



# **GREATER BRIGHTON ECONOMIC BOARD**

**17 JULY 2018  
10.00AM**

**ARORA HOTEL, SOUTHGATE AVENUE, CRAWLEY RH10 6LW**

## **AGENDA**





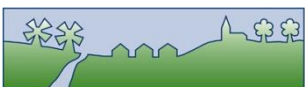
ADUR & WORTHING  
COUNCILS



Brighton & Hove  
City Council



Lewes District Council



MID SUSSEX  
DISTRICT COUNCIL

Title:	<b>Greater Brighton Economic Board</b>
Date:	<b>17 July 2018</b>
Time:	<b>10.00am</b>
Venue	<b>Arora Hotel, Southgate Avenue, Crawley RH10 6LW</b>
Members:	<p><b>Councillors:</b> Humphreys, Janio, Lamb, Parkin, Smith, Wall and Yates</p> <p><b>Business Partners:</b> Alison Addy, Steve Allen, Trevor Beattie, Prof. Michael Davies, Prof. Debra Humphris, Nick Juba, Dean Orgill, Andrew Swayne and Peter Webb</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

**Kathryn Hall**  
CE- MSDC

**Councillor Wall**  
MSDC

**Secretary**

**Lawyer**

**Nick Hibberd**  
BHCC

**Max Woodford**  
BHCC

**Andy Hill**  
GBEB

**Martin Randall**  
WBC/ADC

**Mark Healy**  
MSDC

**Peter Sharp**  
LDC

**Nigel Stewardson**  
BEIS

**Clem Smith**  
CBC

**Councillor Janio**  
BHCC

**Councillor Yates**  
BHCC

**Geoff Raw**  
CE- BHCC

**Councillor Humphreys**  
WBC

**Alex Bailey**  
CE- ADC/WBC

**Councillor Parkin**  
ADC

**Councillor Smith**  
LDC

**Robert Cottrill**  
CE- LDC

**Peter Lamb**  
CBC

**Natalie Brahma-Pearl**  
CE- CBC

**Andrew Swayne**  
Chairman- A&W  
Business Partnership

**Dean Orgill**  
B&H Business Partnership

**Steve Allen**  
C2C LEP

**Peter Webb**  
CWS Partnership

**Prof. Humphris**  
Vice-Chancellor  
UoBtn

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

**Nick Juba**  
FE Rep

**Trevor Beattie**  
SDNPA

**Alison Addy**  
Gatwick Airport

Phil Jones

Jonathan Sharrock

Caroline Wood

Prof. Sue Baxter

Alan Higgins  
ADC/WBC

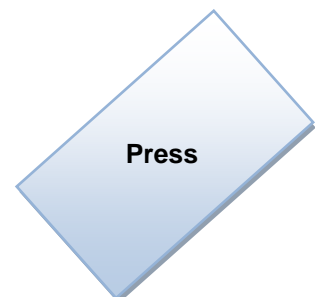
Andy Willens  
ADC/WBC

Clare Mulholland  
GBEB

**Public Seating**



**Press**



AGENDA

**PROCEDURAL MATTERS**

**1 APPOINTMENT OF CHAIR 2018/19**

**2 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.*

**3 MINUTES OF THE PREVIOUS MEETING**

**9 - 16**

To consider the minutes of the previous meeting held on 17 April 2018

**4 CHAIR'S COMMUNICATIONS**

## GREATER BRIGHTON ECONOMIC BOARD

- |          |   |                  |
|----------|---|------------------|
| <b>5</b> | <b>CREATIVE COAST</b>   | <b>17 - 22</b>   |
|          | Report of the Chair, Greater Brighton Officer Programme Board           |                  |
| <b>6</b> | <b>TRANSFORMING CITIES FUND APPLICATION TO DEPARTMENT FOR TRANSPORT</b> | <b>23 - 78</b>   |
|          | Report of the Chair, Greater Brighton Officer Programme Board           |                  |
| <b>7</b> | <b>GREATER BRIGHTON ECONOMIC BOARD 2017/18 ANNUAL REPORT</b>            | <b>79 - 108</b>  |
|          | Report of the Chair, Greater Brighton Officer Programme Board           |                  |
| <b>8</b> | <b>GREATER BRIGHTON INVESTMENT PROGRAMME PROGRESS UPDATE</b>            | <b>109 - 142</b> |
|          | Report of the Chair, Greater Brighton Officer Programme Board           |                  |

