

Greater Brighton Economic Board Annual Report 2014/15



Greater Brighton Economic Board Annual Report 2014/15

The Greater Brighton Economic Board was formed in March 2014, as part of the City Region's [City Deal Agreement](#)¹ with Government.

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/288903/Greater_Brighton_City_Deal.pdf

The Greater Brighton Economic Board

The Greater Brighton Economic Board brings together the City Region's five local authorities, two universities, four further education colleges, three business partnerships, the local enterprise partnership and the national park authority as a formally constituted² partnership.

5 Local Authorities

Adur District Council
Brighton & Hove City Council
Lewes District Council
Mid Sussex District Council
Worthing Borough Council

3 Business Partnerships

Adur & Worthing Business Partnership
Brighton & Hove Economic Partnership
Coastal West Sussex Partnership

2 Universities

University of Brighton
University of Sussex

4 Further Education Colleges

City College Brighton and Hove
representing
City College Brighton and Hove
Northbrook College
Plumpton College
Sussex Downs College

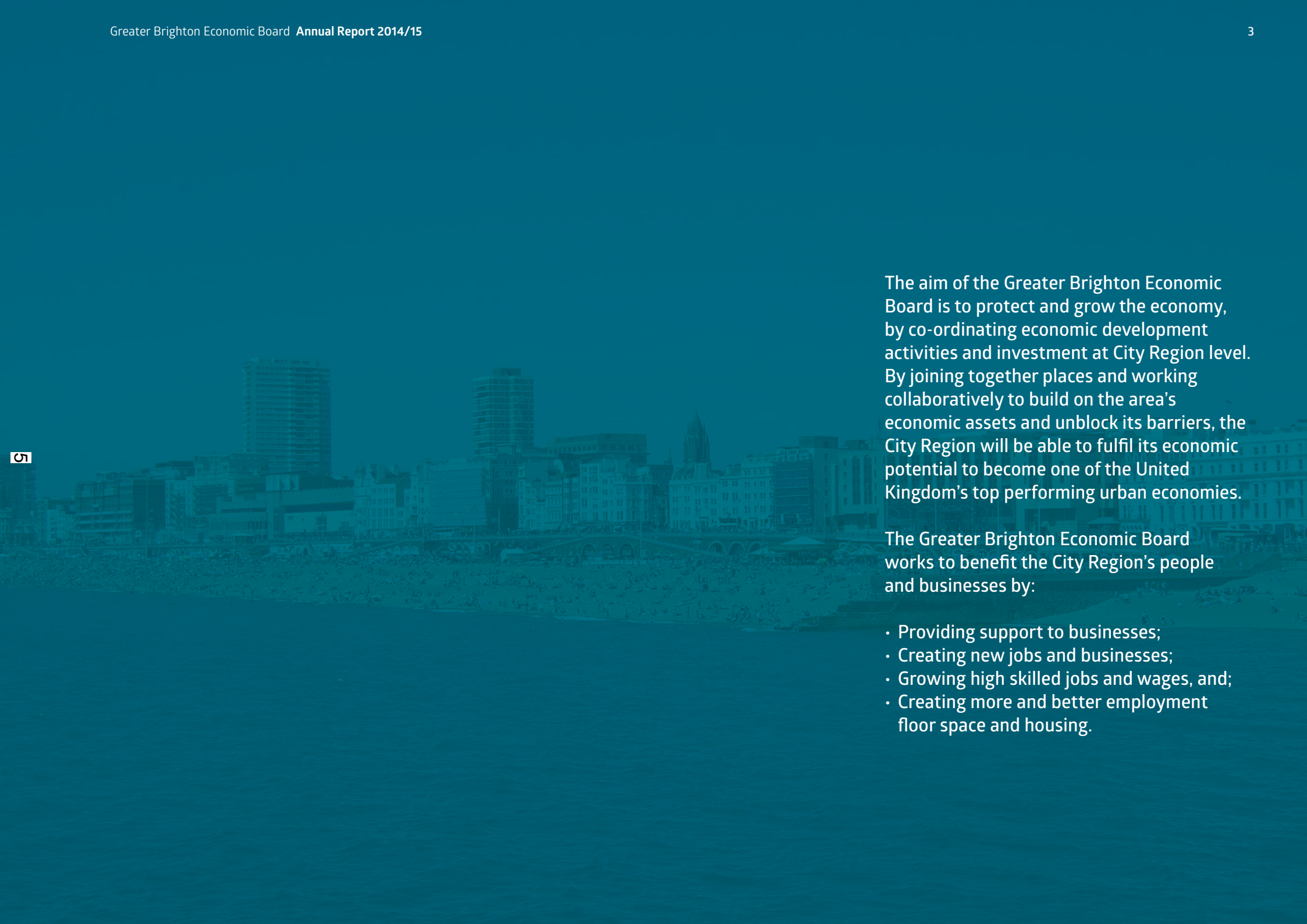
Local Enterprise Partnership

Coast to Capital Local Enterprise Partnership

National Park Authority

South Downs National Park Authority

² [http://present.brighton-hove.gov.uk/Published/C00000855/M00005735/AI00045746/\\$20150703162136_007353_0032255_Item03Appendix01DraftHdsTerms304142reps.docxA.ps.pdf](http://present.brighton-hove.gov.uk/Published/C00000855/M00005735/AI00045746/$20150703162136_007353_0032255_Item03Appendix01DraftHdsTerms304142reps.docxA.ps.pdf)



The aim of the Greater Brighton Economic Board is to protect and grow the economy, by co-ordinating economic development activities and investment at City Region level. By joining together places and working collaboratively to build on the area's economic assets and unblock its barriers, the City Region will be able to fulfil its economic potential to become one of the United Kingdom's top performing urban economies.

The Greater Brighton Economic Board works to benefit the City Region's people and businesses by:

- Providing support to businesses;
- Creating new jobs and businesses;
- Growing high skilled jobs and wages, and;
- Creating more and better employment floor space and housing.

The Greater Brighton City Region



The Greater Brighton City Region covers the city of Brighton & Hove and the districts and boroughs of Lewes, Adur, Worthing and Mid Sussex. It features a number of different and important areas, from the urban centres of Brighton & Hove, Worthing, Shoreham and Newhaven along the South Coast, to the South Downs National Park and the market towns of Lewes and Burgess Hill. The area is home to 689,000 people, 442,600 of whom are of working age and 92% of whom live in urban areas, and it provides 275,145 jobs. The City Region economy is caught between a traditional coastal economy and a modern, high-tech economy. While it has some high-value industries – particularly its tech sector, creative industries, advanced engineering, health and life sciences, pharmaceuticals and insurance – more than half of all jobs in the area are in tourism, retail and public sector industries, well above the national average.

The Greater Brighton Investment Programme

The Greater Brighton Economic Board has made enormous progress in building a strong alliance and 'brand' that is recognised by Government, investors and stakeholders.

It is estimated that, over its lifetime, the Greater Brighton Investment Programme will deliver:



20,000 jobs

Through the Greater Brighton City Deal Agreement and the Coast to Capital Local Enterprise Partnership's [Strategic Economic Plan](#)³, the Greater Brighton Economic Board has set out its aspiration to become the South East's most successful economy, connected to London. This will be delivered through the ambitious £1.6 billion Greater Brighton Investment Programme, which requires £211 million in Local Growth Deal funding, £145 million in public and higher education investment and £1.3 billion in private sector investment.



11,000 homes



495,000 m²
employment
floor space

³ <http://www.coast2capital.org.uk/strategic-objectives/29-creating-a-new-strategy-and-structure-for-growth/22-strategic-economic-plan.html#sthash.cDMoi5yU.e8XgTtMS.dpbs>

To date, the Greater Brighton Investment Programme has successfully secured approximately £96 million in Government funding, through both the Greater Brighton City Deal Agreement and Rounds One and Two of the [Coast to Capital Growth Deal](#)⁴. This co-ordinated programme of regeneration and infrastructure projects aims to:

- Establish a network of university-backed growth centres in key locations across the City Region, acting as anchors for growth in high-value businesses in the creative digital, eco-tech and life sciences sectors and thereby reducing reliance on lower-value industries;

- Maintain, manage and improve the infrastructure needed to support these major growth centres, providing private sector investor certainty and confidence, and;
- Improve support for the City Region's 32,340⁵ active businesses.

These projects bring a total investment of over £487 million across the City Region and are expected to unlock approximately 15,500 jobs, 7,700 homes, 432,000 sqm employment floor space.

4 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398841/04_Coast_to_Capital_Growth_Deal.pdf

5 ONS UK business count data 2014

City Deal and Local Growth Fund funding allocated to date

£ millions

New England House (Creative Tech Growth Centre) refurbishment and expansion	4.9
Digital Catapult and 5G	1.77
Advanced Engineering Centre	7.0
Central Research Laboratory Growth Centre, Preston Barracks	7.7
Newhaven Flood Defences (Clean, Green and Marine Tech Growth Centre)	7.5
Newhaven Port Access Road	10.0
Shoreham Flood Defences (Environmental Tech Growth Centre)	10.5
Circus Street Innovation Growth Centre and Regeneration	2.7
City College Brighton and Hove, Construction Trades Centre	9.0
Brighton Valley Gardens Phase 1 & 2	8.0
Brighton Valley Gardens Phase 3	6.0
A2300 Burgess Hill	17.0
Brighton & Hove Intelligent Transport Systems Package	1.83
Brighton & Hove Bike Share	1.16
Worthing Sustainable Transport Package	0.8

Please see the [map on page 19](#), for further information on each of the projects contained within the Greater Brighton Investment Programme.

Due to their scale and complexity, many of the projects contained within the Greater Brighton Investment Programme will take several years to come to fruition. Other projects are, however, already making an impact.

Greater Brighton City Region Wave 2 Growth Hub Programme

The Programme was awarded £1.79m in January 2014 under a grant from the Regional Growth Fund (RGF) to enable small and medium sized companies in the City Region to grow jobs and increase productivity and competitiveness through improved access to and use of more effective and integrated business support. The grant has funded the:

- Business Navigator – a business sign-posting service;
- Business Support Toolkit, delivered by the Universities of Brighton, Chichester and Sussex, Wired Sussex and the Sussex Innovation Centre, and;
- RGF Business Grants Programme, which included both Greater Brighton and the Coast to Capital Local Enterprise Partnership's grants schemes.

The RGF Business Grants Programme offered business growth grants to 21 small and medium sized companies from across the City Region, totalling over £1m and with private match funding totalling £4.46m. This will realise 208 planned jobs before January 2017 (against an original jobs target for grants of 65).

Parafix Tapes and Conversions received a total grant of £118,500. This grant will create 16 direct jobs by March 2016.

Parafix converts and distributes self-adhesive materials for clients across a huge range of industries, as diverse as healthcare, aerospace and defence. The company makes components that are used in products by most people, every day, without them ever being aware of it. They are essential parts in mobile phones, aeroplanes, cars, medical equipment and top end woundcare dressings and many everyday products.

From its base in West Sussex, Parafix works with manufacturers from around the world

to adapt adhesives to meet their customers' needs. These are often highly specialised, with the company working at the cutting-edge of its field to produce components that are just right. Parafix is constantly working to create advanced technology and improve its engineering processes. The components it makes can go on to drive further technical advances for its customers.

The Challenge

The healthcare sector is a vital market for Parafix, but one which can be difficult to expand into without investment in state-of-the-art manufacturing technology. One of the company's existing customers has asked it to manufacture a new product for it in large numbers. But while Parafix has the expertise and experience to meet this demand, it does not have enough of the top-end machinery it needs to do so.

The Solution

The Business Growth Grant means that Parafix can invest in new machinery and fulfil its customer's demand. As well as creating jobs immediately, this will allow the company to continue growing and taking on new contracts in the healthcare sector.

Michael Punter, Managing Director, said *“failure to invest will result in Parafix losing the opportunity to produce this range of products. Investment of this nature is significant, as it is believed that no other competitor in the United Kingdom has technology to match the capabilities of this machine. New machinery is critical to deliver growth. The investment will allow immediate demand to be manufactured as well as provide scope for additional shifts to be run. We are confident that this project will deliver growth not only in the short term, but medium to long term and will generate returns that will enable significant reinvestment to achieve our vision”.*



Image courtesy of Parafix Tapes and Conversions

SuperFast Britain Broadband Connection Scheme

The scheme, which was originally launched in Brighton & Hove in April 2014, provides up to £3,000 to small businesses, charities and voluntary organisations to gain access to faster broadband connectivity and thereby benefit from a stronger digital and on-line presence. This can support businesses in the following ways:

- Improve business efficiency, by enabling more effective communications and helping staff to work more flexibly, thereby saving time and money;
- Increase reliability and ensure confidence in communications with suppliers and customers;
- Save on the need for servers, by enabling the business to use cloud storage;

- Improve the capability to work in partnership and compete for larger projects and contracts, and;
- Grow the business in new directions and be more competitive in local and international markets.

The Scheme strongly supports the aim of the Greater Brighton City Deal; to promote the growth of the City Region's high-value industries, starting with the burgeoning creative-tech cluster, and thereby reduce reliance on lower value industries and the public sector.

Following the success of the Scheme in Brighton & Hove, where by the end of March 2015 253 vouchers had been offered, the Greater Brighton Economic Board made the decision to roll it out across the whole Coast to Capital area (excluding Croydon). The new Scheme was launched on 01 April 2015 and by the end of June 2015 157 vouchers had already been offered.



Digital Exchange

New England House is already one of the major hubs for Brighton's thriving Creative, Digital and IT (CDIT) businesses. The building accommodates 96 businesses that are primarily from this sector. These businesses employ approximately 1,000 people and many more are employed by the companies that form part of their supply chains.

City Deal and Local Growth Fund funding will enable the development of New England House into an improved and expanded facility for nurturing small creative-tech businesses and fusing together people with creative and digital skills. This work will put Brighton firmly on the map as Tech City South.

There are three critical elements that, delivered together, form the overall strategy to significantly improve the value of New England House to the local and regional economy, by sustaining and accelerating the growth of the City's CDIT sector:

Workspace: upgrading and expanding the building, which will more than double the number of people employed at the site;

Business support: specifically designed for small, innovative businesses in the CDIT sector, this will expand and develop existing work through the FuseBox24 business support programme and the Digital Catapult Brighton Centre, and;

High speed and high capacity connectivity: providing ultrafast broadband to small businesses at affordable price, which will stimulate the CDIT sector and encourage innovation and the development of new products and services. This will be delivered through the Brighton Digital Exchange.

Funding for the Brighton Digital Exchange, which costs a total of £700,000, was secured by the City Deal and comes from BDUK's Super Connected Cities Programme. The Brighton Digital Exchange is due to launch in July 2015. It will be run by a group of six

small internet service providers that collectively own and manage the data centre.

