% tolerance level

SELEP Ref Number	Project Name	Project Area	Description	LGF Value of Project (£)	Value of Change to LGF allocation (£)
LGF00017	Folkestone Seafront : onsite infrastructure and engineering works	Kent County Council	Overspend on project	£5,033,000	£8,000
LGF00015	Kent Sustainable Interventions programme	Kent County Council	Underspend on project	£2,967,000	-£8,000
LGF00032	A414 Maldon to Chelmsford RBS	Essex County Council	Reduced total project cost from £4m to £3.5m. This releases £0.5m of Essex County Council match funding.	£2,000,000	No change

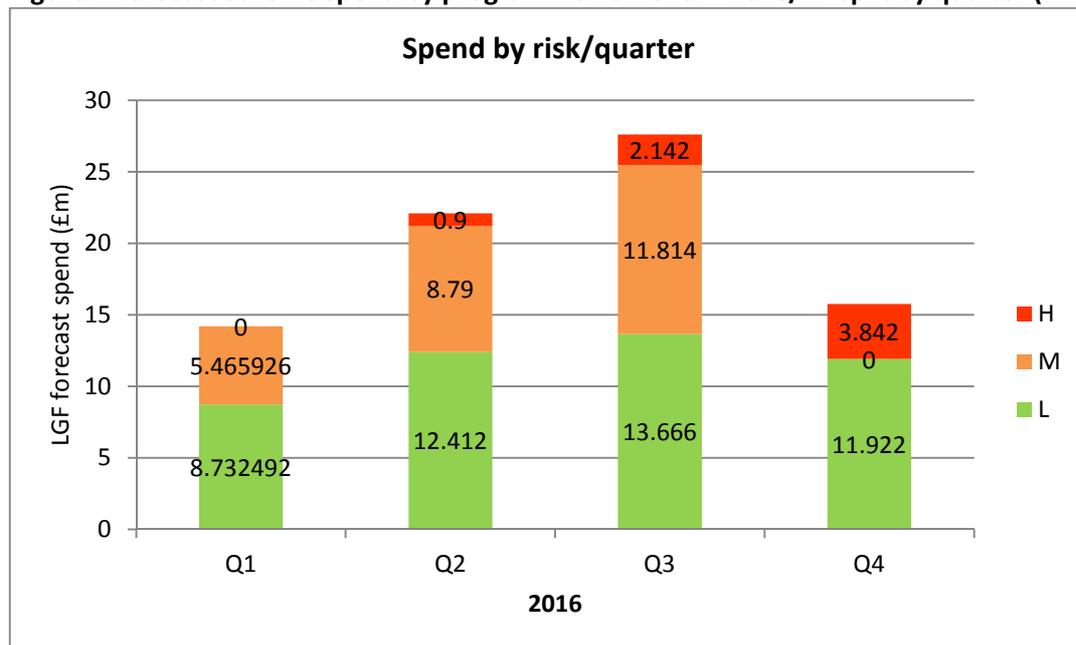
7. Deliverability and Risk Approach

- 7.1 At the SELEP Accountability Board meeting held on the 10.06.2016 the Board was presented with a paper detailing the approach taken by Steer Davies Gleave in their assessment of projects deliverability and risk. This was completed as part of their interim capital programme management role. The independent assessment of projects deliverability and risk will now be completed by the SELEP Capital Programme Manager.
- 7.2 The same approach has been applied to the assessment of risk and deliverability in the latest deliverability and risk update, with the exception of the “cost Risk /affordability/ funding” risk area. This risk area has been subdivided into “certainty of total cost estimate” and affordability/certainty of local funding sources”.
- 7.3 This approach will ensure that total projects cost estimates are more closely monitored, as this has proved a particular risk for those projects which are currently at an early stage of project development. This focus on project cost estimates will also help identify any variations to a projects cost which may impact upon a projects value for money.
- 7.4 In addition, the sources and availability of match funding contributions may change during the lifecycle of a project. The closer monitoring of match funding contributions should help ensure proactive measures are taken to mitigate risks associated with the availability and/or timing of local funding leverages towards LGF projects.
- 7.5 All other risk areas have been assessed applying the criteria previously presented to Accountability Board.
- 7.6 Appendix 4 shows the update deliverability and risk assessment of projects. The assessment has been completed for 72 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 In summary:
- 38 projects have a green RAG rating for programme risk;
 - 30 projects have an amber RAG rating for programme risk; and
 - 4 projects have a red RAG rating for programme risk.
- 8.2 The projects with a Red RAG rating include:
- Ashford Spurs– funding gap and complex rail project
 - Thanet Parkway–funding gap and complex rail project
 - Dover Western Docks Revival - unresolved additionality issue; and
 - Beaulieu Park Railway Station – complex rail project.

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



9. Financial Implications

- 9.1 The revised spend forecast indicates an LGF underspend in 2016/17 of £4.55m. 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.
- 9.2 The 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.
- 9.3 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. These include:
- 9.3.1 Option 1 -Bringing forward of planned future year LGF spend on schemes in the 2016/17 capital programme;
 - 9.3.2 Option 2 – Bringing forward of 2017/18 LGF schemes to spend in 2016/17;
 - 9.3.3 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
 - 9.3.4 Option 4 – Re-profiling of spend between LGF projects and Capital Programme projects

10. Legal Implications

10.1 None

11. Staffing and other resource implications

11.1 None

12. Equality and Diversity implications

12.1 None

13. List of Appendices

13.1 Appendix 1 – Financial monitoring

13.2 Appendix 2 – Summary of spend profile

13.3 Appendix 3 – Project deliverability and risk assessment

14. List of Background Papers

14.1 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	9/09/2016
On behalf of Margaret Lee	

East Sussex Scheme Summary

SELEP Code	Scheme Name	Promoter	Federated Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015/16 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in August 2016) (£m)	Variance (difference between 2016 Q1 forecast LGF spend and 2016 Q2 forecast LGF spend) (£m)	% of spend in 2016 Q3 and Q4	Notes
LGFO0002	Newhaven Flood Defences	East Sussex CC	East Sussex	9.00	1.50	0.30	0.80	0.80	0.00	65.00%	
LGFO0023	Hailsham/Polegate/Eastbourne Sustainable Transport Corridor	East Sussex CC	East Sussex	3.53	2.10	0.00	0.00	0.00	0.00	-	
LGFO0024	Eastbourne and South Wealden Walking and Cycling LSTF package	East Sussex CC	East Sussex	10.56	8.60	0.60	0.75	0.75	0.00	100.00%	Risk to 2016/17 spend
LGFO0036	Queensway Gateway Road	East Sussex CC	East Sussex	6.00	6.00	1.42	4.58	4.58	0.00	65.61%	
LGFO0066	Swallow Business Park, Hailsham (A22/A27 Growth Corridor)	East Sussex CC	East Sussex		1.40	0.50	0.90	0.90	0.00	28.27%	
LGFO0067	Sovereign Harbour (aka Site Infrastructure Investment)	East Sussex CC	East Sussex		1.70	0.53	1.17	1.17	0.00	0.00%	
LGFO0085	North Bexhill Access Road and Bexhill Enterprise Park	East Sussex CC	East Sussex		16.60	6.41	6.19	6.19	0.00	59.42%	Potential to increase LGF spend in 2016/17
LGFO0042	Hastings and Bexhill junction capacity improvements package	East Sussex CC	East Sussex		6.00	0.00	0.00	0.00	0.00	-	
LGFO0043	Hastings and Bexhill LSTF walking and cycling package	East Sussex CC	East Sussex		6.00	0.00	0.00	0.00	0.00	-	
LGFO0044	Eastbourne town centre LSTF access & improvement package	East Sussex CC	East Sussex		6.00	0.00	2.50	2.50	0.00	66.65%	Risk to 2016/17 spend due to delayed programme for delivery
LGFO0073	A22/A27 junction improvement package	East Sussex CC	East Sussex		4.00	0.00	0.00	0.00	0.00	-	

