

Kent Sustainable Interventions Programme Update Report

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Report title: Kent Sustainable Interventions Programme - Update	
Report to Accountability Board	
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Date: 12th April 2019	For: Decision
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SELEP Partner Authority affected: Kent	

1. Purpose of report

- 1.1 The purpose of this report is to make the Accountability Board (the Board) aware of the latest progress in the delivery of the annual programme of works covered under the Kent Sustainable Interventions Programme (the Programme).
- 1.2 The report provides an update on changes to the outputs which will be delivered through the Programme and changes to the value of LGF applied to individual schemes. Under the terms of the Assurance Framework, this variance is within tolerances for the Partner authority to redeploy without requiring Board approval. However, the Board is required to agree to the removal of any interventions from the LGF programme.

2. Recommendations

- 2.1 The Board is asked to:
 - 2.1.1 **Note** the progress in delivering the Programme and the individual schemes that have been delivered each year.
 - 2.1.2 **Agree** that the Sloe Lane, Thanet scheme will not be taken forward as part of the Programme, which will result in a total of £200,000 LGF being available for alternative investment:
 - 2.1.3 **Note** that the following two schemes will not be taken forward as part of the LGF programme as they have been delivered through alternative funding, which will result in £250,000 LGF being available for alternative investment:
 - (1) A2070 Barrey Road - £150,000;
 - (2) Highfield Lane, Mersham - £100,000

2.1.4 **Note** the following schemes which have been delivered under budget, and therefore the availability of £174,000 LGF underspend from the following:

- (1) Cinque Ports phase 2/3/4 (£36,000);
- (2) Morants Court (£3,000);
- (3) Kent Spa and Castle Ride (£9,000);
- (4) Forward design of future Programme schemes (£126,000)

2.1.5 **Note** the reallocation of £25,500 LGF from the LGF schemes identified in 2.1.2 and 2.1.3 to the following schemes which have been approved within the scope of the Programme:

- (1) Morehall to Folkestone (£20,000);
- (2) A228 Holborough (£5,500)

As the changes to the LGF allocations to specific interventions sit below the 10% threshold, the Board is only asked to note this change.

2.1.6 **Agree** the proposal for the net £599,000 underspend from the Programme to be combined with the remaining £432,000 allocation to the Programme to deliver the following schemes in 2019/20 and 2020/21, considered for approval under agenda item 7.

- (1) Maidstone East redevelopment expansion (£650,000)
- (2) Week Street/County Road raised table (£381,000)

This is subject to the approval of Maidstone East redevelopment expansion and Week Street/County Road raised table under agenda item 7.

3. Background

- 3.1 This report is to update the Board on amendments to the schemes being delivered through the Programme.
- 3.2 The overall programme involves the delivery of a number of smaller schemes which complement larger (particularly LGF) schemes.
- 3.3 The LGF allocation for this Programme was reduced from £3m to £2.728m following a change request previously approved by the Board to reallocate £272,000 to the Tonbridge High Street and Folkestone Resurfacing schemes.
- 3.4 To date, business cases for the Programme have been submitted on a year-by-year basis. The first four years of the six-year programme have already been approved, with the forth business case having been approved by the Board on 23rd February 2018.

- 3.5 To date, Business Cases have been bought forward for the award of £2.296m LGF to the Programme.
- 3.6 This leaves a total of £432,000 LGF remaining, to be approved by the Board. Furthermore, of the £2.728m LGF approved to date, £599,000 is identified as unallocated as a result of project underspends or the cancellation of interventions previously included within the Programme.
- 3.7 As set out in section 7 below, the Board is asked to consider whether the £599,000 should remain allocated to the Programme. If the Board agrees that the £599,000 underspend should be remain allocated to the Programme then a total of £1.031m LGF is available to support the interventions identified for delivery in 2019/20 and 2020/21.
- 3.8 Under Agenda Item 7, the Board is therefore asked to consider the award of £1.031m LGF to the Programme 2019/20 – 2020/21 interventions.
- 3.9 The annual Programmes of schemes are susceptible to some variability due to changes in the scope and timescale of the primary schemes which they are designed to complement, as detailed in this report.

