



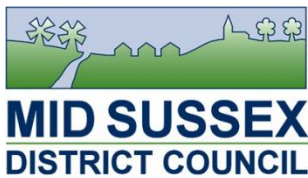
# **GREATER BRIGHTON ECONOMIC BOARD**

**31 JANUARY 2017  
10.00AM**

**RICARDO CENTENARY INNOVATION CENTRE, SHOREHAM-BY-  
SEA, WEST SUSSEX, BN43 5FG**

## **AGENDA**





Title:	<b>Greater Brighton Economic Board</b>
Date:	<b>31 January 2017</b>
Time:	<b>10.00am</b>
Venue	<b>Ricardo Centenary Innovation Centre, Shoreham-by-Sea, West Sussex, BN43 5FG</b>
Members:	<p><b>Councillors:</b> Humphreys (Chair), Morgan, Parkin, Smith, G Theobald and Wall</p> <p><b>Business Partners:</b> Trevor Beattie, Prof. Michael Davies, Peter Davies, Prof. Debra Humphris, Nick Juba, Dean Orgill, John A. Peel and Andrew Swayne</p>
Contact:	<p><b>John Peel</b> Democratic Services Officer 01273 291058 john.peel@brighton-hove.gov.uk</p>



**University of Brighton**



# Greater Brighton Economic Board

**Alex Bailey**  
CE- WBC/ADC

**Councillor  
Humphreys**  
Chair

**Secretary**

**Lawyer**

**Nick Hibberd**  
BHCC

**Thalia Liebig**  
BHCC

**Max Woodford**  
LDC

**Lynda Dine**  
WBC/ADC

**Cath Goodall**

**Councillor  
Theobald**  
BHCC

**Councillor  
Morgan**  
BHCC

**Geoff Raw**  
CE- BHCC

**Councillor  
Smith**  
LDC

**Robert Cottrill**  
CE- LDC

**Councillor  
Parkin**  
ADC

**Martin Randall**  
WBC/ADC

**Councillor  
Wall**  
MSDC

**Kathryn Hall**  
CE- MSDC

**Andrew  
Swayne**

Chairman- A&W  
Business  
Partnership

**Dean Orgill**  
B&H Business  
Partnership

**John A. Peel**  
Director C2C LEP

**Peter Davies**  
CWS Partnership

**Prof.  
Humphris**  
Vice-Chancellor  
UoBtn

**Prof. Davies**  
Deputy Vice-  
Chancellor UoSx

**Nick Juba/  
Sue Dare**  
FE Rep

**Trevor Beattie**  
SDNPA

Amanda  
Menahem

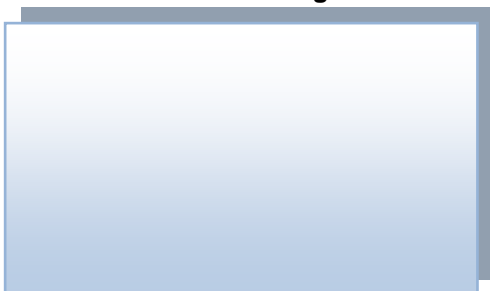
Jonathan  
Sharrock

Caroline Wood

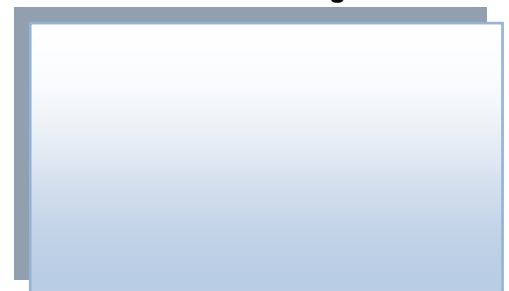
Prof. Sue  
Baxter

**Press**

**Public Seating**



**Public Seating**



AGENDA

PART ONE

Page

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**20 PROCEDURAL BUSINESS**

**(a) Declaration of Substitutes:** Where Members of the Board are unable to attend a meeting, a designated substitute for that Member may attend, speak and vote in their place for that meeting.

**(b) Declarations of Interest:**

- (a) Disclosable pecuniary interests not registered on the register of interests;
- (b) Any other interests required to be registered under the local code;
- (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

**(c) Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

***NOTE:** Any item appearing in Part Two of the Agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.*

*A list and description of the exempt categories is available from the Secretary to the Board.*

**21 MINUTES OF THE PREVIOUS MEETING**

**1 - 6**

To consider the minutes of the previous meeting held on 18 October 2016 (copy attached).

**22 CHAIR'S COMMUNICATIONS**

## **GREATER BRIGHTON ECONOMIC BOARD**

- 23 TRANSPORT FOR THE SOUTH EAST PROPOSALS** **7 - 14**  
Report of the Chair, Greater Brighton Officer Programme Board (copy attached).
- 24 SUSSEX COAST AREA REVIEW AND THE METROPOLITAN COLLEGE PROPOSALS**  
Presentation from Nick Juba, Chief Executive Officer, City College Brighton & Hove
- 25 UPDATE ON GREATER BRIGHTON DEVOLUTION BID** **15 - 36**  
Report of the Chair, Greater Brighton Officer Programme Board (copy attached).
- 26 GATWICK DIAMOND INITIATIVE AND GATWICK AIRPORT LTD**  
Presentation from Jeff Alexander, Executive Director, Gatwick Diamond Initiative and Alison Addy Head of Community Engagement, Gatwick Airport Ltd
- 27 UPDATE ON GREATER BRIGHTON INVESTMENT PROGRAMME AND LOCAL GROWTH FUND** **37 - 52**  
Report of the Chair, Greater Brighton Officer Programme Board (copy attached).
- PART TWO**
- 27a UPDATE ON GREATER BRIGHTON INVESTMENT PROGRAMME AND LOCAL GROWTH FUND- EXEMPT CATEGORY 3** **53 - 140**  
Report of the Chair, Greater Brighton Officer Programme Board (copy circulated to Board Members only).
- 28 PART TWO PROCEEDINGS**  
To consider whether the items listed in Part Two of the agenda and decisions thereon should remain exempt from disclosure to the press and public.

## GREATER BRIGHTON ECONOMIC BOARD

The Greater Brighton Economic Board actively welcomes members of the public and the press to attend its meetings and details of the meetings and forthcoming agendas can be found on the various partner bodies' websites.

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Electronic agendas can also be accessed through our meetings app available through [www.moderngov.co.uk](http://www.moderngov.co.uk)

Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

For further details and general enquiries about this meeting contact CommitteeOfficerName, (CommitteeTel, email CommitteeEmail) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk).

Date of Publication - Deadline(pubagenda)





# GREATER BRIGHTON ECONOMIC BOARD

10.00am 18 OCTOBER 2016

THE MAIN HALL, HILLCREST CENTRE, BAY VUE ROAD, NEWHAVEN, BN9 9LH

## MINUTES

**Present:** Councillors Humphreys (Chair), Morgan, Parkin, Smith, Theobald, Wall

**Business Partners:** Peter Davies, Eduardo Hernández, Prof. Humphris, Dean Orgill, John A. Peel, Andrew Swayne

### PART ONE

#### 10 PROCEDURAL BUSINESS

##### 10a Declarations of substitutes

10.1 Eduardo Hernández was present as substitute for Prof. Davies.

##### 10b Declarations of interests

10.2 Prof. Humphris declared a non-pecuniary interest in Item 16 as representative of University of Brighton.

10.3 Eduardo Hernández declared a non-pecuniary interest in Item 16 as a representative of the University of Sussex.

##### 10c Exclusion of the press and public

10.4 In accordance with Section 100A of the Local Government Act 1972 (“the Act”), the Board considered whether the public should be excluded from the meeting during consideration of any item of business on the grounds that it is likely in view of the business to be transacted or the nature of the proceedings, that if members of the public were present during it, there would be disclosure to them of confidential information as defined in Section 100A (3) of the Act.

10.5 **RESOLVED-** That the press and public be excluded from the meeting during consideration of the items contained in Part Two of the agenda.

#### 11 MINUTES OF THE PREVIOUS MEETING

11.1 **RESOLVED-** That the minutes of the previous meeting be agreed and signed as the correct record.

11.2 Councillor Theobald asked if a formal response from the 3SC’s relating to a resolution taken by the Board in April was yet to be received or had been raised.

- 11.3 The Chair stated that whilst he had attended meetings of the 3SC's, the issue had not been discussed and he would ensure to raise the matter at the next opportunity.

## 12 CHAIR'S COMMUNICATIONS

- 12.1 The Chair provided the following communications:

*“As a follow up from an item we considered at our previous meeting, Professors Cowling and Nightingale from the Universities of Brighton and Sussex have commenced work on the development of the City Region’s Smart Specialisation Strategy.*

*This exciting piece of work will inform our growth strategy by both identify sectors in our local economy that are large and specialised enough to provide a comparative advantage for the City Region and by providing an understanding of the problems faced by the firms in these sectors, as well as what can be done to support their growth. The Professors will report on their findings at our January meeting.*

*“The Sussex Coast Area Review was completed in April 2016 and we await the report. This is expected shortly and it is anticipated that a presentation, on the recommendations and next steps, will also be made at our January meeting”.*

## 13 UPDATE ON GREATER BRIGHTON INVESTMENT PROGRAMME

- 13.1 The Board considered a report of the Chair, Greater Brighton Officer Programme Board that provided a progress update on the Greater Brighton Investment Programme for the period 20 June to 20 September 2016.
- 13.2 Dean Orgill asked if the Board had a targeted PR strategy to convey successes and if not, whether it should consider such.
- 13.3 Geoff Raw stated that projects were regularly reported in the media and the project team used social media platforms to raise awareness of the work of the Board. A review of the effectiveness of the Board’s PR strategy would be possible.
- 13.4 Nick Hibberd stated that Adur & Worthing Councils were the lead authority for communications alongside the Chair of the Board and officers were currently looking at a website presence and brand book.
- 13.5 Prof. Humphris clarified that the Advanced Engineering Centre would be opening in May 2017.
- 13.6 **RESOLVED-** That the Board note the report.

## 14 UPDATE ON GREATER BRIGHTON DEVOLUTION BID

- 14.1 The Board considered a report of the Chair, Greater Brighton Programme Board that provided an update on progress on the City Region’s bid for Devolution.
- 14.2 Councillor Theobald noted his disappointment that the City Region’s Devolution bid had not progressed further than its current status. Councillor Theobald noted that there would soon be an announcement on a new runway at either Gatwick or Heathrow and

there would be big repercussions for the City Region, especially in terms of transport links if the former was the preferred option.

- 14.3 Prof. Humphris agreed that progress had been slow but that should be seen in the context of the likely diversion of resources following the recent EU referendum. Prof. Humphris asked for more information on the Creative Industries Council.
- 14.4 Nick Hibberd clarified that the Creative Industries Council was proposed in the September 2015 Devolution submission and was an effort to bring together the creative industries to work with central government on new funding streams. Furthermore, the Arts & Creative Industries Commission could be something broadened at Greater Brighton scale in the future. Nick Hibberd added that it had not been possible to recruit to the Policy & Projects Manager position that had impacted upon officer capacity.
- 14.5 Councillor Morgan agreed that there had been an inevitable delay in the Devolution process due to the re-shaping of the Ministerial team under the new Prime Minister. Councillor Morgan noted his disappointment that the new Prime Minister had made clear that the requirement for a directly elected mayor as a condition of devolution deals would remain and that this insistence was in itself a delay to the process. Councillor Morgan expressed his hope that the City Region could make it clear that the City Region, unlike other areas that had successfully negotiated devolution deals was not a metropolitan area and that the Board demonstrated strong partnership working and could operate at pace and therefore, did not require a directly elected mayor.
- 14.6 The Chair stated that the region could instead pitch a City Deal 2 type slightly similar to that proposed by Cornwall and he would be happy to take those discussions forward.
- 14.7 Councillor Theobald agreed that the City Region was comparatively of smaller scale than metropolitan areas that had population levels of closer to 2-3 million people and therefore had no specific purpose for a directly elected mayor.
- 14.8 **RESOLVED-** That the Board note the report.

