

Special Board Meeting Agenda

Wednesday 26th March 2014, 10:00am – 12:00am

High House Production Park, Purfleet, Essex RM19 1RJ

10:00	1	Welcome and Apologies	Peter Jones
10.05	2	Minutes of 14th February Board Meeting Matters Arising & Recent Developments	Peter Jones
10.10	3	Growth Deal and Strategic Economic Plan a. To discuss and endorse the draft final SEP	David Godfrey Lee Shostak
11.20	4	Growing Places Fund – update a. To be updated on the outcome of the review b. To consider the options	Peter Jones
11:45	5	SE LEP Budget 2014/15 a. To note the budget and proposed high-level spend in 2014/15	Paul Keegan
11:55	6	Any other business	All
12:00	7	Close & networking lunch	Peter Jones

Full Board members & alternates present

1	Peter Jones	Chair
2	Jo James	Kent Invicta Chamber
3	Christina Ewbank <i>for Derek Godfrey</i>	ACES – Association of East Sussex Chambers
4	Graham Brown	Denne Construction Ltd
5	Cllr Paul Watkins	Dover District Council
6	Cllr John Kent	Thurrock Council
7	Cllr Rodney Chambers	Medway Council
8	Brett McLean	East Sussex FSB
9	Cllr Tony Cox <i>for Cllr Nigel Holdcroft</i>	Southend on Sea Borough Council
10	Julian Drury	C2C / South Essex businesses
11	Cllr Keith Glazier	East Sussex County Council
12	Geoff Miles	Vice Chair / Maidstone Studios
13	David Rayner	Birkett Long
14	Cllr Kevin Bentley <i>for Cllr David Finch</i>	Essex County Council
15	Phillip Johnson	Locate East Sussex
16	Cllr David Tutt	Eastbourne Borough Council
17	Cllr Bob Standley	Wealden District Council
18	Graham Razey	East Kent College
19	Cllr Peter Fleming	Sevenoaks Borough Council
20	George Kieffer	Vice Chair / Haven Gateway Businesses
21	David Burch	Essex Chambers
22	Cllr Paul Carter	Kent County Council
23	Nick Sandford	Godinton House and Estate/Rural Workstream

Other attendees present

1	David Godfrey	South East LEP
2	Katharine Harvey	South East LEP
3	Graham Pendlebury	Senior Whitehall Sponsor / DfT
4	Lee Shostak	Shared Intelligence
5	Lorraine George	South East LEP
6	Paul Keegan	South East LEP
7	Ruth Gilbert	Career Colleges
8	Zoe Gordon	South East LEP
9	Emma-Louise Galinis	South East LEP
10	Ross Gill	Kent County Council
11	Keith Cornwell	Thames Gateway South Essex Partnership
12	David Liston-Jones	Thames Gateway Kent Partnership
13	Richard Longman	Thames Gateway Kent Partnership
14	John Shaw	Seachange Sussex
15	Graeme Bloomer	Harlow Council
16	Ros Dunn	Essex County Council
17	Alistair Southgate	Essex County Council
18	Cllr Anne Grigg	EFDC/WEA
19	Cllr Andrew Bowles	Swale Borough Council
20	Cllr John Gibbey	Canterbury City Council
21	Colin Carmichael	Canterbury City Council
22	Cllr Jeremy Kite	Dartford Borough Council
23	Rob Tinlin	Southend Borough Council

24	Paul Mathieson	Southend Borough Council
25	Alex Kalorkoti	Shepway District Council
26	Robin Cooper	Medway Council
27	John Houston	Epping Forest District Council
28	Steve Cox	Thurrock Council
29	Dave Evans	East Sussex County Council
30	David Bull	Thurrock Council
31	Rob Tinlin	Southend-On-Sea Council
32	Roger Blake	RailFuture

Action Summary

Item 3: SE LEP Terms of Reference

1. The Secretariat is to edit the TOR to take out references to the old Executive Group
2. The Board is to consider at the 26th March meeting detail of how the devolved model of SE LEP will work operationally, as part of the final SEP.

Item 4: Growth Deal and Strategic Economic Plan

3. The SE LEP Secretariat will circulate a revised structure for the final version of the SEP in view of the Board's comments.
4. The SE LEP Secretariat will issue a project template for partners to complete on projects they will be seeking LGF funding for.

Item 6: Growing Places Fund

5. Partners with prospective projects that are 'shovel ready' should contact the SE LEP Secretariat with details as soon as possible.
6. Paul Keegan will undertake the review of GPF in the proposed time frame which will provide the information required for decisions on proposed projects for GPF funding.
7. The SE LEP Secretariat agreed to circulate the government regulations issued on the Growing Places Fund.

Item 7: Local Transport Body

8. ECC Cabinet will consider and make a decision on whether it would take on responsibility of the LTB funds as the Accountable Body of SE LEP.
9. Further detail on the governance of a SE LEP Transport subgroup will be worked up and included in the SEP for consideration by the Board at the 26th March special Board meeting.

Item 9: Meeting the Skills Gap

10. The Careers College Trust will explore establishing links with the land-based colleges in the SE LEP area.
11. The Careers College Trust will make contact with relevant SE LEP partners and work up proposals for further consideration by the Board.

Item 10: Any other business

- 12.** Board members to pass on to Zoe Gordon any information about worsening mobile telephony problems
- 13.** Partners are to consider projects which address resilience issues within their bids for LGF in the SEP

1. Welcome and Apologies

- 1.1 The meeting started at 10:05.
- 1.2 The Chair welcomed new members to the Board, Graham Pendlebury, SE LEP's senior Whitehall sponsor and Lee Shostak from Shared Intelligence who is working on the Strategic Economic Plan (SEP).
- 1.3 Apologies were received from Cllr Tony Ball, Julian Crampton, Malcolm Diamond and Perry Glading.
- 1.4 The Chair asked for any Board members to declare any conflicts of interest and none were declared.

2. Minutes of last meeting, Matters Arising and Recent Developments

- 2.1 The minutes of the last Board meeting 13th December 2013 were agreed.
- 2.2 The Chair offered Paul Carter his congratulations on behalf of the Board for his recently announced CBE.
- 2.3 The Chair thanked local authorities for agreeing their contributions towards the SE LEP Secretariat costs and explained that a Business Plan for 2014/15 which would outline areas of activity for the coming year would be brought to the next Board meeting for approval.
- 2.4 The process of recruiting a permanent Director for SE LEP continues and the Chair thanked Medway Council for agreeing to organise this on behalf of the partnership.
- 2.5 The Chair congratulated those areas across SE LEP that are identified for assisted area status in the government's proposals currently out for consultation. Tendring has not been identified and the Chair offered any further support required to help promote their case.
- 2.6 The Board was informed that the SE LEP local authority skills officers group have been working with the SFA on procuring the national careers guidance service.

3. SE LEP Terms of Reference

- 3.1 The SE LEP Terms of Reference (TOR) have been revised to reflect the changes agreed by the Board at the 13th December 2013 Board meeting.
- 3.2 In the discussion on the revised TOR the following points were made:
 - The revised TOR provides the framework for our federated approach, but there is still little detail on how this will work operationally; there is still a lot of work that needs to be done in a short timescale.
 - The revised TOR still makes reference to the Executive Group which no longer exists.
 - The TOR should make reference to a Transport subgroup if it is decided that this is to replace the SE LTB.
- 3.3 The Chair agreed that we need further clarity on the governance structure of SE LEP. We need to be clear about this in the final SEP and be able to convince Ministers that we can make the devolved model work.

Action: The Secretariat is to edit the TOR to take out references to the old Executive Group

Action: The Board is to consider at the 26th March meeting detail of how the devolved model of SE LEP will work operationally, as part of the final SEP.