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For further details and general enquiries about this meeting contact John Peel (01273 291058, email [john.peel@brighton-hove.gov.uk](mailto:john.peel@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

Date of Publication - Monday, 9 July 2018





# GREATER BRIGHTON ECONOMIC BOARD

10.00am 17 APRIL 2018

COUNCIL CHAMBER, HOVE TOWN HALL, NORTON ROAD, HOVE, BN3 3BQ

## MINUTES

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

**Business Partners:** Alison Addy, Prof. Sue Baxter, Eduardo Hernandez, Phil Jones, Nick Juba, Dean Orgill, Andrew Swayne and Peter Webb

### PART ONE

#### **30 PROCEDURAL BUSINESS**

##### **30a Declarations of substitutes**

- 30.1 Phil Jones was present as substitute for Steve Allen.
- 30.2 Prof. Baxter was present as substitute for Prof. Humphris.
- 30.3 Eduardo Hernandez was present as substitute for Prof. Davies.

##### **30b Declarations of interests**

- 30.4 Councillor Wall declared a non-prejudicial interest in Item 36 as a member of the Transport for the South East.
- 30.5 Andrew Swayne declared a non-prejudicial interest in Item 36 as a member of the Transport Forum.

##### **30c Exclusion of the press and public**

- 30.6 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.
- 30.7 **RESOLVED-** That the press and public not be excluded.

#### **31 MINUTES OF THE PREVIOUS MEETING**

- 31.1 **RESOLVED-** That the minutes of the previous meeting held on 6 February 2018 be approved and signed as the correct record.

## 32 CHAIR'S COMMUNICATIONS

32.1 The Chair provided the following communications:

*“On behalf of The Board I would like to welcome Clare Mulholland, Greater Brighton Business Manager and Stuart Douglas, Greater Brighton Project Support Officer to the Greater Brighton Economic Board support team. This brings the team to its full complement at the start of this financial year.*

*“I am pleased to announce that EU Interreg funding of £35,000 has been confirmed for the Greater Brighton Energy Plan. This is in addition to funding provided by the Board and Brighton and Hove City Council to bring the total funding to £54,000. This will enable development of the Greater Brighton Energy Plan. This will detail how the City Region will deliver the Government’s Industrial Strategy and Clean Growth Strategy at a local level. It will enable development of the right infrastructure to support the growth of a smart and sustainable Greater Brighton economy.*

*“On behalf of the Board, I would like thank Coast to Capital for consulting us on the emerging Strategic Economic Plan, the consultation period for which closed on 23rd March. The Board welcomes the opportunity to respond and work with Coast to Capital, to both help shape this important plan and to support its delivery at a City Region level. I look forward to the presentation from Coast to Capital this morning.*

*“The Department for Transport has confirmed funding for the design stage of the Croydon Area Remodelling scheme. The project is the central element of Network Rail’s Brighton Main Line upgrade programme to deliver major improvements in punctuality between London, Gatwick Airport and the Sussex coast with the potential for more frequent services in the longer term.*

*“The University of Brighton Advanced Engineering Centre will be officially opened this week on 19<sup>th</sup> April. The centre provides specialist science-led teaching and research facilities for advanced automotive engineering, and will allow the university to expand its pioneering work on novel low carbon internal combustion systems. This will have a direct environmental impact through creating greater fuel efficiency and reducing CO2 and other harmful emissions”.*

32.2 Board Members expressed their thanks to Councillor Smith for his diligent chairmanship of the Board adding that the Board had continued to build and strengthen relationships both across and beyond the partnership, raising its profile and voice of the Region over the past municipal year.

## 33 GREATER BRIGHTON INWARD INVESTMENT & EXPORT STRATEGY

33.1 The Board considered a report of the Chair, Greater Brighton Officer Programme Board that set out the Greater Brighton Inward Investment & Export Strategy as requested and agreed by the Board in April 2017. The report was accompanied by a presentation from a representative of Regeneris, the appointed consultants for the work.