Essex Scheme Summary

SELEP code	Scheme Name	Promoter	Federated Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015/16 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in August 2016) (£m)	Variance (Difference between 2016 Q1 forecast LGF spend and 2016 Q2 forecast LGF spend) (£m)	% of spend in 2016 Q3 and Q4	Notes
LGFO0004	Colchester Broadband Infrastructure	Essex CC	Essex	0.53	0.20	0.20	0.00	0.00	0.00		Project Complete
LGFO0025	Colchester LSTF	Essex CC	Essex	2.07	2.00	0.91	1.09	1.09	0.00	5.3%	
LGFO0026	Colchester Integrated Transport Package	Essex CC	Essex	12.00	5.00	1.53	0.00	0.67	0.67	51.1%	Spend of 2015/16 LGF slippage in 2016/17.
LGFO0027	Colchester Town Centre	Essex CC	Essex	5.21	5.00	0.96	4.05	4.04	0.00	55.5%	Delayed programme for delivery and potential LGF slippage in 2016/17.
LGFO0028	TGSE LSTF - Essex	Essex CC	TGSE	3.04	3.00	2.13	0.87	0.87	0.00	0.0%	
LGFO0031	A414 Pinch Point Package: A414 First Avenue & Cambridge Rd junction	Essex CC	Essex	23.01	10.00	5.87	2.13	1.23	-0.90	0.0%	
LGFO0032	A414 Maldon to Chelmsford RBS	Essex CC	Essex	3.50	2.00	1.00	1.00	1.00	0.00	21.6%	
LGFO0033	Chelmsford Station / Station Square / Mill Yard	Essex CC	Essex	4.00	3.00	0.41	1.57	1.00	-0.57	100.0%	Delayed programme for delivery and potential LGF slippage in 2016/17.
LGFO0034	Basilidon Integrated Transport Package	Essex CC	TGSE	13.81	9.00	1.55	0.00	0.00	0.00	-	
LGFO0037	Colchester Park and Ride and Bus Priority measures	Essex CC	Essex	7.50	5.80	5.80	0.00	0.00	0.00	-	
LGFO0079	A127 Fairglen Junction Improvements	Essex CC	Essex	19.35	15.00	0.00	0.00	0.00	0.00	-	
LGFO0080	A127 Capacity Enhancements Road Safety and Network Resilience (ECC)	Essex CC	Essex	8.96	4.00	0.51	1.10	1.10	0.00	54.5%	
LGFO0048	A131 Chelmsford to Braintree	Essex CC	Essex	7.32	3.66	0.00	0.00	0.00	0.00	-	
LGFO0049	A414 Harlow to Chelmsford	Essex CC	Essex	7.32	3.66	0.00	0.00	0.00	0.00	-	
LGFO0050	A133 Colchester to Clacton	Essex CC	Essex	5.48	2.74	0.00	0.00	0.00	0.00	-	
LGFO0051	A131 Braintree to Sudbury	Essex CC	Essex	3.60	1.80	0.00	0.00	0.00	0.00	-	
LGFO0063	Chelmsford City Growth Area Scheme	Essex CC	Essex	15.00	10.00	0.00	0.00	0.00	0.00	-	
LGFO0064	Chelmsford Flood Alleviation Scheme	Essex CC	Essex	12.30	0.80	0.00	0.00	0.00	0.00	-	
LGFO0070	Beaulieu Park Railway Station	Essex CC	Essex	34.00	12.00	0.00		0.00	0.00	-	

Kent Scheme Summary

SELEP code	Scheme Name	Promoter	Federated Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015/16 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in August 2016) (£m)	Variance (Difference between 2016 Q1 forecast LGF spend and 2016 Q2 forecast LGF spend) (£m)	% of spend in 2016 Q3 and Q4	Notes
LGFO0003	Kent and Medway Growth Hub	Kent CC	Kent and Medway	15.00	6.00	0.00	2.00	2.00	0.00	68.20%	Risk of LGF underspend in 2016/17.
LGFO0006	Tonbridge Town Centre Regeneration	Kent CC	Kent and Medway	2.70	2.40	1.83	0.57	0.57	0.00	34.04%	
LGFO0007	Sittingbourne Town Centre Regeneration	Kent CC	Kent and Medway	4.50	2.50	0.34	2.16	1.67	-0.48	79.57%	Delayed spend by third party developers.
LGFO0008	M20 Junction 4 Eastern Overbridge	Kent CC	Kent and Medway	5.69	2.20	0.49	1.71	1.71	0.00	0.00%	
LGFO0009	Tunbridge Wells Jct Improvement Package (formerly - A26 London Rd/ Speldhurst Rd/ Yew Tree Rd, Tun Wells)	Kent CC	Kent and Medway	2.05	1.80	0.60	0.20	0.20	0.00	44.67%	
LGFO0010	Kent Thameside LSTF	Kent CC	Kent and Medway	8.21	4.50	2.05	0.85	0.85	0.00	91.28%	LGF spend backloaded in 2016/17
LGFO0011	Maidstone Gyrotary Bypass	Kent CC	Kent and Medway	5.74	4.60	0.70	3.90	3.90	0.00	49.61%	
LGFO0012	Kent Strategic Congestion Management programme	Kent CC	Kent and Medway	4.80	4.80	0.86	0.74	0.81	0.07	29.30%	
LGFO0013	Middle Deal transport improvements	Kent CC	Kent and Medway	1.55	0.80	0.00	0.80	0.80	0.00	75.00%	
LGFO0014	Kent Rights of Way improvement plan	Kent CC	Kent and Medway	1.30	1.00	0.19	0.21	0.21	0.00	97.58%	LGF spend backloaded in 2016/17
LGFO0015	Kent Sustainable Interventions programme	Kent CC	Kent and Medway	2.96	2.96	0.14	0.54	0.39	-0.14	66.67%	Reduced LGF allocation from £3m to £2,959,262 to balance overspend on Folkestone Seafront: onsite infrastructure and engineering works (LGFSE17)
LGFO0016	West Kent LSTF	Kent CC	Kent and Medway	9.06	4.90	0.80	1.40	1.40	0.00	100.00%	
LGFO0017	Folkestone Seafront : onsite infrastructure and engineering works	Kent CC	Kent and Medway	0.65	0.50	0.53	0.00	0.01	0.01	0.00%	Complete
LGFO0038	A28 Chart Road	Kent CC	Kent and Medway	32.77	10.20	0.89	1.11	1.12	0.00	85.92%	LGF spend backloaded in 2016/17
LGFO0039	Maidstone Integrated Transport	Kent CC	Kent and Medway	11.85	8.90	0.00	1.30	0.70	-0.60	55.71%	£600,000 LGF reprofiled from 2016/17 to 2017/18
LGFO0040	A28 Sturry Link Road	Kent CC	Kent and Medway	29.60	5.90	0.00	1.00	0.62	-0.38	60.78%	£380,000 LGF reprofiled from 2016/17 to 2017/18
LGFO0053	Rathmore Road	Kent CC	Kent and Medway	9.50	4.20	1.56	2.64	2.64	0.00	47.16%	
LGFO0054	A28 Sturry Rd Integrated Transport Package	Kent CC	Kent and Medway	0.55	0.30	0.02	0.02	0.02	0.00	100.00%	LGF spend backloaded in 2016/17
LGFO0055	Maidstone Sustainable Access to Employment	Kent CC	Kent and Medway	3.00	2.00	0.13	1.87	1.87	0.00	89.99%	LGF spend backloaded in 2016/17
LGFO0059	Ashford Spurs	Kent CC	Kent and Medway	10.50	5.00	0.00	2.00	1.88	-0.12	100.00%	LGF spend backloaded in 2016/17
LGFO0041	Thanet Parkway	Kent CC	Kent and Medway	16.50	10.00	0.00	0.00	0.00	0.00	-	
LGFO0058	Dover Western Dock Revival	Kent CC	Kent and Medway	5.00	5.00	0.00	5.00	5.00	0.00	82.00%	Risk of LGF underspend in 2016/17.
LGFO0060	Westenhanger Lorry Park (removed from Programme)	Kent CC	Kent and Medway	0.00	3.00	0.00	0.00	0.00	0.00	-	
LGFO0062	Folkestone Seafront (non-transport)	Kent CC	Kent and Medway	22.11	5.00	0.00	4.00	4.00	0.00	100.00%	
LGFO0072	A226 London Road/B255 St Clements Way	Kent CC	Kent and Medway	8.50	4.20	0.00	0.00	0.00	0.00	-	

Medway Scheme Summary

SELEP code	Scheme Name	Promoter	Federated Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015/16 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in August 2016) (£m)	Variance (difference between Q1 forecast LGF spend and Q2 forecast LGF spend) (£m)	% of spend in 2016 Q3 and Q4	Notes
LGFO0018	A289 Four Elms Roundabout to Medway Tunnel Journey time and Network Improvements	Medway	Kent and Medway	11.56	11.10	0.5	1.1	0.655	-0.45	80.15%	Reprofiling of £450,000 LGF from 2016/17 to 2017/18
LGFO0019	Strood Town Centre Journey Time and Accessibility Enhancements	Medway	Kent and Medway	10.25	9.00	0.2	1.25	1.31	0.06	69.77%	LGF spend backloaded in 2016/17
LGFO0020	Chatham Town Centre Place-making and Public Realm Package	Medway	Kent and Medway	7.70	4.00	0.871	0.818	0.818	0.00	73.35%	LGF spend backloaded in 2016/17
LGFO0021	Medway Cycling Action Plan	Medway	Kent and Medway	2.90	2.50	0.229	1	1.385	0.39	78.34%	Increase in 2016/17 LGF spend to help mitigate underspend
LGFO0022	Medway City Estate Connectivity Improvement Measures	Medway	Kent and Medway	2.09	2.00	0.1	0.3	0.3	0.00	21.67%	
LGFO0061	Rochester Airport	Medway	Kent and Medway	4.40	4.40	0	1.3	0.3	-1.00	33.33%	Reprofiling of £1m LGF from 2016/17 to 2017/18