## **15 UPDATE ON EMPLOYER SKILLS TASK FORCE AND APPRENTICESHIP BROKERAGE SERVICE**

- 15.1 The Board considered a report of the Chair, Greater Brighton Officer Programme Board that set progress on proposals for a Greater Brighton Apprenticeship organisation and an update on the Coast to Capital Local Enterprise Partnership's (C2C LEP) Enterprise Advisor Network Pilot which helped promote apprenticeships and strategic links between businesses and schools.
- 15.2 Councillor Wall noted that the proposals appeared focussed on one area of the City Region and asked what information had been garnered from other regions on how they work.
- 15.3 Nick Hibberd clarified that the Employer Skills Task Force (ESTF) had been established in July 2015 and had extended invitations to Greater Brighton employers to participate. The ESTF was employer-led with FE employers part of the task force. The proposals did have a city focus but in a city region context and there were elements such as transport

that were wider regional issues. Furthermore, both Northbrook and City College had been consulted as part of the process.

- 15.4 Cheryl Finella added that there had been meetings with businesses from Mid-Sussex, Lewes, Adur & Worthing carried out to establish employer needs with further meeting with businesses in West and East Sussex scheduled.
- 15.5 The Chair noted that the pilot scheme had made tangible success with additional funding secured for a wider roll out of the scheme as detailed at paragraph 3.19. Enterprise Advisors had been working with schools across Mid-Sussex, Lewes, Adur & Worthing and Brighton to great success and it was planned that every school would eventually have an Enterprise Advisor.
- 15.6 Andrew Swayne noted that he was a Governor at Shoreham Academy which was part of the pilot and it had brought huge benefit to the school.
- 15.7 **RESOLVED-** That the Board note the progress that has been made and to endorse the next steps at 3.22 to 3.26 of the report.

## **16 PRESENTATION ON SCIENCE FESTIVAL 2017**

- 16.1 The Board considered a presentation from Andrew Swayne that detailed an overview, benefits and planned delivery schedule of the Science Festival 2017 that would be hosted in Brighton 5-9 September 2017.
- 16.2 Prof. Humphris stated her delight that the Science Festival would be hosted in the City Region. The Festival had significant profile and a successful application had been achieved above very competitive rivals which was a positive message for the city. The Science Festival would not only focus on STEM but all disciplines together and represented a massive opportunity for the City Region.
- 16.3 Eduardo Hernández stated that the Festival had a national profile and the success was a demonstration of the strengths of the City Region.

## **17 UPDATE ON ONE PUBLIC ESTATE PROGRAMME APPLICATION AND GREATER BRIGHTON STRATEGIC PROPERTY BOARD PROPOSALS**

- 17.1. The Board considered a report of the Chair, Greater Brighton Officer Programme Board that provided an update on progress in relation to the City Region's application to the National One Public Estate (OPE) Programme, a summary of the City Region's Services and Assets Delivery Plan and an overview of the proposed governance and delivery arrangements for the Greater Brighton OPE Programme.
- 17.2. Councillor Morgan asked for clarification that the Housing & Communities Agency (HCA) would not have a first refusal on government land.
- 17.3. Nick Hibberd clarified that the HCA could not commit to the right of first refusal but were keen to engage with the Strategic Property Board.

- 17.4. The Chair moved a motion to amend the recommendations to reflect the above which was passed.
- 17.5. Dean Orgill stated that he wished to publically endorse the appointment of Peter Davies as the independent business representative on the Greater Brighton Strategic Property Board.
- 17.6. John A. Peel noted that the GBEB would be the arbiter in situations where there were competing demands which may represent a challenge.
- 17.7. Councillor Wall noted that observations had been made that the Programme was overly bureaucratic and asked if that was something the Board could deal with.
- 17.8. Nick Hibberd clarified that the issue had been raised with government before the second stage bid had been made and assurance had been received that the Programme would become less onerous. In addition, funding had been set aside for a dedicated programme management resource.
- 17.9. **RESOLVED-**
- 1) That the Board note both the progress made in developing the City Region's Services and Assets Delivery Plan and its contents.
  - 2) That the Board approve the proposed governance and delivery arrangements for the Programme, encompassing the establishment of the Greater Brighton Strategic Property Board to provide direction, oversight and accountability and the Greater Brighton Public Sector Property Group, to deliver at an operational level.
  - 3) That the Board approve the Terms of Reference for the Greater Brighton Strategic Property Board, attached as Appendix 1 subject to the deletion of the following from section 1.4: "The organisations represented on the Board will have a 'right of first refusal' on the purchase of Government assets (at market rate) that have been earmarked for disposal. Any Government sites that are identified to be surplus and that subsequently transfer to the Homes & Communities Agency will include a housing target".
  - 4) That the Board appoints Peter Davies of the Shoreham Port Authority, also a Coastal West Sussex Board member, as the independent business representative on the Greater Brighton Strategic Property Board.

## 18 PART TWO PROCEEDINGS

- 18.1 **RESOLVED-** That the Part Two appendix remain exempt from disclosure from the press and public.

The meeting concluded at 11.05am



<b>Subject:</b>	<b>Transport for the South East Proposals</b>		
<b>Date of Meeting:</b>	<b>31<sup>st</sup> January 2017</b>		
<b>Report of:</b>	<b>Chair, Greater Brighton Officer Programme Board</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Mark Prior</b>	<b>Tel: 29-2095</b>
	<b>Email:</b>	<b>mark.prior@brighton-hove.gcsx.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The Cities and Local Government Devolution Act 2016 makes provision for the establishment and constitution of a Sub National Transport Body (SNTB) for any area in England (outside of Greater London). The establishment of a SNTB provides an opportunity to develop a strong strategic partnership and a Transport Strategy for a region. The Transport Strategy would set out the SNTB's proposals for the promotion and encouragement of safe, sustainable, integrated, efficient and economic transport facilities to and from the area of the SNTB.
- 1.2 The South East 7 authorities, including Brighton & Hove City Council, have been working together to develop the proposition that would see Government, South East Transport Authorities and / or Combined Authorities and Local Enterprise Partnerships (LEPs) working together with Highways England, Network Rail and port, airport and bus operators in one body. Under the Cities and Local Government Devolution Act 2016, SNTBs may expect strategic transport providers to take account of its priorities.
- 1.3 Following reports being taken at respective Cabinet and Committee meetings in November and December 2016, all South East 7 authorities have agreed to join a shadow body to enable Leaders to work up early proposals for the new arrangements.
- 1.4 The SNTB would be the main mechanism to influence and prioritise investment by the major national transport agencies including Highways England and Network Rail in a way that has not been available to the City Council before. The specific focus would be for the delivery of major strategic transport infrastructure.
- 1.5 The report seeks to update the Greater Brighton Economic Board ('the Board') on the emerging shadow body arrangements and commitment made by the constituent Authorities to working up a SNTB proposal.
- 1.6 The Greater Brighton City Region has greater significance for Brighton & Hove City Council, who will ensure its interests are upheld in terms of how the shadow body arrangements are taken forward and also ensure its Devolution plans and strategic transport issues are aligned with those of the shadow body. It is

proposed that regular reports are taken to the Board to ensure Members are content with any emerging proposals.

## **2. RECOMMENDATIONS:**

- 2.1 That the Board notes the proposals and requests an update report be brought back to the Board on the emerging shadow body arrangements and any potential impact on the Greater Brighton City Region within the next 12 months.

## **3. BACKGROUND INFORMATION**

### **Proposal for a Sub national Transport Body for the South East**

- 3.1 The South East Seven (SE7) Councils (East Sussex, West Sussex, Hampshire, Kent and Surrey County Councils and Brighton & Hove City Council and Medway Council) and the Local Enterprise Partnerships (LEPs) that represent the area have been in officer level discussion about the establishment of a SNTB for the South East, to be called Transport for the South East (TfSE). Discussions will commence with the Hampshire Unitary Councils and the Solent LEP about joining TfSE.
- 3.2 The proposed area would fulfil the Department for Transport's requirements that SNTBs need to be large enough to allow the genuine strategic consideration and planning of transport infrastructure and do not create "white space" where Authorities are excluded from participation in sub-national arrangements.
- 3.3 The proposed TfSE would aid authorities in securing influence over national and regional infrastructure providers, helping to ensure the infrastructure required to support continuing economic growth. A TfSE would see Government, South East Transport Authorities and/or Combined Authorities including the Greater Brighton City Region and LEPs working together with Highways England, Network Rail and port, airport and bus operators. TfSE would require strategic transport providers to take account of its priorities.
- 3.4 TfSE would provide a mechanism for the area to speak with a strong, common voice on transport infrastructure and provide a single platform for strategic transport and infrastructure issues, giving partners greater, and potentially direct, influence over decisions that are currently made elsewhere. Its key outcome will be the development of a single, strategic transport infrastructure framework which would align the investment programmes and priorities from key agencies, such as Highways England and Network Rail, and also the LEPs.
- 3.5 TfSE presents the opportunity to support and deliver growth plans across the area through the development of a long-term strategic programme which identifies a comprehensive package of transport measures to make the South East more competitive. It would complement the work of the LEPs in the delivery of their Strategic Economic Plans and support the delivery of Local Plans.
- 3.6 The new body would also provide an opportunity for Greater Brighton Economic Board Members to engage with strategic transport providers and agencies at both formal and informal levels through more frequent meeting and networking



opportunities arising from participation at both Member decision- making board level as well as officer shaping- meeting level.

### **Development of a Shadow Sub National Transport Body for the South East**

3.7 Prior to the establishment of TfSE, constituent SE7 authorities have agreed, via respective Cabinets and Committees in November and December 2016, to establish the Body in shadow form to help develop a strong strategic partnership. Establishing TfSE in shadow form will demonstrate commitment from the constituent Authorities to working collaboratively and provide reassurance to Government about the strength of the partnership. It will also carry out two main roles during this period:-

- Work on developing an overarching Transport Strategy for the area.
- Develop responsibilities and accountabilities for the TfSE, including governance and assurance arrangements.

3.8 Having agreed to create TfSE in shadow form, it is proposed to establish a SNTB Leaders' Board to determine and agree the constitutional arrangements, ensuring that the governance reflects the aspirations of the Local Authorities. The SNTB Leaders' Board would consist of, subject to discussions with partners in Hampshire, the SE7 Councils, Portsmouth City Council, Southampton City Council and the Isle of Wight Council and the LEPs. The Board will agree the terms of reference, including governance and voting arrangements for consultation with wider partners. It is anticipated to take up to 18 months in shadow form for the SNTB to prepare governance arrangements, development and consultation on a Transport Strategy as well as preparation and submission of a proposal for formal status to the Secretary of State for Transport. An outline draft timetable is included below.

#### 2017

- Finalise Geography
- Discussions with DfT and other STBs (ongoing)
- Workstreams defined and resourced and working groups established
- Development of the shadow Transport Strategy
- Develop Governance arrangements and draft proposals to Government

#### 2018

- Finalise Governance arrangements, constitution and proposal to Government
- Publish shadow Transport Strategy; and
- Shadow Transport Strategy consultation

#### 2019

- Agreement to the proposal by Government
- Preparation of the Order establishing the STB; and
- Parliamentary process and sign-off of the order

## **The Transport Strategy**

- 3.9 The cornerstone of TfSE is the Transport Strategy. It will build upon existing Local Transport Plans and evidence already in place amongst the constituent Authorities, including the LEP's Strategic Economic Plans and growth and infrastructure frameworks/studies being undertaken by a number of upper-tier Authorities. The Transport Strategy would outline the ambition of TfSE and describe the vision for the South East in relation to the transport function of the area, including the effectiveness, efficiency and resilience of the existing network. It would include freight, ports, airports and other public transport modes.
- 3.10 The draft Transport Strategy, which will also outline the proposals to establish a full SNTB, would be subject to consultation, including where appropriate, engagement with Borough and District Councils.

## **Membership of the Shadow Sub-National Transport Body**

- 3.11 The constituent local authorities of the shadow body set out below will form the initial membership (subject to any future establishment of Combined Authorities):

Brighton & Hove City Council	Kent County Council	West Sussex County Council
East Sussex County Council	Medway Council	
Hampshire County Council	Surrey County Council	

- 3.12 Whilst these will be the initial member authorities, it is desirable to broaden the membership to include all Transport/Highway authorities in the area and the agreement of the Isle of Wight, Southampton and Portsmouth Councils to become members will therefore be sought. In addition, dialogue will be opened with the Berkshire Authorities to consider whether it is desirable for them to become members, particularly in light of the recent airport expansion decision.
- 3.13 It will also be essential to ensure that, as with the SNTB proposals elsewhere, business is suitably represented on the Body and whilst it is well represented within the Greater Brighton Economic Board, work will also be undertaken with the LEPs to determine how best to achieve this. The report therefore recommends that authority is delegated to the Leaders to determine who the other members of the shadow body should be. This will be agreed through the Leaders' Board. As the shadow body progresses towards a more formal body and develops the necessary governance arrangements, it will also have to consider how to on board the voice of the Districts and Borough colleagues most effectively.
- 3.14 The Greater Brighton City Region has greater significance for Brighton & Hove City Council, who will ensure its interests are upheld in terms of how the shadow body arrangements are taken forward and also ensure its Devolution plans and strategic transport issues are aligned with those of the shadow body. It is proposed

that regular reports are taken to the Board to ensure Members are content with any emerging proposals.