4. Growth Deal and Strategic Economic Plan

Feedback from Government

- 4.1 David Godfrey provided an overview of the feedback that has been received so far from Government on the interim submission of the SEP. We have not yet received the formal letter.
- 4.2 Messages we have heard so far include:
- The document is too long and repetitive in places; the final version needs to be shorter and more succinct.
 - There should be more emphasis on where the LEP is adding value and not delivering more of the same.
 - This is a Deal and we need to show what partners are putting on the table to deliver the priorities.
 - This is a competitive process; the clearer we are, particularly about the arrangements for delivery, the better.
 - There needs to be a clearer path from our strategic priorities to individual projects, with the logic chain better articulated.

Proposed structure of the SEP and workstreams

- 4.3 David outlined the approach being adopted to the final submission and the tasks for each workstream. Some of the key issues he highlighted that still need to be addressed included:
- How do we link our Gateways to Growth concept with the universities proposals and demonstrate some coherence at the SE LEP level?
 - Is Thames Gateway an area or a priority?
 - The rural group needs to help develop the detail around our EAFRD funding allocation.
 - What do we fund through the SE LEP 'top slice' as opposed to through the area budget envelopes?
 - We need to consider FE capital requirements and how we should be dealing with this.
 - We need to know what is happening in each area at present, what is proposed to be developed with LGF resource, who will also contribute towards this, how much will be contributed and what will the outputs and impact be.
- 4.4 David indicated that we are operating to a very tight timetable and seeking to have a first draft for the final SEP completed 7th -14th March, with the Board to agree this at a special Board meeting on 26th March.
- 4.5 The Chair thanked David, the SE LEP Secretariat and Shared Intelligence for their hard work in completing the interim submission and asked Graham Pendlebury for any further feedback and comment. Graham made the following points:
- Our draft showed a good analysis of the strength and characteristics of SE LEP economy, but we need to make a clearer connection between this and what we want to do.
 - We need to give greater assurance to government on deliverability and this should be captured in implementation plans.
 - More is needed on the monitoring and management arrangements for the programme.

- We need to show how many additional jobs and houses will be delivered, as a result of the LGF resource and the Asks being sought, over above what would happen anyway.
- We need to be clearer about who the Accountable Body is and what the governance arrangements are – there appears to be some confusion between partners over this.
- This is a deal therefore we need to be clearer about what public and private sector partner's contributions are.
- We need to demonstrate that we are working with neighbouring LEPs, particularly where there are overlaps
- Enterprise Zones need to feature more strongly as these are an important part of government thinking.

4.6 In the discussion that followed the following points were made and questions raised:

- Government feedback suggests that we should be addressing educational attainment therefore should we be engaging education colleagues in addressing this? The Chair indicated that he was meeting with the university VCs soon and he would be discussing this issue with them. The Careers College Trust item on the agenda also relates to this.
- We need to ensure that our financial pitch is right and we have received mixed messages about this. The Chair indicated that feedback suggests we have got this about right. Graham Pendlebury indicated that while the totality of the national LGF pot is over-subscribed, he thinks that our bid feels about right and does not recommend that we go for more. It is important, however, that our bid is scaleable.
- Further clarity and decisions are required on how to position our growth deal and whether there are going to be separate ones for each area which are integrated and linked at the SELEP level.
- We need to be clear what resources partners are putting on the table for the Growth Deal and what 'something for something' we are offering up around our Asks.
- The size of the proposed document is approx. 60 pages – a short and concise document written in a consistent style. Concern was expressed that this would not be long enough to provide the 'proof' government is seeking that we can deliver the deal; if we don't provide this might we might not be successful. Graham Pendlebury suggested that our document should be sharp and focused; while deliverability is important and the document needs to provide assurance that the detail is there, including full detailed delivery plans is not realistic. This detailed information needs to be available though so that it is there if government asks for this during the negotiations. It was agreed that the document needs to be concise in relaying the ambitions for each area and to give confidence that we can deliver.

Action: The SE LEP Secretariat will circulate a revised structure for the final version of the SEP in view of the Board's comments.

- We need to be clearer about the specific projects, in addition to the transport schemes, that we are going to use LGF and other resources to deliver. Peter suggested that a template is issued to partners requesting this information for inclusion in delivery plans.

Action: The SE LEP Secretariat will issue a project template for partners to complete on projects they will be seeking LGF funding for.

- Our pan LEP priorities need to be 'loud and clear in the document and the 'top sliced' projects need to demonstrate the 'added value' that LGF will bring, as well as the projects promoted by the individual areas.
- The extent to which the SE LEP Secretariat has the resources to deliver the Plan and meet the deadline was raised. A lot of work is needed in the next couple of weeks and there was concern

that we would not be able to deliver. Peter assured the Board that resources are being stretched but that we are drawing on outside expertise to ensure that the task is completed.

- The money available for skills through the LGF is relatively small; it is the freedoms and flexibilities that we are seeking through our Asks which is more significant for this theme.
- Graham Pendlebury confirmed that we should receive formal feedback this by the end of the week but that this will not say anything more than the feedback already received.

5. European SIF Strategy

- 5.1 The Chair asked Lorraine George to provide an update. The final ESIF Strategy was submitted on time at the end of January and since then feedback has been trickling back. There is recognition that we have come a long way in developing the strategy in a short time, from submission of the draft to the final version. We expect to receive a letter with feedback by the end of next week.
- 5.2 George Kieffer brought to the Board's attention the recently announced success of the High Court challenge brought by nine local authorities over the Government's regional allocation of EU structural funds for 2014-2020. As a result of this the South East allocation, upon which the ESIF Strategy was based, will now be reviewed.
- 5.3 Paul Carter questioned the process for bringing forward project applications and suggested that how this will work is not clear in terms of the devolved model. Lorraine indicated that while the Managing Authority is still working out the process, we are being encouraged to establish a shadow group and this will be taken forward.

6. Growing Places Fund

- 6.1 Paul Keegan was asked to introduce his paper on GPF. The Chair indicated that he has real concerns over the degree of underspend and that emergency action is now necessary. He drew the Board's attention to the email he sent earlier in the week requesting for further proposals to come forward. It is proposed that this process is overseen by Paul Keegan, with the Chair and three vice chairs delegated by the Board with the authority to approve schemes.
- 6.2 In the ensuing debate the following points and issues were raised:
- Changing the current rules to allow some funding to be issued as grant rather than loan would increase take-up and spend. There was a consensus that the rules should not be changed, that the existing processes should be adhered to and that we should only continue to support worthy schemes that deliver value for the tax payer.
 - There was frustration that projects, such as Sovereign Harbour, which was approved by the Board, have not yet been taken forward. The reason for this is that all the GPF funds are currently committed to other approved projects, but many of these projects have not adhered to their spend profiles and consequently we now face an underspend. The proposed review will identify the approved projects that are not now going ahead and will update the spending profiles of the other approved projects that are continuing. This will review will identify the funds available and projects already approved in the pipeline are likely to have first call on these funds.
 - There is a need to review GPF and the way in which this operates under the devolved model should be considered. The future of GPF is also being considered within the context of the SEFUND proposition.
- 6.3 The Board agreed that the Chair and three Vice Chairs should be delegate with authority to make approval decisions for GPF funding, which will be allocated and taken forward based on the current rules and process.

Action: Partners with prospective projects that are 'shovel ready' should contact the SE LEP Secretariat with details as soon as possible.

Action: Paul Keegan will undertake the review of GPF in the proposed time frame which will provide the information required for decisions on proposed projects for GPF funding.

Action: The SE LEP Secretariat agreed to circulate the government regulations issued on the Growing Places Fund.

7. Local Transport Body

- 7.1 The Chair invited David Bull to introduce this item. David explained that the government has indicated that LTB funding is now to come to the LEP and that the LTB at its last meeting agreed that it should wind itself down. The paper presented asks for a steer from the Board on the mechanism for how it should assume the responsibilities of the LTB.
- 7.2 George Kieffer asked whether a proposed Transport subgroup would be led by members. David suggested that this would be good practise, since the legal responsibilities lie with the highway authority leaders.
- 7.3 Paul Carter gave his view that it would be the role of the LEP to set overall priorities with the funding then devolved to the areas to deliver. Each area has the statutory responsibilities so it is the role of the LEP to make sure the areas are in tune with these, but it is the area's role to deliver. David suggested that this way of working would not easily ensure that the LEP delivered 'added value' above that which could be delivered by the individual Highways Authorities. The Government has also been clear that the overall accountability and management of the programme should lie with the LEP.
- 7.4 Kevin Bentley indicated that Essex County Council, as the Accountable Body for SE LEP, would need to take a Cabinet decision before it could agree to take on responsibility for the LTB funding on behalf of SE LEP.

