

Forward Plan reference number: FP/AB/254

Report title: A289 Four Elms Roundabout to Medway Tunnel Project Update	
Report to Accountability Board on 14th February 2020	
Report author: Helen Dyer, SELEP Capital Programme Officer	
Date: 30 th January 2020	For: Decision
Enquiries to: Helen Dyer, helen.dyer@southeastlep.com	
SELEP Partner Authority affected: Medway	

1. Purpose of Report

- 1.1 The purpose of this report is for the Accountability Board (the Board) to receive an update on the delivery of the A289 Four Elms Roundabout to Medway Tunnel project (the Project).
- 1.2 The Project has previously been approved by the Board for the award of £3.5m of LGF funding, with a further £7.6m LGF allocated to the delivery of the Project subject to approval of the Full Business Case by the Board.
- 1.3 Medway Council have submitted a Housing Infrastructure Fund (HIF) bid to the Ministry of Housing, Communities and Local Government (MHCLG) which incorporates the proposed LGF improvements to the A289, therefore eliminating the need for LGF investment in the Project. As a result, the Project has been put on hold, whilst awaiting the outcome of the HIF bid.

2. Recommendations

- 2.1. The Board is asked to agree one of two options:

Option 1 (Recommended Option)

- 2.1.1. **Agree** that the £9.279m unspent LGF is reallocated through the LGF3b pipeline development process; and
- 2.1.2. **Agree** that there is compelling justification for SELEP not to recover the £1.821m LGF spent on the Project to date; and
- 2.1.3. **Agree** that should the HIF funding not be secured that the Project is considered for future funding opportunities, should such funding opportunities become available.

Option 2

- 2.1.4. **Agree** that the LGF should remain allocated to the Project and a further update will be provided to the Board on the 3rd July 2020 to confirm whether the HIF Grant Determination Agreement has been signed, to enable the reallocation of the unspent LGF.

3. Background

- 3.1. The Project was initially considered by the Strategic Board in March 2015 (prior to the establishment of the Accountability Board) and was awarded £11.1m LGF. The original Project Business Case indicated that the Project would focus on three roundabouts on the A289 route in Medway – Four Elms, Sans Pareil and Anthonys Way roundabouts. The Project sought to enlarge each roundabout to provide additional carriageway space with increased entry lanes and some free flow slips where possible.
- 3.2. The Project Business Case set out a funding package including £7.129m of S106 funding in relation to the proposed Lodge Hill Development. The decision to award planning approval to the development was called in by the Secretary of State, which led to the developer withdrawing the planning application. As a result, the expected S106 contribution was no longer forthcoming and the Project could no longer be delivered in line with the agreed scope.
- 3.3. In February 2018, a revised Business Case which set out a smaller scale scheme (as detailed in section 4.6 of this report) was presented to the Board. The Board approved an initial award of £3.5m LGF to the Project to enable further scheme development.
- 3.4. In line with the SELEP Assurance Framework for projects with an LGF allocation in excess of £8m, it was noted that a Full Business Case would be brought forward for Board approval, to secure the remaining funding allocation, prior to construction commencing to illustrate that the Project remained affordable and continued to offer High value for money. It was expected that this Business Case would be considered by the Board in 2019/20, with the Project expected to be complete by December 2020.

4. A289 Four Elms Roundabout to Medway Tunnel (the Project)

- 4.1. The Project focuses on a section of the A289 corridor which links the M2 Junction 1 with the Medway Tunnel. The A228 is the sole route linking the Hoo Peninsula with Strood. The A289 connects with the A228 at the Four Elms roundabout, which is a key traffic interchange in Medway.
- 4.2. The Hoo Peninsula has been identified as an area of growth in the emerging Medway Local Plan. Due to the limited transport infrastructure available to the residents of the Hoo Peninsula, any growth in the area will have an immediate and direct impact on traffic flows on the A289.
- 4.3. Currently the route is used by approximately 5,000 vehicles per hour in the peak periods. There are two key points along the corridor which cause significant delays for traffic using the route – the Four Elms roundabout and the Sans Pareil roundabout.