- 3.15 TfL represents the most significant transport hub in the South and has significant economic impact resulting from their investment decisions. It is for that reason they are included as part of the membership of TfSE. TfSE will also seek reciprocal arrangements to become a member of the TfL Board.
- 3.16 Additional members of the shadow TfSE SNTB may be considered, as appropriate, on a case by case basis but as a minimum should include:

Department for Transport  
Highways England  
Network Rail  
Airport, Sea port, Bus and train operating companies.

### **The Coast To Capital Local Enterprise Partnership (C2C LEP) and Greater Brighton City Region**

- 3.17 The City Council has a strong relationship with the C2C LEP and Greater Brighton City Region and intends to work closely with LEP and GBEB officers, Board Members and partners to develop emerging SNTB proposals that support parallel ambitions set out within the Strategic Economic Plan (SEP), as well as existing Greater Brighton City Region and any subsequent Devolution plans. It is recognised that TfSE could support some of the GBCR objectives as set out within the SEP.
- 3.18 The geography of the TfSE SNTB is co-terminus across the SE7 local authority and highway authority boundaries but is also overlaying or overlapping existing and different district, LEP, Greater Brighton devolution and City Region boundaries that creates a new level of complexity in engaging partners in the formation of an SNTB proposal. However, the potential advantages of creating a single body able to better engage with strategic partners that speaks with a single voice on significant transport issues for the South East should outweigh the dis-benefits created by the additional levels of complexity.

## **4 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.2 TfSE provides an opportunity to support and deliver growth plans across the region through the development of a long-term strategic programme to identify a comprehensive package of transport measures to make the South East more competitive. It would complement the work of the LEPs and support delivery of Local Plans.
- 4.3 It would specifically enable the City Council and Greater Brighton City Region to influence the prioritisation of investment by the major national transport agencies such as Highways England and Network Rail in a way that has not been possible in the past.
- 4.4 The SNTB would address some of the barriers to growth of the economy that have been held back by transport infrastructure shortcomings, notably strategic infrastructure, that is the responsibility of Network Rail and Highways England.

The SNTB would enable the City Council and Greater Brighton City Region to more directly influence the priorities and programmes of these agencies, so helping to secure delivery of longstanding transport infrastructure ambitions.

## **5 COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Before progressing a proposal for an SNTB, the constituent Authorities must undertake a consultation on the boundary proposals and it is proposed that the shadow SNTB leads on this for the constituent authorities.
- 5.2 Public consultation is also required on the SNTB's Transport Strategy prior to publication

## **6. CONCLUSION**

- 6.1 The proposal to develop a shadow SNTB for the South East, that will be known as TfSE, provides the opportunity to create a mechanism for the area that will become a stronger voice and influence on strategic transport policy and infrastructure provision, including the ability to secure significant funding and influence decisions that would otherwise be made by other strategic bodies or elsewhere.
- 6.2 Being a participant in the early development of the proposal will enable the Greater Brighton City Region and Board members to influence the development and outcome of the shadow and eventual SNTB on important matters including priorities within the regional Transport Strategy, Membership and Voting arrangements.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 Key purposes of the Sub National Transport Body (SNTB) will be to assist authorities in securing influence over national and regional infrastructure powers, and deliver strategic growth plans to support economic growth. It is anticipated that a SNTB will provide opportunities for external funding applications and the development of joint funding bids to deliver strategic priorities. A further advantage for the Greater Brighton Economic Board will be provided by the ability of the SNTB to secure significant additional funding for the South East region when competing for funds nationally.
- 7.2 A £0.020m contribution to develop the constitutional arrangements and Transport Strategy will be funded from existing Brighton and Hove City Council revenue budget.  
There may be officer time and other costs for the each of the constituent local authorities to be represented on the SNTB.

*Finance Officer Consulted: Steven Bedford*

*Date: 22/12/16*

#### Legal Implications:

- 7.3 The Cities and Local Government Devolution Act 2016 allows the Secretary of State to make Regulations to establish a SNTB as a corporate body for any area in England outside Greater London.
- 7.4 Regulations can only be made if the Secretary of State considers that establishing an SNTB would facilitate the development and implementation of transport strategies for the area and that the effect of those strategies would be to promote economic growth in that area. The constituent authorities of the proposed SNTB are required to submit a proposal to the Secretary of State and to consent to the Regulations being made.
- 7.5 Before making a proposal the constituent authorities must undertake consultation. The membership, voting, executive arrangements and the functions of the executive body of the SNTB would be set out in the Regulations made by the Secretary of State.

*Lawyer Consulted: Elizabeth Culbert*

*Date: 13.11.16*

#### Equalities Implications:

- 7.6 There are no specific Equalities issues in the formation of a Shadow SNTB.

#### Sustainability Implications:

- 7.7 The creation of a SNTB would enable greater consideration of more sustainable strategic journeys across the TfSE region utilising public transport by road or rail through more effective engagement and partnership arrangements with bus and rail operators and legislative bodies. The preparation of a common Transport Strategy for TfSE would allow sustainability issues to feature and be raised at a regional level.
- 7.8 Better collaboration between adjacent local authorities on Transport and highways issues could lead to further benefits with materials recycling and energy savings associated with construction and maintenance costs.

#### Citywide and City Region Implications

- 7.9 The agreement to take forward this proposal supports the Greater Brighton Economic Board's influence on an important Regional body that has the potential to draw in significant funding and further influence strategic transport issues that support regeneration and growth for the South East. The significance of the City Region and its position within the South East will need to play an important part in the development of the new body and influence on any emerging regional Transport Strategy.

#### Any Other Significant Implications:

- 7.10 None

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. None

### **Background Documents**

1. None

<b>Subject:</b>	<b>Update on Greater Brighton Devolution Bid</b>		
<b>Date of Meeting:</b>	<b>31 January 2017</b>		
<b>Report of:</b>	<b>Chair, Greater Brighton Officer Programme Board</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Nick Hibberd</b>	<b>Tel:</b> 01273 293756
	<b>Email:</b>	<b><u><a href="mailto:nick.hibberd@brighton-hove.gov.uk">nick.hibberd@brighton-hove.gov.uk</a></u></b>	
<b>LA(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT:**

- 1.1 On 18 October 2016, the Greater Brighton Economic Board ('the Board') asked the Greater Brighton Officer Programme Board ('the Officer Board') to progress the City Region's devolution bid to secure a non-mayoral devolution deal that supports the economic growth of the City Region.
- 1.2 This report provides the Board with the revised Greater Brighton Devolution Proposition document ('the Proposition document'), developed in response to the Board's instruction. The Proposition document reflects the work undertaken on developing Greater Brighton's devolution proposals since the 2016 Ministerial challenge session; it reasserts the City Region's case for devolution and sets the scope for future negotiations with Government.
- 1.3 The Proposition document clearly articulates the City Region's priorities and how Government can support the delivery of these. It has been written to enable further discussions with Government, with a view to agreeing either a Devolution Deal; a further City Deal; or to provide a clear position document that can positively respond to any emerging changes in Government's economic growth policy, such as the development of the Industrial Strategy.

**2. RECOMMENDATIONS:**

- 2.1 The Board is asked to approve the Proposition document, which is attached as Appendix 1.
- 2.2 The Board is asked to permit the Officer Board to recommence negotiations with Government.
- 2.3 The Board is asked to delegate authority to the Officer Board to 'buy-in' a variety of specialist support, to both continue to build the evidence base for the City Region's Proposition and to progress priority pieces of work as outlined in section 3.12 of this report. This will initially be funded from within the Board's existing budget but further requests for funding may be made in the future if required.

### **3. CONTEXT/BACKGROUND INFORMATION**

- 3.1 The Greater Brighton Devolution Prospectus, Platforms for Productivity, was submitted to the then Secretary of State for the Department for Communities & Local (DCLG) Government on 04 September 2015. The Prospectus was formally approved by the Board on 13 October 2015.
- 3.2 In total, 37 devolution proposals from across the Country were submitted to Government on 04 September 2015.
- 3.3 On 12 October 2015, the Board received a letter from the then Secretary of State for the DCLG inviting the City Region to a meeting to discuss the proposals. Members of the Board subsequently 'pitched' these to Baroness Williams of Trafford, the then Parliamentary Under Secretary of State at the DCLG, on 14 January 2016.
- 3.4 The proposals were well received and members of the Officer Board consequently attended a number of meetings with Cities & Local Growth Unit and other Government officials (both in January 2016 and in June 2016), to obtain feedback on the specifics of the proposals. A number of task and finish groups were also convened to work-up the proposals, to get the City Region to "deal territory".
- 3.5 At its meeting on 18 October 2016, the Board requested that the Officer Board increase the pace of its work on devolution. This had slowed during the summer months, due both to changes in Government following the EU Referendum and a lack of officer capacity as the recruitment process for the Greater Brighton Policy & Projects Manager post had been unsuccessful.
- 3.6 On 21 November 2016, Simpson Consulting Ltd and The Reeve Partnership Ltd were appointed on a consultancy basis to develop the Proposition document. This work encompassed: a review of the work undertaken to date; refinement of the City Region's 'asks' and 'offers' in line with Government feedback and policy changes and to reflect the passage of time, and; the collation of the supporting evidence developed by the task and finish groups.
- 3.7 The Proposition document is attached as Appendix 1. Wherever possible, efforts have been made to align the Greater Brighton Proposition document with that of the Three Southern Counties.
- 3.8 It should be noted that, barring Cornwall, all 12 existing devolution deals (3 of which have subsequently broken down) have been agreed on the basis that the regions introduce a specific governance arrangement – a Mayoral Combined Authority. Government has a clear 'menu' of core powers that it will devolve to regions offering this governance arrangement, which is summarised in Appendix 2. Government's position on regions offering alternative models of governance – Economic Prosperity Boards, Joint Committees and Combined Authorities – is currently unclear.
- 3.9 No new Devolution Deals were agreed as part of the Autumn Statement 2016. Instead, new borrowing powers were granted to Mayoral Combined Authorities in England with existing Devolution Deals as well as a commitment made to discuss the devolution of further powers to these areas. Government recommitted to



their City Deal's with Swansea, Edinburgh, North Wales and Tay Cities and announced that it would be beginning negotiations on a City Deal for Stirling. This has led some commentators to surmise that the new Government's enthusiasm for the "Devolution agenda" does not match that of its predecessor, with a greater focus upon the development of the Industrial Strategy.

3.10 The Proposition document clearly articulates the City Region's priorities and how Government can support the delivery of these. As a result of the possibility of a change in Government focus, the Proposition document has been written to enable further discussions with Government to either agree a Devolution Deal, a further City Deal or to provide a clear position document that can positively respond to any emerging changes in Government's growth policy, such as the development of the Industrial Strategy.

3.11 The City Region is already progressing a wealth of work towards the achievement of its economic growth priorities. Whilst there is no doubt that the City Region can achieve more with a Devolution Deal, a number of the 'offers' made in the Proposition document can continue to be taken forward whilst a deal is being negotiated:

- Development of a non-statutory spatial framework through the Coastal West Sussex and Greater Brighton Strategic Planning Board, building on the City Region's work to address housing issues in anticipation of the Government's intention to intervene, if necessary, in local housing markets that is expected to be set out in the Housing & Planning White Paper (anticipated to be released Spring 2017).
- Development of an overarching Transport Strategy through the Shadow Transport for the South East Sub National Transport Body.
- Continued delivery of the Greater Brighton Investment Programme to unlock new housing, infrastructure, employment space and jobs.
- Continued development of business cases to secure Growth Deal and other funding as and when the opportunities arise, including for new facilities for pedestrians, cyclists and transport users to build effective local transport networks as well as major infrastructure and regeneration projects.
- Delivery of the Greater Brighton One Public Estate Programme, overseen by the Greater Brighton Strategic Property Board.
- Enhancement of the City Region's business support offer through the Coast to Capital Local Enterprise Partnership's latest European Regional Development Fund call launched in December 2016 and totalling £6m.
- Completion of the next phase of the City Region's Smart Growth research, to develop a Smart Growth Strategy that focuses on more intensive innovation support for firms in high growth, high productivity sectors.
- Increased working with the Department for International Trade to both support businesses to exploit opportunities to export within and beyond Europe and to develop an inward investment strategy for the City Region.
- Development of a local Digital Connectivity Delivery Plan and supporting the growth the creative Digital and IT cluster in partnership with the Digital Catapult Centre Brighton.