These businesses will pool their resources and invest in shared broadband capacity and equipment, to enable them to provide high speed connectivity at a reduced costs to the businesses within New England House, the Creative Digital and IT cluster and across the city. They will also work together to develop a range of new products and digital infrastructure services for Brighton & Hove's business community.

The achievements of the Greater Brighton Economic Board in this, its first year of operation, have been vast. In March 2015, the Greater Brighton Investment Programme won the LGC Award for 'Driving Growth'. The judging panel commended that:

"The combination of clear measurable ambition and tangible projects shows that this impressive programme is working. Creating a new city region is very ambitious. Bringing five very different councils, some of which would not previously identify themselves as part of a Greater Brighton, shows that it can be achieved. Putting universities and businesses at the centre of the programme shows that skills and innovation are central to its success."



In March 2015, the Greater Brighton Investment Programme won the LGC Award for 'Driving Growth'

Image courtesy of Local Government Chronicle

The Year Ahead

The Greater Brighton Economic Board is looking forward to ensure that the City Region:

- Continues to work collaboratively, so that all parts of Greater Brighton benefit from its work;
- Is ready to respond to the national policy debate on place-based devolution and, in so doing, is able to both seize any new opportunities, freedoms and flexibilities created by Government and to successfully negotiate new funding with HM Treasury and the Coast to Capital Local Enterprise Partnership;
- Has the on-going capacity to deliver, particularly in response to the rapid and profound reductions in local government funding, and ultimately;
- Has a clear and agreed plan for how it will strengthen and boost the local and national economy over the next 5 years.

The Greater Brighton Economic Board's key areas of focus for 2016/17 are to:

- Work with key stakeholders to identify and agree the City Region's long-term economic priorities and goals, and;
- Develop a co-ordinated economic strategy that addresses the City Region's key strategic issues, including housing, employment space, transport and other infrastructure, in an integrated and deliverable way to;
- Formulate a coherent and viable devolution proposition for the City Region, which includes clear 'asks' of and 'offers' to Government, that supports delivery of the long-term economic priorities and goals to;
- Work with the Coast to Capital Local Enterprise Partnership and Government's Cities & Local Growth Unit to develop and roll-out robust project governance and reporting arrangements, to ensure delivery of both the City Deal Agreement and Greater Brighton Investment Programme to;

- Continue to develop the Greater Brighton 'project pipeline', ensuring that these are aligned to the City Region's economic priorities and goals, and secure funding for these as future opportunities arise, and;
- Assess and recommend options for the most effective delivery model for the services that relate to economic development and growth, to ensure that the City Region has the continued capacity to deliver.

Closing Statement from Councillor Neil Parkin

Leader of Adur District Council and Chairman of the Greater Brighton Economic Board 2015–16



Building on the firm foundations laid by the Greater Brighton Economic Board over the past twelve months under Councillor Jason Kitcat's Chairmanship, I am looking forward to a year of continued growth and development across the entire City region.

As representatives of all of the key sectors in the Greater Brighton area, it is incumbent on us to work across our borders for the benefit of the whole region, from Worthing in the west to Newhaven in the east. Having already leveraged funding of approximately £96 million into the City Region, I can see the clear benefits of working together as one to develop common solutions to issues which affect us all.

Over the next 12 months, we will lead programmes in developments and physical enhancements for the direct benefit of our residents and businesses, improving our social and economic fortunes alongside our regional presence on the international stage. We will get ourselves ready for the next round of Local Growth Funding, being proactive in developing projects which will result in skills for our businesses and jobs for our communities.

We are on the cusp of many great things happening and I feel that this is a time to be bold; to speak with one voice and act with one mind behind a strong Greater Brighton Economic Board brand.

Together, we will achieve long-term sustainable growth. This is the tone already set for the City Region, and this is the tone I shall continue to take during my year as your Chairman.

Together, we will become recognised as a City Region which delivers on its promises.
Together, we will achieve more.

Greater Brighton Investment Programme



- 1 **New England House Creative Tech Growth Centre**
- 2 **Advanced Engineering Centre**
- 3 **Central Research Laboratory Growth Centre, Preston Barracks**
- 4 **Newhaven Flood Alleviation Scheme and Clean, Green and Marine Tech Growth Centre**
- Shoreham Flood Alleviation Schemes and Environmental Tech Growth Centre:**
- 5 **Adur Tidal Walls**
- 6 **Western Harbour Arm**

- 7 **Circus Street Innovation Hub and Regeneration**
- 8 **City College Brighton and Hove Construction Trades Centre**
- 9 **Brighton & Hove Bike Share Scheme**
- 10 **Brighton & Hove Intelligent Transport Systems Package**
- 11 **Brighton Valley Gardens**
- 12 **A2300 Corridor Improvements, Burgess Hill**
- 13 **Worthing Sustainable Transport Package**
- 14 **The Sussex Innovation Centre – Brighton & Hove**

1 New England House Creative Tech Growth Centre

New England House is already one of the major hubs for Brighton's thriving Creative, Digital and IT (CDIT) businesses. The building accommodates 96 businesses that are primarily from this sector. These businesses employ approximately 1,000 people and many more are employed by the companies that form part of their supply chains.

City Deal and Local Growth Fund funding will enable the development of New England House into an improved and expanded facility for nurturing small creative-tech businesses and fusing together people with creative and digital skills. This work will put Brighton firmly on the map as Tech City South.

There are three critical elements that, delivered together, form the overall strategy to significantly improve the value of New England House to the local and regional economy, by sustaining and accelerating the growth of the City's CDIT sector:

Workspace: upgrading and expanding the building, which will more than double the number of people employed at the site. The redevelopment options are currently being explored and discussions had with private sector investors. It is anticipated that planning permission will be sought in April 2016. Construction, which should be completed within one year, is expected to begin in November 2016.

High speed and high capacity connectivity: providing ultrafast broadband to small businesses at affordable price, which will stimulate the CDIT sector and encourage innovation and the development of new products and services. This will be delivered through the Brighton Digital Exchange.

Funding for the Brighton Digital Exchange, which costs a total of £700,000, was secured by the City Deal and comes from BDUK's Super Connected Cities Programme. The Brighton Digital Exchange is due to launch in July 2015. It will be run by a group of six small

internet service providers that collectively own and manage the data centre.

These businesses will pool their resources and invest in shared broadband capacity and equipment, to enable them to provide high speed connectivity at a reduced costs to the businesses within New England House, the Creative Digital and IT cluster and across the city. They will also work together to develop a range of new products and digital infrastructure services for Brighton & Hove's business community.

Business Support: specifically designed for small, innovative businesses in the CDIT sector. This is delivered in two ways. Firstly, through [FuseBox24](http://www.fusebox24.co.uk)¹, a radical programme of start-up business support that is hosted by Wired Sussex at the FuseBox in Brighton.

¹ <http://www.fusebox24.co.uk>





Images courtesy of Wired Sussex

FuseBox24 provides:

- 24/7 access to the facilities at the FuseBox, a studio and collaboration space for start-ups from the CDIT sector launched as part of the Recreate project, over 24 weeks;
- Access to knowledge networks of thought leaders and practitioners from the worlds of art, technology and business, and;
- Personal and professional support and development.

This programme comes as a result of the FuseBox24 research, which builds on the findings of the [Brighton Fuse Report²](#). The research concluded that CDIT innovators:

- Trade ideas and content but tend not to worry about protecting intellectual property – open innovation and collaboration approaches dominate;
- Often as sole traders or micro-businesses, need shared space in which to collaborate with others to develop ideas, and;
- Need support, capability and new tools to enable them to get the most out of collaborations for sustainable innovation.

Secondly, through the [Digital Catapult Centre Brighton³](#) that was launched in March 2015. This is a local centre of the national Digital Catapult Centre, which aims to rapidly advance the United Kingdom's best digital ideas by providing platforms for small businesses to innovate on at speed and with less risk so that new digital products and services can be accelerated to market.

The Digital Catapult Centre Brighton will focus specifically on projects that encourage innovation and value from real-time and location-based data – known as the Internet of Place. An additional £4m of inward investment has been created as a result of this new project.

Over the next three years, led by the Coast to Capital Local Enterprise Partnership with the University of Brighton and Wired Sussex as the core delivery partners, the Centre will be tasked with delivering a range of innovation projects that are designed to be accessible to start-ups and SMEs to use and learn from. The Centre will work across the whole Coast to Capital region, which includes Lewes, Brighton & Hove and West Sussex.

In Summer 2015, the Centre will be launching a programme of events to help create opportunities for SMEs, big business, public sector and academia to collaborate and unlock new value for the Coast to Capital area. Other project partners include American Express and Brighton & Hove City Council. As part of this, the Centre will create links between universities and businesses that enable cutting edge, pre-commercial research and development findings in the Digital Catapult challenge areas to be converted into commercial market opportunities that can be prototypes and piloted by start-ups and SMEs.

² <http://www.brightonfuse.com/wp-content/uploads/2013/10/The-Brighton-Fuse-Final-Report.pdf>

³ <http://www.digitalcatapultcentre.org.uk/local-centre/brighton/>

2 Advanced Engineering Centre

Image courtesy of Hassell



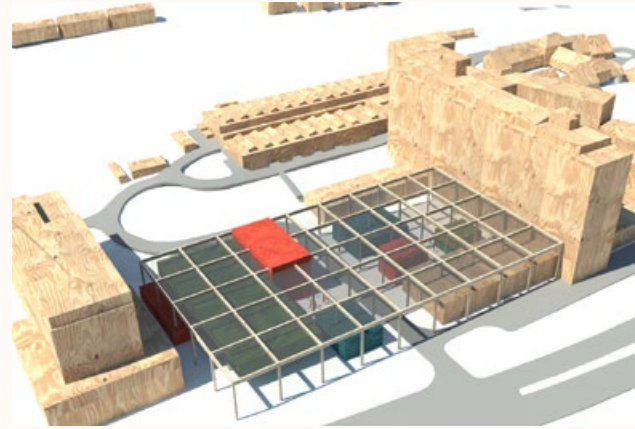
The University of Brighton is to create an Advanced Engineering Centre in Brighton, which has received funding of £7m from the Local Growth Fund.

The central objective of the Centre is to advance the design and development of novel low carbon internal combustion systems, with the wider objective of advancing technological knowledge and supporting the advanced training needs of the next generation of engineers for the City Region.

The Centre will allow the expansion and enhancement of the partnership between the University of Brighton and Ricardo, which is bringing its technical expertise to the project and will be working closely with the University in designing the Centre to meet the needs of engineering and other specialist companies.

The Centre will be constructed on a site that forms a central part of the University's Moulsecoomb campus in the Lewes Road,

Brighton. The existing facilities used by Ricardo and the University are divided between Shoreham and Brighton and present limited scope for growth and enhancement. A central facility is required which will further enhance joint working, allow the installation of state of the art equipment, provide flexibility for future expansion and create opportunities for the cross transfer of knowledge, ideas and practices between Ricardo and the University and within the interrelated academic activities of teaching and research.



Images courtesy of Hassell

The City Region has a high concentration of higher value advanced engineering companies. Focused investment is needed to respond to rapid changes in technology and intensive international competition – with the objective of maintaining the competitiveness of companies in the City Region. This intervention is therefore also required to support advanced research in these companies and to meet the demand for specialist engineers required by such companies in the City Region. The Centre will therefore also support all companies in the sector, including SMEs, looking to access the advanced facilities and specialist expertise of the University.

The Centre will generate around 30-50 additional research posts, plus 15 additional

academic/technical engineering posts to support teaching and will deliver an additional 60 trained engineering graduates per annum into the local employment market. The Centre will increase employment floor space by 2,680sqm and provide facilities that will be used to support research and training for local engineering companies.

Local companies will have access to state-of-the-art manufacturing facilities and to specialist expertise. Training and support will be readily accessible to local companies to increase skill levels in the workforce.

The total cost of the new Centre is £14m, with a Local Growth Fund contribution of £7m. Significant support is also being provided by the Higher Education Funding Council for England, in the form of a £5m

[BACK TO MAIN MAP](#)



STEM – Science, Technology, Engineering and Mathematics – teaching capital grant. The balance cost is being funded by the University.

The total funding is to be applied to the refurbishment of laboratories within the existing Cockcroft Building and the construction costs of a new building including site clearance, superstructure, roofs, stairs and lift, walls, windows and doors, fixtures and fittings, IT/AV equipment, decant and move costs, specialist equipment and professional fees.

The new build element of the project will be achieved rapidly, with a planning application submitted in early June 2015, work starting on site in October 2015 and completion of fitting out and opening in February 2017.

3 Central Research Laboratory Growth Centre, Preston Barracks



Brighton has already made its mark on the world stage as a hub of creative talent. Increasingly, it is also being seen as a great place to start and grow a business. The Preston Barracks Central Research Laboratory's goal is to help bolster Brighton's position as one of the best places to work as an entrepreneur and an inventor.

The Central Research Laboratory is a key component of the wider redevelopment of Preston Barracks, which was identified as a Growth Centre in the Greater Brighton City Deal Agreement. This scheme will create 350 new homes, employment floor space and a new academic building and student accommodation for the University of Brighton.

The Central Research Laboratory will be a truly place making project. It will drive the regeneration of the site and cement it as a vibrant, innovative gateway to the city. Once the permanent building has been constructed, hundreds of entrepreneurs will work side-by-side to develop innovative new products and



Image courtesy of Cathedral Group

services. They will benefit from access and proximity to the University of Brighton's world-class research base and from the Central Research Laboratory's high specification prototyping lab. Put simply, the Central Research Laboratory will be a factory for jobs and innovation. In order to achieve this vision, the Central Research Laboratory will have four key components:

High quality, flexible, collaborative workspace: the intention is to provide a mixed economy of workspaces that offer the flexibility and diversity required by young

creative and tech businesses. This will enable the Central Research Laboratory's residents to alter the amount and type of space they rent as the nature of their business changes.

Design, prototyping and experimentation facilities: perhaps most uniquely, the shared access facilities will include a digital fabrication space. This will take the form of an actively managed, shared workshop area containing a mixture of traditional and digital manufacturing tools. The facility is likely to offer access to the latest 3D printers, laser cutters and CNC machines as well as the

technicians, software packages and computers required to use them effectively. This will enable businesses to conceive an idea, prototype it and sell it all on the Central Research Laboratory site.

Community: workspace and facilities alone do not generate the level of collaboration required for true innovation to take hold; that occurs as a result of the cross-pollination of ideas and cultures. It happens when companies from different sectors and industries work together, share experiences and collaborate in the spirit of experimentation. Well before the permanent facility opens, the Central Research Laboratory team will be on-site, proactively engaging with a wide cross-section of the City Region's creative and technology businesses in order to involve them in the design of the space and equipment offer.