4. Project Programme Update from Kent County Council

- 4.1 The schemes that have been delivered to date through the Programme are listed below, with completed 2015/16-2016/17 schemes listed (as there have been no further changes since the last update to the Board) and then a Red-Amber-Green (RAG) rating for schemes between 2017/18 and 2020/21 in the programme.
- 4.2 Schemes which are complete and have been previously reported to the Board:
- Howard Avenue Cycle Improvements - 2015/16
South Street, Deal - bus hub improvements 2015/16
Home Gardens, Dartford - cycle improvements 2015/16
Sittingbourne Town Centre cycle signing improvements – 2015/16
Cinque Ports Phase 1 cycle Improvements – 2016/17
Thames Greenway – Forward Design - 16/17
Tunbridge Wells Junction Improvements Phase 2 – A26 Cycle Route Forward design – 2016/17
A21 Non-Motorised User (NMU) Scheme – Forward design - 2016/17
Tonbridge Angels to Tonbridge Station cycle improvement – 2016/17
- 4.3 **Green** rated schemes (Delivery in line with or below the original budget set out in the approved business case).

4.3.1 Morants Court Roundabout, Sevenoaks – 2017/18 (Complete)

Cycleway signing and lining improvements to the roundabout

The scheme was originally allocated £145,000 LGF.

4.3.2 Kent Spa and Castle Ride, Sevenoaks, Tonbridge & Malling and Tunbridge Wells - 2017/18 (Complete)

The project is for the delivery of a 20 mile long circular leisure route. The route encompasses existing routes, routes identified in the Tunbridge Wells BC cycling strategy to be built and some routes that require upgrading.

The scheme was originally allocated £20,000 LGF.

- 4.4 **Amber** rated schemes – This sets out the projects for which there has been a change to the LGF allocation as a result of changes to the original budget, or there have been changes to the projects scope to meet the available budget.

4.3.1 Cinque Ports Phase 2/3/4, Shepway – 2017/18

Phase 2: Installation of a zebra crossing on Sandgate Esplanade - Complete

Phase 3: Currently on hold as Hythe Town Council is required to approve use of their land.

Phase 4 is now divided into two sections. The whole phase is from A259 junction of Reachfields to the new housing development off Dymchurch Rd. The first section is now in construction and links the development to an existing 2.m wide footway which at present is being used as a cycleway and includes a toucan crossing facility.

Phase 2 will require a higher budget than the remaining allocation of £36,000 to deliver and therefore Phase 2 is on hold until further budget can be allocated. This gives a £36,000 underspend for the Cinque Port project, relative to the original LGF allocation of £290,000 to the project.

4.3.2 Morehall to Folkestone Central Station – 2017/18 (complete)

A scheme to provide minor local cycleway improvements on cycleways leading to the station.

The scheme was originally allocated £135,000 LGF

4.3.3 A228 Holborough, Tonbridge and Malling – 2018/19 (in progress)

The 50mph speed limit has been advertised and installed which will now allow the toucan crossing to be installed in the summer of 2019. This is an important link between Peters Village development and Snodland in Kent.

This scheme was originally allocated £120,000 LGF.

- 4.4 **Red** rated schemes - These projects are projects which have been removed from the scope of the LGF programme

4.4.1 Highfield Lane, Ashford – 2017/18 (Removed from programme)

Highfield Lane turning circle has been completed prior to the M20 Junction10a works and was developer funded therefore LGF funds not required. As such, the benefits of the proposed intervention have now been delivered but through an alternative funding source.

This scheme was originally allocated £100,000 LGF.

4.4.2 Sloe Lane, Thanet – 2018/19 (Non-delivery)

The Sloe Lane Cyclepath upgrades in Thanet were intended to the widen and resurface approximately 0.75miles of existing footpath to provide a new shared footpath/cyclepath, to achieve:

- Improved accessibility by cyclists;
- Improved cycle links between local residential, employment, education, retail and services; and
- Improved route safety for all users.

There are significant land take requirements and engineering difficulties with this cycle link and at present the scheme has not progressed sufficiently to fit in with the LGF timescales.