- Development of the City Region's approach to apprenticeships and skills, including a focus on STEM supply and demand.
- Hosting the British Science Festival 2017, Europe's largest and longest-established science event.

3.12 It is proposed that the remainder of the budget originally allocated to the Greater Brighton Policy & Projects Manager post and the monies earmarked in the 2016/17 budget to procure specialist support (£41,424 and £40,000 respectively) be used to both further develop the City Region's evidence base and progress the priority work that is non-devolution dependent. This will include the 'buying-in' of consultancy services as required. A full report on the Board's budget position will be presented to the Board at its next meeting, on 25 April 2017.

#### **4. CONCLUSION**

4.1 Greater Brighton remains committed to developing its devolution proposals, so as not to become disadvantaged in terms of its powers and funding in the future. At the same time, the Board will continue to demonstrate its ability to deliver by taking forward work on priority areas that are non-devolution dependent.

4.2 The Proposition document, combined with the successful work programme, places the Board in a strong position to engage with Government on a range of policy issues, including devolution. This fortifies the Board's position as a legitimate voice for the City Region and enables it to take advantage of the new opportunities that may emerge.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

5.1 There is a requirement to appoint a variety of specialist support, to both continue to build the evidence base for the City Region's devolution Proposition and also to progress priority pieces of ongoing work that are not reliant upon the outcome of the devolution bid. This will initially be funded from within the Board's existing budget. An update on the Board's current budget and spend will be presented to the next Board meeting on 25 April 2017.

The City Region's devolution bid will commit Greater Brighton to deliver a number of initiatives such as new housing, infrastructure and jobs through a number of different schemes some of which can be progressed pending the outcome of the devolution bid and are detailed at paragraph 3.11. These initiatives will be addressed in separate business cases and update reports will be presented to the Greater Brighton Economic Board in due course.

*Finance Officer Consulted: Rob Allen, Principal Accountant  
Date: 18 January 2017*

##### Legal Implications:

5.2 The Greater Brighton Devolution Proposition Document refers to the possibility of progressing towards a combined authority. The legal and governance

implications of such a step would need to be the subject of detailed consideration.

- 5.3 A combined authority is a separate body corporate. The scope of functions and powers will depend on the specific powers granted to that authority under the establishing order made by the Secretary of State. The combined authority will need to determine its own constitutional rules and scheme of delegation. A combined authority must have at least one overview and scrutiny committee and one audit committee.
- 5.4 There are a number of steps in the process of creating a combined authority. The process usually takes 12 to 18 months. These include a governance review to explore whether the combined authority model would be likely to improve the exercise of statutory functions in relation to the review area, the preparation and publication of a combined authority scheme, public consultation and consideration by the Secretary of State.

*Lawyer Consulted: Alice Rowland  
Head of Commercial Law BHCC Date: 16/01/17*

Equalities Implications:

- 6.3 None. Equality Impact Assessment will be completed for individual policy proposals/projects as these are further developed and implemented.

Sustainability Implications:

- 6.4 None.

Any Other Significant Implications:

- 6.5 None.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Greater Brighton Devolution Proposition Document (January 2017)
2. Appendix 2: Devolution Deal's 'Menu' (as summarised in the House of Commons Library Brief Paper *Devolution to Local Government in England* (number 07029, 23 November 2016))

### **Background Documents**

None.



# **Greater Brighton City Region Revised Devolution Proposal**

**January 2017**

## Contents

1. Introduction .....	2
Greater Brighton City Region .....	2
2. Summary .....	4
3. Our areas for action .....	8
Housing, planning and employment space .....	8
Transport Infrastructure .....	9
Business and innovation .....	10
Digital .....	11
Skills and employment .....	12
Culture, arts and heritage .....	13
4. Governance .....	13

### 1. Introduction

Greater Brighton is one of the fastest growing city regions in the UK. It was rated in the top five for jobs growth in the past five years, and one of the best places to start a new business. The City Region is vibrant with a strong and unique identity.

We have a strong record of accomplishment as a City Region with effective and well established governance and a proven ability to deliver. The Greater Brighton City Deal and Coast to Capital Growth Deal paved the way for an investment programme that has already secured around £100 million to help deliver a total investment of £376 million into the City Region and unlock 14,000 jobs, 8,200 homes and 450,000 square metres of employment floor space.

Now we want to go further.

In 2015, we started a dialogue with the Government about how we could deliver more if the Government devolved further powers and funds to the City Region. This was followed by Ministerial and Government official challenge sessions in January 2016.

This document provides an update on the progress that the City Region has been making since those challenge sessions. It summarises what the City Region is offering to do, and the help that is needed from Government to deliver our ambitious programme. More detailed information about our asks and offers is available on request.

#### **Greater Brighton City Region**

City Regions are the drivers of economic growth, generating a higher share of wages than their share of populations and with a stronger presence of knowledge intensive industries.<sup>1</sup> Greater Brighton is developing a high-growth City Region, building on the advantages of a highly skilled workforce, the innovative creative and cultural sector, knowledge-intensive industries, universities which actively promote innovation-led growth and locational advantages. Although small compared to the major metropolitan city regions in the north, the Greater Brighton City Region offers excellent growth potential.

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<sup>1</sup> *Cities Outlook 2016*. Centre for Cities

## **Greater Brighton Devolution Proposal: revised asks and offers Jan2017**

Greater Brighton is made up of the five local authority areas of Brighton & Hove, Adur, Worthing, Lewes and Mid Sussex. It is a true functional economic area of around 700,000 people and 35,000 active business units with a combined output of over £14bn (£14,164,099,914) in 2013.<sup>2</sup>

The area has excellent connections. These include links to London through the M23/A23 growth corridor, proximity to Gatwick which is just 30 minutes from Brighton, and easy access via the main ports of Southampton and Portsmouth to markets abroad. The Greater Brighton area also includes two ports, Shoreham and Newhaven, both with significant growth potential, providing direct connections to France and mainland Europe.

The City Region has two highly regarded universities, the Universities of Sussex and Brighton, both of which collaborate with SMEs in priority sectors on research and innovation to develop growth companies and stimulate smart specialisation. There is also a range of further education and secondary provision, including a new University Training College in Newhaven and the potential for other sector-specific, new providers. It also has a strong community, voluntary and social enterprise sector, known for its social innovation.

Greater Brighton has attracted a number of high-value businesses. In Brighton, these include creative, digital and information technology businesses, with a number of world leaders in the digital and technology sectors. Across the City Region there are a number of large and successful engineering and advanced engineering companies in sectors such as marine, aviation, automotive, defence, electronics and pharmaceuticals. The financial and business services sector is also strong.

Above all, Greater Brighton is known for its quality of life including the uniquely vibrant leisure and cultural offer of Brighton itself, the regenerative effects of which are increasingly evident further along the coast towards Shoreham and Worthing, the historic heritage of towns such as Lewes and attractive coast and countryside, including part of the South Downs National Park, all within easy reach of London.

### ***Barriers to growth***

Whilst Greater Brighton has many natural advantages, there are a number of serious barriers to growth.

The area's productivity, whilst comparable to the UK average, is not what it could be, given the proximity to London, access to international markets and the area's asset base. In 2014, GVA per head was £51,479 compared to £56,665 in West Sussex as a

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<sup>2</sup> Source: Coast to Capital calculations based on ONS Regional GVA estimates 2009-2013



## Greater Brighton Devolution Proposal: revised asks and offers Jan2017

whole and £63,177 in the Gatwick Diamond<sup>3</sup>. More than half of all jobs in the area are in tourism, retail and public sector industries – well above the national average. We have a highly skilled workforce but a high proportion is under-employed.

We have a shortage of land, both for housing and employment space. Some of this is due to topography; the coastal strip from Newhaven, through Brighton & Hove and Shoreham along to Worthing is constrained by the sea to the south and the South Downs to the north. Much of the rest of the area has protected status, for example, lying within the South Downs National Park or the green belt. Land is often unsuitable for building due to flood risk or other factors. Lack of road infrastructure to unlock sites can be particularly problematic.

Innovative solutions are urgently required to address the growing housing crisis as housing is rapidly becoming unaffordable for many if not most people. In England, the ratio of median house price to median earnings was 7.69 to 1 in 2015 which is cause for national concern, but in Greater Brighton it is even higher, ranging from 9.69 to 1 in Worthing to 11.21 in Brighton and Hove and 11.59 to 1 in Mid Sussex<sup>4</sup>.

Our transport infrastructure is not fit for purpose. Whilst the area has generally adequate road and rail links along the South Coast and into London, these routes are all heavily congested and unreliable. The connectivity within the urban areas does not provide effective links for pedestrians, cyclists and public transport users. The City Region's location on the South Coast means that there are some long journey times to key destinations in the South East region. It takes more than two hours to travel by train to Heathrow Airport and 82 minutes to travel the 34 miles to Guildford.

The digital sector is a strength but has capacity for much greater growth and productivity; we are hampered by a lack of revenue funding and slow decision-making mechanisms for new investment.

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## 2. Summary

Successful City Regions have high wage, high employment/low welfare labour markets, strong population growth, due to the greater economic opportunities attracting more people, highly skilled workforces and an above average representation of knowledge-intensive businesses<sup>5</sup>.

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<sup>3</sup> Source: Source: Coast to Capital calculations based on ONS Regional GVA estimates 2009-2013

<sup>4</sup> DCLG Live Tables Housing: No. 577

<sup>5</sup> Cities Outlook 2016 Centre for Cities

The Metropolitan Century : Understanding Urbanisation and its consequences OECD 2015

## Greater Brighton Devolution Proposal: revised asks and offers Jan2017

In Greater Brighton we have the opportunity to build a successful and unique City Region of the South Coast which complements the wider South East region and the London-Gatwick-Brighton growth corridor. The City Region is also a strong economic centre in its own right.

To deliver our ambitions, we will take action in the following areas:

- **Housing and planning:** the availability of sufficient and affordable housing will be crucial and our plans for achieving this through greatly increasing the scale and pace of housing delivery through various mechanisms are well-advanced. Our proposals for better co-ordination between land use planning and transport will provide an effective base for the rapid future growth of our area.
- **Transport Infrastructure:** in common with much of the region, transport infrastructure is a key concern for businesses and residents. We will deliver significantly better connectivity and integrated infrastructure to spread the benefits of growth throughout our City Region more evenly and underpin growth.
- **Businesses and innovation:** strong growth in the business base and particularly the knowledge-intensive sectors will drive up productivity across our area. Working with our University partners and the Coast to Capital Local Enterprise Partnership, we will provide co-ordinated support for businesses as well as specialist innovation support for businesses in key sectors and foster an international business outlook that will help us to continue to move up the high wage, high skill/low welfare rankings.
- **Digital:** we will create the foundation for a strong digital economy by providing capacity for both broadband and mobile networks. We would like to explore new ideas for an agile funding mechanism and a sub-national digital partnership to create a UK version of Silicon Valley.
- **Skills:** improving skills through greater engagement of employers, better support for young people and a renewed focus on STEM skills to drive up productivity and boost innovation will help businesses to grow and our workforce to access the opportunities our economy has to offer.
- **Culture, arts and heritage:** our City Region has global brand recognition through Brighton and Hove city, through the South Downs National Park and, increasingly, through our rapidly regenerating coastal towns. We will build on what we have so that we are known increasingly as the vibrant, growing City region with exceptional quality of life.

These elements will provide the framework for a Greater Brighton industrial strategy, focused on productivity and growth, to be developed by the partners and agreed with Government.

## **Greater Brighton Devolution Proposal: revised asks and offers Jan2017**

### ***By 2030, our proposals will deliver:***

Xxx new jobs

Xxx new homes

£Xxx million investment in infrastructure

NB. We will confirm our delivery targets following negotiation with Government about the scale and nature of the devolved powers and resources.

### ***What we need from Government in return is:***

#### **Funding:**

- A £30m per annum Single Investment Fund over a period of 30 years with 5 year Gateway assessments, evaluated to Green Book standards. In return, we will be willing to review our future governance arrangements, including, but not limited to, the development of a Combined Authority.