Business Support and Investment: the Central Research Laboratory will offer a wide range of business support – from one-to-one mentoring for the most inexperienced to technical advice on specific issues, like intellectual property and research and development tax credits. The Central Research Laboratory will provide a neighbourhood of support through partnerships with professional services firms and a network of mentors. This will

be in addition to running an on-site Pitch School, an in-depth programme of support targeted at helping entrepreneurs to understand how to present their business plans to investors. Even with the right workspace, facilities and support in place, access to finance is still one of the biggest barriers to growth. For that reason, the CRL will act as a match-making service; helping entrepreneurs and investors find one another. As the Central Research Laboratory community grows, it will leverage the profile and attractiveness of the user-base and establish a Central Research Laboratory specific investment fund.

The total cost to construct the Central Research Laboratory is £13.18m, with a Local Growth Fund contribution of £7.7m. It is anticipated that planning permission will be sought in August 2015, with construction starting in autumn 2016 and completing in winter 2018.

A pilot project, which is focused both on building the Central Research Laboratory's community prior to opening and on deepening the team's understanding of user requirements, is underway.



4 Newhaven Flood Alleviation Scheme and Clean, Green and Marine Tech Growth Centre

Being part of the Greater Brighton City Region has helped to attract considerable new investment to Newhaven. The City Deal and Local Growth Fund have attracted direct investment into key infrastructure, while also leveraging in further investment from the private and public sectors.

A pipeline of projects worth over £50m is expected to be delivered by 2020. Some key projects include:

Flood Alleviation Scheme: In December 2013, the south coast of England was hit by a storm surge coming down from the North Sea. The storm saw hurricane-force winds and the highest tide in some places for almost 60 years. The tidal surge in the Newhaven area affected between 50 and 100 properties in the Railway Road area, as well as closing the railway line between Lewes and Seaford. The Environment Agency, in partnership with Lewes District Council, is developing a scheme to reduce flood risk from the sea and the river along the Ouse Valley. The Scheme

covers both banks of Newhaven, including the commercial areas near the Port.

The Scheme will reduce the risk of flooding to 437 homes and 392 businesses in and around Newhaven. Some areas of Newhaven currently have a 1-in-10 chance of flooding in any given year. The scheme will be designed to provide at least a 1-in-100-year standard of protection, taking into account the effects of climate change. This will mean that in any one year, there will be a less than 1% chance that Newhaven will experience flooding from the sea or River Ouse. The Scheme will also protect local infrastructure such as the road network, railway tracks and train station. It will also support the wider regeneration of Newhaven, helping to bring new investment, jobs and homes to the area.

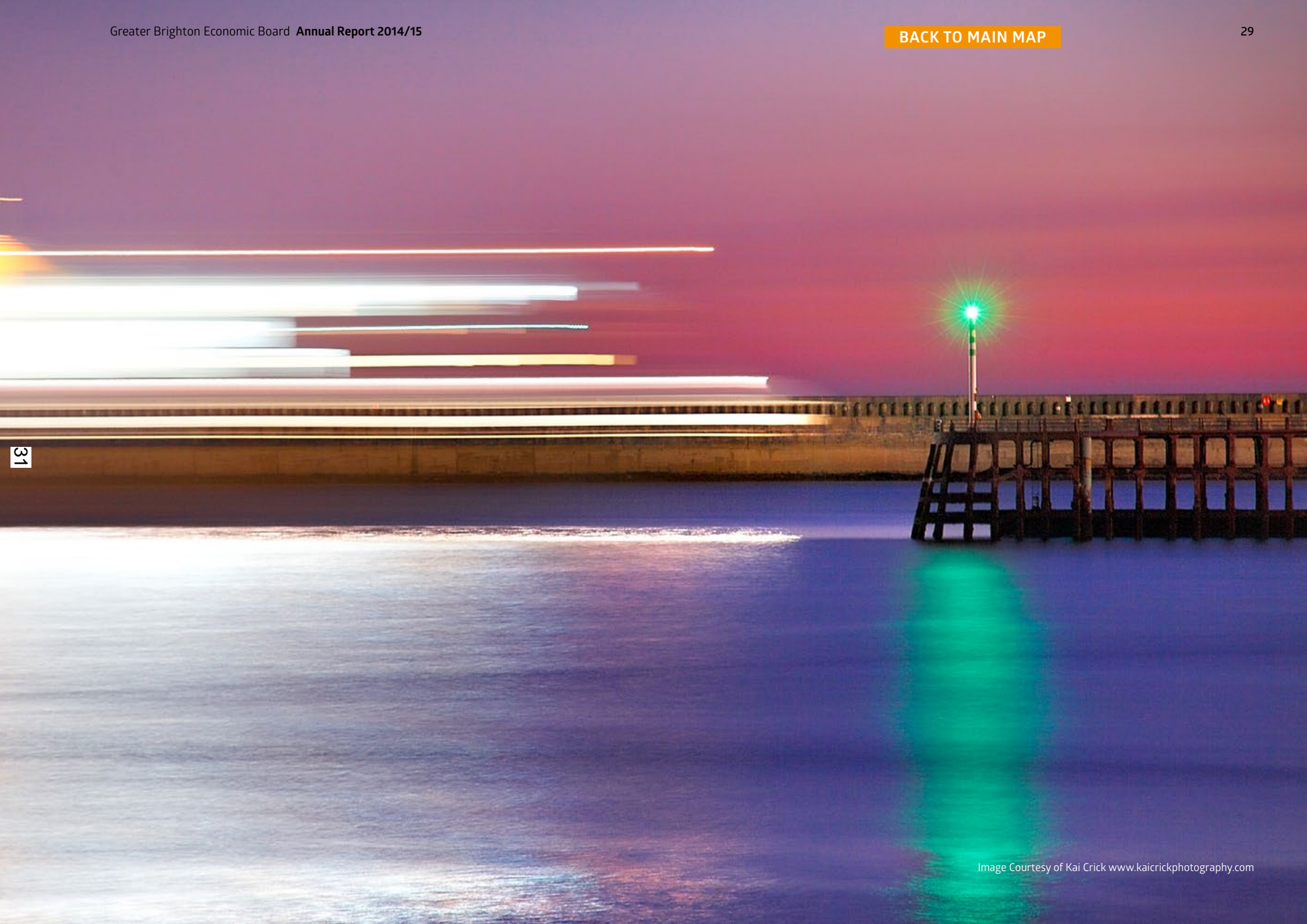
The Scheme is estimated to cost around £9m, with the majority of funding coming from the Environment Agency in the form of central government Flood & Coastal Risk Management Grant in Aid that was secured through the City Deal. The Coast to Capital

and South East Local Enterprise Partnerships are each contributing with a £1.5m Local Growth Fund allocation. In addition, the Environment Agency is seeking funding contributions and co-operation from companies and organisations that will benefit most from the work, including Network Rail, landowners and others to help with building and securing additional funds for the Scheme.

Construction of the Scheme is planned to start in early 2016 and is scheduled to be complete by 2019. The preferred design options will be agreed during summer 2015



Image courtesy of the Environment Agency



31

and the Environment Agency will then be consulting those residents and businesses that may be directly affected by the proposals before any detailed designs are finalised.

Port Access Road: construction of the Newhaven Port Access Road, which has been allocated a £10m Local Growth Fund contribution, will:

- Help to unlock the economic potential in Newhaven and facilitate the development of land that is currently underutilised and

severed from the main economic base in Newhaven. Dependent on the long term re-development of the Port, this could amount to 167,000sqm of employment space coming forward, creating approximately 9,000 jobs as well as unlocking 190 new homes;

- Enable port operations to be located further south towards the harbour mouth, which will free-up existing port land for development and enable the Port Authority to deliver their long-term aspiration of creating a new outer harbour and ferry terminal off the east quay;

- Provide new access to the area identified for the operations and maintenance that will serve the Rampion Wind Farm (subject to current planning application), and;
- Facilitate journey time savings and improve journey time reliability for access into the Port.

The Scheme is being delivered in phases. Construction of Phase 1A, from the Pargut Roadabout to the Outer Harbour, is to start in early 2017.

The University Technical College: the University Technical College (UTC@ harbourside) is a new school for 14-19 year olds, situated in listed buildings on Railway Quay. The University Technical College will focus on creating the skills base necessary for Newhaven to become a centre for the 'clean, green and marine' technologies sector. The University Technical College is a partnership project, with funding and course content coming from the University of Brighton, the Aldridge Foundation, Lewes District Council, Veolia, E-on and the Department for Education. The marine and carpenters workshop buildings will be brought back into use allowing students, as well as residents of the town, better access to the river. The University Technical College will open in September 2015.



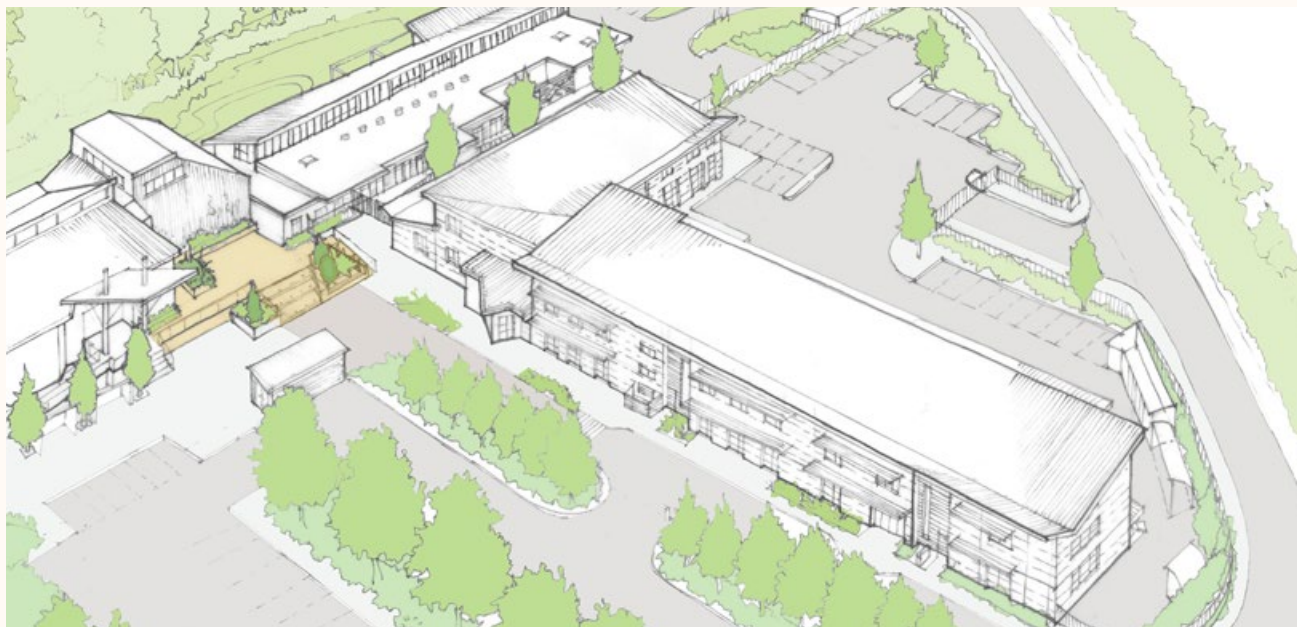


Image courtesy of RH Partnership



Image courtesy of WSP

Newhaven Growth Quarter: Construction of the £2.25m Newhaven Growth Quarter Scheme is underway on Denton Island in Newhaven and will be completed by March 2016. In 2014, Lewes District Council was awarded £1.9m by the Coastal Communities Fund to develop the Newhaven Growth Quarter initiative in partnership with Sussex Downs College, Sussex Community Development Association and Basepoint Business Centres. This is supplemented by £150,000 from East Sussex County Council and additional funding from Lewes District Council. The project is intended to ensure that the Newhaven Growth Quarter will act

as a catalyst for growing the emerging ‘clean, green and marine’ technologies sector locally, linking with other developments. Newhaven Growth Quarter has five main elements:

- Extending the highly successful Newhaven Enterprise Centre to create new space for emerging businesses specialising in clean, green and marine technologies;
- Extending the rear of Denton Island Community Centre to create additional nursery and crèche facilities – supporting parents re-entering the workplace and addressing key barriers to work;

- Providing a new café facility and central ‘hub’ within Sussex Downs College for all users of Denton Island, including a new alfresco coffee and meeting experience;
- New training space at Denton Island Community Centre to provide local people with new career development opportunities, and;
- The creation of a new community garden and a more attractive ‘campus-style’ environment for all users and build upon the existing strong partnerships.

5 Shoreham Flood Alleviation Schemes and the Environmental Tech Growth Centre Adur Tidal Walls

To superfuse the City Region a network of growth centres are planned that will be priority business locations. In Shoreham an Environmental Technologies Centre is planned at Brighton City (Shoreham) Airport, that will build on the success of Ricardo UK'S new £10m Vehicle Emissions Research Centre. The project proposes a minimum of 15,000 square metres of employment floorspace and has the capacity to provide an estimated 340 net new jobs and annual GVA impact of around £15m.

Over 2,300 households and 150 commercial properties are currently at significant risk of flooding from overtopping or failure of the existing tidal river defences. It is anticipated that, due to the sea level rise, this will increase to over 4,400 residential and 330 commercial properties by 2110.

In December 2013, the flood defences on the River Adur breached adjacent to Shoreham Airport affecting eight industrial units and closing Shoreham Airport for 24 hours. The Environment Agency estimates over 200



Image courtesy of Ricardo UK Ltd

residential properties could have been at risk without their emergency repairs.

This section of the embankment is included in the Environment Agency's £25.5m scheme to improve over 7km of the tidal defences along the east and west banks of the River Adur. The scheme is being delivered in partnership with West Sussex County Council, Adur District Council and the Coast to Capital Local Enterprise Partnership, who have collectively contributed £7.5m (of which £6m is from the Local Growth Fund).

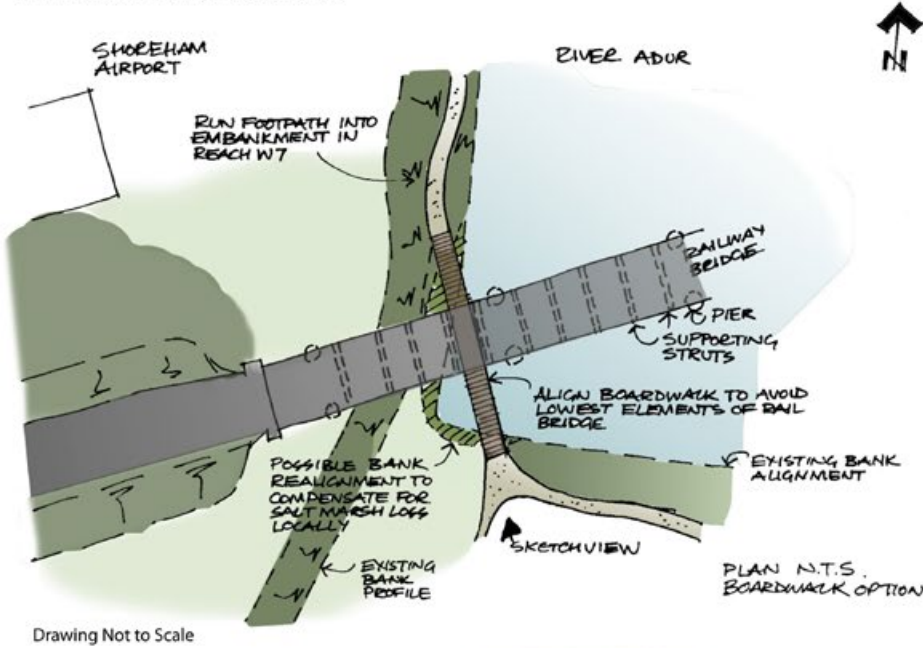
The scheme promotes a consistent Standard of Protection of 1 in 300 (0.33%), taking into account 50 years of predicted sea level rise. The scheme will:

- Enable the strategic employment allocation at Brighton City (Shoreham) Airport to come forward for development – delivering the planned Environmental Technologies Centre.
- Protect over 2,300 households and 150 commercial properties that are currently at significant risk of flooding from overtopping or failure of the existing tidal river defences, and;
- Protect an additional 2,100 households and 280 commercial properties that would otherwise be at risk due to sea level rise by 2110.