Southend Scheme Summary

SELEP Code	Scheme Name	Promoter	Federated Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015/16 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in August 2016) (£m)	Variance (Difference between 2016 Q1 forecast LGF spend and 2016 Q2 forecast LGF spend) (£m)	% of spend in 2016 Q3 and Q4	Notes
LGF00005	Southend Growth Hub	Southend	TGSE	7.09	6.72	0.02	0.70	0.70	0.00	80.06%	LGF spend backloaded in 2016/17
LGF00029	TGSE LSTF - Southend	Southend	TGSE	1.00	1.00	0.80	0.20	0.20	0.00	100.00%	LGF spend backloaded in 2016/17
LGF00081	A127 Kent Elms Corner	Southend	TGSE	5.02	4.30	0.50	3.80	3.80	0.00	78.95%	LGF spend backloaded in 2016/17
LGF00082	A127 The Bell	Southend	TGSE	5.02	4.30	0.00	0.00	0.00	0.00	0.00%	
LGF00083	A127 Essential Bridge and Highway Maintenance - Southend	Southend	TGSE	8.00	8.00	0.40	0.30	0.30	0.00	100.00%	LGF spend backloaded in 2016/17
LGF00045	Southend Central Area Action Plan (SCAAP) - Transport Package	Southend	TGSE	7.00	7.00	0.00	1.00	1.00	0.00	90.00%	LGF spend backloaded in 2016/17
LGF00057	Southend and Rochford Joint Area Action Plan (Essex project)	Essex CC	Essex	8.80	3.20	0.00	3.20	3.20	0.00	82.50%	LGF spend backloaded in 2016/17

Thurrock Scheme Summary

SELEP code	Scheme Name	Promoter	Federated Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015/16 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in August 2016) (£m)	Variance (Difference between 2016 Q1 forecast LGF spend and 2016 Q2 forecast LGF spend) (£m)	% of spend in 2016 Q3 and Q4	Notes
LGF00030	TGSE LSTF - Thurrock	Thurrock	TGSE	1.00	1.00	0.80	0.20	0.20	0.00	0.00%	
LGF00046	Thurrock Cycle Network	Thurrock	TGSE	6.00	5.00	0.00	1.75	0.65	-1.10	92.31%	LGF spend backloaded in 2016/17
LGF00047	London Gateway/Stanford le Hope	Thurrock	TGSE	12.50	7.50	0.00	1.00	1.00	0.00	97.00%	LGF spend backloaded in 2016/17
LGF00052	A13 Widening - development	Thurrock	TGSE		5.00	0.00	5.00	5.00	0.00	50.00%	
LGF00056	Purfleet Centre	Thurrock	TGSE		5.00	0.00	5.00	2.50	-2.50	100.00%	LGF spend backloaded in 2016/17 and £2.5m reprofiling from 2016/17 to 2017/18

Held Centrally Scheme Summary

SELEP code	Scheme Name	Promoter	Federated Area	Total Scheme Cost (£m)	Total LGF allocation (£m)	LGF Spend in 2015/16 (£m)	Q1 2016 Baseline. Planned LGF spend in 2016/17 (£m)	Planned LGF spend for 2016/17 (as reported in August 2016) (£m)	Variance (Difference between 2016 Q1 forecast LGF spend and 2016 Q2 forecast LGF spend) (£m)	% of spend in 2016 Q3 and Q4	Notes
LGF00001	Skills Capital Programme	Held Centrally			22.00	9.92	12.08	12.09	0.00	46%	Increase in 2016 spend forecast by £14,661
LGF00071	M20 Junction 10a	Held Centrally	Kent and Medway		19.70	0.00	0.00	0.00	0.00	-	
LGF00068	Housing Regeneration Project	Held Centrally			2.00	0.00	2.00	2.00	0.00	50%	
LGF00084	A13 Widening	Thurrock	TGSE		75.00	0.00	0.00	0.00	0.00	-	

SELEP
SELEP Capital Programme Management - Appendix 2 – Summary of Forecast Spend Profile
Financial Monitoring
Quarterly Return (Financials) August 2016