- 4.4. The aim of the Project is to provide a highway network between the M2 Junction 1 and the Medway Tunnel which can cater for the likely housing growth on the Hoo Peninsula that has been identified in the emerging Local Plan. In doing so, the Project will support the delivery of 5,284 new homes and 9,628 new jobs as set out in the revised Project Business Case.
- 4.5. The Project will offer improved journey time reliability, reduced journey times (through reducing delays) and improved journey quality for all modes of travel including pedestrians and cyclists. The reduction in delays will also contribute to an improvement in air quality, which is particularly important given that Four Elms Hill, which leads to Four Elms roundabout, falls within an Air Quality Management Area.
- 4.6. The specific interventions to be delivered through LGF investment in the Project include:
 - 4.6.1. increased capacity and full signalisation (including pedestrian crossing facilities) at Four Elms roundabout;
 - 4.6.2. free flow slip road from Wainscott Bypass to Four Elms Hill;
 - 4.6.3. additional lanes on Wulfere Way between Sans Pareil and Four Elms roundabout;
 - 4.6.4. free flow slip road from Frindsbury Hill to Wulfere Way;
 - 4.6.5. realignment of Wainscott Road junction (from Sans Pareil roundabout to Frindsbury Hill);
 - 4.6.6. additional exit lane onto Berwick Way for right turning traffic; and
 - 4.6.7. enforced reduced speed limit along the entire route.

5. Update on Project delivery

- 5.1. Work has been ongoing on the Project since March 2015 when the LGF funding was originally allocated. Initially design work was progressed in relation to the larger scale scheme, as outlined in the original Project Business Case. This included enlargements to three roundabouts on the A289 route - Four Elms roundabout, Sans Pareil roundabout and Anthonys Way roundabout in order to provide additional carriageway space.
- 5.2. In October 2016, a planning application was submitted to Medway Council as the Local Planning Authority (LPA) which sought planning consent for the larger scale scheme. Whilst the planning application was being processed, the risk regarding receipt of the expected S106 contribution from the Lodge Hill development was identified which cast doubt on the deliverability of the proposed scheme. As a result, the planning application was put on hold and did not proceed to determination.
- 5.3. In September 2017, the planning application for the Lodge Hill development was withdrawn, which confirmed that the expected £7.129m S106 contribution would no longer be forthcoming. As a consequence, an alternative smaller scale scheme was developed which fitted the reduced budget. In line with the

SELEP Assurance Framework a revised Business Case was prepared to demonstrate that the new scheme proposals offered high value for money. This Business Case was considered by the Board in February 2018.

- 5.4. Following the Board decision to approve the change in scope for the Project in February 2018, work continued to develop the design for the amended scheme. Alongside this design work, initial discussions were held with Medway Council as the LPA regarding the planning requirements for the new scheme of works and high-level discussions were held regarding the required land acquisition.
- 5.5. In March 2019 Medway Council submitted a HIF Business Case to MHCLG. The LGF works, as set out in Section 4.6 of this report, were included within the scope of the HIF bid as part of a wider scheme of works. As a result of this overlap, Medway Council took the decision to place the LGF project on hold until the outcome of the HIF bid was known.
- 5.6. Whilst the Project was on hold, Medway Council took the decision to progress the LGF scheme to detailed design stage, but no further work was undertaken in relation to securing planning consent or acquiring the land required to deliver the Project. The rationale for progressing with the detailed design of the Project was that the design would be required regardless of whether the Project was delivered using the LGF or HIF funding, whereas planning consent and land acquisition requirements varied depending upon the scale of the project being delivered.
- 5.7. In November 2019 Medway Council were informed by MHCLG that they had been awarded the HIF funding, subject to a Grant Determination Agreement being signed. It is anticipated that this agreement will be signed in July 2020.
- 5.8. It is Medway Council's expectation that should the Grant Determination Agreement not be signed, and therefore the HIF funding not secured, that the Project will be delivered through the LGF funding stream as originally intended. An updated delivery programme has been provided, as shown in Table 1 below. This LGF delivery programme assumes that the Project will recommence in August 2020, should the Grant Determination Agreement not be signed in July 2020. It should also be noted that the delivery programme assumes that the land acquisition can be achieved through negotiation. Should a CPO be required this will have a significant impact on the programme, potentially extending it by up to 18 months.