#### **Housing:**

- Working with us and our Strategic Planning Board to develop a spatial framework for the area which brings together the housing and employment space needed, linked to infrastructure plans.
- A discussion about a range of flexibilities to deliver the new homes and employment space required, based on detailed scoping work, much of which has already been undertaken, to show what each flexibility requested could deliver. We will also investigate setting up a new delivery vehicle to give added impetus to our plans.

#### **Transport:**

- A devolved and consolidated transport fund.
- Working with us on a Long Term Strategic Infrastructure Plan.
- A discussion about the possible use of new powers in the Buses Bill.
- Working with us on effective transport, including new facilities for pedestrians, cyclists and public transport users.
- Working with us on strategic transport, especially the Brighton Main Line and A27, either through a Sub National Transport Body or similar arrangement.
- Working with us on a Key Route Network for local and national roads.

## **Greater Brighton Devolution Proposal: revised asks and offers Jan2017**

### **Business and innovation:**

- Working with us to integrate local and national business support through the Growth Hub.
- Working together to develop more intensive innovation support for firms in high growth, high productivity sectors with the active involvement of our universities
- Greater co-operation with the Department for International Trade (formerly UKTI) to target services in our area and increase export led growth, building on our locational advantages and sectoral strengths.

### **Digital:**

- Working with us to develop a local Digital Connectivity Delivery Plan for both broadband and mobile connectivity.
- Jointly establishing an agile and flexible funding mechanism to exploit new challenges and opportunities in the digital sector.
- Exploring the possibility of a sub-national digital body to create a UK Silicon Valley stretching from Oxford/Cambridge to Greater Brighton.

### **Skills and Employment:**

- Working with us to set up a Greater Brighton Employer Skills and Employment Board.
- Helping us to develop the Greater Brighton Skills and Employment Strategy.
- Participating in further discussions and agreement on greater alignment of national policies and budgets with local priorities.
- Working with us to support the take up of apprenticeships by SMEs and micro businesses.
- Helping us to develop and deliver client centred case management for those furthest from the labour market, bringing together health services, the Department for Work and Pension and other public sector partners.

### **Culture Arts and Heritage:**

- Working with us to set up a Greater Brighton Creative Industries Council with representation from national organisations such as Arts Council England and Heritage Lottery Fund.
  - Discussions to align national policies, initiatives and funding with the needs of the creative and cultural industries locally.
-

### 3. Our areas for action

#### Housing, planning and employment space

The Greater Brighton City Region will work with Government to develop a spatial framework for the area building on the local plans and the work carried out by the Coastal West Sussex and Greater Brighton Strategic Planning Board, bringing together in one place the housing and employment space required over the next ten years linked to the long term strategic infrastructure and other transport plans. Key sites, including brownfield and hard-to-develop sites, have been identified. We will work with Government to accelerate and maximise delivery through the following flexibilities and initiatives:

- Use of Right to Buy receipts.
- Roll out of Living Wage pilot, if successful, through HCA loan.
- Temporary retention of capital receipts on high value asset sales.
- Zero rated VAT on land purchases.
- Retention of a greater proportion of Business Rates growth.
- Raising the cap on HRA borrowing.

Housing to be delivered by these means will include affordable housing including starter homes, houses available at social rent levels and build to let. We will also support an increase in size and quality of the Private Rented Sector. We will continue to look for new opportunity sites, explore new funding models and vehicles, and work with partners to overcome barriers to delivery for key sites and meet Greater Brighton's acute housing needs. The Greater Brighton Public Sector Property Group, a sub-group of the Greater Brighton Economic Board, will take a strategic approach to the combined public estate, to secure its best future use and unblock barriers to delivery.

Our strategy will be based on demographic analysis, careful segmentation of demand, detailed financial modelling and our experience in developing cost effective schemes to deliver truly affordable housing<sup>6</sup> such as our Living Wage housing project. This joint venture with a local Housing Association aims to acquire land and develop homes for lower cost rental and sale for lower income families in Brighton & Hove. 1,000 homes are planned under this new model in the near future but there is scope to scale this up still further.

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<sup>6</sup> In rental terms, this would be typically 40% of income for a family on the Living Wage. This equates to 40% of a commercial rental.

## **Greater Brighton Devolution Proposal: revised asks and offers Jan2017**

The spatial framework will also provide a basis for discussion with Government on the ways in which employment space, a key constraint for business growth in our area, can be safeguarded and increased through for example, the successful implementation of the Newhaven Enterprise Zone that commences in April 2017 or the extension of PDR exemption to key areas.

### **Transport Infrastructure**

#### ***Funding***

Government and the Greater Brighton City Region will develop a devolved and consolidated transport budget with a multi-year settlement, to be agreed at the time of the Spending Review. This could include the devolution of relevant highways and integrated transport funding.

We will complete the Long Term Strategic Infrastructure Plan working jointly with the Three Southern Counties and a new Sub National Transport Body where appropriate.

#### ***Buses***

The City Region will work with Government to develop an integrated City Region Bus Investment Strategy to meet the needs of the area's residents, including those who cannot afford a car. The objective of the Strategy would be to provide a step-change in the quality and reliability of local buses, so that it becomes a mode of choice.

In developing the strategy, the City Region partners will discuss with Government the use of new powers in the Buses Bill, either for Greater Brighton or more widely as part of the proposed Sub National Transport Body.

The bus infrastructure investment strategy could include Park & Ride, improved passenger information, low emission buses and other local projects. We are already rolling out a multi-operator e-ticketing system. With the Government's help we would want to develop this scheme.

#### ***Effective transport***

Greater Brighton and partners will continue to develop its strategy for making local urban transport more effective for all modes. This will include using existing powers and budgets to improve facilities for pedestrians, cyclists, public transport users and car drivers.

This strategy will include:

- Walking and cycling improvements in line with the Government's emerging policies on Walking and Cycling Investment Strategies.

## **Greater Brighton Devolution Proposal: revised asks and offers Jan2017**

- Supporting measures to improve the reliability and capacity of the Brighton Main Line, including Network Rail's current proposals for the Brighton Main Line Upgrade scheme.
- Supporting Highways England's current proposal for Improvements to the A27 trunk road, including relevant schemes outside the Greater Brighton area.
- Making the most of smart technology and Intelligent Transport Systems to reduce congestion within the urban areas.

### ***Strategic joint working***

We will work with Government and partners (including the Three Southern Counties) to establish a Sub National Transport Body or similar organisation consistent with the emerging Industrial Strategy.

We will work with partners to identify the purpose and remit of this body, which could include a long term transport strategy, close working with Highways England and Network Rail and the establishment of a Key Route Network for the operation, maintenance and improvement of important local roads. The Body will also have a key role to maintain and enhance connectivity to London, the wider South East and international gateways, such as ports and airports.

### **Business and innovation**

Developing our business base is a vital component of our plans to be a dynamic city region. Our business base grew 7.3% from 2010 to 2014, a higher growth rate than that of West Sussex at 4.5% and the South East as a whole where the increase was 6.8%. Growth in the Greater Brighton City Region varied widely from 1% in Adur to 12% in Brighton as firms are tending to cluster increasingly in the urban centre. We want to see a much more even distribution of growth and a greatly increased presence in the knowledge intensive sectors. Currently, although we have a high concentration of Creative, Digital and IT companies compared to the South East as a whole, we are under-represented in other knowledge based industries such as Advanced Manufacturing and Engineering (13.4% compared to 14.3% in the region as a whole) and Health and Life Sciences (8.7% compared to 9.1% in the South East).<sup>7</sup> The right business support can make a significant impact and help to develop a more balanced economy with more growth-orientated, productive and innovative businesses.

Greater Brighton partners will work with Government and the Coast to Capital Local Enterprise Partnership to integrate local and national business support through the Growth Hub. We will work with the Local Enterprise Partnership and our universities to develop innovation support for firms in key sectors such as Advanced Engineering,

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<sup>7</sup> Source: ONS UK business counts

## Greater Brighton Devolution Proposal: revised asks and offers Jan2017

Environmental Technologies and Health and Life Sciences, building on our success in developing the Creative, Digital and IT sector and promoting innovation through the Digital Catapult Centre Brighton.

In addition we seek greater co-operation with the Department for International Trade (formerly UKTI) and a discussion over how services could be better targeted in our area. Exporting is strongly connected with growth but, currently, fewer than one in five of our firms export<sup>8</sup>; this will need to increase significantly in order for us to achieve our growth aims.

### Digital

Enhancing digital connectivity is at the heart of Greater Brighton's economic strategy. Our ambition is to be sector leaders initially in the UK and subsequently world-wide. This means that we will need to be agile and flexible to meet the new opportunities.

Our first goal will be to ensure adequate capacity for business' and residents' existing and future needs. Greater Brighton will work with the Government and other partners to develop a **Local Digital Connectivity Delivery Plan**, along similar lines to the local mobile connectivity delivery plans proposed by the National Infrastructure Commission. This would include both mobile connectivity and broadband.

This connectivity delivery plan should include (but not be limited to):

- Rolling out ultrafast broadband to all businesses and urban areas.
- Rolling out superfast broadband to rural and hard to reach areas.
- Delivering the Digital Catapult Centre Brighton and establishing two 5G hubs by 2020.
- Making best use of new funding streams announced by Government.

The Connectivity Plan will establish the foundations for Greater Brighton's digital economy by providing all businesses with sufficient capacity, both for mobile and broadband. In addition, we will work with partners to create an agile and fast-moving funding stream which will allow local businesses to seize new opportunities as they arise.

In the rapidly evolving world of the digital sector, new opportunities can arise very quickly. We want to be at the forefront of these new developments which are as yet unknown. This means developing the capability to respond to new challenges and opportunities at a much quicker speed than is normally possible within the decision-making processes of central or local Government.

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<sup>8</sup> Greater Brighton and West Sussex Business Survey 2014



## **Greater Brighton Devolution Proposal: revised asks and offers Jan2017**

Greater Brighton will work with partners and Government to agree a joint funding programme which can be fast enough and flexible enough to keep us at the cutting edge of technology instead of simply following others.

We are constantly interested in trying out new ideas. We would like to explore whether there is a benefit in creating a sub national digital partnership – similar to the sub national transport bodies – which could create the UK version of Silicon Valley, possibly stretching from Oxford and Cambridge via the Thames Valley and London, through to the South Coast including Greater Brighton.

### **Skills and employment**

Although generally our workforce is highly skilled and qualified and economic activity rates are above average, there are variations across the Greater Brighton City Region with lower percentages of highly qualified residents in Adur and Lewes and higher proportions with no qualifications in these districts. In Adur, the proportion of residents of working age qualified to level 4 and above is just 24% compared to the national average of 37% while in Lewes, 36% of working age residents are qualified to this level<sup>9</sup>. Wages are lower than the South East average in all parts of Greater Brighton except Mid Sussex, but significantly so in Adur and Worthing where they are respectively 80% and 83% of the regional median wage.<sup>10</sup> Combined with relatively high employment, this points to a low skills equilibrium in these areas.

To build the high growth, high-wage, high-skills City Region which, we need to address these issues and ensure that businesses have the skilled and productive workforces they need to succeed and that all our citizens have the skills that will give them access to high-value employment, particularly STEM skills and skills for key sectors but also focusing on young people and those furthest from the labour market and their access to the skills for employment and progression.

Greater Brighton partners will work with Government to set up an Employer Skills and Employment Board and develop a Greater Brighton Skills and Employment Strategy to provide the basis for further discussions and agreement with Government on greater alignment of national policies and budgets (e.g. Careers) with our local priorities. The Greater Brighton Skills and Employment Strategy will also provide a framework for greater co-ordination of local partners' skills budgets.

We will work with Government us to support the take up of apprenticeships by SMEs and micro businesses and to develop and deliver client-centred case management for those furthest from the labour market, bringing together health services, the Department for Work and Pension and other public sector partners.

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<sup>9</sup> ONS Annual Population Survey Jan 2015 – Dec 2015

<sup>10</sup> ONS Annual Survey of Hours and Earnings 2016 residence based

### **Culture, arts and heritage**

Greater Brighton has a truly unique offer in terms of culture, arts and heritage which is what attracts people to live and visit here and the kind of creative and innovative businesses we wish to attract to locate here. We intend to build on this to help drive the growth of our City Region and spread the benefits more evenly.