Action: ECC Cabinet will consider and make a decision on whether it would take on responsibility of the LTB funds as the Accountable Body of SE LEP.

- 7.5 Support was expressed from a number of Board members for a specific SE LEP Transport subgroup and that this should include business. This subgroup should make recommendations to the SE LEP Board which would have overall accountability.
- 7.6 The Chair explained that this item is due to be discussed further at the SE LTB meeting following the SE LEP Board meeting. Any further detail around these proposals will come back to the SE LEP Board, as well as being articulated in the final version of the SEP.

Action: Further detail on the governance of a SE LEP Transport subgroup will be worked up and included in the SEP for consideration by the Board at the 26th March special Board meeting.

8. Southend on Sea City Deal

- 8.1 The Chair invited Rob Tinlin, Chief Executive of Southend Council to present his paper on the Southend on Sea City Deal.

8.2 The Chair congratulated Southend on their persistence in achieving this Deal and offered up any further support required. He pointed out that the development of Victoria Avenue – a key component of their City Deal, offers real potential for the town and could become a pipeline project for SEFUND.

9. Meeting the Skills Gap

9.1 The Chair invited Ruth Gilbert from the Careers College Trust to present to the Board. Ruth provided an overview of the Trust and its approach which focuses on building skills around the needs of businesses.

9.2 The Board welcomed the initiative and it was agreed that there is a real economic need to ensure that employer's skills needs are met. The work that the Trust does with FE colleges and other providers was applauded.

9.3 Points made during the discussion included:

- A concern that many of the colleges across the SE LEP area are not at the standard required for the Trust to engage with them. Ruth indicated that this could be overcome by developing hybrid relationships with colleges outside an area.
- The sector approach creates a tension for FE colleges, who on the one hand want to meet the needs of specific employers, but also are under pressure to give general provision.
- There are three excellent land-based colleges in the SE LEP area but the land-based sector still faces a massive skills shortage and poor image. Ruth agreed that there could be merit in exploring further how the Trust might help with this.

Action: The Careers College Trust will explore establishing links with the land-based colleges in the SE LEP area.

9.4 The Board agreed with the Chair's suggestion for discussions to continue with the Trust to develop proposals to put to the Board.

Action: The Careers College Trust will make contact with relevant SE LEP partners and work up proposals for further consideration by the Board.

10. AOB

10.1 Brett McLean brought to the Board's attention a worsening of the mobile telephony problems across the SE LEP area with the recent adverse weather conditions. The Chair suggested that any specific information available is passed to Zoe Gordon who undertook some work on this for SE LEP last year.

Action: Board members to pass on to Zoe Gordon any information about worsening mobile telephony problems

10.2 John Kent directed those interested to a recent UKTI publication which has a good write-up of High House Production Park.

10.3 George Kieffer suggested that resilience issues are an area that SE LEP should consider and pointed to the Prime Minister's recent quote that 'money is no object' for dealing with this.

Action: Partners are to consider projects which address resilience issues within their bids for LGF in the SEP

- 10.4 Peter drew to the Board's attention his letter due out later that day asking local authorities for sites for the 2,015 homes in 2015 pilot proposed as one of the housing asks in the draft SEP.
- 10.5 The meeting closed at 12:18pm.



DRAFT FINAL SOUTH EAST STRATEGIC ECONOMIC PLAN

Purpose

1. The Board is asked to:
 - a. **Consider** and **endorse** the draft Final SE Strategic Economic Plan (attached separately); and
 - b. **Agree** to the recommendations for sign-off of the Final SE Strategic Economic Plan (SEP) for the deadline date.

Draft Final South East Strategic Economic Plan

2. The Draft Final SE SEP has been circulated to the Board and will be the subject of discussion during the Board meeting. The Final SEP is due to be submitted by 31st March 2014.

The Board is asked to consider the Draft Final SE Strategic Economic Plan and provide initial views and comments.

The Board is asked to endorse the draft Final SE Strategic Economic Plan, subject to any recommendations that arise during the course of the discussions.

Sign-off Arrangements for the Final SE SEP

3. In addition to providing Board members with the opportunity to voice their views on the draft Final SEP at the Board meeting, it is important that all Board members have further opportunity to feedback specific comments. In view of the tight deadline for submission, it is proposed that:

The Board agrees to forward any further comments to the SE LEP Secretariat by 5pm Thursday 27th March.

The Board agrees that responsibility for the final sign-off of the final version of the SE SEP is delegated to a small number of Board members to be agreed with the SE LEP Chair.

Style and Design for the Final SE SEP document

4. We have included samples of the emerging design and styling for the SEP document and style being adopted for the maps. These are shown in Annex A. Both of these are still in development, the maps will include additional layers of place names and road/infrastructure labels and details of schemes. There will be a number of maps for SE LEP and local areas which will visually demonstrate the extent and coverage of the SE LEP transport and SE FUND schemes. Any specific feedback or comments should be shared with zoe.gordon@essex.gov.uk

Author: David Godfrey **Position:** Interim Director, SE LEP **Date:** 21st March 2014.