Table 1 – estimated timescale for delivery of the Project using LGF funding

Workstream	Expected timetable
Land acquisition by negotiation	August 2020 to April 2021
Planning consent	September 2020 to October 2021
Ecology Surveys	August 2020 to September 2020 January 2021 to March 2021
Business Case submission and SELEP Accountability Board approval	November 2021 to March 2022
Tender Period	April 2022 to July 2022
Mobilisation of works	August 2022 to October 2022
Construction of works (includes 2 month float)	November 2022 to March 2024
Project completion	By March 2024

- 5.9. Based on the updated delivery programme, there will be significant LGF spend beyond the end of the Growth Deal period with works not expected to start onsite until November 2022 and project completion expected in March 2024.
- 5.10. In February 2019, the Board agreed that LGF spend could continue beyond the end of the Growth Deal period for certain projects, on an exceptional basis, subject to the following five conditions being satisfied:
 - 5.10.1. A clear delivery plan with specific delivery milestones and completion date to be agreed by the Accountability Board;
 - 5.10.2. A direct link to the delivery of jobs, houses or improved skills levels within the SELEP area;
 - 5.10.3. All funding sources identified to enable the delivery of the Project. Written commitments will be sought from the respective project delivery partner to confirm that the funding sources are in place to deliver the project beyond the Growth Deal period;
 - 5.10.4. Endorsement from the SELEP Strategic Board that the funding should be retained against the Project beyond 31st March 2021; and
 - 5.10.5. Contractual commitments being in place with the construction contractors by 31st March 2021 for the delivery of the Project.
- 5.11. The updated delivery programme indicates that the construction contractor tender period will commence in April 2022, with the contract being awarded in July 2022. Based on the updated timelines for the programme, condition 5 – contractual commitments in place with the construction contractors by 31st March 2021 – will not be met.

6. Project Cost and Funding

- 6.1. The total Project cost as set out in the revised Business Case is £11.564m. Medway Council have secured an award of £3.5m LGF towards the delivery of the Project, with a further £7.6m LGF allocated to the Project subject to Board approval of a Full Business Case which demonstrates that the Project remains affordable and continues to offer high value for money.
- 6.2. The remaining cost will be funded through S106 contributions in relation to the Liberty Park development and Damhead Creek Power Station, as shown in Table 2.

Table 2 – Project funding package and spend profile as set out in revised Business Case

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
LGF funding	£0.500m	£1.100m		£1.601m	£4.000m	£3.899m	£11.100m
S106 – Liberty Park	£0.142m	£0.060m					£0.202m
S106- Damhead Creek Power Station				£0.262m			£0.262m
Total funding requirement	£0.642m	£1.160m		£1.863m	£4.000m	£3.899m	£11.564m

- 6.3. The spend profile set out in Table 2 was based on a delivery programme which led to Project completion in December 2020, meaning that all LGF spend would be within the Growth Deal period. Based on the updated delivery programme, as set out in section 5.8, it is anticipated that approximately £8m of LGF funding would be spent beyond the Growth Deal period should the Project progress using the LGF funding stream.
- 6.4. Medway Council has forecast LGF spend totalling £1.821m to the end of Q4 2019/20, with the balance of £9.279m forecast for spend in future years as the Project progresses to delivery. Medway Council has also reported spend of the S106 funding contribution in relation to the Liberty Park development. The remaining S106 contribution is currently profiled for spend in 2020/21.
- 6.5. The breakdown of LGF spend to date is shown in Table 3.

Table 3 – LGF spend to end 2019/20 on the delivery of the Project

Workstream	LGF spend to end 2019/20
Design and internal fees	£0.8m
Consultancy support and legal fees	£0.075m
Building works	£0.352m
Project Management fees	£0.594m
Total	£1.821m

6.6. Medway Council have confirmed that, should the Project be delivered using HIF funding, the £1.821m spent to date will remain as a capital cost as the Project will still progress to delivery.

7. Housing Infrastructure Fund bid – major infrastructure developments on the Hoo Peninsula

7.1. In March 2019, Medway Council submitted the Business Case for their HIF project 'New Routes to Good Growth' to MHCLG, seeking the award of £170m of capital funding. The HIF investment will support the creation of a small rural town at Hoo St. Werburgh and the expansion of some neighbouring villages.