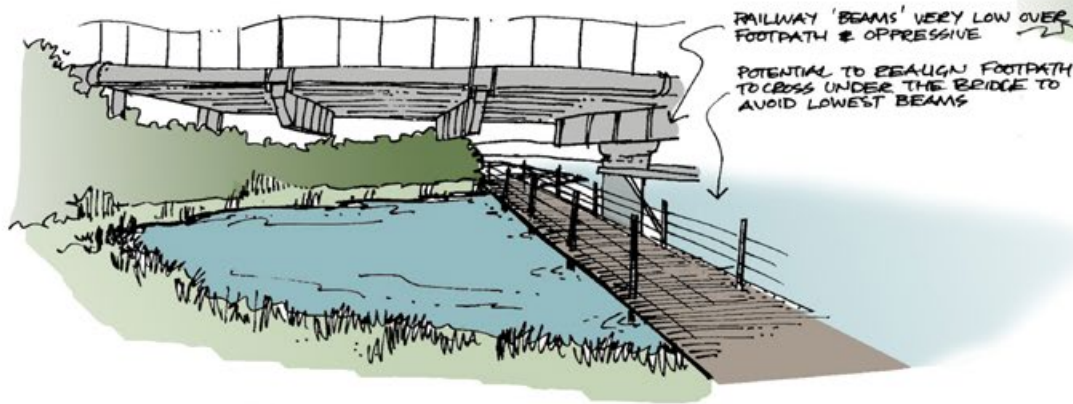
Construction will start in early 2016 and complete in 2017/18.

Shoreham Adur Tidal Wall Sketch Landscape Design Proposals Reach W6

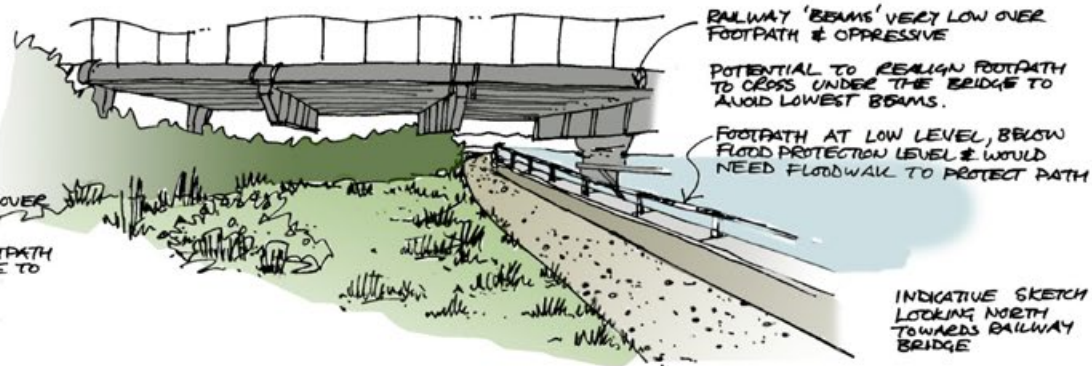
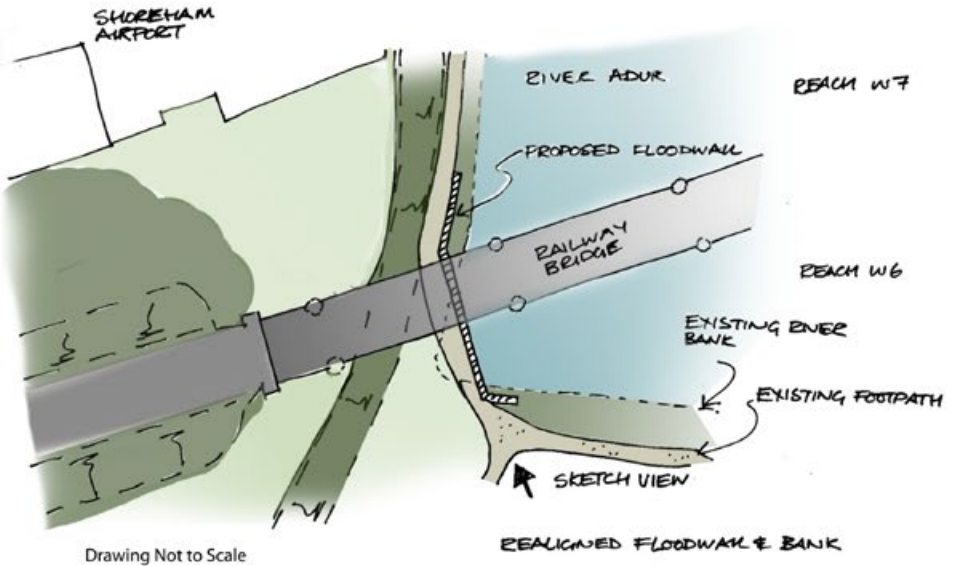
MMD-339663-L-DR-03-W6-1280-SK



Option 1: Boardwalk



Option 2: Realigned footway with Flood Wall



Existing Situation:



6 Shoreham Flood Alleviation Schemes and the Environmental Tech Growth Centre Western Harbour Arm



The regeneration of Shoreham Harbour's Western Harbour Arm and the consolidation of the Port would provide for approximately 1,500 jobs with an additional economic output of up to £34m per annum.

Shoreham Town Centre and Shoreham Harbour are at flood risk, putting over 3,500 residential and business properties as well as the A259, the main coastal road, at risk of flooding on an annual basis. While the Adur Tidal Walls project has been fully funded, land to the east of the footbridge, which includes the development sites of

the Western Harbour Arm, remain at significant risk.

The regeneration of Shoreham Harbour has been a priority for over 25 years but, despite various ambitious projects, the potential for significant economic growth has not yet been fully realised. The project was awarded £2.3m Eco Town and Growth Point funding in 2010. In addition, £5m worth of Community Infrastructure Grant was secured. This enabled the Regeneration Partnership, consisting of Adur District Council, Brighton & Hove City Council, West Sussex County

Council and the Shoreham Port Authority, to develop detailed plans to transform the Harbour into a vibrant, thriving waterfront destination that will deliver new homes and jobs – also envisaged as part of the emerging Adur Local Plan – alongside a consolidated and enhanced commercial Port.

It is estimated that the cost of the entire scheme is £12m. Partial funding, including a £3.5m contribution from the Local Growth Fund, has been secured but a shortfall of £4m remains. Nonetheless, the existing funding levels do provide an opportunity to begin the comprehensive flood defence solutions at both ends of the Western Harbour Arm – the Yacht Club and Kingston Beach – to deal with current weak points and assist development sites by ensuring that only the River frontage (as opposed to all four sides of the individual parcels) need to be protected. As well as new flood defence walls, these projects will provide a flood gate for the Yacht Club slipway and the start of a new off road cyclepath at Kingston Beach, which will eventually provide access along the entire

Western Harbour Arm and link development sites with the town centre.

It is anticipated that work will commence on site in 2016/17 and will focus initially on the Sussex Yacht Club, currently the lowest and most vulnerable section of the flood defences.

The early implementation of these projects will set the tone for the subsequent sections of the comprehensive flood defence solutions, as development sites come forward. To address the remaining shortfall,

more detailed viability assessments will be undertaken that take account of both increased land values for residential and more detailed analyses of the infrastructure costs. This will help to inform future funding bids, including to the Local Growth Fund.

During the Local Plan period up to 2031, it is envisaged that the regeneration of Shoreham Harbour will:

- Deliver up to 1,450 new homes;
- Create approximately 21,500m2 of employment floor space;
- Directly generate 1,500 – 1,700 new full time jobs and between 620 – 870 net additional job;
- Support 1,630 – 1,720 full time temporary construction jobs, and;
- Consolidate Shoreham Port operations in the Eastern Arm and Canal, securing existing jobs and creating 500 new jobs at the Port.



7 Circus Street Innovation Hub and Regeneration



This mixed use regeneration project will drive social, cultural and economic change for the Turner and Valley Gardens areas of Brighton & Hove, some of the city's most deprived neighbourhoods. The site, approximately a hectare in area, houses the former Municipal Market building, a university building and a car park. Despite it being in a sought after location, close to the city centre, the seafront and major transport interchanges, the site is grossly underutilised and has lain largely vacant for nearly 12 years. The regeneration will provide:

- A 3,000sqm office building that will be cohabited by the University of Brighton's research functions and private organisations. It will be an Innovation Hub, which will create and support fledging new businesses and generate opportunities for students, graduates and university staff to work alongside SMEs and larger organisations. Demand for office space is high and there is an acute shortage of quality space in the City, causing barriers for companies both as they are looking to locate and grow;
- New start-up workshops, retail units and restaurants. The workshops and retail units will provide manufacturers, creative businesses and artists space to create and sell locally produced products;
- A library and academic building for the University of Brighton, which will include exhibition space and a café. The building will also be accessible to the public and the University of Brighton will run a programme of educational courses that the local community and City's residents can attend;
- 450 student accommodation bed spaces;
- The Dance Space. This will be the city's only dedicated public dance space and will provide production space, a theatre and public space for community learning and participation and a new head quarters for South East Dance, who have successfully gained over £300,000 in funding towards The Dance Space from Arts Council England;
- 142 new homes, and;





Images courtesy of Cathedral (Brighton) Ltd



BACK TO MAIN MAP



- 40
- New public realm to include a public square and landscaped courtyards.

The mix of residential, business, education and cultural occupiers on the site will bring a wide variety of people into the area, benefitting existing local businesses. Economic impact studies indicate that the development will create approximately 232 predominately local jobs. It will generate £1m in council tax, new business rates contributions and new homes bonuses. It will encourage student and new resident population spending in and around the site and boost the local economy by more than £10m each year due to the multiplier effect.

The project is being delivered by Cathedral (Brighton) Ltd in partnership with Brighton & Hove City Council and the University of Brighton. The project has been awarded £2.7m of Local Growth Fund towards the development costs. Demolition of the current site is due to begin in summer 2015 and the project will then be delivered in phases: the office building will be completed by April 2017 and the workshops and retail units by June 2017; The Dance Space will be built by June 2017; the library and academic building and student accommodation by July 2017, and; the new homes will be completed by April 2018.

8 City College Brighton and Hove Construction Trades Centre



Construction Trades Centre at the City College East Campus at Wilson Avenue. The demand for learning and training programmes to equip learners to work within the construction sector and allied trades is growing and the requirement for the Construction Trades Centre is increasing.

Construction trades are currently taught across three separate campuses and generally delivered in outdated accommodation that is not ideal for the delivery of a modern Construction Trades curriculum. The new Construction Trades Centre will replace existing accommodation at the City College East Campus with a modern, purpose built facility that will allow the construction trades curriculum to be brought together and delivered on a single site. The design of the workshop and facilities will be bespoke to the particular requirements of the various trades and the curriculum will allow learners to follow each other through the construction process, mirroring true site conditions.

The project will benefit the following numbers of learners.

Actual provision for 2014/15 in Construction

	Headcount	FTE
Adult Classroom	117	88.7
EFA	370	367.4
Advanced Learning Loan	6	5.8
Full Cost	193	78.8
16-18 Apprenticeships	64	-
19+ Apprenticeships	86	-
Total	836	540.7

City College Brighton and Hove’s 10 year plan is a plan for growth. By 2022, the College anticipates: growth in 16-18 full time learners of 128; growth in 16-18 apprenticeships of 179; growth in adult apprenticeships of 664, and; a 25% growth in higher education, international and full cost training. Since the plan was drafted, Government has also increased the target number of apprenticeships to be achieved by 2020, increasing local demand further.

A key element in the delivery of the College’s future plan is the provision of a new

Planned provision for 2015/16 by specialism

	14-16	16-18 EFA	19+ SFA	24+ Loans	Full Cost	16-18 Apps	19+ Apps	24+ Apps	Total
Electrical	-	72	-	63	58	10	5	2	210
Plumbing	-	84	6	-	36	14	8	3	151
Carpentry	-	201	105	-	36	15	5	3	365
Maintenance	11	87	3	6	70	29	11	-	217
Total	11	444	114	69	200	68	29	8	943

Proposed provision for 2016/17 by specialism

	14-16	16-18 EFA	19+ SFA	24+ Loans	Full Cost	16-18 Apps	19+ Apps	24+ Apps	Total
Electrical	-	86	0	76	70	12	6	2	252
Plumbing	-	101	7	-	43	17	10	4	181
Carpentry	-	241	126	-	43	18	6	4	438
Maintenance	13	104	4	7	84	35	13	-	260
Total	13	533	137	83	240	82	35	10	113

