

**From:** David Brazier, Cabinet Member – Transport & Environment  
Paul Crick, Director - Planning and Environment  
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**To:** Environment, Highways & Waste Cabinet Committee - 21 January 2014

**Decision No:** 14/00007

**Subject:** Growth without Gridlock in Kent and Medway

**Classification:** Unrestricted

**Past Pathway of Paper:** Cabinet Committee January 2013

**Future Pathway of Paper:** To go to future Cabinet meeting

**Electoral Division:** All divisions

**Summary:**

This report presents the draft update of *Growth without Gridlock* (GwG), the County Councils 20 year delivery plan, first launched in 2010. The document outlines what has been achieved in the 3 years since GwG was first launched and sets out our priorities for delivery to 2021. Given the creation of Local Enterprise Partnerships (LEP) and the changing governance arrangements for the South East LEP to a federated model, GwG now covers transport objectives for both Kent and Medway and supports our economic strategy *Unlocking the Potential: Going for Growth*.

**Recommendation(s):**

The Cabinet Committee is asked to comment on the draft update of *Growth without Gridlock in Kent and Medway*.

**1. Introduction**

1.1 In December 2010 KCC launched *Growth without Gridlock* (GwG), its 20 year transport delivery plan. In the intervening 3 years we have made significant progress despite the financial challenges facing the country. Given the Government's intention to create the Single Local Growth Fund and with it a major opportunity to fund transport interventions, as well as the development of the Kent and Medway economic strategy *Unlocking the Potential: Going for Growth*, now is an appropriate time to refresh and update GwG.

## **2. Financial Implications**

- 2.1 The schemes proposed within *GwG in Kent and Medway* will, for the most part, be funded through a significant element of Single Local Growth Fund (SLGF). This is a devolved funding stream from government to the Local Enterprise Partnerships (LEPs) for transport, housing and skills and is available from April 2015. Government have committed £2 billion per year, for 6 years, nationally to this fund and will announce its distribution across all thirty nine LEP's in July 2014.
- 2.2 In order to be in a position to take forward and deliver on the substantial transport delivery programme set out in *GwG in Kent and Medway*, KCC will need to invest resource in developing a number of the schemes in the programme prior to the SLGF becoming available in April 2015. This forward funding can be capitalised and therefore would be "repaid" through the SLGF. While there is an element of risk to KCC in that funding is not fully committed when development work is being undertaken, this will need to be weighed against the alternative of not being able to deliver schemes in the early part of the funding window and potentially losing out on this money to LEP partners or other LEPs across the country.

## **3. Bold Steps for Kent and Policy Framework**

- 3.1 Growth without Gridlock forms the basis of Bold Steps for Transport in the Council's Medium Term Financial plan 'Bold Steps for Kent'. It is integral to delivering the objectives of helping the Kent economy to grow and tackling disadvantage. Therefore an update report with achievements and progress to date together with a delivery plan to 2021 will have a direct impact on achieving the objectives of Bold Steps for Kent. The proposed document is aligned to the Council's Local Transport Plan and fully supports the Kent and Medway economic strategy *Unlocking the Potential: Going for Growth*.

## **4. Development of the current update**

- 4.1 The original GwG document set out a bold and innovative transport delivery plan at a time of significant financial challenge. We have achieved a considerable amount in the 3 years since its launch as highlighted in Appendix A of the attached update document.
- 4.2 Since that time there has also been significant change in the context in which local government operates. LEPs have been established of which Kent is part of the largest LEP in the country: the South East LEP. Within the South East LEP the current governance approach is to operate in a "federated" way with Kent and Medway forming one part of the federation. This means that the SLGF which will be allocated to LEPs, will potentially be administered at the federated level. It is therefore appropriate to widen out GwG to include Medway.

- 4.3 Collaboration has taken place with Medway Council in producing this draft document. The schemes presented for delivery between 2015 and 2021 form the Kent and Medway transport element of the South East LEP's bid to government for SLGF. The document also provides a picture of our longer term transport priorities beyond 2021.
- 4.4 In devising the Kent element of the update, collaboration has taken place with the district and borough councils to ensure the schemes put forward are the priorities required to deliver the growth set out in their Local Plans. These priorities are reflected in the list of transport priorities contained within Appendix B of the draft document. This list of transport interventions has also been considered and agreed by the Kent and Medway Economic Partnership.
- 4.5 An Informal Members Group considered the draft document in an earlier form in October 2013 and provided comment. The document was also discussed by the Kent and Medway Economic Partnership at its meeting of 16 January 2014 and will be presented to Kent Leaders at their February meeting.

## **5. The draft document**

- 5.1 The draft *GwG in Kent and Medway* is appended to this report. The document begins by updating the context within which we are striving to deliver transport improvements to boost growth across Kent and Medway. The bulk of the report sets out our key objectives and priorities for specific geographic areas, with a detailed delivery programme and scheme costs included in Appendix B.

## **6. Conclusions**

- 6.1 This report sets out why it is opportune to currently update GwG and widen its content to include Medway. A draft document has been produced which sets out our achievements over the last 3 years and looks forward to our delivery priorities from 2015 to 2021 making the maximum of the SLGF devolved funding to come through the LEP. It will also help to deliver the transport aspects of the Kent and Medway economic strategy.

## **7. Recommendations**

### **Recommendation(s):**

The Cabinet Committee is asked to comment on the draft update of *Growth without Gridlock in Kent and Medway*.

## **8. Background Documents**

8.1 Growth without Gridlock, A transport delivery plan for Kent, KCC, December 2010

[http://www.kent.gov.uk/roads\\_and\\_transport/highway\\_improvements/our\\_transport\\_vision/local\\_transport\\_plan.aspx](http://www.kent.gov.uk/roads_and_transport/highway_improvements/our_transport_vision/local_transport_plan.aspx)

8.2 Local Transport Plan for Kent 2011-16, KCC, April 2011

[http://www.kent.gov.uk/roads\\_and\\_transport/highway\\_improvements/our\\_transport\\_vision/local\\_transport\\_plan.aspx](http://www.kent.gov.uk/roads_and_transport/highway_improvements/our_transport_vision/local_transport_plan.aspx)

## **9. Contact details**

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