7.2. The HIF works will enable the delivery of 10,600 new homes on the Hoo Peninsula by 2035, through delivery of essential enabling infrastructure including:

7.2.1. Highway improvements – a new road linking the A289 with the Hoo Peninsula, junction capacity improvements to service the new developments and improvements to the A289 to improve traffic flow and capacity;

7.2.2. Rail investment – delivery of a new train station, improvements to the existing railway line to Grain including re-signalling and a new mainline connection. As a result of these works, passenger services to and from London and other Medway towns will be reintroduced, which will alleviate pressure on the road network and will promote modal shift; and

7.2.3. Green infrastructure - investment in country parks on the Hoo Peninsula which will benefit local wildlife, as well as offering opportunities to open the river for residents to enjoy.

7.3. The HIF project generates a land value uplift in excess of £600m overall. Alongside the HIF funding Medway Council is also assessing means of building a robust and viable case for securing bespoke S106 contributions from developers enabling sustainable growth and the delivery of necessary social infrastructure. This would lead to additional infrastructure investment for improvements across the area and would be managed through the emerging Local Plan.

7.4. It is anticipated that the HIF works will be delivered by March 2024, in line with the timescales set by MHCLG.

7.5. The highway improvements outlined in the HIF Business Case incorporate the proposed LGF improvements to the A289 within a wider package of works. The funding package outlined within the HIF application does not include the LGF funding allocation to the Project. This reflects Medway Council's

preference to use one funding stream to deliver the full project scope, rather than a combination of LGF and HIF funding.

- 7.6. On this basis it was agreed with Medway Council, when the HIF application was submitted, that the unspent LGF funding would be returned to SELEP for reallocation through the LGF3b pipeline development process if the HIF application was successful, as the need for LGF funding would then be eliminated.

8. Housing Infrastructure Fund bid – current position and next steps

- 8.1. Medway Council were notified on 1st November 2019 that their bid for HIF funding had been successful, subject to a Grant Determination Agreement being signed.
- 8.2. MHCLG have written to Medway Council and have set out 33 conditions which have been attached to the award of funding. Officers are continuing to work through these conditions, however, at this stage none of the conditions have been identified as high risk by Medway Council.
- 8.3. It is expected that the HIF Grant Determination Agreement will be signed in July 2020, however, based on the experience of other local partners there is a risk that it could take substantially longer than anticipated to formally secure the funding.
- 8.4. The HIF delivery programme is currently being developed, meaning it is not clear at this stage when the highway works outlined in the revised LGF Business Case would be delivered as part of the HIF project. However, as MHCLG have indicated that all HIF projects should be delivered by March 2024, the Project would need to be progressed broadly in line with the updated LGF delivery programme as set out in section 5.8 in order to meet this completion date.

9. Options available

- 9.1. This report provides the Board with an update on the delivery of the LGF Project, an update on Medway Council's HIF application and sets out a recommendation for the Board to consider in relation to the LGF funding allocation to the Project.
- 9.2. The recommendation is that the Board agree one of two options:

Option 1

- 9.2.1. **Agree** that the £9.279m unspent LGF is reallocated through the LGF3b pipeline development process; and
- 9.2.2. **Agree** that there is compelling justification for SELEP not to recover the £1.821m LGF spent on the Project to date; and

- 9.2.3. **Agree** that should the HIF funding not be secured that the Project is considered for future funding opportunities, should such funding opportunities become available.