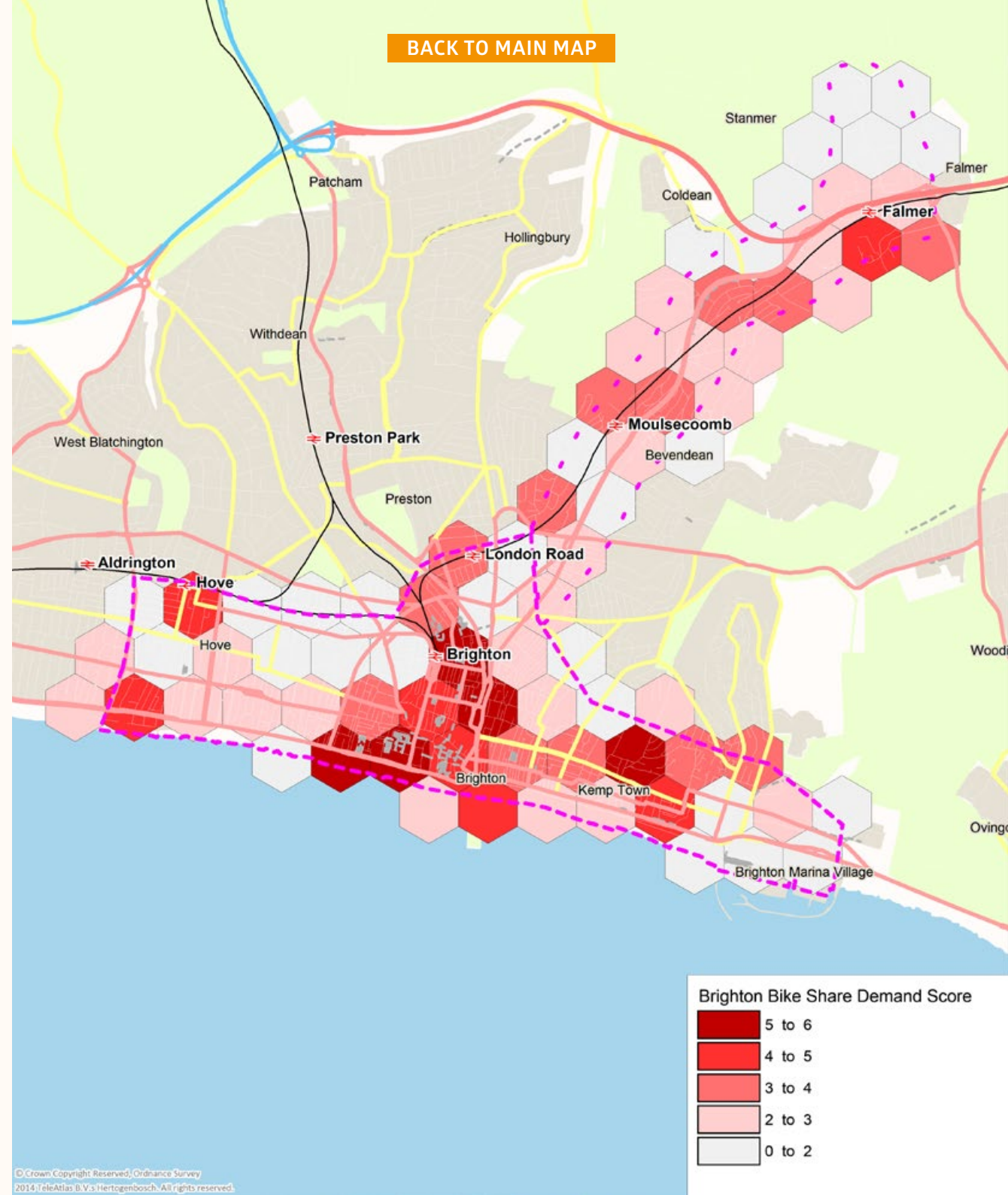
Apps = Apprenticeships

Construction of the new Construction Trades Centre is scheduled to commence in August 2015 and be completed by the end of 2016. The cost of the Construction Trades Centre is £9m and it will be financed through the Local Growth Fund.



9 Brighton & Hove Bike Share Scheme

The project will implement a Bike Share (hire) scheme in Brighton & Hove. The scheme will comprise 430 bikes and 50 docking stations, covering the area in the map shown right:



Public bike share is part of a wider strategy to enhance public transport infrastructure, walking and cycling across the city to improve connectivity between existing employers and developments, the city centre and more local/district centres.

The scheme will be linked to, and promoted alongside, Brighton & Hove's eco-tourism initiatives and could be expanded to cover parts of the City Region and provide cycle access to the South Downs National Park.

As with Cycle Hire in London, the bikes will be available for use across the mapped area. Further extensions to the scheme are likely over time. The benefits of the scheme include:

- The provision of affordable access to employment and study. By providing access to bikes and parking at both ends of the journey, the scheme will help to overcome mobility issues for some non-car users. In parts of the scheme area, 46.6% of residents do not own a car and have advised that

the most significant barrier to cycling is not owning a bike. The area covered by the scheme has an unemployment rate of 1.8%. It contains over 83,000 jobs and 30,000 pupils and students. The scheme development involved identifying major existing employers and developments, including Circus Street, City College Brighton and Hove and Preston Barracks, to enable residents to directly access jobs and wider opportunities, for example via the railway stations in the area. The scheme will work closely with employment services, offering free bike access to those that would not otherwise be able to access specific jobs due to the costs of transport;

- Reduced road congestion, traffic accidents, parking demands and carbon. It is estimated that 32% of Bike Share trips will transfer from former car users.
- Improved health and wellbeing, increasing productivity. Cycling is effective in achieving good health, providing

predictable and inexpensive forms of transport for short trips and can easily fit into people's daily routines.

Forecasts estimate that the scheme will generate in excess of 570,000 new active travel trips per year and that there will be approximately 400 regular users per day. There is evidence that people who are more active are generally healthier and have fewer days off sick than less active workers.

- Help to bolster tourism economy. By providing easier and quicker access to/from railway stations, tourists will be encouraged to visit more places and attractions, such as the Brighton Marina.

The total cost of the scheme is £1.45m, with a Local Growth Fund contribution of £1.16m. The scheme is expected to launch in 2017 and will benefit the local workforce through direct employment (generating approximately 6 jobs), training, creation of apprenticeships and skills development.

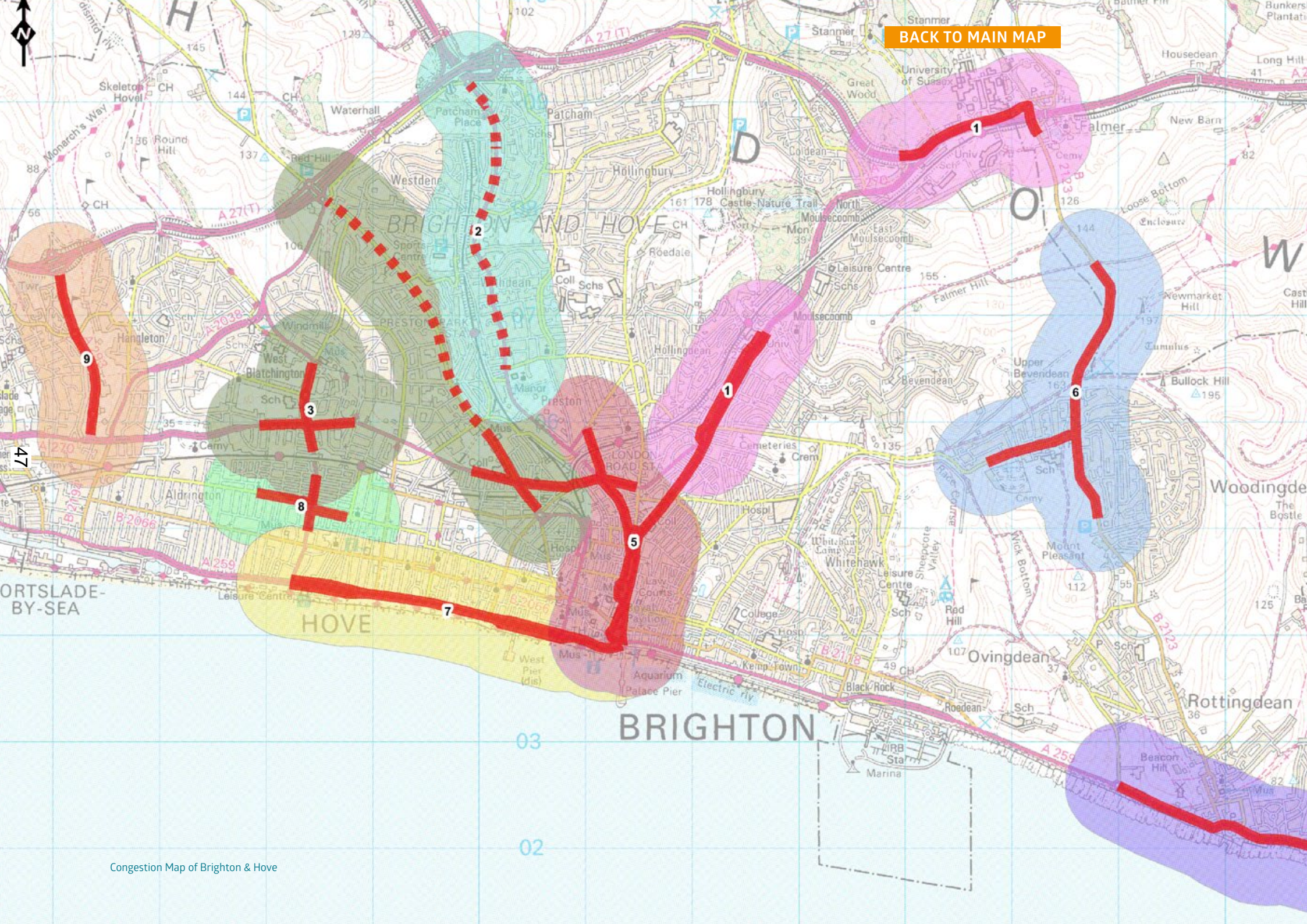
10 Brighton & Hove Intelligent Transport Systems Package

Managing movement on the transport network is focused on changing travel behaviour and informing people's travel choices in dynamic ways, to increase efficiency and sustainability. This can be achieved in a number of ways, traffic and parking management, the promotion of sustainable forms of transport and through the use of technology to improve access to information to inform decision-making before and during a journey.

High traffic flows on several strategic roads means that they are operating above their design capacity during peak times, resulting in congestion and unreliable journey times. This congestion means that there is limited resilience in the network to cope with incidents relating to accidents, adverse weather, road works or deployment of any strategic/emergency diversion routes.

The Intelligent Transport Systems Package is focused on the implementation of enhanced technology along the three main principal road corridors that serve the City and its hinterland, namely the A23, A259 and A270. It is based on 'strategic corridor approaches' to strengthen the resilience of routes that lead to/from, or are within the vicinity of, the priority development. These are the Seafront, Valley Gardens, the New England Quarter, the Lewes Road Corridor and the Shoreham Harbour Regeneration Project. The Intelligent Transport Systems Package will enable a more effective and efficient operation of the highway network by improving traffic flows, reducing delays and congestions and improving junction and corridor performance by using 'real time' travel information. This will not only benefit the city's 273,000 residents and 11 million plus visitors per year, but it will also support the economic growth of the City Region through improved network performance.

The total cost of the Intelligent Transport Systems Package is £2.152m, of which £1.83m will be funded by a Local Growth Fund contribution. Design and procurement is due to complete by October 2017 and implementation is scheduled to take place from September 2015 to March 2018.



[BACK TO MAIN MAP](#)

Congestion Map of Brighton & Hove

11 Brighton Valley Gardens

An area of approximately 1.4km in length, Valley Gardens incorporates a series of green spaces running through the heart of the city centre between the Level and the seafront. The area is intersected by the main transport routes into and across the City.

Valley Gardens is currently dominated by an overly complex transport layout. This creates a perceived and physical barrier that segregates the city. Despite having huge potential as a city amenity space and playing an important role in connecting various city destinations, there's not a lot to attract residents and movement through the area can be difficult whether you are travelling by vehicle or on foot. The Valley Gardens project aims to bring the area 'back to life' as the social, cultural, economic and environmental centre of the city.



Images courtesy of Untitled Practice Ltd

This project, which is being led by Brighton & Hove City Council, seeks to transform the area to create:

- An attractive, flexible, safe space that enhances the city centre environment;
- A place that will attract residents and visitors at all times of the day and year, with something for everyone to enjoy, and;
- A meeting place, connecting the city efficient and safely however people travel.

By tackling the overly complex, illegible and disparate simplifying transport infrastructure transport corridor and making better uses of the public spaces, it is anticipated that the project will:

- Improve the perception and arrival experience of the city;
- Reduce congestion, through both the simplification of traffic and public transport priority corridors and by encouraging

the use of public transport, walking and cycling by providing enhanced facilities;

- Reduce journey times and driver frustration;
- Tackle the causes of vehicle related collisions and casualties;
- Create a more attractive environment and event space, generating increased footfall and greater economic activity within the gateway to the city;
- Enable the area to operate more effectively as a cultural centre, bringing jobs and increased visitor investment;
- Reduce barriers to movement between the city centre and the eastern and northern commercial and residential districts, helping to reduce social exclusion and encouraging commercial development, regeneration and employment, and;
- Improve biodiversity opportunities and climate change resilience in the city centre.



The project is divided into phases. Phases 1 and 2 are focused on the geographical area between Saint Peter's Church and the Royal Pavilion, while Phase 3 extends from Edward Street to the A259 Aquarium Roundabout. It is anticipated that Phases 1 and 2 will be completed by 2018. The project has received a Local Growth Fund contribution of £8m. An additional £6m has been allocated to enable Phase 3 to follow, subject to submission of a successful Business Case.

12 A2300 Corridor Improvements, Burgess Hill

Burgess Hill is a key growth location within the City Region. It will accommodate over 5,000 new homes, 5,000 new jobs and 200,000 m² new employment floor space.

There are existing planning approvals for 1,280 houses and also a strategic employment site (up to 50,000 m² floor space) on land at Goddard's Green (immediately south of A2300). The Northern Arc strategic allocation within the Mid Sussex District Plan will provide up to 3,500 additional new homes and a further 15 hectares of employment land. Northern Arc planning applications are anticipated in autumn 2015. A further 440 new homes will be developed within Burgess Hill town centre.

The Burgess Hill proposals will deliver in respect of all six of Coast to Capital's identified priorities for economic growth and housing/infrastructure provision. Burgess Hill is also a key Growth Centre for the Greater Brighton City Deal.