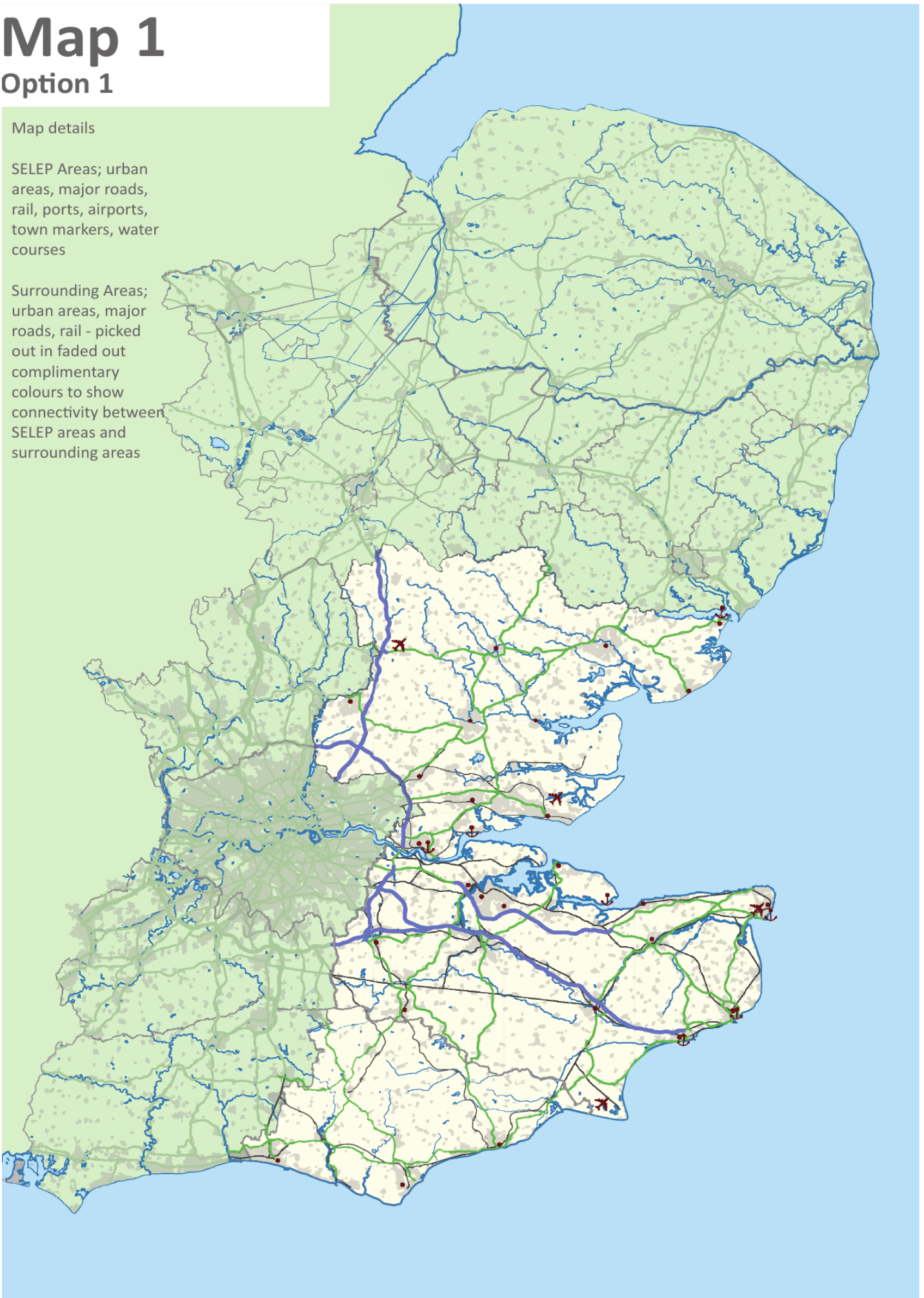
Map 1

Option 1

Map details

SELEP Areas; urban areas, major roads, rail, ports, airports, town markers, water courses

Surrounding Areas; urban areas, major roads, rail - picked out in faded out complimentary colours to show connectivity between SELEP areas and surrounding areas



Map 2a

Option 1

Map details

SELEP Area only; All infrastructure areas; major roads, rail, ports, airports, urban areas and water-courses

NEEDED . . .

Lower Thames Crossing potential routes A and C/C+



Map 2b & 2c

Option 3

Map details

SELEP Area only; All infrastructure areas; major roads, rail, ports, airports, urban areas, water courses

Surrounding shapes to draw eye to main content

NEEDED . . .

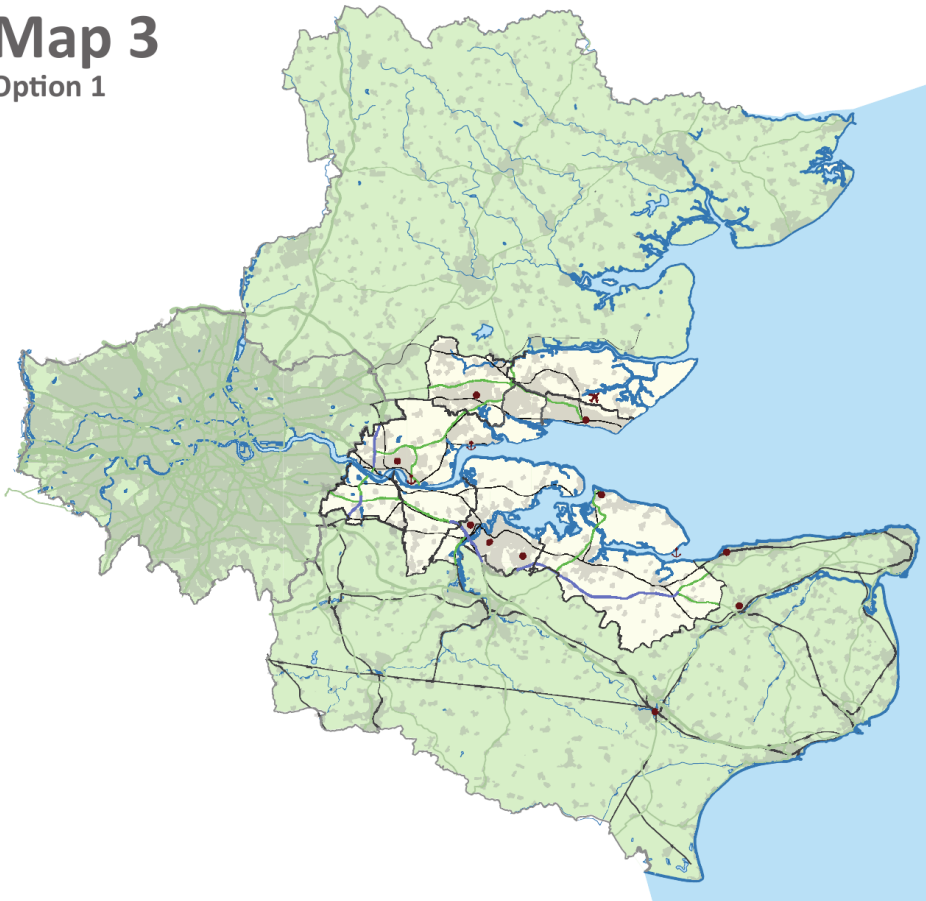
Lower Thames Crossing potential routes A and C/C+

Visual approach comment - shown here the use of a shadow



Map 3

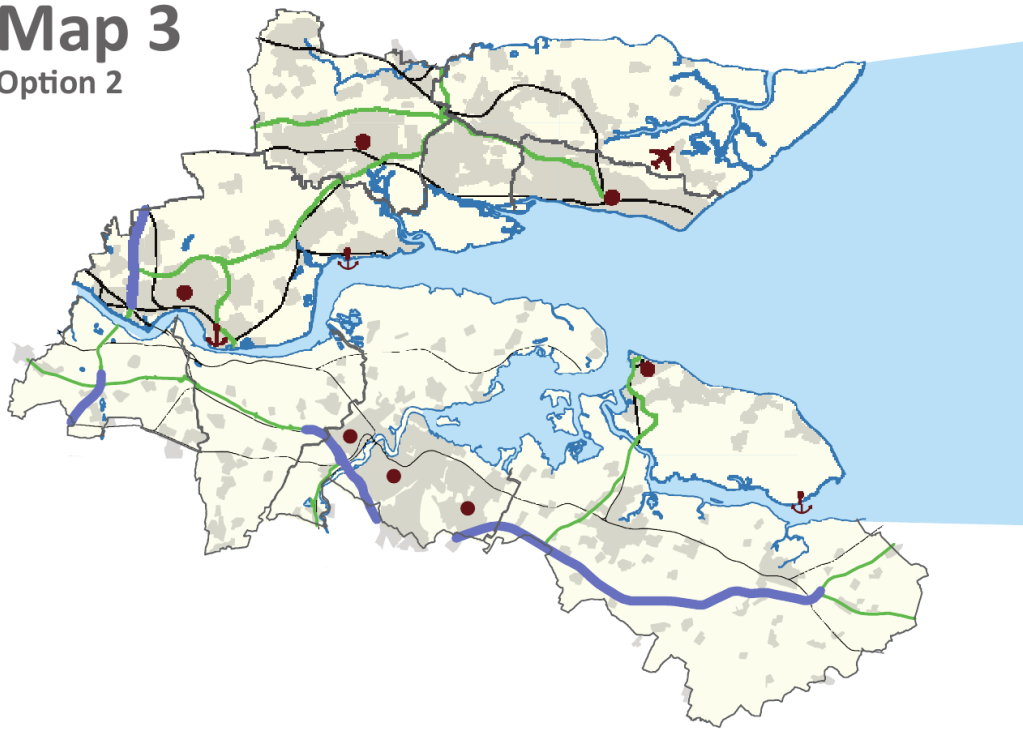
Option 1



Map details
Thames Gateway area only.

Map 3

Option 2



Map details
Thames Gateway area only.

SE LEP document styling



Headline copy Regencie Light Alt

Body copy
Century Gothic Regular
Century Gothic Bold
Century Gothic Italic
Century Gothic Bold Italic

Colour
pallet



South East
Local Enterprise Partnership



1

Strategic Economic Plan

Watling St, linking the port of Dover and London was paved by the Romans, became the first tumpike in Britain and is now covered by the A2 trunk road. In the 21st Century, our seaports airports, rail networks, and motorway and trunk road networks, - linking London and the UK with the rest of the world --- will continue to be vital national economic assets. These assets are key to the nation's future economic prosperity.