This scheme was originally allocated £200,000 LGF.

4.4.3 A2070 Barrey Road, Ashford – 2018/19 (Removed from programme)

This cycle facility is being provided by Highways England so there is no need for an LGF contribution. As such, the benefits of the proposed intervention have now been delivered but through an alternative funding source.

This scheme was originally allocated £150,000 LGF.

4.5 2019/20 and 2020/21 schemes

The following schemes are currently in the planning/delivery stage pending approval of the 2019/20 and 2020/21 business case by the Board, under agenda item 7:

- (1) Maidstone East Station Redevelopment expansion scheme
- (2) Maidstone East/Week Street raised table

5 Programme Funding

- 5.1 Table 1 below highlights the schemes that have been delivered and the final cost against the original budget.
- 5.2 As a result of project underspends and the removal of the projects shown in red in Table 1 from the Programme, this will result in £599,000 becoming available. In addition, £432,000 has not been approved by the Board to date.
- 5.3 This means that £1.031m LGF is currently available to support the interventions set out in Table 2. The interventions are considered further under Agenda Item 7.

Table 1 – Kent Sustainable Interventions Programme 2015/16 – 2018/19 schemes by RAG rating

Scheme Description	Status	Original Allocation (£)	Total LGF (actual or updated forecast - £)	Variance (£)
Howard Avenue, cycle improvements	Delivered	26,890	26,890	0
Sittingbourne Town Centre cycle signing improvements	Delivered	22,055	22,055	0
South Street, Deal - bus hub improvements	Delivered	115,636	115,636	0
Home Gardens, Dartford - cycle improvements	Delivered	54,165	54,165	0
Cinque Ports Phase 1 cycle improvements - Folkestone to Hythe	Delivered	170,437	170,437	0
A26 Cycle Improvements – Forward Design	Delivered	62,800	62,800	0
A21 NMU (via Pembury Road) – Forward Design	Delivered	35,884	35,884	0
Tonbridge Angels to Station cycle improvements Phase 1	Delivered	346,963	346,963	0
Thames Greenway – Forward Design	Delivered	41,145	41,145	0

Scheme Description	Status	Original Allocation (£)	Total LGF (actual or updated forecast - £)	Variance (£)
Cinque Ports phase 2/3/4	To be completed 2019/20	290,000	253,171	-36,829
Morehall to Folkestone Central Station	Complete	135,000	155,042	20,042
Morants Court Roundabout	Complete	145,000	141,699	-3,301
Kent Spa & Castle ride	Complete	20,000	11,287	-8,713
Highfield Lane, Mersham	Not being progressed	100,000	0	-100,000
Sloe Lane, Thanet	Not being progressed	200,000	0	-200,000
A228 Holborough	To be completed 2019/20	120,000	125,439	5,439
A2070 Barrey Road	Not being progressed	150,000	0	-150,000
Forward design 15/16-19/20		260,000	133,973	-126,027
Total 2015/16-2018/19		2,295,975	1,696,586	-599,389

**Table 2 Kent Sustainable Interventions Programme 2019/20 – 2020/21
Proposed Schemes - Pending business case sign off under agenda item 7**

Scheme Description	Status	Original Allocation (£)	Total LGF (actual or updated forecast - £)
Maidstone East Station redevelopment expansion	Detail design	650,000	650,000
Week Street/County Road raised table	Detail design	381,000	381,000
Total for 2019/20-2020/21			1,031,000
Total 2015/16-20/21			2,727,586

6 Impact on Programme Outcomes

6.1 The Programme is intended to deliver smaller transport interventions which complement larger major schemes, regeneration projects and the broader growth agenda. It was felt that the success of large transport projects in Kent could be enhanced significantly through the provision of complimentary measures. This Programme also aims to deliver small scale public realm or minor highway schemes that are in keeping with the overall objectives of the Programme and listed below:

- Improve public transport facilities (primary objective for Deal Bus hub scheme in 2015/16)
- Improve road safety
- Improve traffic flow
- To improve general conditions and accessibility for pedestrians and cyclists
- Enhance the local environment
- To deliver wider social and economic benefits for the community
- To deliver and promote increased levels of physical activity and the health benefits that can be expected from schemes.
- To improve the general transport infrastructure, including arrangements for parking and loading.