Project Number	SELEP number	Project Name	Promoter	Approval Status	2015/16 (£m)	2016/17 (£m)	2017/18 (£m)	2018/19 (£m)	2019/20 (£m)	2020/21 (£m)	All Years (£m)	Original Allocation (£m)	Difference (£m)
Projects in flight													
LGFE1	LGFE0001	Skills Capital Programme	Centrally held	Approved	9.923	12.077					22.00	22.00	
LGFE2	LGFE0002	Newhaven Flood Defences	East Sussex	Approved	0.300	0.800	0.400				1.50	1.50	
LGFE3	LGFE0003	Kent and Medway Growth Hub	Kent	Approved	0.000	2.000	1.000	1.000	1.000	1.000	6.00	6.00	
LGFE4	LGFE0004	Colchester Broadband Infrastructure	Essex	Approved	0.200	0.000					0.20	0.20	
LGFE5	LGFE0005	Southend Growth Hub	Southend	Approved	0.018	0.702	2.000	2.000	2.000		6.72	6.72	
LGFE6	LGFE0006	Tonbridge Town Centre Regeneration	Kent	Approved	1.833	0.567					2.40	2.40	
LGFE7	LGFE0007	Sittingbourne Town Centre Regeneration	Kent	Approved	0.345	1.674	0.482				2.50	2.50	
LGFE8	LGFE0008	M20 Junction 4 Eastern Overbridge	Kent	Approved	0.488	1.712					2.20	2.20	
LGFE10	LGFE0010	Kent Thameside LSTF	Kent	Approved	2.051	0.849	0.500	0.400	0.400	0.300	4.50	4.50	
LGFE11	LGFE0011	Maidstone Gyrotory Bypass	Kent	Approved	0.704	3.896					4.60	4.60	
LGFE13	LGFE0013	Middle Deal transport improvements	Kent	Approved	0.000	0.800					0.80	0.80	
LGFE14	LGFE0014	Kent Rights of Way improvement plan	Kent	Approved	0.193	0.207	0.150	0.150	0.150	0.150	1.00	1.00	
LGFE17	LGFE0017	Folkestone Seafront : onsite infrastructure and engineering	Kent	Approved	0.533	0.008					0.54	0.50	0.04
LGFE18	LGFE0018	A289 Four Elms Roundabout to Medway Tunnel Journey Time	Medway	Approved	0.500	0.655	4.945	5.000			11.10	11.10	
LGFE19	LGFE0019	Strood Town Centre Journey Time and Accessibility Enhancements	Medway	Approved	0.200	1.310	3.940	3.550			9.00	9.00	
LGFE20	LGFE0020	Chatham Town Centre Place-making and Public Realm	Medway	Approved	0.871	0.818	2.311				4.00	4.00	
LGFE21	LGFE0021	Medway Cycling Action Plan	Medway	Approved	0.229	1.385	0.886				2.50	2.50	
LGFE22	LGFE0022	Medway City Estate Connectivity Improvement Measures	Medway	Approved	0.100	0.300	0.800	0.800			2.00	2.00	
LGFE23	LGFE0023	Hailsham/Polegate/Eastbourne Sustainable Transport	East Sussex	Approved	0.000	0.000	2.100				2.10	2.10	
LGFE25	LGFE0025	Colchester LSTF	Essex	Approved	0.911	1.089					2.00	2.00	
LGFE26	LGFE0026	Colchester Integrated Transport Package	Essex	Approved	1.527	0.673	0.000	1.400	1.400		5.00	5.00	
LGFE27	LGFE0027	Colchester Town Centre	Essex	Approved	0.955	4.045					5.00	5.00	
LGFE28	LGFE0028	TGSE LSTF - Essex	Essex	Approved	2.131	0.869					3.00	3.00	
LGFE29	LGFE0029	TGSE LSTF - Southend	Southend	Approved	0.800	0.200					1.00	1.00	
LGFE30	LGFE0030	TGSE LSTF - Thurrock	Thurrock	Approved	0.800	0.200					1.00	1.00	
LGFE31	LGFE0031	A414 Pinch Point Package: A414 First Avenue & Cambridge Road	Essex	Approved	5.870	1.230	2.900				10.00	10.00	
LGFE32	LGFE0032	A414 Maldon to Chelmsford RBS	Essex	Approved	1.000	1.000					2.00	2.00	
LGFE33	LGFE0033	Chelmsford Station / Station Square / Mill Yard	Essex	Approved	0.409	1.000	1.591				3.00	3.00	
LGFE34	LGFE0034	Basildon Integrated Transport Package	Essex	Approved	1.546	0.000	1.868	1.868	1.868	1.850	9.00	9.00	
LGFE35	LGFE0036	Queensway Gateway Road	East Sussex	Approved	1.419	4.580					6.00	15.00	-9.00
LGFE36	LGFE0037	Colchester Park and Ride and Bus Priority measures	Essex	Approved	6.800	-1.000					5.80	5.80	
LGFE42	LGFE0038	A28 Chart Road	Kent	Approved	0.885	1.115	1.000	6.000	1.200	0.000	10.20	10.20	
LGFE44	LGFE0040	A28 Sturry Link Road	Kent	Approved	0.000	0.617	1.000	1.000	3.283		5.90	5.90	
LGFE45	LGFE0044	Eastbourne town centre LSTF access & improvement package	East Sussex	Approved	0.000	2.495	0.505	1.500	1.500		6.00	6.00	
LGFE46	LGFE0046	Thurrock Cycle Network	Thurrock	Approved	0.000	0.650	2.350	2.000			5.00	5.00	
LGFE47	LGFE0045	Southend Central Area Action Plan (SCAAP) - Transport	Southend	Approved	0.000	1.000	2.000	2.000	2.000		7.00	7.00	
LGFE48	LGFE0052	A13 Widening - development	Thurrock (retained)	Approved	0.000	5.000					5.00	5.00	
LGFE49	LGFE0053	Rathmore Road	Kent	Approved	1.562	2.638					4.20	4.20	
LGFE50	LGFE0054	A28 Sturry Rd Integrated Transport Package	Kent	Approved	0.022	0.024	0.254				0.30	0.30	
LGFE51	LGFE0055	Maidstone Sustainable Access to Employment	Kent	Approved	0.131	1.869					2.00	2.00	
LGFE52	LGFE0057	Southend and Rochford Joint Area Action Plan (Essex part)	Southend	Approved	0.000	3.200					3.20	3.20	
LGFE53	LGFE0056	Purfleet Centre	Thurrock	Approved	0.000	2.500	2.500				5.00	5.00	
LGFE54	LGFE0061	Rochester Airport - phase 1	Medway	Approved	0.000	0.300	2.100	2.000			4.40	4.40	
LGFE55	LGFE0062	Folkestone Seafront (non-transport)	Kent	Approved	0.000	4.000	1.000				5.00	5.00	
LGFE56	LGFE0066	Swallow Business Park, Hailsham (A22/A27 Growth Corridor)	East Sussex	Approved	0.505	0.895					1.40	1.40	
LGFE57	LGFE0067	Sovereign Harbour (aka Site Infrastructure Investment)	East Sussex	Approved	0.530	1.170					1.70	1.70	
LGFE58	LGFE0085	North Bexhill Access Road and Bexhill Enterprise Park	East Sussex	Approved	6.410	6.190	4.000				16.60	5.00	11.60
LGFE59	LGFE0016	West Kent LSTF	Kent	Approved	0.800	1.400	0.700	0.700	0.700	0.600	4.90	4.90	
LGFE60	LGFE0012	Kent Strategic Congestion Management programme	Kent	Approved - 1st and 2nd yr only	0.863	0.809	0.730	0.800	0.800	0.800	4.80	4.80	
LGFE61	LGFE0015	Kent Sustainable Interventions programme	Kent	Approved - 1st and 2nd yr only	0.143	0.393	0.737	0.600	0.586	0.500	2.96	3.00	-0.04
LGFE62	LGFE0009	Tunbridge Wells Jct Improvement Package (formerly - Kent)	Kent	Approved - 1st yr only	0.603	0.197	1.000				1.80	1.80	
LGFE63	LGFE0024	Eastbourne and South Wealden Walking and Cycling Links	East Sussex	Approved - 1st yr only	0.600	0.750	0.500	1.750	2.500	2.500	8.60	8.60	
LGFE64	LGFE0039	Maidstone Integrated Transport	Kent	Approved - Feb 1 yr only	0.000	0.700	2.250	2.350	3.600		8.90	8.90	
LGFE65	LGFE0059	Ashford International Rail Connectivity (Ashford Spurs)	Kent	Accountability Board 16.09.2016	0.000	1.884	3.116	0.000	0.000	0.000	5.00	2.00	3.00
Projects yet to be considered by SELEP Accountability Board													
LGFE66	LGFE0041	Thanet Parkway	Kent	Not approved	0.000	0.000	4.000	6.000	0.000	0.000	10.00	10.00	
LGFE67	LGFE0042	Hastings and Bexhill junction capacity improvements	East Sussex	Not approved	0.000	0.000	1.500	1.500	1.500	1.500	6.00	6.00	
LGFE68	LGFE0043	Hastings and Bexhill LSTF walking and cycling package	East Sussex	Not approved	0.000	0.000		2.000	2.000	2.000	6.00	6.00	
LGFE69	LGFE0047	London Gateway/Stanford le Hope	Thurrock	Not approved	0.000	1.000	2.000	3.000	1.000	0.500	7.50	7.50	
LGFE70	LGFE0048	A131 Chelmsford to Braintree	Essex	Not approved	0.000	0.000	1.500	1.500	0.660		3.66	3.66	
LGFE71	LGFE0049	A414 Harlow to Chelmsford	Essex	Not approved	0.000	0.000		1.830	1.830		3.66	3.66	
LGFE72	LGFE0050	A133 Colchester to Clacton	Essex	Not approved	0.000	0.000		1.370	1.370		2.74	2.74	
LGFE73	LGFE0051	A131 Braintree to Sudbury	Essex	Not approved	0.000	0.000			0.900		1.80	1.80	
LGFE74	LGFE0058	Dover Western Dock Revival	Kent	Not approved	0.000	5.000					5.00	5.00	
LGFE75	LGFE0060	Westhanger Lorry Park (removed from Programme)	Kent	Not approved	0.000	0.000					0.00	3.00	-3.00
LGFE76	LGFE0063	Chelmsford City Growth Area Scheme	Essex	Not approved	0.000	0.000	1.000	3.500	5.500		10.00	10.00	
LGFE77	LGFE0064	Chelmsford Flood Alleviation Scheme	Essex	Not approved	0.000	0.000		0.800			0.80	0.80	
LGFE78	LGFE0065	Bexhill Enterprise Park - now subsumed within North Bexhill	East Sussex	Not approved							0.00	2.60	-2.60
LGFE79	LGFE0068	Housing Regeneration Project (Coastal Group)	Centrally held	Not approved	0.000	2.000					2.00	2.00	
LGFE80	LGFE0070	Beaulieu Park Railway Station	Essex	Not approved	0.000	0.000	1.250		5.750	5.000	12.00	12.00	
LGFE81	LGFE0071	M20 Junction 10a	Held centrally	Not approved			8.300	11.400			19.70	19.70	
LGFE82	LGFE0072	A226 London Road/B255 St Clements Way	Kent	Not approved	0.000	0.000	0.000	1.100	3.100		4.20	4.20	
LGFE83	LGFE0073	A22/A27 junction improvement package	East Sussex	Not approved	0.000	0.000			2.000	2.000	4.00	4.00	
TOTAL spend forecast					55.711	91.442	71.165	70.868	48.597	19.600	357.38	357.38	
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	-4.568	2.990	-1.497	3.595	-8.822			
LGFE84	LGFE0080	A127 Capacity Enhancements Road Safety and Network	Essex (retained)	Approved - DfT	0.513	1.100	0.500	0.400	1.400		3.91	3.91	
LGFE85	LGFE0081	A127 Kent Elms Corner	Southend (retained)	Approved - DfT	0.500	3.800					4.30	4.30	
LGFE86	LGFE0083	A127 Essential Bridge and Highway Maintenance - Southend	Southend (retained)	Accountability Board 16.09.2016	0.400	0.300	0.300	1.000	3.000	3.000	8.00	8.00	
LGFE87	LGFE0079	A127 Fairglens Junction Improvements	Essex (retained)	Not approved	0.000	0.000			4.750	10.250	15.00	15.00	
LGFE88	LGFE0082	A127 The Bell	Southend (retained)	Not approved	0.000	0.000	0.860	3.440			4.30	4.30	
LGFE89	LGFE0084	A13 Widening	Thurrock	Not approved			50.000	25.000			75.00	75.00	