Our relationship with London is a central factor in the SE LEP economy. Over 270,000 people work in London and live in the SE LEP area -- some xx% of our working age residents --- and the proportion is much higher in those SE LEP districts closest to London. Many London companies rely on SE LEP businesses to supply a wide range of goods and services - particularly for logistics, in the creative industries and for a wide range of back office business functions. In the 21st Century, the Thames Gateway and the South East LEP area as a whole, will be London's premier expansion location and the prospects for sectors linked to the London economy are strong.

Now, SE LEP is also home to one of the nation's largest concentrations of advanced manufacturing companies (in Basildon) and has strong clusters of companies in life sciences, health, and land based industries and tourism. In the foresee offer strong growth prospects. The first of a new generation of garden cities at Ebbsfleet is a further example of SE LEP's strong growth prospects.

In light of our relationship with London, and these diverse economic strengths, the ONS forecasts that SE LEP's population will increase by x% to x,xxx,xxx with a net increase of some 200,000 households. This will result from both local natural growth and net in-migration from elsewhere in the UK, particularly London.

These prospects for economic and population growth are the foundation for our ambitions.

Our Growth Ambitions

- 2.1 Our ambition is to:
- enable the creation of 200,000 sustainable private sector jobs over the decade to 2021, an increase of 11.4% since 2011; and
 - complete 100,000 new homes by 2021, which will entail, over the seven years, increasing the annual rate of completions by over 50% by comparison with recent years.
- 2.2 Furthermore, we intend to concentrate investment in the Thames Gateway to further contribute to the growth of the London economy and to address the challenges our coastal communities.
- 2.3 Of course, without the implementation of our SEP, a proportion of this growth is likely to take place across the South East LEP area anyway – depending on the underlying strength of the UK economy. We know, however, that some of this “business as usual” growth depends on the planned investment in transport and other infrastructure, given the intensity of congestion on many links in our road network. We are also in no doubt, that achieving the additional growth - above trend - will very much depend on the full implementation of our Strategic Economic Plan. Our Growth Deal will create the conditions for this above trend economic development.

Building on our Economic Strengths

- 2.4 Kent, Medway, Essex, Thurrock, Southend and East Sussex together comprise the South East Local Enterprise Partnership (SE LEP) area. Stretching along the coast from Harwich to Brighton, the SE LEP area is the largest in the country, outside London. Today, our market towns, small cities, coastal communities, and villages offer an exceptionally diverse choice of places to live and work. Part of the South Downs National Park is in East Sussex – and Kent is well known as the “Garden of England.”

Gateway to the World

- 2.5 SE LEP's sea ports – and the road and rail networks that serve the ports – provide the UK's most important gateway to the rest of the world. Each year around 14m passengers and 85m tonnes of freight goes via our ports – that is over half of England's international sea passenger and a quarter of England's sea freight. With almost 12m passengers in 2012, the Port of Dover is by far the busiest passenger port in the UK. The Port of London (mainly in Thurrock and Medway), comprising more than 70 terminals along the Thames, is the second largest UK port by freight traffic. The ports of Dover (8th in England), Medway (9th) and Harwich (18th) are also significant freight ports. London Gateway is providing new deep-sea container handling facilities and is planned to serve Europe's largest logistic park. In addition, another 17m passengers and 1.3m tonnes of freight travels to and from the SE LEP area and Europe via the Channel Tunnel.
- 2.6 Nationally, 95% (by volume) of the UK's imports and exports pass through the country's ports, representing 75% of trade by value. This means that on-going investment in the motorways, national trunk roads and rail networks serving the SE LEP's ports is essential to ensure their efficient operations. Conversely, the congestion arising from the lack of such investment as a material, immediate impact on the productivity of companies throughout the UK and the performance of the UK economy as a whole.



We intend to concentrate investment in the Thames Gateway to further contribute to the growth of the London economy

2.6 Nationally, 95% (by volume) of the UK's imports and exports pass through the country's ports, representing 75% of trade by value. This means that on-going investment in the motorways, national trunk roads and rail networks serving the SELEP's ports is essential to ensure their efficient operations. Conversely, the congestion arising from the lack of such investment as a material, immediate impact on the productivity of companies throughout the UK and the performance of the UK economy as a whole.

2.7 Now, however, many SE LEP businesses and communities (particularly in Kent and Medway) find that the lack of investment in the national road network means that they carry significant additional costs arising from congestion. The bridge and tunnel at Dartford is the only crossing of the Thames east of London, carrying around 50 million vehicles per year. Heavily congested, delays impede the movement of local traffic across the Thames Gateway, and increase pressure on the surrounding road network (particularly the M25 and A2/M2). Access to the Channel Ports is also frequently constrained and planned increases in freight and passenger traffic through the Port of Dover and the Channel Tunnel are likely to place further pressure on the M20/A20 and M2/A2 Corridors. Operation Stack directly costs Kent Police and the Highways Agency around £3 million per year, with a wider economic cost in lost investment and delays to local business.

2.8 Beyond our sea ports, and the national road and rail networks serving these ports, SE LEP has the benefit of four major airports:

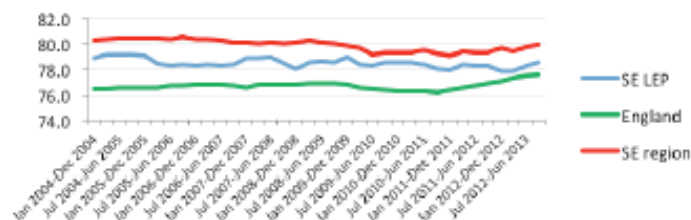
Stansted (London's third airport currently with significant additional capacity), London Southend (now with scheduled services to Europe), Manston and Lydd.

2.9 Our Growth Deal in Section 3 sets out our transport priorities to 2021.

Our population growth, High levels of economic activity and commuting to London

2.10 In 2012 the SE LEP area had a population of over 4m people – well in excess of Greater Manchester and the former entire North East region. Over the last two decades the population in the SE LEP area increased significantly. There were almost half a million more people living in the SE LEP area in 2012 than in 1992. The ONS forecasts that SELEP's population will continue to increase by some 200,000 households, or xxx,xxx people by 2021. This, in itself, is a powerful driver of economic growth.

2.11 Overall rates of economic activity in the SE LEP area are above the national rates, but below those for the former South East region. Employment rates show a similar pattern. Moreover, London's employers rely on 273,000 residents from the LEP area each day and many of them are highly skilled. Together, this means that many communities across the SE LEP area have additional labour force capacity. To SE LEP businesses, and those considering investing in SE LEP communities, this labour force capacity is, potentially, a valuable economic asset.



2.12 However, economic activity is not evenly spread across the SE LEP area. Unemployment tends to be higher in more peripheral parts of the LEP, particularly in the coastal communities. Gravesham (9.3%), Medway (10.1%), Tending (9%), Thanet (12.3%) and Hastings (10.7%) and Harlow (9.8%) have the highest rates of unemployment. These areas are in the top quintile of local authorities in England. This highlights the importance of our efforts to focus on SELEP's coastal communities. (Such high levels of unemployment are more commonly found in parts of London, in the Midlands and in the North of England. Within the former South East and Eastern regions, the only areas with this level of unemployment are Croydon, Peterborough and Fenland.)

Entrepreneurial Business Culture

2.13 There are 344,300 businesses in the SE LEP area – 86 firms per 1,000 residents, compared with 82 for England. Self-employment is also above the national average in the SE LEP area (11.0% compared to 9.8% for England). The SE LEP area has an above average proportion of registered micro-enterprises (<10 employees). (Some communities also benefit from concentrations of larger firms in such as Harlow, Dartford and Canterbury). Universities and Innovation

2.14 The nine universities across the SE LEP represent the driving force for new knowledge creation, innovation and the powerhouse behind major economic growth across the LEP. To achieve this the universities have set aside their own funds and plans are at a late stage of development so that if funding is released these projects will start very quickly and have a major impact on growth and speed the recovery. Each university has carefully crafted their individual project linked to the specific needs of their locality, the wider SE economy and builds on their own research strengths in the priority sectors, including Big Data, Automotive Engineering, Health Technology and new therapeutics, and Product Design. Our commitment is to work with existing businesses, attract inward

investment and stimulate university-based enterprise. We will work in partnership between the universities as well as with local councils, business and the LEP to achieve our shared goals. This infrastructure development will assist in the delivery of national government programmes as well as acting as a conduit for new EU funding. The above and the individual projects are very practical demonstrations of the type of business-university collaboration envisaged in the Willy Report and recently endorsed by Government.