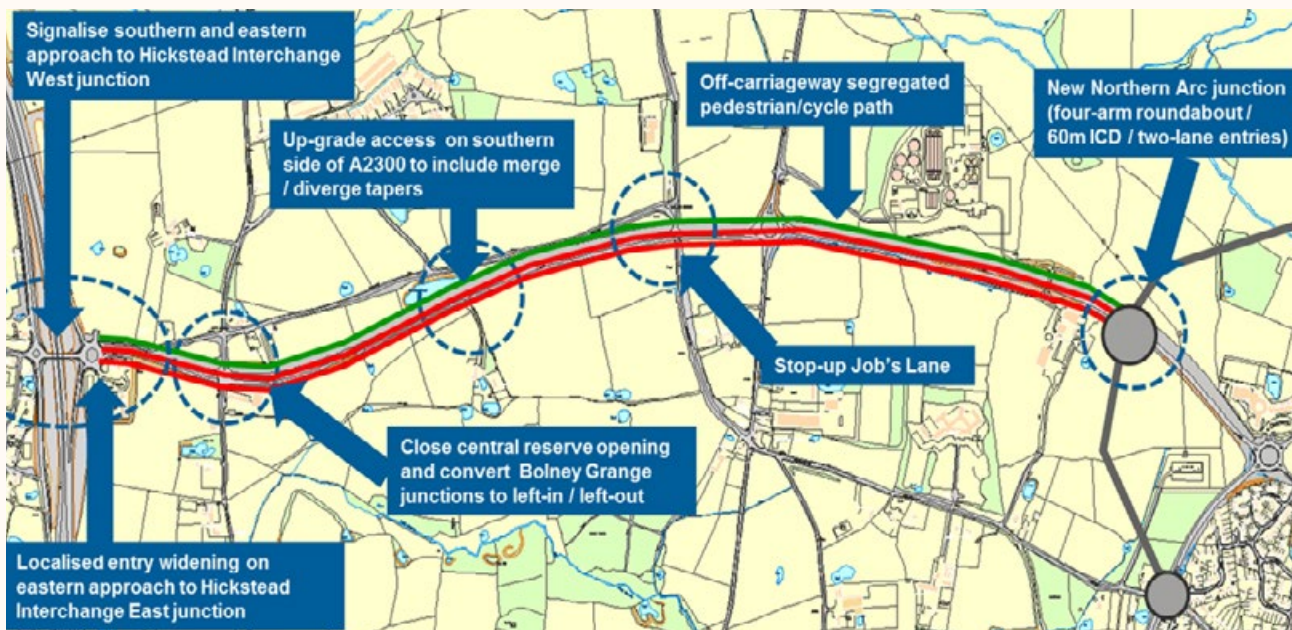


Image courtesy of Ordnance Survey

The Mid Sussex Transport Study identified a need for works within the A2300 corridor to facilitate these major proposals. The A2300 link road was completed in February 1997, largely as single carriageway but with land and earthworks provision to enable later improvement to higher capacity/standard. Traffic flows on the road are currently in the region of 20,000 vehicles per day. The

dualling of the single carriageway has been identified as providing the necessary increased capacity.

Feasibility work by West Sussex County Council has found dualling the A2300 between the A23 and the Northern Arc junction to be the most appropriate improvement (see plan on next page).

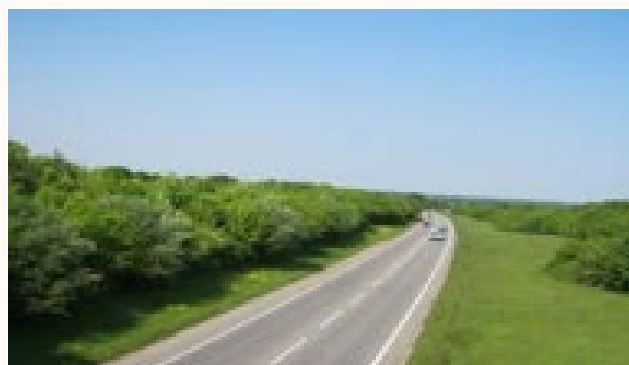


The A2300 scheme would improve access from the A23 trunk road and help to deliver the town's new residential and employment developments. It would also reduce congestion and journey times in the Burgess Hill area and improve road safety. This will support the delivery of the major new residential and employment developments proposed.

The total cost of the A2300 improvements is £23.2 million. The Coast to Capital has secured one of the largest Local Growth Fund contributions, of £17m, towards the A2300 improvements. Other contributions will be made by developers (£5.58 million) and local authorities (£0.66 million).

In total, the Burgess Hill developments will draw in developer investment of around £570 million in development costs and related infrastructure provision.

Completion of the A2300 improvements is anticipated by 2021.



13 Worthing Sustainable Transport Package

The Worthing Sustainable Transport Package will deliver a range of transport and urban realm schemes in the town. The Package is split into several stages, the first of which is the Worthing Connectivity Public Realm Scheme which will also improve walking and pedestrian movements.

The Worthing Connectivity Public Realm Scheme is focused on the town centre. It aims to make this more attractive, by improving connectivity and tackling the declining urban realm. It will refurbish the urban realm along the pedestrian section of Montague Street, the Montague Street and Crescent Road junction and Portland Road.

Improvements will also be made to Montague Place, including the removal of the Rotunda to create an area for events and stalls, to strengthen the link between the main shopping area and the seafront. Once constructed, the improvements are expected to have an estimated design life of 40 years.



Phases of the Scheme. Phase 1 is located at Montague Place, highlighted in green





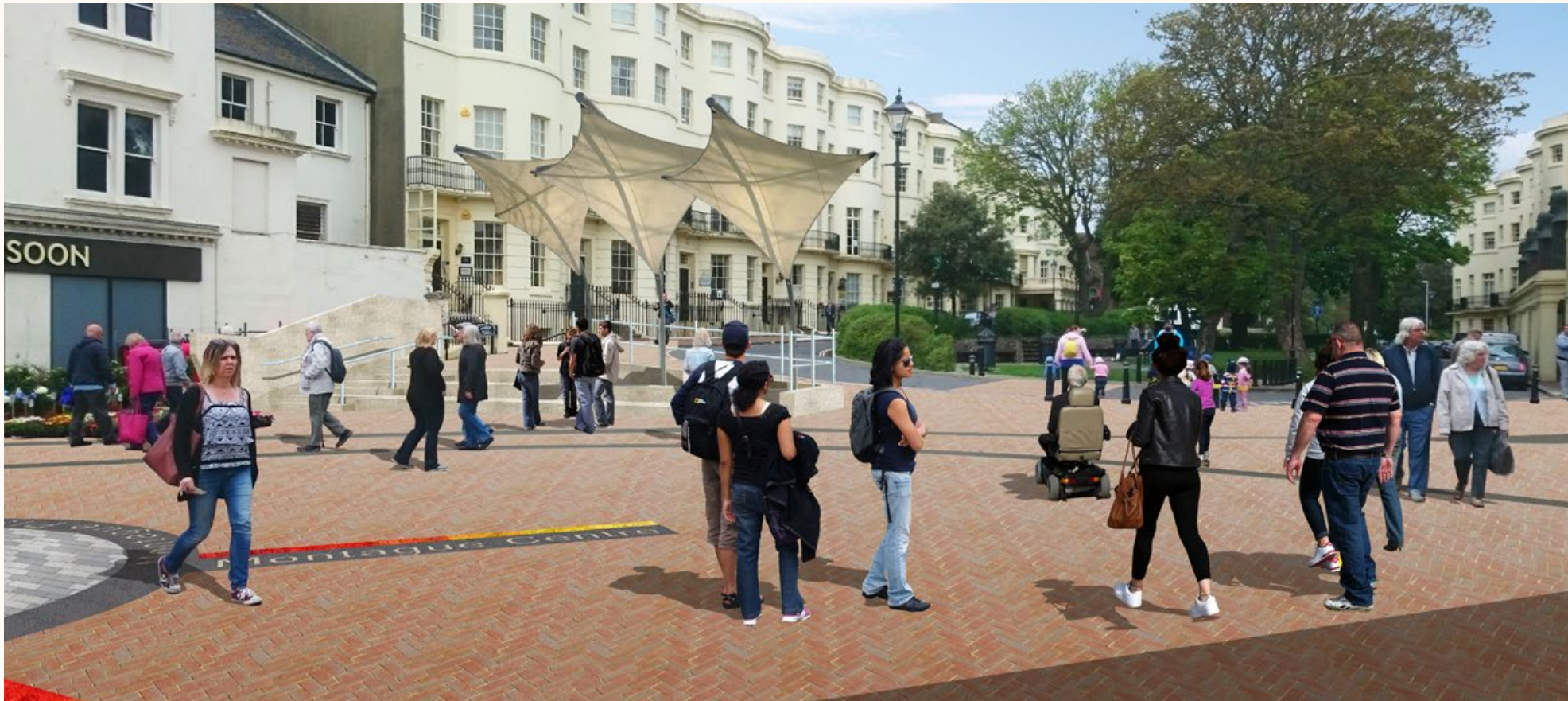
51

By improving the public realm and the connectivity of the key town centre shopping street, the area will become a more attractive and safer environment, particularly for pedestrians.

More people will shop in the area – footfall and turnover are anticipated to increase by approximately 25-30% and 18% respectively.

This will improve the town's competitiveness and thereby encourage higher-end shops into the area. The rate of vacant properties is expected to reduce by as much as 21%, creating new businesses and jobs and improving the overall vibrancy of the town centre. The Worthing Connectivity Public Realm Scheme will be truly transformational.

The Worthing Connectivity Public Realm Scheme is split into six phases, the first of which is located at Montague Place. The cost of Phase 1 is estimated to be £1.2m, with an £800,000 Local Growth Fund contribution. Construction of Phase 1 will commence in January 2016.



14 The Sussex Innovation Centre – Brighton & Hove

The Sussex Innovation Centre provides specialist support and accommodation to start-up and established businesses that are developing new innovative products and services. The original Centre, which opened in 1996 at the University of Sussex, has helped hundreds of businesses to realise the market potential of their ideas creating thousands of jobs and significant economic growth through their activity. Now a wholly owned subsidiary of the University, the Sussex Innovation Centre also supports the commercialisation of academic research and the student entrepreneurship programmes.

The Block J development at Brighton Station is an exciting extension of the Sussex Innovation Centre's internationally recognised technology incubation facilities and will make access to the specialist support even easier within the city. Block J also provides a new base for the University of Sussex in the heart of the city.



Image Courtesy of Aros

The new Innovation Centre at the Brighton Station site, which is being developed alongside a new Indigo hotel, will provide 20,000 square feet of new high quality office accommodation for high growth potential businesses over 6 floors, together with a new cafe opening onto New England Square, collaborative workspace, hot-desking and meeting space.

Construction of the new Innovation Centre, which received a Coast to Capital Local Enterprise Partnership investment of £3.8m, has commenced and is due to complete in Summer 2016.

As part of a new network of Centres, Sussex Innovation – Brighton member's will also be able to access space and services at both the University and new East Croydon Centres.



Image Courtesy of Aros

Boosting apprenticeships

**Cllr Tom Bewick, Lead
Member – Children, Young
People and Skills, BHCC**

@Lab_Westbourne



**Brighton & Hove
City Council**

21st Century Apprenticeships

Comparative review of apprenticeships in Australia, Canada, Ireland, and the United States, with reference to the *Richard Review of Apprenticeships* and implementation in England

Tom Bewick

World Class Apprenticeships™
Raising the Standard

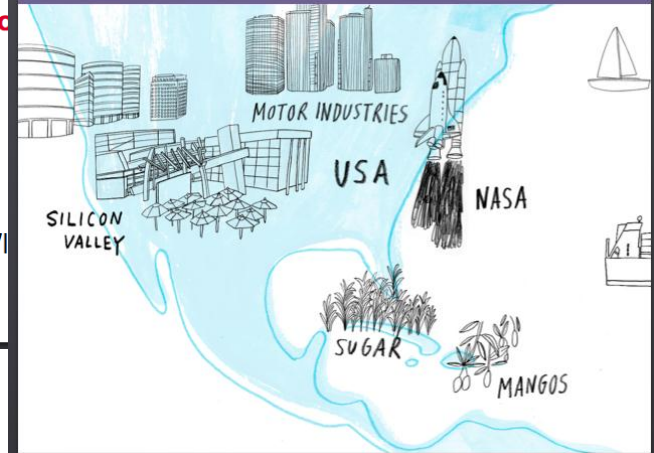
World-Class Apprenticeships
are they the answer to the
age of stagnation

TOM BEWICK

inSSO INTERNATIONAL
SKILLS STANDARDS
ORGANISATION

How do you create apprenticeships
out of thin air?

Speech by Tom Bewick
Director and Chief Economist,
INSSO, and founder of the
UK's creative apprenticeships



Author of several publications on
apprenticeships and skills

Blog at www.theknowhoweconomy.com

Twitter @TomBewick



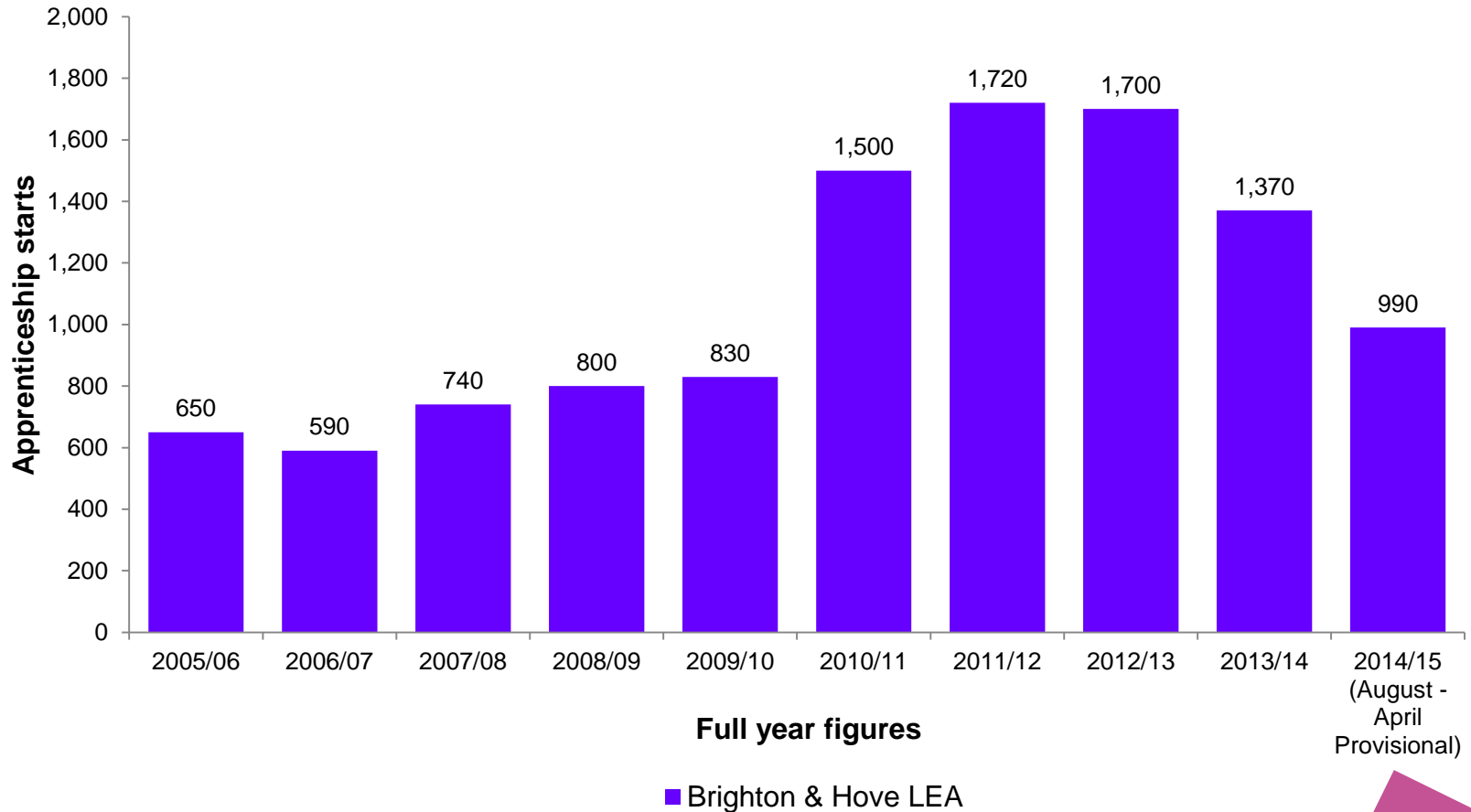
Brighton & Hove
City Council

Overview – Apprenticeships

- Performance to date
- What works in boosting demand
- Chancellor's Budget
- Case studies
- Apprenticeship Training Companies
- The Great Brighton Apprenticeship Company?
- Options: models of delivery
- Next Steps