- 33.2 Councillor Janio moved a motion to amend recommendation 2.1 as shown in bold italics below:
- 2.1 That the Board agrees the Inward Investment & Export Strategy, noting its two key proposals;
- (a) Creation of a new Trade and Investment Team, subject to funding being identified, ***that would focus on producing a strategic assessment of the economic segments within the Greater Brighton area; using this assessment to identify areas that would produce the greatest opportunities to attract Foreign Direct Investment – then*** focusing on attracting new investment to Greater Brighton, and on supporting City Region Businesses to grow and trade internationally
- 33.3 Introducing the motion, Councillor Janio explained that whilst the Regeneris report was thorough, the objectives to take forward the work were not fleshed out and the motion would enable a clear vision on future direction and a specific remit.
- 33.4 Councillor Humphreys formally seconded the motion.
- 33.5 Andrew Swayne stated his support for the motion adding that the presentation had been a helpful guide.
- 33.6 Alison Addy stated that the Gatwick Growth Board had conducted a thorough study into trade and investment relating to the airport and the wider region and the information collated could certainly be shared.
- 33.7 Councillor Morgan stated that with 12 months until the implementation of the EU withdrawal agreement and other city regions establishing similar investment and export bodies, it was vitally important for the Board to establish its own offer without delay.
- 33.8 Prof. Baxter welcomed the timing of the initiative supplementing that the University of Brighton (UoB) had its own international strategy relating to student recruitment and partnerships and that could also be shared.
- 33.9 Councillor Wall welcomed the motion adding that it was highly important to understand the role of the region going forward and the avoid duplication wherever possible to ensure funding was spent diligently and effectively. Councillor Wall noted that investment would likely required from each partner body and it was very important that the strengths of the different areas were clearly signposted in the region's joint message and the collective voice of the LEP was built in to that. Councillor Wall expressed his view that five years on from the Board's inception, it was still unclear on its vision and a greater understanding of that would be essential moving forward.
- 33.10 The Chair then put the motion to the vote that passed.
- 33.11 The Chair then put the recommendations, as amended, to the vote that passed.
- 33.12 **RESOLVED-**

- 1) That the Board agrees the Inward Investment & Export Strategy, noting its two key proposals;
  - (a) Creation of a new Trade and Investment Team, subject to funding being identified, that would focus on producing a strategic assessment of the economic segments within the Greater Brighton area; using this assessment to identify areas that would produce the greatest opportunities to attract Foreign Direct Investment – then focusing on attracting new investment to Greater Brighton, and on supporting City Region Businesses to grow and trade internationally
  - (b) Delivery of a physical and high-profile hub for Greater Brighton trade and inward investment activities, with potential ‘satellite’ hubs across the City Region.
- 2) That the Board agrees the recommended next step, which will be to commence work on preparing a detailed working proposal around how to take forward the two key recommendations. The detailed proposal would be presented back to the Board for approval at a subsequent meeting.

#### **34 OPERATIONAL ARRANGEMENTS FOR 2018/19**

- 34.1 The Board considered a report of the Chair, Greater Brighton Officer Programme Board that that set out its Operational Arrangements for 2018/19.
- 34.2 Nick Juba stated his support of the approach detailed in the 2018/19 Work Plan adding that it was important to have greater understanding of the relationship of educational provision at regional and wider LEP level in the Skills & Employment Plan. Nick Juba added that in relation to adult education, it was critical to ensure greater clarity about the geographical strengths of the region in order to be readied to respond to central government in the event a devolution offer was made.
- 34.3 Councillor Lamb expressed his disappointment in various aspects of the report. Councillor Lamb explained that contributions were proposed to increase yet the Board had recorded underspends in each financial year since its inception and it was proposed to allocate a £30,000 contingency fund. Councillor Lamb stated that the Board had to be mindful of the continued pressures on local authority budgets and that the resource was publically funded and that a more logical approach would be to identify the scope of work required and then make a budget allocation accordingly. Councillor Lamb supplemented that the Work Plan had also not adjusted in relation to the change in the geographical area of the Greater Brighton Region.
- 34.4 Nick Hibberd clarified that contribution levels were remaining the same however, £30,000 would be allocated as contingency funds for unexpected spends such as any need to provide matched funding. He added that the underspend related to vacant posts that had now been filled and this would mean not only that an underspend in future financial years was not expected but existing projects could move at a faster pace due to increased staff resource. Nick Hibberd supplemented that an approach to use the underspend to reduce partner contributions had been considered however, that had not been deemed viable as it would in turn reduce the allocations made for each element of the Work Plan that in themselves were at a base level and relied upon working in partnership to achieve a level beyond the allocation.