Appendix 3 - Project deliverability and risk assessment

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	VIM Risk - Assessment	Comment	Complexity / Dependence / Flexibility of Scheme Assessment	Comment	Showstopper Risk	Comment	Programme risk	Comment
LGFS1	LGFO0001	Skills Capital Programme	Centrally held	L		L		L		M	Risk of £14,661 overspent.	L		L		L	Being implemented	L		L	
LGFS2	LGFO0002	Newhaven Flood Defences	East Sussex	L		L		L		L	Capped contribution to Environment Agency led project.	L		L		L	Being implemented	L		L	
LGFS3	LGFO0003	Kent and Medway Growth Hub	Kent	L		L		L		L		L		L		L		M		Risk of LGF spend slippage into 2017/18	
LGFS5	LGFO0005	Southend Growth Hub	Southend	M	Delay due to Clean Air Act, but issue has been resolved.	L		L		L		L		L		L	Being implemented	M		Backloaded spend in 16/17	
LGFS6	LGFO0006	Tonbridge Town Centre Regeneration	Kent	M	Risk around Phase 2 - Scheme 4 and possible loss of parking for cycle scheme	L		L		L		L		L		L	Being implemented	L		On target to spend within 16/17, capital receipts contribution may go into 2017/18.	
LGFS7	LGFO0007	Sittingbourne Town Centre Regeneration	Kent	L		L		M	The detail of the land swap has been agreed with Network Rail but the legal documentation has not been completed.	L		L		L	3rd party delivery	M	Risk may increase if planning permission is refused, or major objection to S278 works	M		Backloaded spend in 16/17 and some reprofiling into 17/18	
LGFS8	LGFO0008	M20 Junction 4 Eastern Overbridge	Kent	L		L		L		L		L		L		L	Being implemented	L		On target	
LGFS9	LGFO0009	Tunbridge Wells 1st Improvement Package (formerly A26 London Rd/ Speldhurst Rd/ Yew Tree Rd, Tun Wells)	Kent	L		M	Business case required for additional schemes	L		M	Most recent cost estimate for proposed improvement has increased. Options to be reviewed.	L		M	Change to scope will need to go through ITE	L		M		Change of scope could delay progress. Now forecasting LGF spend of £200k in 2016/17 and £1m in 2017/18.	
LGFS10	LGFO0010	Kent Thameside LSTF	Kent	L		L		L		M	Currently looking at new schemes / programme to progress following decision to reduce Bob Dunn way scheme	L		L		L	Package of measures being implemented	M		Backloaded spend in 16/17	
LGFS11	LGFO0011	Maidstone Gyrotray Bypass	Kent	L		L		M	Legal agreement still outstanding awaiting final signature by MDC	L		L		L		L	Being implemented	L		On target to spend LGF within Q2 and Q3 of 16/17, with spend of local contribution in Q4.	
LGFS12	LGFO0012	Kent Strategic Congestion Management programme	Kent	L		M	Need to produce Business Case and define scope for remaining of allocation to 2020/21	L		M	Require new schemes to be forward designed	L		M	As BCs provided by year, ITE unable to confirm VIM.	L		L	2016/17 schemes being implemented	L	2016/17 LGF spend is ahead of programme.
LGFS13	LGFO0013	Middle Deal transport improvements	Kent	L		L		L		L		L		L	3rd party delivery	M	Requires S278 agreement and funding agreement.	M		LGF spend is currently at zero as awaiting signed funding agreement, profiled for LGF spend in Q2, Q3 and Q4 of 2016/17.	
LGFS14	LGFO0014	Kent Rights of Way improvement plan	Kent	L		L		L		L		L		L		L	Being implemented	L		On target with spend forecast for Q3 and Q4	
LGFS15	LGFO0015	Kent Sustainable Interventions programme	Kent	M	Risk around consultation (cycle elements)	L		L		M	Currently unable to profile spend for remainder of programme, as scope has yet to be confirmed.	L		M	As BCs provided by year, ITE unable to confirm VIM	L		L	Being implemented	M	Underpend likely in 2016/17 until further schemes come forward
LGFS16	LGFO0016	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	Being implemented	L		2016/17 On target with spend forecast for Q3 and Q4, but programme of works for 2017/18 to be assessed.	
LGFS18	LGFO0018	A289 Four Elms Roundabout to Medway Tunnel Journey time and Network Improvements	Medway	L	Informal consultation completed, but full consultation as part of planning.	L		M	Planning application to be submitted in September.	L	Reduced total costs of project due to reduced match funding	L	Total project cost has been reduced to match funding available	M	Business Case to be reassessed.	L		L		M	Delay to the programme, as a result of revised scale of project.
LGFS19	LGFO0019	Strood Town Centre Journey Time and Accessibility Enhancements	Medway	L		L		L	No planning required	L		L		L		L	Being implemented	L			
LGFS20	LGFO0020	Chatham Town Centre Place-making and Public Realm Package	Medway	L		L		L	No planning required	L		L		L		L	Being implemented	L			
LGFS21	LGFO0021	Medway Cycline Action Plan	Medway	L		L		L		L		L		L		L	Being implemented	L			
LGFS22	LGFO0022	Medway City Estate Connectivity Improvement Measures	Medway	L		L		L		L		L		L		L	Being implemented	L			
LGFS23	LGFO0023	Halsham/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 brought forward for ITE review at end of 2016/17.	L		L		To be implemented 17/18	
LGFS24	LGFO0024	Eastbourne and South Wealden Walking and Cycling LSTF package	East Sussex	L		L		L		L		L		M		M	Delay to scheme, but not a showstopper risk.	M		Risk of delay to programme due to Knotweed being found alone across route.	
LGFS25	LGFO0025	Colchester LSTF	Essex	M	Risk around consultation (cycle elements)	L		L		L		L		L		L	Being implemented	L		Slippage from 15/16 to 16/17, but should be able to spend within 16/17.	
LGFS26	LGFO0026	Colchester Integrated Transport Package	Essex	M	Risk around consultation	L		L		L	tbc, but should be scalable	L		L		L	Being implemented	L		LGF spend was deferred to 16/17, so programme risk should be mitigated through longer scheme development phase	
LGFS27	LGFO0027	Colchester Town Centre	Essex	H	Delay caused by consultation re: Lexden Rd Bus Lane element	L		M		L		L		M		L	Some risk around scheme element (Lexden Rd).	M		Potential programme delay and risk to 2016/17.	