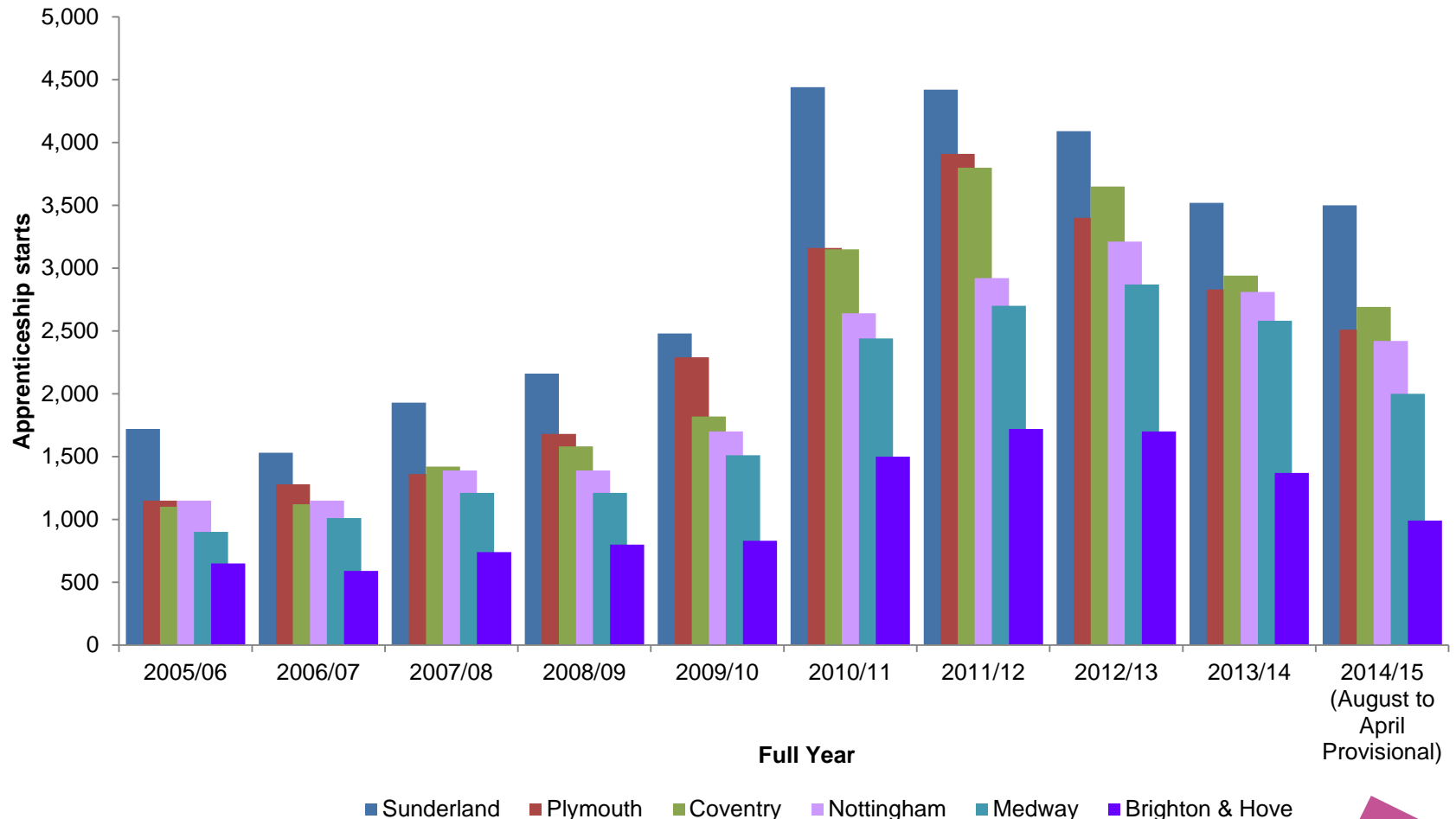


Performance to date – Brighton & Hove



Source: Skills Funding Agency. All aged apprenticeship “starts” 16-64. Figures for 2014/15 academic year are estimates only. Based on Local Education Authority boundaries.

Performance to date - Comparison Unitary LAs



Source: Skills Funding Agency. Comparisons based on English Unitary Authorities / Local Education Authorities with local populations circa 300,000. Figures for 2014/15 in year estimates only

What works in boosting demand

“Without employers you can’t have apprenticeships.”

- A customer-focussed, powerful local brand
- Co-ordinated sales & marketing efforts
- Business ambassadors working to a unified script
- An ‘eco-system’ or single-interface that hides the wiring and red-tape
- Systemic outreach to schools and colleges
- Create positive feedback loops (e.g. Awards)

Chancellor's Budget announcements

New measures to meet 3 million apprenticeships & skills targets over the course of the Parliament include:

- Large employer compulsory levy
- Mandates for public bodies
- Institutes of Technology (replacing FE colleges?)
- 'Commissioning of local provision' – devolved skills funding
- Digital vouchers for employers
- Phasing out of paying for qualification units, to employment outcomes

Case study: Apprenticeship Carolina

www.apprenticeshipcarolina.com — Apprenticeship Carolina - a division of the SC Technical College System

Contact Us Divisional Approach readySC™

APPRENTICESHIP CAROLINA™ SC TECHNICAL COLLEGE SYSTEM

About Us Employers Youth Apprenticeship Testimonials

Apprenticeship is no longer limited to traditional trades.
It has truly evolved.

apprenticeship evolved

12838	748	6242
TOTAL APPRENTICES SERVED	APPRENTICESHIP PROGRAMS	TOTAL ACTIVE APPRENTICES

Testimonial Videos



Recent News



Brighton & Hove
City Council

Case study: Coventry City Council

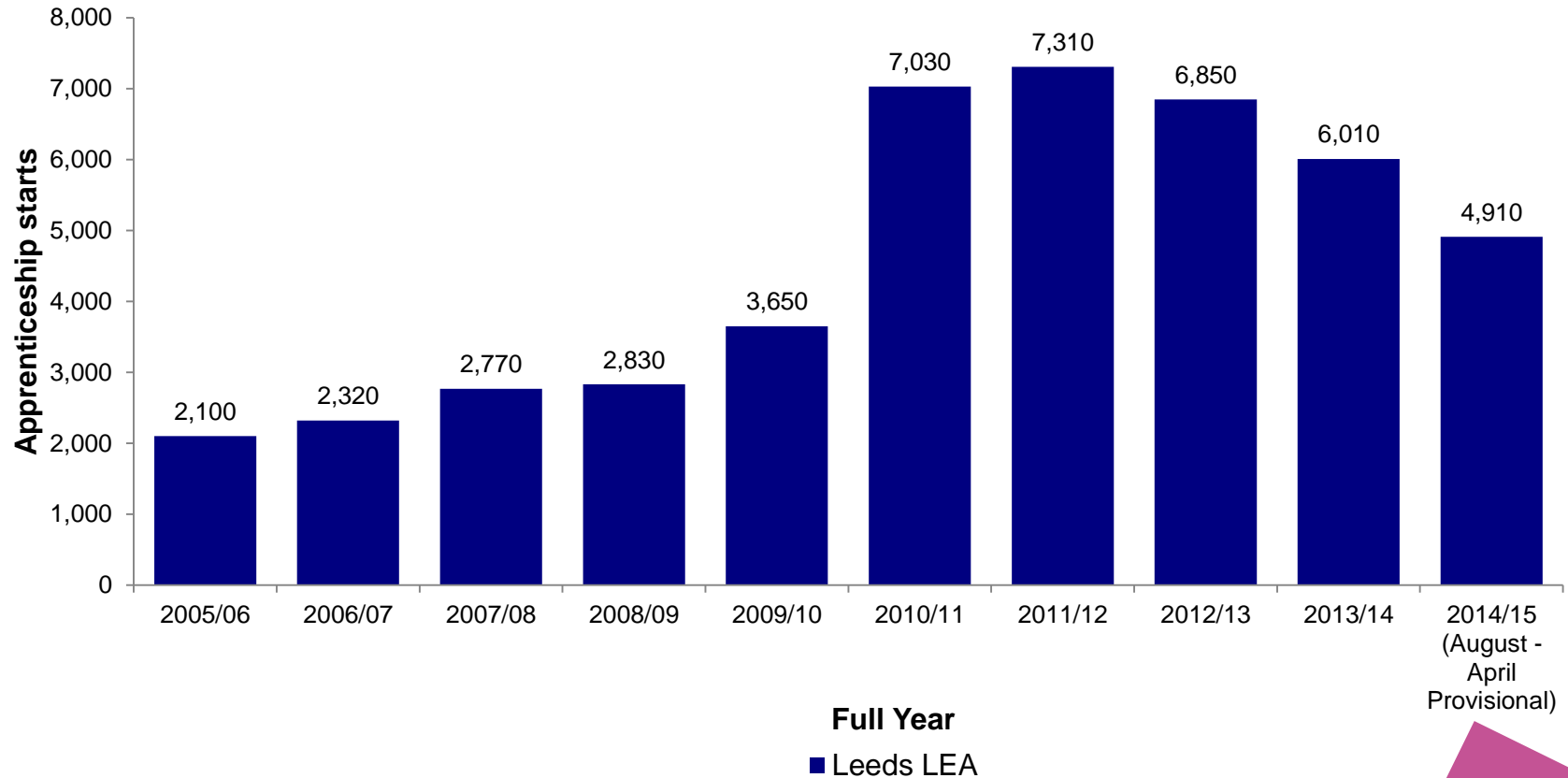
- Analysis found less than 5% of council workforce were under the age of 25
- Since 2011, quadrupled the number of council apprentices to 120 starts per annum
- Launched the “grow our own” campaign, linked to 2020 target of every school taking on an apprentice
- The “Jobs Shop” brings together employment and apprenticeships in the city; has achieved a 98% success rate for NEETs



Case study: Leeds City Region

- Council has led a “focussed partnership” resulting in the doubling of apprenticeships in 5 years (c. 6000 starts per annum)
- Leeds is the best city in the UK for a young person to secure an apprenticeship; 41% at Advanced Level 3
- Established the “Hub” with local colleges and an Apprentice Training Agency (ATA) with City Deal monies
- Has engaged all 28 secondary schools and academies in the city

Performance to date – Leeds LEA



Source: Skills Funding Agency. Figures for 2014/15 in year estimates only. Note: Leeds has over twice the population of Brighton and Hove and is a metropolitan authority. However, it still performs better than B&H by > 200% in apprenticeships when adjusted for population size.

Apprenticeship Training Companies

- Not a new concept. Been around as GTAs, since the 1964 Industrial Training Act
- Not all have been successful; requires real commitment and critical-mass locally
- Not a panacea, but can assist SMEs and non-traditional sectors take on apprentices
- ATAs operate like a recruitment agency; they employ the apprentices and provide key services like payroll
- Australia has the world's most successful ATCs



- **First ATA to be established in England**
- **Taken on over 1000 apprentices**
- **Works with 500 businesses and 15 local authorities**
- **Accesses various grants and financial incentives to make it more cost effective for SMEs to hire apprentices e.g. £1500 grant**
- **Charges employers a “service fee” for its help**



The Great Brighton Apprenticeship Company?

- Worth noting that there are already ATAs operating in the county-region, but how successful?
- There is no locally recognised brand, unity of purpose or delivery mechanism to get local employers and apprentices excited + engaged
- There's no real strategy to meet the needs of SMEs in the city-region
- Establishing a Greater Brighton organisation could bring all these facets together

Options: models of delivery

An ATC would typically deliver:

- The 'shop window' through which employers are engaged (sales + marketing)
- Support local recruitment, including vacancy matching + mentoring
- Provide 'hosting' of apprentices or 'direct-employment route' (HR + payroll)
- Group purchasing of training from approved providers (digital vouchers?)
- Provide some training directly
- Could pool local Levy

Options: models of delivery

- Build on an existing ATA?
- Set up a new entity, public-private partnership?
- As a charity
- As a community interest company (CIC)
- As a share capital company with expectation of a commercial return on investment
- Need to think through impact of new Employer Levy and devolved skills funding arrangements

74

Next Steps

- Council is committed to putting local employers and the private sector in the driving seat
- Establish an Employer Skills Task Force – business leadership & civic leadership coming together
- Reports in January 2016 to the Council and three MPs with an action plan to boost skills and apprenticeships
- Examine feasibility of an ATC, which could be set up from April 2016 – “The Great Brighton Apprenticeship Company....”

Boosting apprenticeships

**Cllr Tom Bewick, Lead
Member – Children, Young
People and Skills, BHCC**

@Lab_Westbourne



**Brighton & Hove
City Council**

COAST TO CAPITAL:

making the
connections

Some things we know, and some thing we don't

- Deal type funding mechanisms
- Devolution proposals
- More competition
- Timing of next Growth Deal round???
- Need to be ready
- Need to be better prepared
- Whole host of studies and reports underway
- **NO GROWTH, NO INVESTMENT**

Knowns (Certainties?)

- Our area will grow
- There will be an increasing expectation for us to take development
- This is better if it is led by growth in business, services and infrastructure
- Public money will start to tighten in 2015 and will be very tight by 2020/21

To bring different parts of our country together, my government will work to bring about a balanced economic recovery. Legislation will be introduced to provide for the devolution of powers to cities with elected metro mayors, helping to build a Northern Powerhouse.