Option 2

- 9.2.4. **Agree** that the LGF should remain allocated to the Project and a further update will be provided to the Board on the 3rd July 2020 to confirm whether the HIF Grant Determination Agreement has been signed, to enable the reallocation of the unspent LGF.
- 9.3. Based on the updated delivery programme for Project progression using the LGF funding stream, as set out in section 5 of this report, approximately £8m of LGF will be spent on Project delivery beyond the end of the Growth Deal period. In line with the Board decision in February 2019, only projects which satisfy the five conditions set out below can continue to spend LGF funding beyond 31st March 2021:
- 9.3.1. A clear delivery plan with specific delivery milestones and completion date to be agreed by the Accountability Board;
- 9.3.2. A direct link to the delivery of jobs, houses or improved skills levels within the SELEP area;
- 9.3.3. All funding sources identified to enable the delivery of the Project. Written commitments will be sought from the respective project delivery partner to confirm that the funding sources are in place to deliver the project beyond the Growth Deal period;
- 9.3.4. Endorsement from the SELEP Strategic Board that the funding should be retained against the Project beyond 31st March 2021; and
- 9.3.5. Contractual commitments being in place with the construction contractors by 31st March 2021 for the delivery of the Project.
- 9.4. Medway Council are unable to demonstrate that the Project meets all five of these conditions, as according to the updated delivery programme a construction contractor will not be appointed until July 2022, meaning that the final condition will not be met. For that reason, it is recommended that the unspent LGF funding as at the end of 2019/20 is reallocated through the LGF pipeline of projects (Option 1).
- 9.5. Reallocation of the unspent LGF funding is likely to help reduce forecast spend beyond the end of the Growth Deal period as the projects on the LGF3b pipeline list were prioritised based on their ability to deliver by 31st March 2021. Whilst acknowledging that seven months have passed since the pipeline of projects was agreed by the Investment Panel reducing the likelihood of delivery by the end of the Growth Deal period, all projects on the pipeline list present with a shorter delivery timetable than the Project.

- 9.6. Successful delivery of the Project, either through the LGF or HIF funding streams, is important for Medway as it supports the delivery of their emerging Local Plan. Reallocation of the unspent LGF funding presents a risk to the delivery of the Project, should the Grant Determination Agreement not be signed and the HIF funding therefore not be secured, as the LGF funding forms the majority of the existing funding package.
- 9.7. Through the National Assurance Framework 2019, Central Government has stated that, "The LEP is expected to have in place appropriate arrangements to recover non-compliant funding. Where the LEP decides not to pursue recovery where it has identified non-compliance and has legal grounds to do so it must provide a compelling justification for its decision."
- 9.8. As Medway Council has not yet completed the delivery of the Project there are provisions under the Service Level Agreement, for the recovery of the £1.821m LGF spend to date by SELEP. However, it is not recommended to the Board that the LGF spend to date should be recovered at this stage, as it is still intended that the Project will progress to delivery on a similar timescale through the HIF funding. This is on the basis that Medway Council continue to account for the LGF spend to date as a capital cost, which is a condition of the funding.
- 9.9. Should Medway Council reach a point of agreeing that the Project will no longer progress to delivery as a result of the HIF funding not being secured, the £1.821m LGF spend to date would be likely to become a revenue cost and will therefore need to be returned to SELEP, as grant conditions from Central Government stipulate that LGF funding can only be spent on capital expenditure. Should this situation arise then the Board will be provided with an update.
- 9.10. The £9.279m LGF which is yet to be spent on delivery of the Project will be considered for reallocation to projects which have been identified as priorities through the LGF3b single pipeline development process. This provides the opportunity for the funding to be reinvested in projects which have the potential for quicker delivery and a faster pace of benefits realisation, whilst acknowledging that the alternative projects brought forward through LGF3b may not deliver the same scale of benefits as the Project, which according to the revised Business Case will support the delivery of 5,284 new homes and 9,628 new jobs.
- 9.11. At the Investment Panel meeting on 28th June 2019, a pipeline of projects was identified with the intention that these projects would be progressed should additional LGF funding become available. The pipeline of projects is set out in Table 4.

Table 4 – LGF pipeline of projects

Project	Federated Board	LGF ask	Cumulative LGF ask
University of Essex – Parkside Phase 4	Success Essex	£2,000,000	£2,000,000
Southend Town Centre Phase 2	OSE	£632,292	£2,632,292
Kent and Medway Medical School Phase 2	KMEP	£4,000,000	£6,632,292
Exceat Bridge Replacement Phase 2	TES	£610,579	£7,242,871
Eastbourne Fisherman’s Quayside and Infrastructure Development Project	TES	£1,080,000	£8,322,871
New Construction Centre, Chelmsford	Success Essex	£1,295,200	£9,618,071
Colchester Grow-on Space, Queen Street	Success Essex	£3,777,451	£13,395,522
NIAB	KMEP	£1,750,000	£15,145,522