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	VIM Risk - Assessment	Comment	Complexity / Dependence / Flexibility of Scheme - Assessment	Comment	Showstopper Risk	Comment	Programme risk	Comment
LGFS28	LGFO0028	YGSE LSTF - Essex	Essex	L		L		L		L		L		L		L		L	Being implemented	L	Slippage from 15/16 to 16/17, but should be able to spend within 16/17.
LGFS29	LGFO0029	YGSE LSTF - Southend	Southend	L		L		L		M	Potential overspend but SBC to cover	L	No match funding	L		L		L	Being implemented	L	
LGFS30	LGFO0030	YGSE LSTF - Thurrock	Thurrock	L		L		L		L		L		L		L		L	Being implemented	L	
LGFS31	LGFO0031	A414 Pinch Point Package: A414 First Avenue & Cambridge Rd junction	Essex	M		M		M		M		L		M		M	Delay in procurement. Complex project being procured for Design and Build	M	Risk until tender exercise is completed later in the year (Nov)	M	Backloaded spend in 16/17
LGFS32	LGFO0032	A414 Maldon to Chelmsford BBS	Essex	L		L		L		L		L		L		L		L	Being implemented	L	
LGFS33	LGFO0033	Chelmsford Station / Station Square / Mill Yard	Essex	M	Delays due to complexity	L		L		L		L		L		H	Complex delivery involving Essex County Council, Network Rail and Train Operating Companies. Delays to forecourt works	M	Complex project	M	Potential delivery risk due to complexity. Risk of slippage in 2016/17.
LGFS34	LGFO0034	Basilton Integrated Transport Package	Essex	L		L		L		L		L		L		M		L	Being implemented	L	No LGF spend forecast until 17/18
LGFS35	LGFO0036	Queensway Gateway Road	East Sussex	L	Consultation complete	L		L	Judicial review threat no longer present	L		L		L		L		L	Judicial review threat no longer present	M	Backloaded spend in 16/17
LGFS42	LGFO0038	A28 Chart Road	Kent	L		L		L		L		M	Developer Payments from 2015/16 still outstanding & S278 Agreement not signed due to Form of Bond disavowment	L		L		L	Being implemented	L	2016/17 On target, but with majority of spend forecast for Q4
LGFS43	LGFO0039	Maldstone Integrated Transport	Kent	M		M	Need to produce BC for phase 2 of LGF allocation	L		L		M		M	As BC only provided for Phase 1, ITE unable to confirm VIM	L		L	Being implemented	M	Decision on S106 in August 2016/17 and delay may affect ability to deliver scheme in 2016/17 with Gyratory works also taking place. Will need to replan works programme for 2016/17 with possible contributions helping to deliver final scheme in 2017/18
LGFS44	LGFO0040	A28 Sturry Link Road	Kent	L		L		M	Planning permission required	M		M	Developer match funding required	L		L		M	Heads of terms still to be signed off for match funding. Network Rail involved in project, as the new road crosses the railway.	M	2016/17 LGF spend reduced from £1m to £000k, due to revised programme for land purchase.
tb1	LGFO0041	Thaet Parkway	Kent	M	Subject to detail in BC. Require positive support from DfT Rail (as Franchisee)	L	Project is feasible	M	Planning permission required	H	Latest cost estimate is significantly above £10m LGF allocation, so currently a funding gap exists. Further design/cost work ongoing	H	Funding gap	M	VIM uncertain	M	tb1	H	Current funding gap	H	Key risk issues currently unresolved - implications for programme.
tb2	LGFO0042	Hastings and Bexhill junction capacity improvements package	East Sussex	L	Within highway	L		L		L	tb1, but should be scalable	L		L	VIM uncertain, but probably good VIM	L		L		L	No LGF spend forecast until 17/18
tb3	LGFO0043	Hastings and Bexhill LSTF walking and cycling package	East Sussex	M	To be completed	L		L		L	tb1, but should be scalable	L		L	VIM uncertain, but probably good VIM	L		L		L	No LGF spend forecast until 18/19
tb4	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		M	Consultation > potential delay risk.
tb5	LGFO0045	Southend Central Area Action Plan (SCAAP) - Transport Package	Southend	M		L		L		L	tb1, but should be scalable	L	No match	L	Business Case approved for £1m LGF in April 2016. Future years to be approved.	L	tb1	L		M	Backloaded spend in 16/17
tb6	LGFO0046	Thurrock Cycle Network	Thurrock	M		L		L		L	tb1, but should be scalable	L		L	Business Case approved for £1.8m LGF in April 2016. Future years to be approved.	L		L		M	Consultation > delay risk and request to reprofile £1.1m
tb7	LGFO0047	London Gateway/Stanford le Hope	Thurrock	M	Subject to detail in BC	L		M	Risk linked to complexity	M		L		M	VIM uncertain	L/M	Low for Phase 1. M for Phase 2 (Station refurb)	L		M	Phase 1 planning on spending in Q4 of 16/17 > tight programme. Phase 2 more complex and greater inherent risk.
tb8	LGFO0048	A133 Chelmsford to Braintree	Essex	L	Within highway	L		L		L		L		L	VIM uncertain	L		L		L	No LGF spend forecast until 17/18
tb9	LGFO0049	A414 Hailow to Chelmsford	Essex	L	Within highway	L		L		L		L		L	VIM uncertain	L		L		L	No LGF spend forecast until 18/19
tb10	LGFO0050	A133 Colchester to Clacton	Essex	L	Within highway	L		L		L		L		L	VIM uncertain	L		L		L	No LGF spend forecast until 18/19
tb11	LGFO0051	A133 Braintree to Sudbury	Essex	L	Within highway	L		L		L		L		L	VIM uncertain	L		L		L	No LGF spend forecast until 19/20
tb12	LGFO0052	A133 Widening - development	Thurrock (retained)	H	Likely to be contentious	L	tb1	M	Subject to detail in BC	M	Large-scale project with risk of cost over-run	L		M	Business Case for full project to be developed	M		M	Approval process for drawing down funds	M	Consultation > delay risk
LGFS45	LGFO0053	Rathmore Road	Kent	L		L		L		L		L		L		L		L	Being implemented	L	2016/17 On target with majority of spend forecast for Q3 with completion by end of 2016
LGFS46	LGFO0054	A28 Sturry Rd Integrated Transport Package	Kent	L		L		L		L		L		M	Change to scope may need to go through ITE	L		L		L	Delay to scheme to 2017/18
LGFS47	LGFO0055	Maldstone Sustainable Access to Employment	Kent	L		L		M	Total cost may come in higher than estimate due to complexity of work	M		L		M		M	Works may need to be carried out from River and so construction constraints	L	Being implemented, awaiting tender process	M	On target to spend majority LGF within Q3 and Q4 of 16/17, with Maldstone BC contribution in Q4 and possibly early 2017/18
tb13	LGFO0056	Purfleet Centre	Thurrock	L	Subject to detail in BC	L		L	Subject to detail in BC	L		L		M	VIM uncertain	M	tb1	L		M	LGF to fund land acquisition in 16/17 and risk of slippage into 2017/18
tb14	LGFO0057	Southend and Rochford Joint Area Action Plan (Essen project)	Southend	M		M		M		L	Uncertain but SBC to fund underspend.	L	SBC match	M	VIM uncertain	M	tb1	M	Management risk	M	Management potentially complex between Essex/Southend. Backloaded spend in 16/17
tb15	LGFO0058	Dover Western Dock Revival	Kent	L	Developer led, within developer land.	L	tb1	L	tb1	H	Funding eligibility uncertain, so question whether scheme delivers net additionality (or would have been delivered anyway).	L		M	VIM uncertain	L	3rd party delivery	H	Funding eligibility risk	H	Planned to spend in 2016/17, but risk that this will now not happen without approved business case
LGFS48	LGFO0059	Ashford Spurs	Kent	M	Subject to detail in BC	M	Project is feasible. However, should seek assurance that H31 services would stop at Ashford if infrastructure provided.	M	Subject to detail in BC	H	Cost increase from £5m to £10.5m. Currently a funding gap to be provided as part of LGF3 bid.	M	Awaiting outcome of LGF Round 3 funding bid.	M	VIM uncertain	H	Mix of funding partners, NR delivery, and H31 operator.	H	Funding risk, dependent on LGF3 bid	H	Funding risk, Business Case coming to Accountability Board in Sept
tb17	LGFO0061	Rochester Airport	Medway	M	Planning decision was challenged. Judicial review has delayed project.	L		H	Planning approval is required from Medway Council and also has to be permitted by Tonbridge & Malling (subsequent to Medway)	M		L	Rochester Airport Ltd managing project.	L		M		M	Planning issues and delay to delivery	M	Delay to the programme and risk of £1m slippage in 2016/17.

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	Showstopper Risk	Comment	Programme Risk	Comment
tb18	LGFO0062	Folkestone Seafont (non-transport)	Kent	L		L		L		L		L		L		M	Being delivered by third party	L		M	Project is being delivered by third party
tb19	LGFO0063	Chelmsford City Growth Area Scheme	Essex	M	tb1	L	tb1	L	tb1 - but expect to be within Highways	L		L		L	VfM uncertain, but probably avoid VfM	L	tb1	L		L	No LGF spend forecast until 17/18. Consultation > possible delay risk
tb20	LGFO0064	Chelmsford Flood Alleviation Scheme	Essex	M	tb1	M	tb1	M	tb1	M	tb1	L		M	tb1	M	tb1	L		M	tb1 - need to understand risk and cause of recent delay better.
LGSE49	LGFO0066	Swallow Business Park, Halibarn (A22/A27 Growth Corridor)	East Sussex	L		L		L		L		L		L		L		L		L	
LGSE50	LGFO0067	Sovereign Harbour (aka Strategic Site Investment Package)	East Sussex	L		L		L		L		L		L		L		L		L	
	LGFO0068	Housing Regeneration Project (Coastal Group)	Held Centrally	M	tb1	M	tb1	M	tb1	M	tb1	M	Needs to go through ITE	M	tb1	M	tb1	M	Needs to go through ITE before spend in 16/17.	M	Needs to go through ITE before spend in 16/17. Risk of delay to programme.
tb22	LGFO0070	Beaulieu Park Railway Station	Essex	M	Need to secure stakeholder and political buy-in	M	tb1	M	tb1	H	Complex rail project	H		M	VfM uncertain	H	Complex delivery - ICC, HE and Developer (MOU signed between parties)	M	Complex. Delay could also mean implementation post LGF programme period.	H	Complex rail project
tb23	LGFO0071	M20 Junction 10a	Centrally held	M		L	tb1	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.	M	Risk on the timing of developer contributions	M	VfM uncertain	M	Funding via HCA to Ashford, HE and Developer involvement. However, funding and delivery route agreed.	M	Subject to HCA funding issue	M	Subject to HCA funding issue
tb24	LGFO0072	A226 London Road/B255 St Clements Way	Kent	L		L		L		L		L	Match funding secure	M	VfM uncertain	L		L		L	Works advanced to 2016/17. Potential to accelerate programme.
tb25	LGFO0073	A22/A27 junction improvement package	East Sussex	M	tb1	M	Feasibility work to be completed.	L	To be completed.	M	Currently unknown.	L		L	tb1	L	tb1	L	tb1	L	No LGF spend forecast until 19/20
LGSE37	LGFO0079	A127 Fairglen Junction Improvements	Essex (retained)	M	tb1	L		M	tb1	M	Some cost uncertainty	L		M	VfM uncertain	L	tb1	L	tb1 - but unlikely to be showstopper risks	M	DfT / HE processes and planning present programme risks
LGSE38	LGFO0080	A127 Capacity Enhancements Road Safety and Network Resilience (ICCI)	Essex (retained)	L		L		L		L		L		L		L		L		L	Being implemented
LGSE39	LGFO0081	A127 Kent Elms Corner	Southend (retained)	L		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		M	Backloaded spend in 16/17
LGSE40	LGFO0082	A127 The Bell	Southend (retained)	M	Scheme options to commence	L		M	tb1	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	tb1	L		L	No LGF spend forecast until 17/18
LGSE41	LGFO0083	A127 Essential Bridge and Highway Maintenance - Southend	Southend (retained)	M	tb1	L		M	tb1 but not expected	M	Some cost uncertainty. Flexibility to change package.	L	No match	M	Business Case for £1m to be considered by Accountability Board.	L	tb1	L		M	Backloaded spend in 16/17
LGSE51	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	Accelerated spend in 2016/17 and potential to increase LGF spend in 2017/18 too.