- 34.5 Councillor Wall stated that he understood the comments made by Councillor Lamb however; the figures in the Work Plan were indicative. Councillor Wall explained that it was clear the Board had achieved success and the issue going forward would be a clearer understanding of the vision of the Board, what it wanted to achieve and a clear plan for how it would achieve its objectives. Councillor Wall stated that to be successful, the Board needed a collective voice and leap of faith and greater clarity on what its ambitions were.
- 34.6 In relation to the contingency funding, Geoff Raw stated that it was required to take advantage of project calls announced by central government that were sometimes made at short-notice and not identified in the Work Plan.
- 34.7 Andrew Swayne noted that central government's Industrial Strategy was beginning to take shape and suggested that the Board agree its contribution levels before local authority's set their annual budgets in order to allocate appropriate funding to the Board's objectives and the opportunities that may be available for year to year.
- 34.8 Councillor Janio stated that whilst he agreed with the comments made by Nick Hibberd, there were several matters the Board could consider going forward such as widening the scope of expertise of its membership to specific opportunities upcoming and to increase its visibility and work in the commercial sector.
- 34.9 Councillor Humphreys stated that he did have sympathy for the points made by Councillor Lamb however; he did not believe the report gave the full picture of the Board's work that had been a story of success and the return on investment had been to a high level. Councillor Humphreys added that the Board was at a crossroads and its next objectives should be to articulate its vision and formulate a five year plan.
- 34.10 Councillor Lamb stated that budgets and workloads were increasing yet there was no expansion of the geography of projects. Councillor Lamb relayed that he was personally of the opinion that the underspend should have been reflected in a pro-rata reduction in contributions rather than carried forward and he hoped going forward there would be more effective budget monitoring and a greater understanding of the value of investments.
- 34.11 Andrew Swayne commented that the Board had brought benefits to districts and borough's that might not have otherwise been possible such as the Newhaven Enterprise Zone adding that the meeting's agenda represented a crossroads for the Board with new members and new members of staff.
- 34.12 Nick Hibberd agreed adding that a number of discussions had been held in relation to the next steps for the Board. In relation to the comments made in relation to monitoring, scrutiny and the budget setting process, these would be considered and reviewed by the Officer Programme Board.
- 34.13 Councillor Lamb clarified that he did see the benefits of the Board however; Board members had a duty to be open, transparent and clear about its use of public money.
- 34.14 **RESOLVED-** That the Board:

- 1) Agree and secure the budgetary contributions sought to fund the cost of running the Board and delivering its workplan in 2018/19;
- 2) Note the current workplan and agree the projects/activities prioritised for funding;
- 3) Agree that Brighton & Hove City Council shall continue to act as Lead Authority for the Board in 2018/19 and 2019/20;
- 4) Agree the process by which the Chair of the Board shall be nominated for 2018/19;
- 5) Note the date by which the Lead Authority must be notified of all named substitutes and instruct any necessary actions within their respective organisations;
- 6) Note the date by which the lead authority must be notified of all nominations to the Greater Brighton Call-In Panel and instruct any necessary actions within their respective organisations;
- 7) Note that the Annual Report will be drafted for presentation to the Board at its first meeting in the new municipal year;
- 8) Requests that Greater Brighton Officers develop a 4-5 year plan that outlines the next steps for the future development of the Board alongside a sustainable model for supporting the Board in the medium term, and;
- 9) Agrees that as part of the 4-5 year plan outlined in (8) the future business membership of the Board is considered.