6.1 In line with the proportionate approach to business case appraisal, Kent County Council has prepared qualitative evidence to support the economic case for each annual submission. The component schemes all have a very low cost (<£300,000) and as such it was considered that it would be disproportionate to undertake a detailed quantitative appraisal for each.

6.2 Nonetheless, in keeping with the SELEP Assurance Framework, the post scheme monitoring of the schemes that have been delivered as part of this Programme will be carried out to assess the benefit of the interventions that have been delivered.

6.3 Three further schemes have not been taken forward for delivery, (i. Highfield Lane, Mersham, ii. Sloe Lane, Thanet and iii. A2070 Barrey Road), with the allocation being transferred to existing schemes or the future projects in the Programme. The benefits of the Sloe Lane, Thanet scheme will not be achieved. However, the benefits from the other two schemes will still be realised as they have been delivered with alternative funding.

6.4 The £450,000 LGF unlocked through the Highfield Lane, Sloe Lane and A2070 Barrey Road schemes is proposed be used to support the new schemes which are being forward for a funding award under agenda item 7, subject to the decision in 2.1.6. A business case has been developed for these alternative projects to ensure these alternative projects will deliver value for money.

7 Availability of LGF funding (SELEP Secretariat comments)

- 7.1 As set out in section 5 of this report, a proposal has been put forward to utilise the £599,000 LGF underspend from the previous phases of the Programme and the £432,000 LGF which has been provisionally allocated to the Programme to deliver the new interventions set out in Table 2 and which are considered for approval under agenda item 7.
- 7.2 As per the recommendation of the SELEP Deep Dive, there is a requirement for LGF underspend to be returned to SELEP for reallocation to pipeline projects. Accepting the Deep Dive recommendations from Central Government, the SELEP Assurance Framework prohibits LGF underspend, above a 10% threshold, from being retained by a Federated Area for transfer between projects or for spend on new projects, without the projects having been prioritised by the SELEP Investment Panel.
- 7.3 Government nor SELEP has specified whether LGF underspends can be reallocated within a programme of measures, such as this Programme. However, the Board may wish to consider the principal that LGF should be returned to the SELEP unallocated funding pot for reallocation through the LGF3b process.
- 7.4 As such, the Board is asked to agree whether the £599,000 should be retained against the Programme or if it should be returned to SELEP for reallocation through the LGF3b process.
- 7.5 If the Board does not support the retention of the £599,000 against this Programme then it is recommended that agenda item 7 is deferred to enable Kent County Council to bring back a revised proposal for the use of the remaining £432,000 LGF provisional allocation to the Programme.

8 Financial Implications (Accountable Body comments)

- 8.1 Three projects within this programme are identified as no longer requiring funding which has resulted in £450,000 becoming available to spend on alternative schemes. In addition, a further £174,000 of underspends have been identified across other Projects within the Programme.
- 8.2 This gives a total of £624,000 of funding available for reallocation, of which, a total of £25,000 has been transferred to the A228 Holborough Project (£5,000) and the Morehall to Folkestone Central Station Project (£20,000), to the address overspends being incurred on those projects respectively.
- 8.3 Previous underspends arising in relation to this Programme have been agreed to be re-profiled across the subsequent phases, as they have come forward for decision; since then, however, the Government have advised SELEP, through the Deep Dive outcomes in March 2018, that underspends arising should be reprioritised against the pipeline for investment, through the SELEP Investment Panel. The Board may wish to consider an exception in the case

of this underspend, however, as is not proposed to be allocated outside of the Programme, albeit, it is proposed to be allocated to a different programme of works within Phase 3.

9 Legal Implications (Accountable Body comments)

9.1 There are no legal implications arising out of this report.

10 Staffing and other resource implications (Accountable Body comments)

Role	Date
Accountable Body sign off Stephanie Mitchener (On behalf of Margaret Lee, S151 Officer, Essex County Council)	04/04/19