5 August 2014 Last updated at 12:48

2.5K Share f t v

Five cities outline £15bn One North transport plan

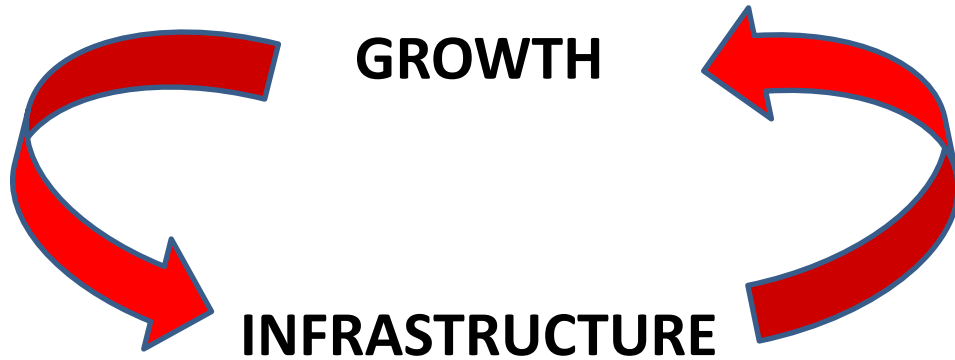


Chancellor George Osborne has called for transport investment to boost cities including Manchester

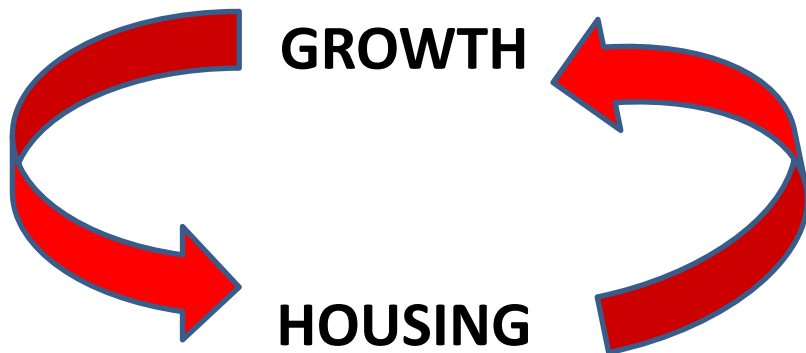
80



Solving our conundrum?



1. We will not get infrastructure funding unless we offer growth – including housing



2. We cannot offer growth (inc. Housing) unless we improve our infrastructure

What do we need to demonstrate?

That we:

- Understand our area, its challenges and its needs
- Understand what good governance means
- Can match the best of public and private sectors
- Can not only plan but deliver on those plans
- Are willing to give something for something

So how do we prove this with infrastructure?

- Instigated a high level infrastructure review
- Conducted by consultant ARUP
- Based on existing shared data from all our major partners
- Demonstrating common intent
- Looking at transport, water and digital challenges within and across our boundaries

Outputs

- Financial baseline for infrastructure
- It's a partial view based on known plans and projects
- It does NOT include our aspirations for Growth
- A series of clear messages on each infrastructure type
- Identifying areas where investment is a must
- Demonstrating how this investment ties in with our own priority areas
- Providing a locus with which to engage with BIS, DCLG and DfT

Study Conclusions

- Our areas transport networks suffer both congestion and reliability issues
- Flood defences needed to address climate change
- Digital provision falls short of consumer and business expectations
- Essential that current planned expenditure is realised
- Above average growth will mean above average strain on infrastructure
- It is worth investing in filling this gap
- Very few detailed plans post 2025
- Great interdependence with housing

What do we need to include in any pitch to Government?

- Funding and realisation of essential road and rail upgrades
- A credible plan for what happens when these are exhausted
- A fully strategic approach which looks cross boundary and allows each infrastructure to play to its strengths

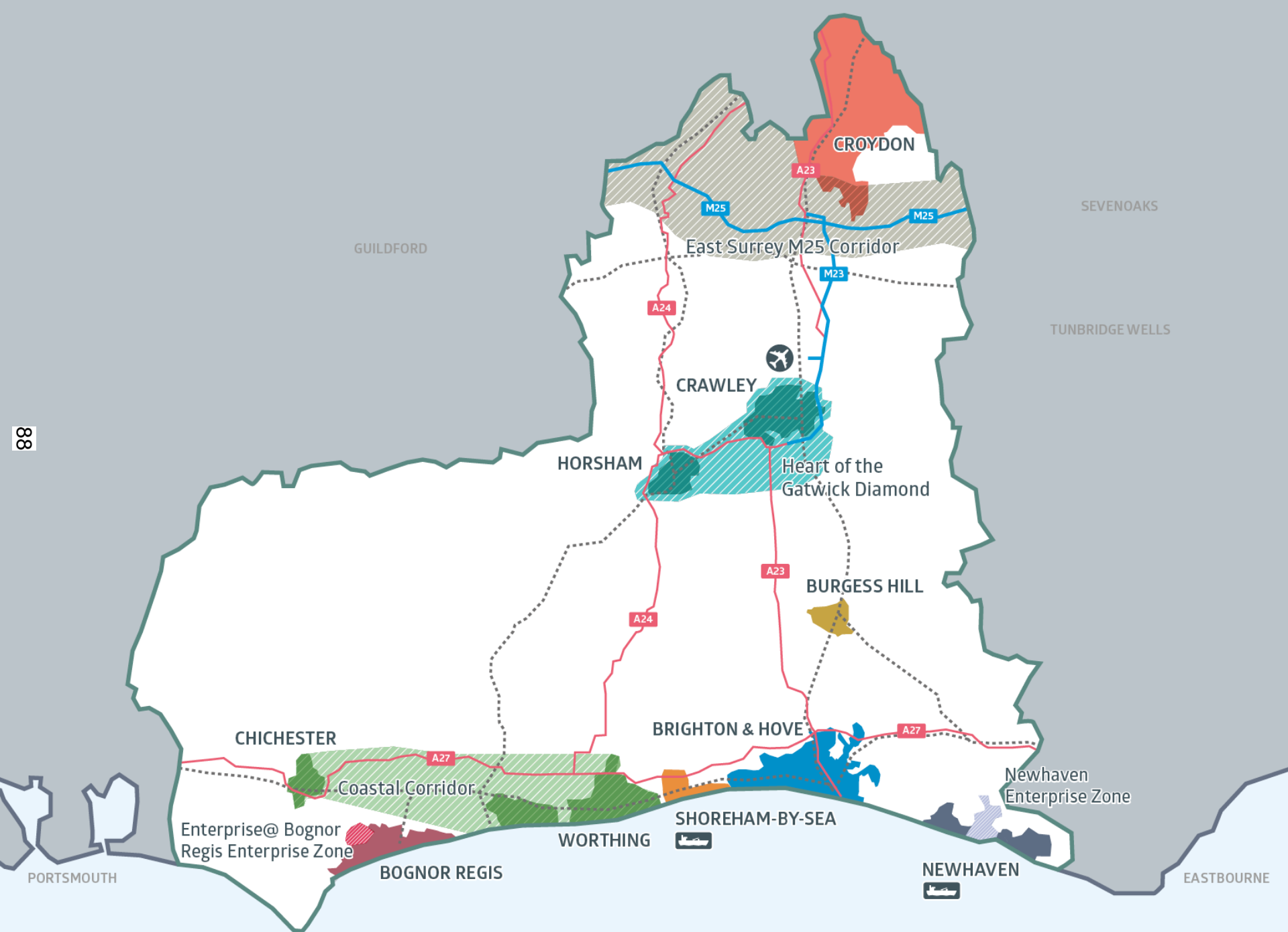
Our Ask to Govt (2)

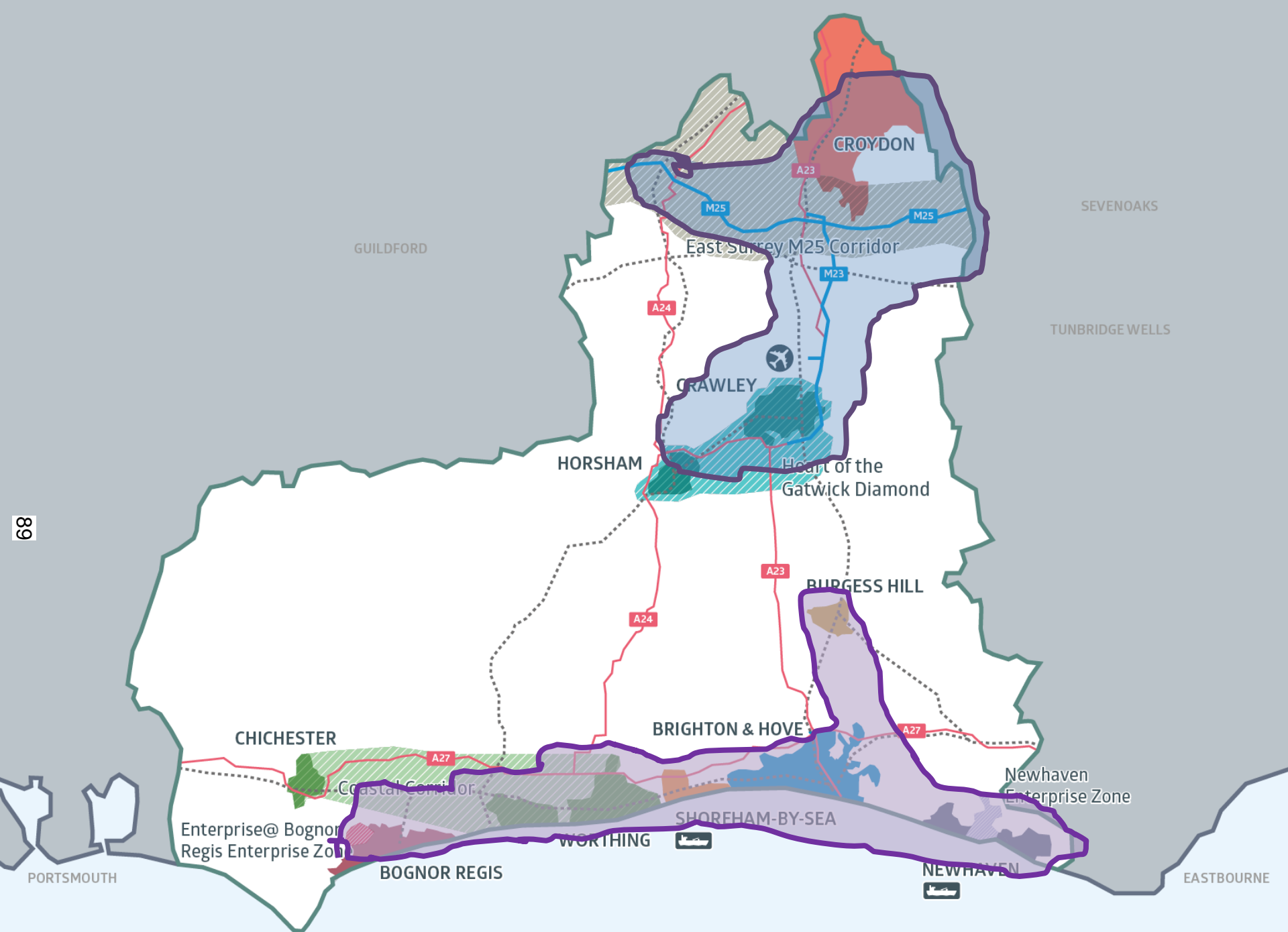
Water, waste, flooding – protect existing budgets

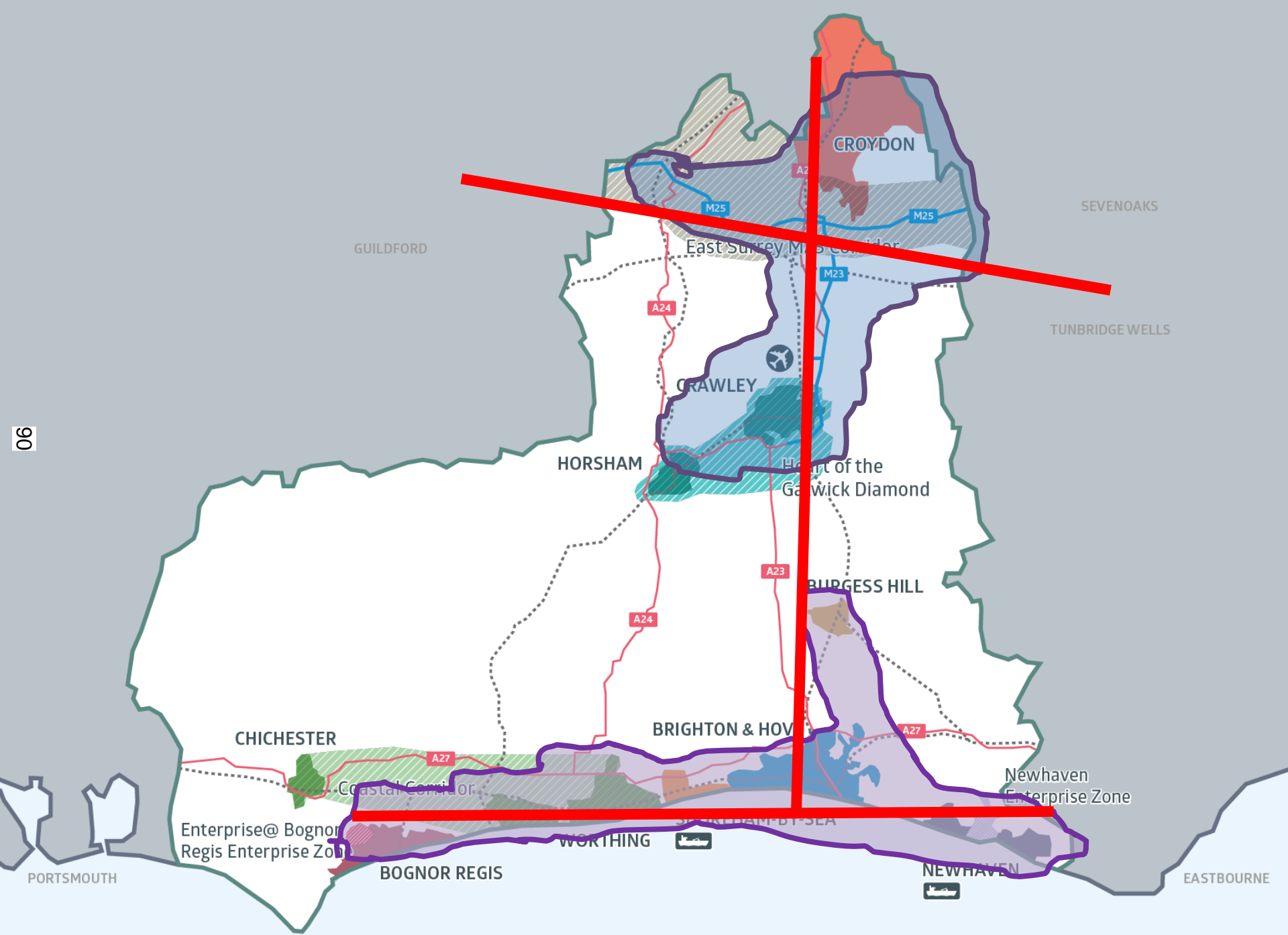
Digital – invest in a “100%” coverage strategy

In transport work with us to invest in our areas of greatest opportunity:

- The M25/A25 / North Downs Line
- The Brighton Main Line / A23 – anchored by Croydon and Brighton with the Gatwick Diamond at its centre
- The A27 and ‘east and west coastway’







It's not just about transport

- Digital infrastructure
 - Flood defences
 - Water supply and waste
- and...
- Housing

FEWER PROJECTS, BETTER ARGUED

- What should be our big, enabling, transforming infrastructure proposals – think 15 years or longer?
- What will be the major infrastructure barriers?

We will have more chance of success if we bring together all the findings in making our pitch(es) to Government