- 9.12. The reallocation of £9.279m LGF would enable the full LGF funding allocation to be assigned to all projects on the list up to and including New Construction Centre, Chelmsford. This takes into account other updates provided in the Board Agenda Pack in relation to the Marks Farm roundabout and the Groundworks and Scaffolding Training Centre at Colchester Institute projects.
- 9.13. In line with agreed governance processes, the Board would be asked to formally approve the award of funding to these projects at their meetings in May and July 2020.
- 9.14. If the LGF funding were to remain allocated to the Project until the HIF Grant Determination Agreement is signed (option 2), this would mean that these projects would not be able to come forward for funding approval until the Board meetings in September and November 2020 at the earliest given the identified risk to the timescale for signing the HIF agreement. Delaying the reallocation of funding would significantly impact on the ability of the projects to either deliver during the Growth Deal period or progress to the point where all five conditions for spend beyond the 31st March 2021 are met, whilst also likely leading to an increase in the amount of LGF spent beyond the end of the Growth Deal period.
- 9.15. It is recommended that should the HIF funding not be secured following reallocation of the LGF funding, that the Project is considered for future funding opportunities, should such funding opportunities become available. However, at this stage, the timescales and criteria for expected future funding streams, such as the Shared Prosperity Fund are unknown.
- 9.16. Should the Board choose to support Option 2, the Strategic Board will need to consider whether to endorse spend on the Project beyond the end of the

Growth Deal period, given that the Project does not meet the five conditions previously agreed by the Board.

10. Financial Implications (Accountable Body comments)

- 10.1. In considering the recommendations of this report, the Board is advised to assess the risk of further delay in spend of LGF in ensuring best use of funding and securing value for money in the use of the grant. Delays in the delivery of the Project increases the risks associated with the overall Project completion within the Growth Deal period.
- 10.2 Delivery of the Growth Deal forms part of the Annual Performance Review (APR) assessment undertaken by Government in advance of confirming the annual LGF funding allocations. The slippage experienced by this Project detrimentally impacts on this delivery assessment, placing a risk over the outcome of the APR.
- 10.3 It should be noted that delivery of this project beyond the Growth Deal in March 2021 is subject to meeting the five conditions agreed by the Board on 15 February 2019, including obtaining endorsement from the Strategic Board.
- 10.4 If the Board agrees to Option 2, this would delay the potential release of £9.279m that could be re-allocated to support delivery of projects on the LGF3b pipeline; this delay would decrease the ability for these projects to come forward and spend the LGF by March 2021.
- 10.5 It is noted that £1.821m of LGF expenditure has already been incurred towards the delivery of the Project. In consideration of whether the Board wishes to seek to reclaim this funding, it should be noted that the conditions of the Grant will continue to be met provided that the Project expenditure remains capitalised by Medway Council. In the instance that the funding is no longer capital, Medway Council will be required to repay it in full to Essex County Council (ECC), as the Accountable Body for the SELEP, under the terms of the SLA in place for allocation of LGF.
- 10.6 ECC is responsible for ensuring that the LGF funding is utilised in accordance with the conditions set out by Government for use of the Grant.
- 10.7 All LGF is transferred to the sponsoring authority under the terms of a Funding Agreement or SLA which makes clear that future years' funding can only be made available when HM Government has transferred LGF to the Accountable Body.
- 10.8 The Agreements also set out the circumstances under which funding may have to be repaid should it not be utilised in line with the conditions of the grant or in accordance with the Decisions of the Board.

11 Legal Implications (Accountable Body comments)

11.1 There are no substantive legal implications arising out of this decision.

12 Equality and Diversity implication

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

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

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

12.3 In the course of the development of the project business case, the delivery of the Project and the ongoing commitment to equality and diversity, the promoting local authority will ensure that any equality implications are considered as part of their decision making process and where it is possible to identify mitigating factors where an impact against any of the protected characteristics has been identified.

13 List of Background Papers

13.1 Revised Business Case for the A289 Four Elms roundabout to Medway Tunnel project

13.2 Accountability Board Agenda Pack 23rd February 2018, including decision to approve change of scope of the Project and to award initial £3.5m LGF funding to the Project

13.3 Accountability Board Agenda Pack 15th February 2019, including the agreement of five conditions for spend beyond the end of the Growth Deal period.

(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)

A289 Four Elms Roundabout to Medway Tunnel Update Report

Role	Date
Accountable Body sign off Stephanie Mitchener (On behalf of Nicole Wood, S151 Officer, Essex County Council)	06/02/2020