### **35 COAST TO CAPITAL STRATEGIC ECONOMIC PLAN**

- 35.1 The Board considered a report of the Chair, Greater Brighton Officer Programme Board that provided the response to the Coast to Capital Strategic Economic Plan consultation. The report was supplemented with a presentation by Jonathan Sharrock, Chief Executive of Coast to Capital.
- 35.2 **RESOLVED-** That the Board note the Consultation Response, which was submitted to Coast to Capital on 23<sup>rd</sup> March 2018 in line with its deadline.

### **36 TRANSPORT FOR THE SOUTH EAST (TFSE) - UPDATE REPORT**

- 36.1 The Board considered a report of the Chair, Greater Brighton Officer Programme Board that provided members with an update on the progress, constitutional arrangements and work plan of Transport for the South East (TfSE), the emerging Sub National Transport Body for the South East region.
- 36.2 Andrew Swayne asked for further information on the mechanics of the Transforming Cities Fund bid.

- 36.3 Geoff Raw explained that there would be a 1,500 word submission devised by the Officer Programme Board with a steer and input from constituent members of the Board. The deadline for submission was 8 June 2018.
- 36.4 Councillor Janio asked who was eligible to bid for the £840m Fund.
- 36.5 Mark Prior clarified that the 10-12 city regions would be eligible to bid.
- 36.6 Councillor Wall stated that it would be beneficial to consider how the Board would co-ordinate with bodies such as the TfSE and this should be aligned with the process of considering the future vision of the Board referenced earlier in the meeting.
- 36.7 **RESOLVED-**
- 1) That the Board note TfSE progress to date and endorse Local Authority TfSE Shadow Board Members to continue to represent and champion the interests of the Greater Brighton City Region in its various Business Plans and activities.
  - 2) That the Board supports Brighton & Hove City Council and City Region partners to submit a bid to the Transforming Cities Fund on behalf of the Board.

### 37 UPDATE ON INVESTMENT PLAN

- 37.1 The Board considered a report of the Chair, Greater Brighton Officer Programme Board that provided a progress update on the Greater Brighton Investment Programme since the previous meeting on 6 February 2018. The report also provided an update on the Local Growth Fund (LGF) allocations made as part of the Growth Deal Round 3 and the progress on projects awarded unallocated monies from Growth Deals Rounds 1 & 2. Furthermore, the Board were presented with two new methods of reporting the Investment Programme update for consideration following member requests for additional information and a clearer format to be proposed.
- 37.2 Andrew Swayne commented that the landscape option of the two proposals was his preferred format as it had a clear narrative, was well presented and would be useful for public communication purposes however; he would like to see some information on risk management included in the document.
- 37.3 Nick Hibberd stated that whilst there were mixed views on a 'traffic light system' of reporting, risk was clearly an important factor in the Plan and consideration would be given as to how that could be included.
- 37.4 Councillor Wall stated that oversight was different to extensive scrutiny as future versions of the report should be mindful in how it best presented the former.
- 37.5 **RESOVLED-** That the Board note the contents of the Investment Programme Update.

The meeting concluded at 11.55am





<b>Subject:</b>	<b>Creative Coast – the Greater Brighton cultural and creative economy</b>		
<b>Date of Meeting:</b>	<b>17 July 2018</b>		
<b>Report of:</b>	<b>Chair, Greater Brighton Officer Programme Board</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Val Birchall</b>	<b>Tel: 01273 292571</b>
	<b>Email:</b>	<a href="mailto:val.birchall@brighton-hove.gov.uk">val.birchall@brighton-hove.gov.uk</a>	
<b>LAs affected:</b>	<b>All</b>		

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

- 1.1 This paper outlines how a new joined-up programme across Greater Brighton of investment and support in culture, creative and digital industries, will bring economic and social benefits to the whole region, boosting jobs, inward investment, innovation and productivity and quality of life.
- 1.2 It describes a concept with the working title of “Creative Coast”, intended to build on Brighton’s existing status as a recognised Creative District<sup>1</sup> and one of the leading creative clusters in the UK, to ensure that Greater Brighton is recognised and supported as the leading testbed for innovation and creativity in the South East.
- 1.3 The proposition is focused on the development of a strategic programme to embed creativity as a key strength of the region as a whole – connecting up locations via a common thread and providing a legible and coherent brand story, whilst leaving space for place-based differences in approach and specialisation.
- 1.4 It is intended to provide a new narrative for inward investment by connecting the value chains of creative industries, culture and the visitor economy and showing how the cultural and creative sector could be a driver of productivity and innovation, generating spill-overs across the economy. The Creative Coast is a concept that can be owned by the Greater Brighton area and used to lever investment opportunities linked to improving growth and competitiveness.