2.15 SE LEP wide company commitment to innovation (in part through working with universities is already bringing significant economic benefits. SE LEP companies report that a significant proportion (18%) of their business turnover is generated by products/services which are new to market; this compares with just 6% across England as a whole. Also, a higher proportion of businesses in the area have applied for a patent (3.2%) than the England average (2.8%).

2.16 SE LEP's university research and development strengths, our research and development parks, and our university-business established track record in working together are valuable economic assets. As set out below, it is clear that this is a strong foundation for our SEP.

Sector Strengths and Prospects

2.17 Today, many parts of the SE LEP economy are over-reliant on the public sector for jobs. In 2012, 19.1% of SE LEP employment was in the public sector, compared to 18.6% for England as a whole. Public sector employment is particularly high in Southend (29.8%), Maidstone (25.1%), and Chelmsford (30.9% - home of Essex CC). The SE LEP area is also relatively more reliant on wholesale, retail and accommodation, and construction jobs. Generally, these sectors do not provide high value employment. Wholesale, retail and accommodation are below average and construction is marginally higher than the average.

GROWING PLACES FUND – UPDATE

Purpose

1. The purpose of this paper is to:
 - a. **Update** the Board on the results of the appraisal of the projects remaining in the Growing Places Fund (GPF) pipeline;
 - b. **Provide investment choices** for the Board across the GPF Approved, Pipeline and New projects, including the Enterprise Zones, to be funded by the remainder of the available GPF; and
 - c. **Re-present to the Board an option for changing the approach** to managing the risk of late repayment or non-repayment of loans for projects supported through the GPF.

Recommendations

2. The Board is invited to:
 - i. **Note** the approach in prioritising projects for the remaining GPF allocation as set out under Annex 1, which follows the reviews undertaken by the Chair & Vice-Chairs and the meeting held at Kent County Council (KCC) on 6th March 2014;
 - ii. **Approve** in principle the proposed investment options for the remaining £9.2m of GPF grant as follows:
 - i. MedTech Campus Project, Harlow Enterprise Zone, £2m,
 - ii. Sovereign Harbour Project, East Sussex, £3.6m,
 - iii. Discovery Park Enterprise Zone, £3.6m;Delegate the final decision on investment to the SELEP Chair, in consultation with the Accountable Body, following the completion of due diligence reviews for each project;
 - iii. **Endorse** the existing approach for the projects remaining in the pipeline.
3. In addition, the Board is invited to indicate which of the following options should be taken forward:
 - a. The GPF remains as a revolving fund with upper tier authorities underwriting each project and passing that risk to project delivery organisations where possible; and
 - b. The GPF remains as a revolving fund but bears the risk of non-repayment of loans granted and upper tier authorities are no longer required to underwrite loan repayments.
4. If Option 3b is selected, the Board is invited to indicate whether this should be applied:
 - a. To all future projects including those with allocations but no legal agreements yet in place; or
 - b. Retrospectively to projects already under legal agreement and all future projects.

Background

5. An urgent review of all GPF projects was agreed at the Board meeting held on 14th February, primarily due to the slow progress being made on use of the fund to date and given the significant expectation being placed upon both the Strategic Economic Plan (SEP) and European Structural and Investment Fund (ESIF) Strategy.

6. The Board agreed that the Chair and three Vice Chairs should be delegated with authority to make approval decisions for GPF funding, which will be allocated and taken forward based on the current rules and process.
7. A number of reviews have taken place following the February Board meeting and the results of this are summarised hereunder.

Growing Places Fund – Live Projects

8. Following the reviews, there are currently 14 “live” projects remaining totalling some £40m. The details of these projects are in Annex 1.
9. The projects were first appraised against a number of criteria to assess whether projects were ready to take forward and at this juncture, the form of appraisal has not changed.

Funding Headroom

10. Following the reviews and confirmation from Council sponsors of projects “withdrawn” from the Fund, a total of £9.2m was identified as being available for immediate investment. The list of Projects withdrawn is set out under Annex 3.

Existing Pipeline & New Projects put forward

11. A total of 7 Projects were identified for investment totalling £46.4m. The list of Projects is set out under Annex 2.
12. The projects were reviewed and the existing headroom of £9.2m was fully allocated as shown on Annex 2
13. The MedTech Campus Project at Harlow Enterprise Zone, which was allocated £2m, has yet to be confirmed due to issues with the business case following a review by Anglia Ruskin University and uncertainty surrounding the HCA Local Infrastructure Fund loan for infrastructure work at the London Road site. Should this not materialise then use of the GPF loan for this purpose may be sought.
14. The Sovereign Harbour Project has been identified as “ready-to-go” and subject only to formal review and appraisal of the Business Case. The funding agreed was £3.6m.
15. The Discovery Park Enterprise Zone was allocated £3.6m and KCC confirmed they are in receipt of a full business case which has yet to be reviewed and assessed.

Other Matters arising

16. The issue of underwriting GPF projects by upper tier authorities and the Board requirement that they bear the risk for all GPF projects was raised again by KCC and it was agreed that clarity on whether DCLG would ask for the return of GPF funds in the future was to be sought.
17. Discussions with DCLG indicate that they would be unlikely to take issue with the SE LEP over repayment of any defaulted GPF loan.
18. The basis for the decision reaffirmed by the Board at the meeting on October 4th 2013 was that all loans should continue to be underwritten by the sponsoring Local Authority, in order to ensure that the

diminishing of GPF funds over time was minimised and that it should continue to operate as a revolving fund for as long as possible

19. There remains the option of adapting the current underwriting model to transfer the repayment risk to the GPF itself, thus obviating any need for a back to back agreement with the upper tier authority. Changes could be made retrospectively to those projects already under contract or they could be implemented to all projects from this point on.
20. It is proposed in the Strategic Economic Plan that any remaining and recycled GPF funds are subsumed within SEFUND and it is proposed that the fund itself, rather than any local authority, would bear the risk for any project.

Financial Implications

21. The allocation of £9.2m GPF as set out in paragraphs 13 to 15 will leave £376,622 residual revenue grant. It is prudent to retain this balance to support annual costs associated with maintaining the fund over its lifetime.
22. Currently the level of confidence around repayment of loans is very high. This means that commitment can be given to future projects following initial repayments.
23. Should the Board choose to change the risk approach the cash flow forecasts, the probability of default will need to be reconsidered. An assumption on the non-repayment of loans or a delay in repayment will need to be made for each project that the GPF is bearing the risk for, or could potentially be bearing the risk for, and anticipated funds for pipeline / new allocations will need to be reduced accordingly. Therefore the forecast future value of the fund will be reduced. Adjusting for the risk profile is likely to have resource implications for the Accountable Body, and therefore SE LEP, in the short term, and will increase the requirement for advice on individual projects in future rounds around the likelihood of repayment failure.
24. It is advised that additional performance monitoring of projects in delivery should be considered by the Board if passing the risk to the GPF is selected. This would provide early warning of the potential for repayment profiles to be extended and the re-phasing of approved future schemes if necessary.
25. ***The Board is asked to endorse the approach taken by the review work, to agree the list of Projects earmarked for Investment in line with the current headroom as set out herein and consider amending the GPF risk management arrangements.***

Author: Paul Keegan **Position:** Interim Finance Business Partner, ECC as Accountable Body
Date: 21st March 2013