END

Report to Accountability Board	Forward Plan reference number: FP/AB/050
Date of Accountability Board Meeting: 16th September 2016	
Title of report: Skills Capital Fund Approval	
Report by: Adam Bryan, Managing Director	
Enquiries to : adam.bryan@essex.gov.uk	

1. Purpose of report

- 1.1 To present 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.

2. Recommendations

- 2.1 On the recommendations of the Assessment Group and the independent appraisal, the Board is asked to:
- 2.1.1 Approve the allocation of £116,783 from the fund to the Harlow College, E-Hub - for supporting Enterprise and Entrepreneurship
- 2.1.2 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.
- 2.1.3 In considering approval of 2.1.2 above, the board is asked to note the following:
- 2.1.3.1 The bid does not meet the match funding requirement of 50% as it is requesting funding at 90% of the total cost; and
- 2.1.3.2 The bid does not meet the minimum score required for a compelling case of 130/144 with a score of 82.
- 2.2 The Board is also asked 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.
- 2.3 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.

3. Background

3.1 The South East Local Enterprise Partnership (SELEP) was awarded £22m for skills capital building projects and equipment in 2015 as part of the wider Local Growth Fund (LGF). To date the following allocations have been made, and are summarised in Appendix A:

- Round 1 - £16,099,440
- Round 2 - £620,540
- Round 3 - £3,411,405
- Round 4 - £1,542,695
- Total - £21,674,080

3.2 Therefore, £325,920 is as yet unallocated. Board members will notice the discrepancy between the £340,581 requested above and this available figure. There is a small amount of working headroom in the broader SELEP LGF programme and it is recommended that this proposed over allocation (£14,661) is funded from this headroom in the LGF programme. The headroom, however, is not in the current financial year, and as such it is intended that this is managed as part of SELEP's capital programme management procedures, which report regularly to the Accountability Board and are fully in Government's sights, to ensure that funds available in the current year are not overcommitted.

3.3 Bidding has now ended and the bids have been assessed in line with the agreed evaluation process by the Assessment Group. The group consisted of representatives from each Employment and Skills Board.

4. Assessment Findings

4.1 Two bids were re-submitted on the advice of the Accountability Board on 24th June 2016. These bids had previously been supported by the federated areas and had previously been reviewed by the SFA. These were the Creative Skills bid and the Canterbury College bid, the latter bid now using a different and more descriptive project name to reflect adaptations to the project undertaken in light of feedback from the previous round.

4.2 A third bid, from Harlow College, was submitted to the Assessment Group and was subjected to an additional independent technical appraisal of its financial case and its overall business case. This bid was previously submitted to the fourth round of the Skills Capital Fund but was not assessed due to an administrative error on SELEP's part. It is therefore correct that it is subject to the same process as the other bids submitted as part of the April call for projects.

4.3 The Assessment Panel assessed the bids as below:

Organisation	Details	Requested	% of project	Score* (/144)	Recommendation/Notes
Harlow College: <i>E Hub</i>	Facility focused on development of entrepreneurship and e-skills needed for growth economy. One stop shop for business start-up and business planning support as well as mentoring. Links to Chambers and	£116,783	50	114	Approve – subject to final independent appraisal which has subsequently taken place and scored acceptably.

	Harlow Enterprise Zone.				
Canterbury College: <i>Swale Campus Construction extensions</i>	153m2 of extended constructions skills facilities, enabling provision in bricklaying, carpentry, multi-trades and sustainable techniques to meet local and regional skills needs	£223,798	90	82	Approve – subject to final independent appraisal
Creative & Cultural Skills: <i>Touring Technical Development Masterclasses</i>	Touring masterclasses providing advice, taster sessions and industry insights for technical careers in music and theatre industries.	£112,158	50	18	Refuse – scored less than the required threshold

* Acceptable: 72+/144, Compelling 130+/144

- 4.4 Two bids have been assessed as acceptable and it is recommended that they should receive their requested allocation. The Skills Funding Agency has not been able to undertake a full review of the re-submitted Canterbury College application, so a fully independent financial review is currently being undertaken and may be available in time for the Accountability Board meeting. The bid from Harlow College has already been subject to a separate independent assessment of its financial aspects and it scored acceptably.
- 4.5 Canterbury College have offered 10% match funding for their project, when the expectation in the agreed process was for 50%; to receive a greater than 50% funding level, bids were expected to score sufficiently to meet the minimum agreed threshold for a compelling case of 130/144, however, the bid only scored 82. The Assessment Panel were minded to recommend it for funding on the basis of the clear need for that facility for Kent-based learners and the urgent requirements of the construction sector to which the project clearly responds. It also demonstrated a step-change from the original bid and a striking cognisance of local skills challenges, including NEET levels and the precise positive impact that the project would have here.
- 4.6 While not scoring to an acceptable level for SELEP skills capital funding and therefore not recommended for funding, the Creative Skills bid clearly had merit in its own field and the Assessment Panel were firmly of the mind that it would be a strong candidate for other types of funding. The Assessment Panel recommended that SELEP should work to support the applicant in seeking funding from elsewhere, given the obvious merits of the project and its alignment with a key sector of activity.
- 4.7 The robust process to evaluate the bids has been taken in line with the Assurance Framework, previous advice from the SFA and with the help of an independent technical evaluation. Allocations have been made in line with the previous approach adopted by the Accountability Board, though the Canterbury College project's request for 90% funding should be discussed by the board given its relative score and the availability of funding.

5. Financial Implications

- 5.1 A total of £340,581 is currently requested for approval in this report, some of which is subject to additional requirements being met. The potential overspend arising from this (£14,661), as set out in Appendix A, will be managed within SELEP's overall LGF Programme Management, according to the requirements of the Assurance Framework and the expectations of Government.
- 5.2 In the first instance, the over-programming will be offset by underspend on the 2016/17 skills allocation where this occurs. If this does not occur, the overspend will be offset by any slippage against the rest of the capital programme and accommodated by the headroom on the fund in future years. Any requirement for transfer of funding to balance this will be reported to the Accountability Board and may be subject to approval by the Government.

6. Legal Implications

- 6.1 Grant approved as part of this report will be transferred to the respective college under a grant agreement from the Accountable Body; this agreement will ensure that the requirements for utilising the grant for new capital expenditure in line with the respective bids, and the match funding and other requirements are adhered to as appropriate.

7. Staffing and other resource implications

- 7.1 Resources will be required to monitor spend and the achievement of targets as agreed with the bidders. This will be delivered within individuals' current workloads.

8. Equality and Diversity implications

- 8.1 None

9. List of Appendices

- 9.1 None; included in body of report.