**2. RECOMMENDATIONS:**

- 2.1 That the Greater Brighton Economic Board supports the development of Creative Coast as a place-based strategic programme for culture and the creative economy through cultural led economic growth and productivity.
- 2.2 That the Board notes the four proposed areas of focus for the programme (People, Business, Places and Spaces, Reputation) set out at 3.10-3.13 below) and tasks

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<sup>1</sup> <https://www.nesta.org.uk/report/the-geography-of-creativity-in-the-uk/>

officers to develop these into a portfolio of projects.

- 2.3 That the Board agrees to support an Expression of Interest (EOI) to the Cultural Development Fund<sup>2</sup>, based on the principles of Creative Coast set out at 4.2 below, with a more detailed proposal to be considered at a future meeting if the initial EOI is successful at the first stage.

### **3. BACKGROUND INFORMATION:**

- 3.1 Brighton and its surrounding area are internationally recognised as a creative centre. Over the last decade, the 'Travel To Work Area' (TTWA) has seen one of the largest increases in businesses and employment in the creative industries of anywhere in the UK<sup>3</sup>. There are 2,956 creative businesses, which represents 16.2% of total businesses. This is the highest density of any TTWA in the UK – employing 7,654 people, 11% of total employment and 10.1% of the area's total GVA. Brighton also boasts one of the largest populations of freelancers and homeworkers in the UK.
- 3.2 Furthermore, Brighton's creativity is especially well connected to technology, as seen in the proliferation of 'fusion' companies (melding creativity with Science, Technology, Engineering and Maths (STEM)). It is at the forefront of advances in artificial intelligence (AI), augmented reality (AR) and Search Engine Optimisation (SEO), and has a well-developed screen (film, media and television) sector which is also seeing increasing convergence of content with other cultural and creative disciplines. It has the highest intensity of 'creative embedded' companies in its TTWA of any cluster in the UK. These are companies which have high levels of IT, design, advertising etc capability and which offer some of the highest potential for growth and innovation<sup>4</sup>.
- 3.3 This success is driven by complex and interacting factors including location, the presence of Higher and Further Education, lifestyle factors including the dynamic cultural life, and reputation for openness and inclusion.
- 3.4 The region's cultural sector is a powerhouse of production with over 60 festivals a year and the largest annual arts festival in the UK. Collaboration is already developing between the region's cultural institutions, such as Brighton Festival, Chichester Festival Theatre and Glyndebourne. Artists are being drawn to live and work in the area and 11 million domestic and international visitors are attracted to visit each year. The city has one of the highest densities of independent retail and food, makers and craftspeople in the UK, as well as being home to 35,000 students. It is an ecosystem which engenders resilience and is capable of supporting economic growth and increased productivity.

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<sup>2</sup> <https://www.artscouncil.org.uk/funding-finder/cultural-development-fund>

<sup>3</sup> <https://www.nesta.org.uk/report/the-geography-of-creativity-in-the-uk/>

<sup>4</sup> <https://www.gov.uk/government/publications/independent-review-of-the-creative-industries>