Annex 1 Live & Approved Projects

Memo Only

Project	Authority	Round	Project Cost	GPF Alloc	Alloc 06.03.14	Start date	End date	Meeting Notes 06.03.14	Board Paper
Parkside Office Village	Essex	R1	2,600,000	2,400,000	2,400,000	19-Aug-13	12-May-14	Completes May 14	2,400,000
Chelmsford NE Urban Expansion	Essex	R1	1,000,000	1,000,000	1,000,000			Contractor in place Summer 14	1,000,000
Harlow EZ / Enterprise West Essex	Essex	R1	7,750,000	3,500,000	3,500,000	15-Aug-14	31-Jul-15	Some issues with covenants	3,500,000
Offshore Renewables @ Harwich	Essex	R2	2,580,000	2,280,000	2,280,000	01-Jun-14	30-Jun-15	TBC - Breakwater requirements	2,280,000
Revenue Grant - Harlow EZ	Essex	EZ	1,000,000	1,000,000	400,000	01-Apr-13	31-Mar-18	Bal of £600k to be funded future	1,000,000
EZ Start-Up Costs	Essex	EZ	244,389	244,389	244,389	01-Apr-12	31-Mar-13	Paid March 14	244,389
Priority Quarter - Phase 3 Hastings	East Sussex	R1	7,250,000	7,000,000	7,000,000	01-Jan-12	30-Jun-14	On schedule - currently at 4th floor	7,000,000
North Queensway, Hastings	East Sussex	R1	1,500,000	1,500,000	1,500,000	01-Nov-12	31-Dec-14	On track	1,500,000
Bexhill Business Mall	East Sussex	R3	6,000,000	6,000,000	6,000,000	01-Sep-13	31-Mar-15	On track	6,000,000
Live Margate	Kent	R1	18,800,000	5,000,000	5,000,000			Legal agreement status TBC	5,000,000
Workspace Kent	Kent	R2	4,500,000	1,500,000	1,500,000	01-Feb-13	31-Mar-16	Legal agreement status TBC	1,500,000
Rochester Riverside Access Road	Medway	R1	7,110,000	4,410,000	4,410,000	01-Apr-13	31-Mar-16	On track	4,410,000
Chatham Waterfront	Medway	R2	28,474,253	2,999,042	2,999,042	01-Apr-13	31-Mar-16	On track	2,999,042
Grays Magistrates Court	Thurrock	R3	3,500,000	1,400,000	1,400,000	01-Aug-14	21-Mar-15	On track	1,400,000
SELEP Revenue Support				347,622	376,622				-
Total			92,308,642	40,581,053	40,010,053				40,233,431

Value of GPF (Including Revenue £3.7m)

49,210,053 49,210,053

Headroom	8,629,000 9,200,000	8,629,000
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Annex 2 Pipeline & New Projects

Project	Authority	Round	Project Cost	GPF Alloc	Alloc 06.03.14	Start date	End date	Meeting Notes 06.03.14	
MedTech @ Harlow	Essex	P	2,000,000	2,000,000	2,000,000	01-Sep-14	31-Jul-15	To be Confirmed - issue HCA LIF Loan	2,000,000
Priority Quarter - Phase 4 Hastings	East Sussex	P	12,500,000	11,000,000		01-Apr-14	31-Dec-17	some work on CPO	11,000,000
Sovereign Harbour, Eastbourne	East Sussex	P	6,000,000	6,000,000	3,600,000	01-Sep-13	31-Mar-15	Ready to go	6,000,000
Bexhill Business Mall Contract Extension	East Sussex	R3*	17,900,000	12,500,000		01-Mar-14	31-Mar-15	draw down post Sovereign Harbour	
Rochester Airport	Medway	N	8,800,000	4,400,000		01-Apr-14	31-Mar-18	Planning 12 months away	
Maidstone Media Hub	Kent	N	3,500,000	2,500,000		00-Jan-00	00-Jan-00	Not considered due to existing pipeline	
Discovery Park	Kent	P	8,000,000	8,000,000	3,600,000			£6m grant SCLG - Business case TBA	8,000,000
Total			58,700,000	46,400,000	9,200,000				27,000,000

Annex 3 Stalled, Postponed or Withdrawn

Project	Authority	Round	Project Cost	GPF Alloc	Alloc 06.03.14	Start date	End date	Meeting Notes 06.03.14	GPF Alloc
Chelmsford Gateway	Essex	R2	5,550,000	1,045,000	-			Confirmed withdrawal	
Colchester Connectivity	Essex	R3	4,500,000	4,500,000	-			Confirmed withdrawal	4,500,000
Dartford Northern Gateway	Kent	R3	2,500,000	2,500,000	-			Confirmed withdrawal	
Ebbfleet Valley	Kent	R3	4,000,000	4,000,000	-			Confirmed withdrawal	
Transport & Logistics Academy	Thurrock	R2	350,000	255,000	-			Confirmed withdrawal	255,000
Canterbury - Sturry Road	Kent	R3	5,000,000	629,000	-			No longer required	629,000
Total			21,900,000	12,929,000	-				5,384,000

Total Projects per Annex A - Board Paper 14.02.2014

72,617,431

Total Allocation as at 06.03.14

49,210,053

SE LEP BUDGET 2014/15

Purpose

1. The purpose of this paper is to **update** the Board on the outline budget for 2014/15 and to **set out** the funding streams available to SE LEP, some of which have yet to be confirmed and/or are subject to conditions of the relevant Grant offer.

Funding Streams 2014/15

2. For the coming financial year, the funding streams available to SE LEP to support its activities are expected to be:
 - a. Core funding of *up to* £250,000 from BIS/DCLG announced on 17th September 2012 which needs to be matched (see para 5);
 - b. Matched cash contributions from SE LEP Local Authorities which totals £200,000 for 2014/15;
 - c. A further £250,000 on a non-match basis in 2014/15 announced on the 5th December 2012 by the Chancellor in the Autumn Statement (see para 6);
 - d. Remaining balance of £65,085 from the original DfT grant of £131,579 Transport Grant announced on the 23rd January 2013 to undertake transport related activities (see para 8);
 - e. £25,900 capacity funding agreed in September 2012 from BIS, subject to certain conditions (see para 9); and
 - f. Interest Receivable on Growing Places Fund (GPF) cash balances (see para 10).

Budget Reserves 2014/15

3. Following the review of GPF (item 4 on the agenda) an amount of £376,622 has been set aside to support the ongoing operational costs of managing the GPF programme. This sum is not an annual allocation; it is the total available at this time to support the whole life of the existing revolving GPF.
4. In addition to the GPF revenue noted above, any residual surplus from 2013-14 Income & Expenditure account, to be determined on production of the Final Accounts for the 12 months ending 31st March 2014, will be added to the reserves. This is not expected to be a significant amount.

Core Funding (items a & b)

5. On 17th September 2012 Ministers announced that the Government would provide over £24m core funding for the remainder of this Parliament to provide capacity for LEPs to drive forward their growth priorities, allow them to do long term resource planning and strengthen support and autonomy of the business-led boards. This offer of core funding came with a requirement to be matched locally from public or private sector sources. Last year, all 39 LEPs were able to identify the full local £250,000 match funding required in order to qualify for the full £250,000 on offer. This same requirement to provide local match is also applicable for LEPs to draw down the full £250,000 on offer for 2014/15. For the SE LEP we will match by using the £200,000 cash contributions from Local Authorities together with £50,000 of contributions in kind from private sector partners, in line with the approach for 2013/14. Government is still considering how LEPs should be resourced from April 2015 onwards.

6. As in 2013/14, DCLG and BIS are jointly offering up a further £250,000 of funding per LEP for 2014/15 to help continue the development of Strategic Economic Plans and EU Investment Strategies.
7. The Core Funding application for 2014/15 was submitted to BIS on 13th February 2014 for the full amount (i.e. £250,000 grant plus £250,000 matched contributions) and we have yet to receive confirmation of the amount to be awarded. We are also awaiting confirmation of the unmatched £250,000 in 2014/15 for further development of the SEP and the ESIF.