Greater Brighton partners will work with Government to set up a Greater Brighton Creative Industries Council to align local, regional and national organisations to meet the needs of the creative and cultural industries locally. The Greater Brighton Creative Industries Council would have representatives from national organisations including Arts Council England, Heritage Lottery Fund and Creative Skillset as well as local partners including the Coast to Capital Local Enterprise Partnership, our universities, Wired Sussex and leading local businesses.

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## **4. Governance**

The Greater Brighton City Deal established an effective governance arrangement through the Greater Brighton Economic Board.

The Greater Brighton Economic Board met for the first time in May 2014. It brings together political and business leaders from across the City Region with the long term commitment to investment in the Greater Brighton City Region. The overarching purpose of the Board is to bring about sustainable economic development and growth across Greater Brighton. The Economic Board oversees an ambitious programme of investment in jobs, housing, business and skills support.

We intend to build on the success of the Economic Board.

On the basis of the proposals in this document and on the understanding that Government is willing to enter into dialogue about the support we have requested, we are willing to explore alternative governance arrangements.

We propose an early dialogue with the Greater Brighton partners and Government about future governance arrangements, including, but not limited to, the development of a Combined Authority. We would also like to discuss the possible transfer of powers and resources from Government within the framework already established by the City Deal.

## Appendix 2: Devolution Deal's 'Menu'

The devolution deals agreed so far have many similarities in terms of powers to be devolved. The core powers devolved include the following:

- **Restructuring the further education system.** This typically consists of local commissioning of the Adult Skills Budget from 2016-17, followed by full devolution of the budget from 2018-19. Areas will be required to undertake a full review of further education and skills provision, and to have agreed arrangements with the Government for managing financial risk. Some areas will also take on the Apprenticeship Grant for Employers.
- **Business support.** In most areas, local and central business support services will be united in a 'growth hub'. UK Trade and Investment will be required to partner with local business support services. Many deals have agreed a "devolved approach" to business support services from 2017.
- **The Work Programme.** This is the Government's main welfare-to-work programme. Unemployed people claiming Jobseeker's Allowance (JSA) or Employment and Support Allowance (ESA) are referred on to the programme from their local Jobcentre Plus, and remain on the programme for up to two years. The scheme is run by providers who have the freedom to introduce and implement their own ideas and schemes to help unemployed participants find work. Providers are paid by results. Many areas are to jointly develop a programme for 'harder-to-help' benefit claimants.
- **EU structural funds.** A number of areas are to become 'intermediate bodies', which means that they, instead of the Government, will be able to take decisions about which public and private bodies to give EU structural funds to. Local areas will be able to link these funding decisions to investment decisions they make in other devolved areas, such as further education and business support, provided their decisions remain within the terms of the EU structural funding agreement. (See section 1.3 regarding the impact of exiting the European Union.)
- **Fiscal powers.** Many deals include an investment fund, often of £30 million per year. The division of this fund into capital and revenue elements varies between areas. The power to retain 100% of business rates growth also appears in a number of deals; and some areas are piloting full rate retention in advance of its introduction across England by 2020. Elected mayors will have the power to add a supplement of up to 2% on business rates, with the agreement of the relevant Local Enterprise Partnership.
- **Integrated transport systems.** Many deals include the power to introduce bus franchising, which would allow local areas to determine their bus route networks and to let franchises to private bus companies for operating services on those networks (see the Library briefing paper Buses: franchising for further details).<sup>44</sup> Multi-modal 'smart ticketing' systems, akin to the Oyster Card in London, are to be introduced. Each deal also includes

a unified multi-year transport investment budget, and most commit to improving joint working between the combined authority and Network Rail, Highways England, and (where relevant) plans for the HS2 line. Some deals include passing a 'key network of local roads' to the combined authority: this is a power that is currently exercised at local authority level.

- **Planning and land use.** Many deals include the power to create a spatial plan for the area, and/or the power to establish Mayoral Development Corporations. Each of these powers is available in Greater London. Some deals will also permit the combined authority to use Compulsory Purchase Orders, with the consent of the local authority in which the land or property is located. Non-statutory joint bodies ('Land Commissions' or 'Joint Asset Boards') will be established to improve the management of surplus land and buildings across public sector bodies, making joint decisions on whether to re-use, share, or sell unused land and buildings within the public estate.

<b>Subject:</b>	<b>Update on Greater Brighton Investment Programme and Local Growth Fund</b>		
<b>Date of Meeting:</b>	<b>31 January 2017</b>		
<b>Report of:</b>	<b>Chair, Greater Brighton Officer Programme Board</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Nick Hibberd</b>	<b>Tel:</b> 01273 293756
	<b>Email:</b>	<a href="mailto:nick.hibberd@brighton-hove.gov.uk">nick.hibberd@brighton-hove.gov.uk</a>	
<b>LA(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT:**

- 1.1 This report provides the Greater Brighton Economic Board ('the Board') with an update on progress on the Greater Brighton Investment Programme ('the Investment Programme').
- 1.2 This report also updates the Board on the Local Growth Fund (LGF), in relation to both the allocations made as part of round 3 of the Growth Deal and the new bidding opportunities presented by the Coast to Capital Local Enterprise Partnership's (C2C LEP's) new six monthly call for growth projects financed from unallocated Growth Deal rounds 1 and 2 funds.
- 1.3 In response to C2C LEP's new call for growth projects, the Greater Brighton Officer Programme Board ('the Officer Board') reviewed and refreshed the Greater Brighton Project Pipeline ('the Pipeline') and produced a short-list of projects that it proposes be put forward for this capital grant funding opportunity. If and when LGF funding is allocated to a project, it will form part of the Investment Programme.
- 1.4 The period covered by this report is 20 September 2016 to 20 December 2016. This report also summarises key supplementary highlights for the Board's attention.

**2. RECOMMENDATIONS:**

- 2.1 The Board is asked to note the contents of this report.
- 2.2 The Board is asked to endorse the proposed short-list of projects to be put forward by the Greater Brighton partnership to C2C LEP's new six monthly call for growth projects, recognising that new projects may still come forward.

**3. GREATER BRIGHTON INVESTMENT PROGRAMME HIGHLIGHTS**New England House Growth Centre

- 3.1 Brighton & Hove City Council (BHCC) will shortly be commissioning design work to guide the refurbishment of the building. At the same time, it continues to explore a potential land deal on the adjacent Longley Industrial Estate, to provide the

means of securing the City Deal outputs for New England House. Tripartite discussions will be taking place early in the New Year, to determine whether such a land deal is feasible. Alternative options are being explored should this not be achievable.

#### Digital Catapult Centre Brighton

- 3.2 The funding agreements have now been signed and the capital works to the permanent space are to commence shortly. The Centre has run a series of successful drop-in events to enable businesses to meet university research centres, including the Knowledge Engineering Group at the University of Brighton (UoB) and the Creative Technology Centre at the University of Sussex (UoS). The Centre has also supported a day-long event at American Express, to connect SMEs with the corporation and this activity is enhancing its retail innovation programme. The residency programme has approved five Virtual Reality / Augmented Reality start-ups, which are now receiving support.

#### Superconnected Cities Programme – Broadband Voucher Scheme

- 3.3 The Scheme, which has installed a total of 1,046 vouchers with value of £1,115,489, is now complete.

#### Advanced Engineering Centre

- 3.4 The construction programme is continuing to advance in line with the revised schedule. The external brickwork has now been completed and the external cladding is presently being installed. The building is now water tight and work has begun on the internal installation of building services. The project remains slightly over budget and on-going work is being undertaken to ensure that the costs continue to be constrained within the budget envelope.

#### Innovation Centre Brighton (Block J)

- 3.5 Construction work is actively progressing on the Block J site. The steel frame is now complete and works have commenced on the concrete floor slabs. The installation of the windows and curtain walling is to commence in January 2017. The building is to be sealed and watertight by end-March 2017, to allow internal fit-out works to be completed for a hand-over to Sussex Innovation by 05 June 2017.
- 3.6 Sussex Innovation is currently planning a series of events to take place in the City, leading up to the opening of the new facility and tied-in with their 21st Anniversary celebrations.

#### Circus Street Innovation Growth Centre and Regeneration

- 3.7 As previously reported, the developer U+I is retendering the construction contract in order to seek a viable price for construction. This follows an extended period of concerted co-operative working by the development partners, to reduce costs and/or profits in order for the contract to be let. U+I is confident that over the course of 2016, the construction market has 'softened' to the extent that it will be able to secure more competitive bids on this occasion, thereby ensuring a viable build price and allowing for construction to commence in early Spring 2017.

### Preston Barracks Central Research Laboratory

- 3.8 In recent months, the UoB and U+I have worked to finalise the comprehensive redevelopment proposals for the BHCC owned barracks site and adjacent UoB land. Pre-application 'Planning Workshops' with BHCC planning officers have been on-going since April 2016, with the final two taking place in December 2016. Design freeze was achieved in October 2016 and the UoB and U+I are now in the process of preparing the suite of documents needed for the planning application. As part of this, they gave a second presentation to the Design South East panel on 14 October 2016. They also undertook a second stage of pre-application consultation during November 2016, culminating in a public exhibition of the plans on the 18 and 19 November 2016. A planning application is to be submitted early in the New Year and, subject to securing planning consent in the first half of 2017, construction will commence in 2017/18.
- 3.9 The Central Research Laboratory (CRL) pilot project, 'Field', continues to operate successfully with 9 innovative start-ups from Brighton & Hove benefitting from space in the temporary workspaces.

### City College Brighton and Hove – Construction Trades Centre

- 3.10 The new Construction Trades Centre at City College East Campus at Wilson Avenue continues to make good progress. The envelope is now complete, with internal works and junctions between the new and existing building elements progressing well. The construction works remain on-target for completion in April 2017.

### Enterprise Zone Newhaven

- 3.11 The Memorandum of Understanding has been signed by both Lewes District Council (LDC) and the C2C LEP and issued to Government for Ministerial sign-off.
- 3.12 The Outline Implementation Plan, submitted on 28 October 2016, has been accepted by Government. LDC and C2C LEP have appointed Cushman & Wakefield to undertake the full Investment & Implementation Strategy. A draft report is to be complete by end February 2017, to enable the final report to be submitted to Government by 31 March 2017.
- 3.13 The Enterprise Zone Newhaven Project Board has now been established and the Terms of Reference agreed at its inaugural meeting on 03 October 2016. It is officer-led and is chaired by Steve Allen, Vice Chairman of the C2C LEP. Plans to establish a Members Oversight Board (comprising all 3 tiers of local authority) are currently being investigated, with a view to this being in place by April 2017.
- 3.14 At the time of writing, a decision is being awaited on the Eastside South Growth Deal round 3 submission to the South East Local Enterprise Partnership (SELEP), for the creation of a new business park comprising 7,733m<sup>2</sup> of B1/B8 floorspace.

### Newhaven Flood Alleviation Scheme

- 3.15 Construction of the Scheme has commenced, with site clearance and enabling works on the west bank. Completion of the defence alignment on the west bank is on scheduled for March/April 2017.
- 3.16 The detailed design of the defence works on the east bank has started and construction will commence in Spring 2017. Stakeholders on the east bank have been engaged to agree the defence alignment and working access and arrangements.
- 3.17 Planning consent has been granted from LDC for the Scheme on both river banks south of the Energy Recovery Facility (ERF). Planning consent is still pending from the South Downs National Park Authority and East Sussex County Council regarding the small part of the Scheme north of the ERF but this is expected in the New Year.
- 3.18 Close work with Network Rail is underway to progress the design and operation of the floodgate across the railway line near the EFR that is located just north of the Town.

#### Newhaven Port Access Road

- 3.19 Development of the business case for the second phase of the Port Access Road, from Pargut roundabout to Mill Creek, continues. As a retained scheme, discussions have been ongoing with the Department for Transport (DfT) to agree the required scope of the business case and there is now acknowledgement that the focus of the business case lays in the economic case. Draft business case documents will continue to be submitted to the DfT for comment.
- 3.20 Additional ground investigation works, which have been delayed for ecological reasons, are due to commence in the New Year and will inform the detailed design of the embankments and bridge that is also underway. Ecological surveys are continuing and a package of works for advance site clearance and the translocation of species is planned for Spring 2017.
- 3.21 As previously reported, construction of the scheme will be procured using Hampshire County Council's framework contract. A tender workshop has been held to introduce the contractors to the Scheme and to gain their input into the design. Following the tender process and receipt of a tendered sum, final submission of the business case is planned for Spring 2017. Subject to the approval of the business case, construction could commence in the mid-2017, with completion in early 2019.