- 3.5 However, there are a number of obstacles to progress. Businesses report concerns over availability and cost of workspace. Finding, recruiting and retaining skilled workers is also increasingly difficult. Access to venture finance and capital is not as developed as it is in other clusters such as Cambridge. Productivity is still lower than the average for the South East, caused in part by the proliferation of tourism related employment.
- 3.6 Competition is increasing from other towns and cities across the South East that are increasing their cultural capital and investing in their creative infrastructure, to boost their visibility and attractiveness at a time when foreign investment has plummeted. Too often the creative capacity of Brighton is not properly tapped to strengthen other parts of Greater Brighton and opportunities to connect and grow the specialisms and strengths of distinct centres across the geography of the region are missed.
- 3.7 Most importantly, the region currently lacks a credible and coherent offer to potential inward investors and businesses. It is universally recognised at home and abroad for its distinctiveness, but that is not translated into a framework that enables its collective potential. With the appropriate interventions, Greater Brighton should be recognised and understood as *the* leading testbed for innovation and creativity in the South East, where businesses from across the wider economy throughout the region benefit from its unique strengths and from the diversity of its creative, digital and culture-led activity, to produce economic growth over the next decade and beyond.
- 3.8 From the inward investment and visitor economy perspectives, there is no unifying narrative. An area with the hard and soft assets of Greater Brighton, 25 miles from the UK's second busiest airport and 55 minutes by train from one of the world's global creative cities and the key economic driver of the UK's economy, should be a beacon and leader for the sustainable, high-skilled, highly productive, innovative economy of the future. Creative Coast will amplify the key strengths of the region in a way that speaks to different audiences.

## **CREATIVE COAST**

- 3.9 In discussion with the sector, four themes have been developed behind Creative Coast which describe where future investment will overcome barriers to growth and ensure that one of the UK's leading creative clusters delivers more spill-over benefits for the whole region.

### **3.10 People**

Support for a diversity of creative education and training (including informal, formal and work-based programmes) with a clearer focus on linking further and higher education to the needs of local employers, will help to support the growth of the talent pool, and ensure the workforce has the skills necessary for the developing fusion economy. At the same time, "growing our own" will create a more diverse workforce, and extend opportunities across communities and locations to enhance social mobility and spread the benefits of growth. There will be soon be more self-employed people in the UK than there are employees in the public sector, and the region has one of the highest densities of creative self-employment in the country (alongside high start-up rates) making it the UK's best place to be self-employed.

Programmes which directly reflect the needs of existing micro and self-employed businesses will help them develop and grow the employment base, while investment in building leadership across the sector will help companies to build international trade.

### **3.11 Business**

Research shows that networking and knowledge exchange are key to the growth of the creative clusters. There is clear evidence that increasing the amount and types of exchange in the economy – the flow of people, ideas, money and skills – is a key factor in the success of cities and areas in driving growth. One of the unique things about our cluster is that it is already spread across a TTWA. Through further cross-sector networking the area could become a super-connected cluster with highly skilled cross-sector innovation capability. When connected to Access to Finance schemes and venture capital, a programme of market insight, and resources to support research and development at different scales, this would drive development and manufacture of new products and support scaling up of SMEs.

### **3.12 Places and Spaces**

Developing and encouraging creative spill-overs to the wider economy and society will be vital if the benefits of the cluster are to be more fully realised. Availability, accessibility and affordability of space is considered to be a major constraint in Brighton and working across the TTWA provides opportunities to create fit-for-purpose spaces across the footprint and connect them physically, digitally and virtually. This could include developing large-scale production spaces, facilities where the creative and STEM sectors could collaborate (e.g. Birmingham’s STEAMHouse, or the fab-lab model) and increasing numbers of creative hubs and affordable co-working spaces. Partnerships with developers, through Enterprise Zone style initiatives or shared risk could unlock key sites.

### **3.13 Reputation**

A consistent message for the culture and the creative economy across the Greater Brighton region creates a clear proposition combining creative innovation with quality of life. It signals a place that is “investment-ready”; a serious contender for inward investment, a place to build a career or a business in culture and the creative industries, to raise a family and to visit. Vital to creating the narrative is a sense that it is the combined forces of the area which together offer a compelling argument; leaving room for sub-sector specialisation, distinct identities of place and a variety of investment options across the geography while connecting an ecosystem which makes the sum of the parts greater than the whole.

## **4. NEXT STEPS**

- 4.1 If the Board supports the concept of Creative Coast, the next step would be to establish a task group to develop the work and seek funding for initiatives across the four themes.