(available at www.essex.gov.uk if not circulated with this report)

10. List of Background Papers

- 10.1 Full bid documents

(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	9/9/2016

Skills Projects funded from the Local Growth Fund

Total Available LGF		LGF Allocation	Match Funding	% Match Provided
£22,000,000		£	£	
Approved Capital Development Schemes				
Harlow advanced manufacturing and engineering centre of excellence	Harlow College	2,500,000	5,000,000	67%
Hadlow College Group - Ashford College, Kent	Hadlow Group	9,800,000	6,858,523	41%
STEM training at Braintree College, Essex	Colchester Institute	3,640,000	1,960,000	35%
Refurbished science facilities - Sussex Downs College, East Sussex	Sussex Downs College	159,440	323,142	67%
Total		16,099,440	14,141,665	
Approved Capital Equipment Schemes (Round 1)				
Science Hub	Writtle College	38,806	78,788	67%
AMEC - Equipment	Harlow College	346,572	703,645	67%
Centres for Excellence for Advanced Industrial Technologies and Engineering Manufacture	South Essex College	73,475	149,176	67%
STEM Skills Training Equipment	Colchester Institute	161,687	161,687	50%
Total		620,540	1,093,296	
Approved Capital Equipment Schemes (Round 2)				
Extension to construction facilities in Folkestone	East Kent College	1,360,000	118,000	8%
Specialist Equipment for STEM Centre	Sussex Downs College	74,914	74,914	50%
North Kent Dealership Centre	North Kent College	141,850	141,850	50%
Digital Labs for the Construction, Health and Social Care and Science Sectors	Harlow College	350,000	350,000	50%
Raising Essex STEM Skills to Higher Levels	Colchester Institute	52,304	52,304	50%
Growing apprenticeship and skills training in engineering	Plumpton College	88,474	95,848	52%
Advanced Construction, Infrastructure and telecomms	Procat College	306,421	309,422	50%
Creating a Centre of Excellence for logistics	South Essex College	27,407	27,407	50%
Science to support the Health Professions	South Essex College	148,972	148,972	50%
Specialist Equipment Ashford phase 1a	Hadlow Group	427,500	522,500	55%
Health Science Laboratory, Medway	Mid Kent College	235,063	235,062	50%
Engineering Skills Growth Hub (Swale Skills Equipment)	Mid Kent College	198,500	198,500	50%
Total		3,411,405	2,274,779	
Round 4				
Industry Standard Surveying Equipment and Soil Laboratory for Technical Construction	Chelmsford College	57,490	57,491	50%
Court Lane Horticultural Nurseries – Enhancing Specialist Facilities for Further & Higher Education	Hadlow Group	447,000	373,000	45%
Foundation Learning (Princess Christians Farm Campus) – Enhancing Specialist Facilities	Hadlow Group	385,000	580,000	60%
Transport & Logistics Skills Hub	Mid Kent College	82,000	45,000	35%
Thameside Jetty	North Kent College	64,500	64,500	50%
Science and Engineering for Tree Management	Plumpton College	140,000	140,000	50%
Development of Construction facilities in Basildon to support economic growth and address local and regional skills shortages in construction skills	South Essex College	366,705	366,705	50%
		1,542,695	1,626,696	
Total allocated to date		21,674,080	19,136,435	47%
Total Unallocated to date		325,920		
New Funding Requests				
E-Hub - for supporting Enterprise and Entrepreneurship	Harlow College	116,783	116,783	50%
Swale Campus Construction Extension	Canterbury College	223,798	24,866	10%
Total Funding Requested		340,581	141,649	
Funding Shortfall		- 14,661		

MINUTES OF THE MEETING OF THE SOUTH EAST LOCAL ENTERPRISE PARTNERSHIP ACCOUNTABILITY BOARD HELD AT HIGH HOUSE PRODUCTION PARK, PURFLEET, AT 9:00AM ON 24 JUNE 2016

Present:

Members

Mr Geoff Miles	Chairman
Cllr Paul Carter	Kent County Council
Cllr Kevin Bentley	Essex County Council
Cllr Rodney Chambers	Medway Council
Cllr Keith Glazier	East Sussex Council
Cllr John Lamb	Thurrock Council
Angela O'Donoghue	FE & Skills (FEDEC)
Myroulla West	HE

Also in attendance:

Chris Brodie	Chairman of the SELEP
Adam Bryan	SELEP
Stephanie Mitchener	Essex County Council
Lorna Norris	Essex County Council
Suzanne Bennett	Essex County Council
Kim Mayo	Essex County Council
Sarah Nurden	Kent and Medway Economic Partnership
Steven Bishop	Steer Davies Gleave
Paul Dodson	Essex County Council
Richard Dawson	East Sussex County Council
Lucy Spencer-Lawrence	SELEP
Mike Rayner	SELEP

1. Apologies for Absence

Apologies were received from Cllr Gledhill.

2. Minutes

As an extraordinary meeting, there is no requirement to approve minutes from the previous meeting on 10 June 2016. These will be submitted for approval at the next scheduled Board meeting, on 16 September 2016.

3. Skills Equipment Fund Approval

The Board received a report from Mike Rayner which presented recommendations regarding the recent Skills Equipment bidding round to inform the Board's decisions about whether or not to accept the applications for funding.

The Board were advised that the following bids are all awaiting technical and financial appraisal by the Skills Funding Agency (SFA). The SFA have held the bids for the past 5 weeks, but due to staffing they have been unable to process them yet. However, it is understood that there there isn't any issue with their

success through that process, and therefore they are before the Board for formal approval, pending SFA sign off.

Members **AGREED** funding of the following pending SFA assessment and sign off:

- Hadlow College, Court Lane Horticultural Nurseries – Enhancing Specialist Facilities for further and Higher Education, £447,000
- Hadlow College, Princess Christian Centre – Enhancing Specialist Facilities for learners with a range of learning disabilities or difficulties, aged 14 through to adulthood, £385,000

Cllr Carter stipulated that there should be a requirement within the Funding Agreement that the Princess Christian Centre remain open and operational for at least 4 yrs following receipt of the funding in order to ensure that they do not close a year later.

- South Essex College, Development of Construction facilities in Basildon to support economic growth and address local and regional skills shortages in construction skills, £366,705
- North Kent College, Thameside Jetty refurbishment, £64,500
- Chelmsford College, Industry Standard Surveying Equipment and Soil Laboratory for Technical Construction, £57,490.50
- Plumpton College, Science and Engineering for Tree Management, £140,000
- Midkent College - Transport and logistics skills hub, £82,000.

The Board discussed the impact of declining the two bids from Canterbury College and Creative Skills, and that to do so would give the wrong message, particularly as the lep holds itself as a leader in creative skills.

It appeared that both bids were worthwhile projects, and that it was accepted that it was difficult to quantify outcomes in a creative arena. Therefore the Members **DEFERRED** the following bids to enable a full and detailed bid to be considered in due course.

- Canterbury College, Constructing Futures, £223,798
- Creative Skills, Touring Technical Theatre Masterclasses, £112,159

Members **DECLINED** North Kent College, Technology Advanced Learning Project, £52,510, noting that the Bid guidance required there to be an economic benefit to the bid, and that this bid was solely about upgrading IT, and therefore did not meet the requirements.

In light of the decision to defer the above two bids, there was no need for the Board to consider options for unallocated funding as once the revised bids are assessed this would hopefully see the full fund allocated.

4. Business case Approvals, Including Independent Technical Evaluation

The Board received a report from Adam Bryan, to the value for money assessment of the Sturry Link Road Business Case, having been through the ITE process.

The Board received a presentation from Steven Bishop, highlighting that the project was considered high value for money but identified that there was a high level of risk around network rail.

The ITE recommendation is to defer a formal decision on this project until such time as Network rail have approved the project and confirmed that there are no additional cost implications.

The Chairman confirmed that Network Rail are clear they have agreements in place to make these projects take place. Therefore proposed that approval is given for the project on the basis that Network Rail come forward as expected and proposed.

If there are major blockages to the project in the next few weeks then it must come back to the Board for consideration.

Members **AGREED** to the funding of Sturry Link Road (£5.9m).

5. Capital Programme Management Update

The Board received a report from Adam Bryan which outlined amendments to the capital programme.

Members **AGREED**:

- the re-allocation of £3m Local Growth Fund project from Westenhanger Lorry Park project to fund Ashford International Rail Connectivity (Ashford Spurs) Project;
- removal of Westenhanger Lorry Park project from the SELEP LGF programme;
- the proposed change of scope to the A26 London Road/Speldhurst Road/ Yew Tree Road Junction LGF scheme to become Tunbridge Wells Junction Improvements Project; and
- subsequently recommend the proposed variation to Government.

These recommendations are made on the condition that a value for money assessment is undertaken for the following schemes by the ITE and are assessed as presenting high value for money and demonstrate medium to high certainty of achieving this:

- Ashford International Rail Connectivity (Ashford Spurs) Project
- Tunbridge Wells Junction Improvements project

6. Any Other Business

The Board were asked to consider an urgent report by Mike Rayner regarding MidKent College Skills Funding previously allocated by the Board at its 10 June meeting.

The Board expressed its disappointment that after 3 attempts to secure funding the partnership with Swale College has fallen apart, and hope in the long term that Swale Council works with the college to see if a future facility can be provided in Swale.

Cllr Carter commented that this was a dreadful example of an academy, and that it is disappointing to note that it was an excellent school when it was set up 8 yrs ago.

Members **AGREED** the variation to the previous bid by Midkent College following Swale Trust withdrawal from the project, subject to formal financial consideration by the Skills Funding Agency.

But agreed that members would provide assistance to the College in order to facilitate ongoing discussions to see if the facility could be provided in the area, either through the original partners or to see if an alternative could be found so as to allow for intake in September.

Date of Next Meeting

Note that the next meetings of the Board will take place on Friday 16 September 2016 and Friday 18 November 2016 at 10.00am at High House Production Park

The Chairman thanked Adam Bryan for his support and the meeting closed at 9:45am