#### Shoreham Flood Defences – Adur Tidal Walls

- 3.22 The Scheme has now commenced construction on 3 of the 10 reaches. 3 further reaches are programmed to commence during Spring 2017. The local community continues to be actively engaged, to minimise disruption from the works and a visitor centre has been established on-site to support this.

#### Shoreham Flood Defences – Western Harbour Arm

- 3.23 The detailed business case for the delivery of the preferred flood defence solution for the Sussex Yacht Club site was approved by the full C2C LEP Board



on 22 September 2016. The proposal allows Adur & Worthing Councils (AWCs) to draw down £3.5m towards the purchase of land from the Sussex Yacht Club. A further £85,000 has been successfully secured to prepare a detailed flood alleviation study and business case to secure up to £1.2m identified in the Environment Agency's capital programme.

- 3.24 AWCs are currently negotiating the purchase of a strip of land 3.5m deep and 255m long along the northern frontage of the Sussex Yacht Club's site. Following completion of purchase, AWCs will demolish the existing clubhouse and outbuildings and construct the new flood defence and flood gates to allow access for Sussex Yacht Club members. A new clubhouse will be constructed separately by Sussex Yacht Club.
- 3.25 Construction of the flood defence wall is scheduled to commence in Spring 2018, with completion in Autumn 2018.

### Burgess Hill Growth Location

- 3.26 Mid Sussex District Council (MSDC) submitted its District Plan to Government in August 2016. The Plan provides the framework for the Burgess Hill developments and is currently being subjected to an independent examination by the Planning Inspectorate, with the first public hearings held in December 2016.
- 3.27 In order to assist with the delivery of the infrastructure required to realise the full benefits of the substantial growth anticipated in Burgess Hill, MSDC submitted a bid to C2C LEP for round 3 of the Growth Deal. The bid was primarily to support a sustainable transport package that would link together new and existing developments and improve the experience of travelling to and around Burgess Hill. Please see section 4 of this report for further information on the LGF.
- 3.28 The Northern Arc scheme, which will deliver approximately 3,500 new homes alongside a business park, schools and community facilities, remains the key focus for MSDC. Further progress has been made to address outstanding issues and regular discussions are being held with developers to progress the scheme. A planning application for the first 130 homes on the development has been received.
- 3.29 Good progress has been made on the approved major retail, leisure and housing scheme to redevelop Burgess Hill town centre with the developers, New River Retail, expected on-site next year. A related planning application to relocate the existing Lidl store from the town centre has been determined favourably. Relocation of Lidl will facilitate commencement of development on the town centre scheme, which is due to be completed by 2021.
- 3.30 Construction on the Kings Way and Keymer Tileworks sites continues apace. The Kings Way development has almost completed its first phase of 75 homes, some of which are now occupied, and has a reserved matters application in for a further 97 units. The first phase of the Keymer Tileworks, which comprises 125 homes, is underway with a reserved matters application for a further 170 dwellings expected to be determined soon. In addition, decontamination works have started on the Fairbridge Way site that has an outline planning permission for 325 homes.

- 3.31 MSDC continues to work closely with the Homes & Communities Agency (HCA) to deliver Starter Homes and has submitted a bid to the HCA's Capacity Fund to assist with this, as well as wider Burgess Hill work. Please see section 5.12 of this report for further information on the HCA's Capacity Fund.
- 3.32 Work continues on The Brow to convert a number of public sector buildings into a modern, purpose built public services facility to house a GP surgery and accommodation for the police and ambulance services, whilst freeing up land to provide a significant number of Starter Homes that will support the regeneration of the town centre. The HCA has commissioned architects and planning consultants, who have produced a high level design and viability assessment. MSDC continues to work with both partners and the HCA to agree how to move forward with the implementation of this project.
- 3.33 Work has commenced to build a Burgess Hill brand and outreach communications strategy with an external agency now appointed to take this forward. The intention is to work in partnership with the various developers active in the town, along with other stakeholders, to promote and support its role as a growth location and to provide high quality information to existing and future residents, employees and visitors.

#### A2300 Corridor Improvements – Burgess Hill

- 3.34 The Scheme will support economic growth through enabling the delivery of strategic housing and employment development at Burgess Hill, and the funding profile has been aligned with the development profile currently being proposed by developers. The Burgess Hill Transport Model to support the business case is now complete and available for use in assessing the economic benefits of the A2300 in support of the business case. As a DfT retained scheme, the revised funding profile has been communicated to the DfT, as well as to the C2C LEP. The current programme indicates start of construction in Q4 2020/21, with completion in Q1 2022/23.
- 3.35 Commissioning of the preliminary design and preparation of Outline Business case is currently being commissioned and this work is expected to be complete by March 2018.

#### Brighton Valley Gardens – Phases 1 and 2

- 3.36 The technical review, initiated in June 2015, is now complete. The review was carried out to provide reassurance that the proposed highway design would not have major significant impacts on the transport network. It required the use of computer-based traffic modelling and included 2015 traffic data.
- 3.37 The outcome of the review and the preferred highway design was presented to BHCC's Environment, Transport & Sustainability Committee on 29 November 2016. The Committee unanimously accepted the outcome of the review and approved the highway design as the preferred design for Valley Gardens Phases 1 & 2. Committee also authorised officers to progress to the detailed highway technical design stage, which is to include the preparation of the Traffic Regulation Orders.

#### Brighton & Hove Bike Share

- 3.38 After a rigorous procurement process, the contract for the operation, management and maintenance of the Scheme was awarded in mid-December 2016, with the contract due to commence in January 2017. Once the contract is signed, the equipment will be ordered and work on implementing the hub sites will begin. The scheme is scheduled to officially launch in June 2017.

#### Brighton & Hove Intelligent Transport Systems (ITS) Package

- 3.39 The project continues to move forward with the traffic signal pedestrian crossing upgrades and junction improvements. 11 crossing and have completed, as have junction improvements at the Old Shoreham Road/Locks Hill and Church Road/Sackville Road. The design for the Dyke Road/Highcroft junction is also complete and has been issued to contractors for pricing. CCTV installations are in hand, as are the installations of the required software systems.

### **4. UPDATE ON LOCAL GROWTH FUND**

#### Growth Deal Round 3

- 4.1 The C2C LEP's final Growth Deal 3 submission, totalling £136m, was made to Government on 28 July 2016.
- 4.2 Of the 10 bids that the Board put forward, 6 were included in the final submission. These sought a combined LGF of £80.59m:
- Worthing Central Phase 1 (seeking LGF funding of £9.4m)
  - Decoy Farm, Worthing (seeking LGF funding of £8m)
  - New Monks Farm & Airport (seeking LGF funding of £9.43m)
  - Burgess Hill Growth Area Infrastructure Package (£24.64m) (submitted as three individual bids)
  - Sussex Bio-Innovation Centre, Brighton (£9.12m)
  - Black Rock Site Development, Brighton (£20m)
- 4.3 It is estimated that these 6 projects will bring a combined private sector match fund of £745.4m into the City Region and deliver approximately 9,844 direct jobs, 5,965 homes and 299,428sqm of employment floor space.
- 4.4 As part of the Autumn Statement 2016, Government announced an allocation of £1.8b from the LGF to English regions, with £683m going to LEPs in the South West, South East and London. Wider highlights from the Autumn Statement 2016 are summarised in Appendix 1.
- 4.5 Funding allocations to individual LEPs are expected to be announced shortly.

#### Growth Deal Rounds 1 and 2: C2C LEP Call for Growth Projects

- 4.6 The C2C LEP secured £226m from 2015 to 2021 through rounds 1 and 2 of the Growth Deal.
- 4.7 14 projects located across the City Region have already been allocated funding from rounds 1 and 2 of the Growth Deal: Digital Catapult Centre Brighton; Advanced Engineering Centre Brighton; Central Research Laboratory Growth

Centre, Preston Barracks Brighton; Newhaven Flood Alleviation Scheme; Newhaven Port Access Road; Shoreham Flood Defences (Adur Tidal Walls and Western Harbour Arm); Circus Street Innovation Growth Centre and Regeneration Brighton; City College Brighton and Hove Construction Trades Centre; Brighton Valley Gardens Phases 1 & 2; Brighton Valley Gardens Phase 3; A2300 Corridor Improvements Burgess Hill; Brighton & Hove Intelligent Transport Systems Package; Brighton & Hove Bike Share, and; Worthing Sustainable Transport Package Phase 1.

- 4.8 The C2C LEP have approximately £46.65m of unallocated funds and funds that have been re-released from projects that have stalled or are not delivering.
- 4.9 In response, the C2C LEP has launched a new 6-monthly call for growth projects for capital grant funding. The first round opened on 02 December 2016, with a deadline for returned Outline Business Cases of 06 January 2017. The total amount available under this round is capped at £20m.
- 4.10 The call is to a 'single pot' that encompasses: infrastructure (including transport (sustainable and resilience)); housing and regeneration; skills, and; business and enterprise.
- 4.11 The C2C LEP's intention is for 6-monthly rounds and is confident that there will be at least 3 rounds as part of this call. There are sufficient funds in the 'single pot' to finance the first 2 and the 3<sup>rd</sup> will be paid for by further funds re-released from projects that have stalled or are not delivering.
- 4.12 All LGF funded projects are expected to contribute towards the C2C LEP's Strategic Economic Plan (SEP) and to deliver economic outputs such as new jobs, homes and/or employment space. It should be noted that C2C LEP will be refreshing its SEP in 2017.
- 4.13 Projects applying for funding must meet the following eligibility tests and criteria:
- The minimum funding that can be applied for is £500,000 and the maximum is £5,000,000 (including for 'packages of projects')
  - LGF will need to be matched by at least 50% for non-transport projects and at least 15% for transport projects. Where projects are expected to deliver exceptional outputs, the C2C LEP may consider lower match funding
  - Projects must be state aid compliant
- 4.14 For the first round, the main priority is for spend in the 2016/17 financial year and the C2C LEP are seeking bids from projects that can spend at least 30% of the LGF sought by 31 March 2017. In line with its commitment to Government, the C2C LEP is aiming to get an additional £9.7m 'out the door' in 2016/17.
- 4.15 The C2C LEP has also introduced a new feasibility fund; ring-fencing £750,000 to fund feasibility studies from organisations that are unable to fund the upfront investment to develop projects to a business case proposition. Bids to access the feasibility fund will be through completion of an expression of interest form. It should be noted that delivery bodies must be able to capitalise the expenditure and can only do this if the proposed project ultimately goes ahead and assets are created. By accepting feasibility funding, delivery bodies are acknowledging that,

unless projects proceed within a 2-year timescale with funding being capitalised accordingly, the original sum will have to be returned.

- 4.16 In response to C2C LEP's new call for growth projects, the Officer Board reviewed and refreshed the Pipeline and produced a short-list of projects that it proposes be put forward for this capital grant funding opportunity. The short-list and the associated pipeline templates are attached as Appendix 2. Due to commercial sensitivities, access to Appendix 2 is restricted to Board members.
- 4.17 The Board is asked to endorse this shortlist, recognising that the Pipeline is a 'live' document and that new projects may still come forward.
- 4.18 As with all the C2C LEP LGF calls, this call is likely to be highly competitive. The capital grant funding sought by the Board's member organisations alone far exceeds the funding currently available in the 'single pot'.

## **5. SUPPLEMENTARY UPDATES**

### Innovation South

- 5.1 As part of the Autumn Statement 2016, Government announced that it would be funding 8 Science and Innovation Audits across the Country, one of which will be an audit for Innovation South. Innovation South is a partnership of LEPs, local authorities, businesses and universities covering an area from Dorset to Kent along the South Coast, Surrey and Berkshire. The Audit is focused on a number of core themes that will look at 5 enabling technologies: Digital, Quantum; Photonics; Cyber and Big Data Analytics applied across 4 sectors; Connected Digital; Advanced Engineering; Bio-Science, and; Marine/Maritime. All of these are existing regional strengths, which are potentially global in profile. The output of the audit will be used to inform future Government and LEP investment strategies.
- 5.2 The Audit is being coordinated by Enterprise M3 LEP and will utilise data sets synthesised by Technopolis. A consultancy firm will be engaged to undertake much of the work and this will be funded by partners. A funding group has been established to provide oversight and a technical steering group has been proposed to provide input to the process of creating the report.
- 5.3 The Audit is due to submit its findings by end May 2017.