Transport Grant (item c)

8. Subject to Final end of year reconciliations and agreement with Thurrock Council on the closing account (as at 31.03.14), the balance of the Grant available for carry forward to 2014/15 is £65,025. The original grant for 2013/14 was £131,579, with an identified spend and commitment of £66,554.

Capacity Fund Grant (item d)

9. A Capacity Fund Grant was awarded to the SE LEP for the 3 years to 31st March 2015. This has certain conditions attached to it and for claiming the final 15%. For the 2 years to 31st March 2014, the full amounts have been claimed for 2012/13 and 2013/14 at £25,000 and £25,900 respectively

Interest Receivable on GPF Cash Balances (item e)

10. At this stage we have not included any anticipated interest on GPF balances held, pending confirmation of Project draw-downs
11. The Table below summarise the Funding Streams for 2014/15:

SELEP Funding 2014-15	
	£
Core Funding	250,000
Strategic Development Fund	250,000
Contributions' OLAs	200,000
Interest Receivable	
Capacity Fund	25,900
LTB Remaining Balance	65,025
Total	790,925

Contributions from Local Authority Partners

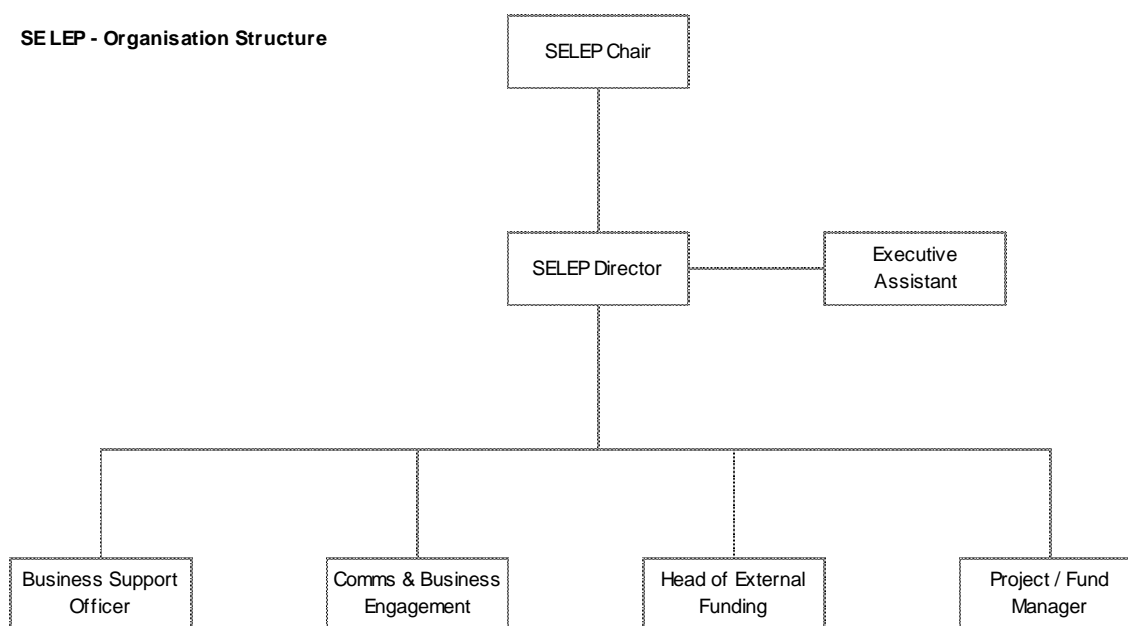
12. Contributions from Local Authority partners have been agreed in principle as follows:

Contributions from LA's 2014-15	
	£
Thurrock Council	8,120
Southend Council	8,400
Medway Council	13,040
East Sussex County Council	26,180
Essex County Council	71,760
Kent County Council	72,500
Total	200,000

Operational Expenditure 2014/15

13. The operational budget for the next financial year will be subject to further detailed review following submission of the SEP on 31st March 2014. This is based on the existing structure of the Secretariat (see below) and will be dependent upon agreeing next steps and skills required to support the proposed new ways of working.

SELEP - Organisation Structure



14. Based on the above structure, an indicative operational budget for the SE LEP Secretariat is shown below. This is a headline “Balanced” Budget for Board members to agree at this time, subject to further refinement across expense categories. It is expected that overall Operational Expenditure will be maintained in line with Funding streams.

Indicative Budget 2014-15 - SELEP	
	£
Staff & Resources	495,900
Legal & Professional Fees	30,000
Consultancy	125,000
Travel & other related expense	25,000
Office & Meeting Expenses	50,000
LTP Projects	65,025
Total Expenditure	790,925

This budget assumes that the remaining Transport Grant will be fully utilised in 2014/15.

Author: Paul Keegan **Position:** Interim Finance Business Partner, ECC as Accountable Body
Date: 21st March 2013

SOUTH EAST LOCAL ENTERPRISE PARTNERSHIP 2014 BUDGET

The Government published [2014 Budget](#) on 19 March 2014.

The stated aim is to 'set out further action to secure the recovery and build a resilient economy', 'to put the public finances on a sustainable path' and 'lay the foundations for sustainable economic growth'. The budget is fiscally neutral.

The key elements of most relevance to the SE LEP Board members are:

Business

- Doubling the business annual investment allowance (AIA) to £500,000 from April 2014 until the end of 2015.
- Raising the rate of the R&D tax credit payable to loss making SMEs from 11% to 14.5% from April 2014.
- Making the Seed Enterprise Investment Scheme (SEIS) and the capital gains tax 50% reinvestment relief permanent.
- Setting a rate of 30% for Social Investment Tax Relief.
- Cutting interest rates and reducing the cost of long-distance flights for exporters and visitors to the UK by abolishing two tax bands.
- Reducing business energy costs to ensure the UK is a competitive location for manufacturing by:
 - Capping the Carbon Price Support rate at £18 from 2016-17 to 2019-20
 - Providing targeted support to energy intensive industries and Combined Heat and Power plants;
 - Leaving the Levy Control Framework unaffected by other Budget decisions;
 - Introducing a Capacity Market to ensure security of supply; and
 - Providing £60 million to develop new technologies to support carbon capture and storage.
- Increasing the adult National Minimum Wage rate by 3% to £6.50 from October 2014 and increasing it by 2% for the youth and apprentices from October 2014.

Education and Apprenticeships

- Providing an extra £85 million in both 2014-15 and 2015-16 for over 100,000 grants to employers to in the Apprenticeship Grants for Employers (AGE) scheme.
- Tripling the number of Chevening Scholarships from 2015-16 to support the role of HE in economic development.
- Expanding the Education is GREAT' campaign to help attract more international students to the UK.
- Providing £106 million over 5 years for around 20 additional Centres for Doctoral Training.

Inward Investment

- Doubling the funding to UKTI's Global Entrepreneur Programme.
- Doubling direct lending programme to £3 billion to offer businesses further support for export finance in Europe.

Housing

- Extending the Help to Buy: equity loan scheme to March 2020.
- Supporting SME access to finance through creating a £500 million Builders Finance Fund,
- Establishing a £150 million fund to kick start the regeneration of large housing estates through repayable loans to help boost housing supply
- Consulting on creating a new 'Right to Build', giving custom builders a right to a plot from councils and creating a £150 million repayable fund to help provide up to 10,000 serviced plots for custom build.

Planning

- Supporting the development of a new Garden City at Ebbsfleet by creating an Urban Development Corporation and making 'up to £200 million of infrastructure funding available to kick start development'.
- Extending the availability of business rate discounts and Enhanced Capital Allowances for new and expanding businesses to locate in Enterprise Zones by 3 years.
- Providing £140 million of new funding to repair flood defences and £200 million to establish a potholes challenge fund

Industrial Strategy

- Establishing a new Alan Turing Institute for analysing and identifying useful insights in Big Data.
- Investing £74 million over 5 years in the Cell Therapy manufacturing centre and a Graphene innovation centre as part of the UK's Catapult network.

SE LEP Secretariat
20th March 2013