### Greater Brighton Smart Growth Strategy

- 5.4 The existing Smart Specialisation research and analysis being undertaken by the UoS and UoB on behalf the Board will be incorporated into the Innovation South Audit.
- 5.5 The purpose of the research and analysis is three-fold: to pinpoint sectors in the City Region's economy that are large enough and specialised enough to provide a comparative advantage; to identify the key challenges that firms within these sectors face, and; to set-out what can and should be done to support these firms and their growth. This will help the Board to set its future priorities; it will ensure that efforts are focused on supporting businesses in the right sector in the right ways.

5.6 The work featured in the Smart Specialisation Hub's [Annual Report 2016](#).

#### Sussex Further Education Area Review

5.7 The [Sussex Further Education Area Review Report](#) was published on 29 November 2016.

#### European Regional Development Fund Calls

5.8 On 16 December 2016, the C2C LEP launched the latest European Regional Development Fund (ERDF) calls for the area, totalling £8.95m and comprising:

- Business Support (£6m)
  - Lot 1 - [Productivity & Growth](#) (£2m)
  - Lot 2 - [Access to Finance & Investment Readiness](#) (£1m)
  - Lot 3 - [Monetisation of Innovation](#) (£2m)
  - Lot 4 - [Peer Support & Mentoring](#) (£500k)
  - Lots 5 - [Business Start-Up Programme](#) (£500k)
- [Internationalisation](#) (£750k)
- [R & D Brokerage Service](#) (£1m)
- [Low Carbon: Retrofitting](#) (£1.2m)

5.9 Projects would be for a maximum of three years and require organisations to provide 50% match.

5.10 Apart from the low carbon call, which closes on 03 March 2017, applications will be assessed in 3 batches: 17 February 2017; 30 April 2017, and; 30 July 2017. All funding may be allocated at the first deadline, with later projects being placed on a reserve list.

5.11 On 20 December 2016, the C2C LEP hosted an event for prospective bidders to provide opportunities for potential partners, including those from Greater Brighton, to collaborate. A further update will be provided to the Board at its next meeting, on 25 April 2017.

#### Large Sites and Housing Zones Capacity Fund

5.12 In addition to the Expression of Interest (EoI) submitted by MSDC, as described in Section 3.31 of this report, the Greater Brighton partnership submitted a joint EoI encompassing: Shoreham Harbour Regeneration Area (various sites); Land South of Varley Hall, Coledean; North Whitehawk, Brighton; Toads Hole Valley, Brighton; Conway Street, Hove; Sackville Trading Estate, Hove, and; Newhaven Square. It is estimated that these sites have the combined potential to deliver up to 3,830 residential units.

5.13 The EoI, which seeks a total of £570k in capacity funding, aims to add value to Greater Brighton's successful One Public Estate bid and resultant programme, by focusing on accelerating the delivery of the City Region's privately owned housing sites.

## Greater Brighton One Public Estate Programme

5.14 Establishment of the Greater Brighton One Public Estate Programme (the 'OPE Programme') is progressing well:

- The inaugural meeting of the Greater Brighton Strategic Property Board ('the Property Board') was held on 25 October 2016, during which the Property Board's Terms of Reference were agreed. The next meeting is scheduled to take place on 17 May 2017 and will focus on the health and social care integration agenda.
- Recruitment to the One Public Estate Programme Manager post has commenced.
- The One Public Estate Memorandum of Understanding has been agreed and signed by all parties. It should be noted that the Madeira Terrace project was removed due to non-compliance and that the total funding allocated is therefore £529,500 for 2016/17. The allocation has been agreed by the Treasury and the 2016/17 allocation will be dispersed shortly.
- Back-to-back Grant Agreements have been put in place between BHCC, as the Lead Authority for the OPE Programme, and all funded partners.
- The Greater Brighton Asset Map is being prepared and details of asset valuations and surplus sites across the City Region are also being collated for publication on the Greater Brighton website.
- On 20 December 2016, the National One Public Estate Programme advised that a further funding round is being considered for early 2017 with bidding expected to open in April 2017. At the time of writing, the partnership is identifying additional projects for the consideration of the Strategy Property Board.

## Greater Brighton Communications Strategy

5.15 The Greater Brighton website went live in December 2016. The address is [www.greaterbrighton.com](http://www.greaterbrighton.com).

5.16 The Officer Board continues to develop the Greater Brighton 'brand book' and Communications Strategy. This will be presented to the Board for input at its next meeting, on 25 April 2017.

## Greater Brighton Devolution Bid

5.17 At its meeting on 18 October 2016, the Board gave officers a clear steer to progress the City Region's devolution bid to ultimately secure a non-mayoral deal.

5.18 On 21 November 2016, Simpson Consulting Ltd and The Reeve Partnership Ltd were appointed on a consultancy basis to: review the work undertaken to date; refine the City Region's 'asks' and 'offers', in line with Government feedback and policy changes and to reflect the passage of time (the City Region's original proposition was submitted in September 2015); collate the supporting evidence that has been developed and/or highlight any gaps, and; produce a revised Greater Brighton proposition document, to enable the City Region to recommence negotiations with Government. The consultancy fee, capped at £9,999, is funded from a proportion of the budget allocated to the Greater Brighton Policy & Project Manager post that was not recruited to.

## 6. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 6.1 There are no direct financial implications associated with this report and this report focuses on the progress made for both approved schemes within the Greater Brighton Investment Programme and new applications of schemes from the round 3 of the Local Growth Fund and the new bidding opportunities presented by the Coast to Capital Local Enterprise Partnership's financed from unallocated Growth Deal rounds 1 and 2 funds.
- 6.2 Schemes already included within the Greater Brighton Investment Programme have approved business cases in place with funding options identified and these have been reported to their respective committees.
- 6.3 The C2C LEP's final Growth Deal 3 submission made to Government includes six schemes from across the City Region with a value up to £80.59m of LGF funding. An announcement is expected shortly and further work will be required for each scheme to identify full funding is in place. These will be reported at later dates subject to further testing.
- 6.4 The C2C LEP have approximately £46.65m of unallocated funds that have been re-released from phases 1 and 2 and are spread over three bidding phases plus some additional funding for feasibility studies. The short-list of projects is included within paragraph 4.16 above. It should be noted that all projects will require a degree of match funding ranging from 15% for transport initiatives to 50% match funding for non-transport initiatives. The first round of bids will require that projects can spend at least 30% of the LGF by 31 March 2017. Match funding will need to be identified from existing 16/17 budgets to support these bids if approved.

*Finance Officer Consulted: Rob Allen, Principal Accountant*

*Date: 20 December 2016*

### Legal Implications:

- 6.5 There are no direct legal implications arising from this report. The legal issues in respect of each of the projects or programmes will be managed by the respective delivery bodies and appropriate LGF funding agreements will be entered into,

*Lawyer Consulted: Bob Bruce, Deputy Head of Law BHCC*

*Date: 20.12.16*

### Equalities Implications:

- 6.6 None. As the business cases for individual projects are developed, lead partners will be asked to develop an Equality Impact Assessment for their projects as appropriate.

### Sustainability Implications:



6.7 None arising from this report. Sustainability issues will be addressed on a project-by-project basis.

Any Other Significant Implications:

6.8 None.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix 1: Autumn Statement 2016 Highlights (23 November 2016)
2. Appendix 2: Greater Brighton Project Short-List (exempt category 3 – circulated to Board members only)

### **Background Documents**

None.

## Appendix 1: Autumn Statement 2016 Highlights

- The UK will be the fastest growing major economy in the world next year.
- The Office for Budgetary Responsibility (OBR) forecasts growth to be 2.1% in 2016, falling to 1.4% in 2017, 1.7% by 2018, 2.1% in 2019-20 and 2.1% 2021.
- Government will not be delivering a surplus in 2019/20 but is committed to seeing public finances return to balance as soon as practicable.
- Three new fiscal rules were introduced: public finances are returned to balance as early as possible in next Parliament; borrowing should be below 2% at the end of the Parliament and public sector debt should be falling, and; welfare spending must have a cap set that is monitored by the OBR.
- There are no plans to introduce further welfare savings in this Parliament.
- Government has established a **National Productivity Investment Fund (NPIF)**, to deliver additional spending in areas that are key to boosting productivity: economic infrastructure (digital and transport); research and development, and; housing.
- In total, the NPIF will invest an extra £23bn between 2016/17 and 2021/22. £16b of this will be divided as follows:
  - £7.2b on building new homes, including spending by Housing Associations.
  - £4.7b to enhance the UK's position as a world leader in science and innovation.
  - £2.6b to tackle congestion and ensure the UK's transport networks are fit for the future.
  - £0.7b to support the market to roll out full-fibre connections and future 5G communications.
  - A further £7.2b in 2021/22 will be allocated in due course.
- Government made a commitment to the business tax roadmap, including cutting corporation tax to 17% in 2020.
- Government is moving towards a single major fiscal event each year. From 2018, the Autumn Statement will be abolished and there will be an Autumn Budget and a Spring Statement responding to the forecast set out in the OBR.
- Government is committing to reducing the structural deficit to less than 2% of GDP by the end of Parliament.
- Government announced the following additional infrastructure spending at between now and 2020/21:

## Transport

- £1.3b for improvements to road and local transport networks, prioritising quickly deliverable projects that offer the most immediate improvements, reducing congestion and speeding up the movement of goods and people.

This is made up of:

- £1.1b for small projects to improve our existing networks. Elected Mayors with single transport grants will receive per capita allocations for their areas.
- £220m to fix pinch-points on our strategic road network, focusing on schemes that can be constructed quickly and dramatically reduce congestion.
- £390m in support for future transport, including electric vehicles and driverless cars.
- £450m to trial digital signalling and £80m for smart ticketing roll-out.

## Digital

- Over £1b for digital infrastructure by 2020-21, including:
  - A £400m commitment to a new Digital Infrastructure Investment Fund (DIIF), matched by private investors, to provide access to finance for companies investing in new fibre or 5G networks; supporting very fast and reliable full-fibre broadband for up to 2m premises.
  - Providing funding to local areas, to support investment in a much bigger fibre 'spine' across the UK, prioritising full-fibre connections for businesses and bringing together public sector demand.
  - To put the UK at the forefront of the global 5G revolution, Government will fund a co-ordinated programme of integrated fibre and 5G trials, to test technology, applications and deployment and pave the way for future 5G networks.
  - Government will provide a new 100% business rates relief for new full-fibre infrastructure for a five year period from 1 April 2017 to support rollout of new full-fibre broadband infrastructure and future 5G communications to homes and businesses.
- A new Infrastructure Delivery Ministerial Group is to be created, to improve the delivery of public infrastructure projects by overseeing the delivery of priority projects.
- Government announced a major increase of £2b per annum by 2020-21 on **research and development** spending , including:
  - An Industrial Strategy Challenge Fund, run by UK Research and Innovation, to support business-university collaboration, focusing on important long-term challenges to the UK. Further details will be set out at the Budget.
  - Additional funding will be allocated to increase research capacity and business innovation, to further support the UK's world-leading research

base and to unlock its full potential. Funding will be awarded on the basis of national excellence and will include a substantial increase in grant funding through Innovate UK.

- To **support small businesses** to invest and grow:
  - The British Business Bank will invest an additional £400m in venture capital funds. This, alongside private investment, will unlock up to £1b of new investment and provide equity funding to firms with strong growth potential.
  - Recommitting to the planned business rates reforms, permanently doubling Small Business Rate Relief meaning 600,000 businesses will pay no business rates at all.
  - Rural Rate Relief will also be doubled from 50% to 100% from April 2017. 4,700 small, rural businesses will benefit with a business rates bill saving of up to £2,900.
  - The amount of investment social enterprises can raise through Social Investment Tax Relief will increase from £275k to £1.5m for enterprises up to 7 years old from April 2017.
  - Provided £13m to implement Sir Charlie Mayfield's review of business productivity to support UK firms' plans to improve their management skills.
  - Doubling, to £5b, the maximum support that UKEF can provide to exporters in each overseas market.
  
- **Housing** White Paper to be announced soon with £1.4b announced to build 40,000 new affordable homes in England.
  
- Government also announced a new Housing Infrastructure Fund of £2.3b by 2020-21, funded by the NPIF and allocated to local government on a competitive basis. This will provide infrastructure targeted at unlocking new private house building in the areas where housing need is greatest. It will deliver up to 100,000 new homes. Government will also examine options to ensure that other Government transport funding better supports housing growth
  
- Allocations of **Local Growth Fund** announced, with £683m going to LEPs in South East, South West and London. Funding figures to individual LEPs are to be announced shortly.
  
- The **Science and Innovation Audit** bid from the 'Innovation South' Consortium has been successful.

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