4.2 In the first instance, the Cultural Development Fund (CDF) which was announced last month by the Department for Digital, Culture, Media & Sport (DCMS) is an opportunity to establish an initial programme. This fund aims to allow cities to invest in creative, cultural and heritage initiatives that lead to culture-led economic growth and productivity. The CDF will provide investment in events, leadership training, capital, skills development and cultural programmes of between £3m and £7m in a maximum of six area-based partnerships in England (excluding London), linked to growing productivity. Through these culture-led strategies, the Cultural Development Fund aims to support places to:

- use culture and creative activity to unlock economic growth and productivity;
- use culture and creative activity to make places attractive to live in, work and visit;
- strengthen local leadership in culture and/or the creative industries; and
- enhance creative skills.

4.3 The fund will support a range of activities, including but not limited to: resource investment in programmes, events and activities for culture and the creative industries; resource investment in upskilling local cultural and creative industries leaders; capital investment in physical space for culture, heritage, and the creative industries; and capital and resource investment in new creative skills development programmes and materials. A partnership contribution of 20% partnership/match funding is required. The initial deadline to express interest is 1 August 2018. If successful, a full application is needed by 19 October 2018. Initial discussions with Arts Council England, which will manage the fund, in relation to a potential bid for Creative Cost have been positive.

## 5. CONCLUSION

5.1 A coherent, collaborative and co-ordinated programme of activities across Greater Brighton has the potential to optimise its existing strengths as a creative district, to fuel growth across the City Region. It would create a strong identity for the area and a compelling narrative for future investment.

## 6. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

6.1 There are no direct financial implications as a result of this report, however the Greater Brighton Board will submit a bid to DCMS for the Cultural Development Fund for the middle of August and any costs associated with preparing the bid will be met from the GBEB existing budget.

*Finance Officer Consulted: Rob Allen, Principal Accountant  
Date: 26 June 2018*

### Legal Implications:

6.2 There are no direct legal implications as a result of this report. If external support is required in submitting a bid to the DCMS or writing the strategy then it will be

necessary to comply with the procurement rules of the authority entering into those contracts.

*Lawyer Consulted: Alice Rowland, Head of Commercial Law*  
*Date: 26 June 2018*

Equalities Implications:

6.3 None directly related to this report.

6.4 Sustainability Implications:

None directly related to this report.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. None

**Background Documents**

1. None

<b>Subject:</b>	<b>Transforming Cities Fund (TCF) application to Department for Transport (DfT) for Greater Brighton City Region</b>		
<b>Date of Meeting:</b>	<b>17 July 2018</b>		
<b>Report of:</b>	<b>Chair, Greater Brighton Officer Programme Board</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Andrew Renaut</b>	<b>Tel: 01273 292477</b>
	<b>Email:</b>	<a href="mailto:andrew.renaut@brighton-hove.gov.uk">andrew.renaut@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 At its meeting on 17 April 2018, the Greater Brighton Economic Board (the 'Board') considered a report which included an outline of the Government's newly created Transforming Cities Fund (TCF) and the opportunities that it could represent for the City Region. The Board agreed to support the submission of an initial application to the TCF on its behalf. This report summarises the background to how the application was co-ordinated and developed, prior to its submission to the Department for Transport [DfT] on 8 June 2018.

**2. RECOMMENDATIONS:**

- 2.1 That the Board note the content of the Transforming Cities Fund application form, attached as Appendix 1 to this report, which was submitted on its behalf to the DfT .
- 2.2 That the Board expresses its sincere thanks to all those organisations and individuals who participated in the development of the application and/or submitted letters of support.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The DfT announced a Call for Proposals for Phase 1 of the TCF in March 2018, as part of the Government's National Productivity Investment Fund and Industrial Strategy (published in November 2017). £840m is available to non-mayoral 'city regions' outside London with a workday population of at least 200,000, and up to ten city regions will be supported through the fund. The £840m is capital only and available over a four-year period from 2018/19.
- 3.2 Within its guidance for the Call for Proposals, the DfT did not define where or what constituted a city region within the context of the TCF. The TCF is also not intended to replace existing funding streams for strategic/national road corridors or rail lines.
- 3.3 The TCF's focus is on 'increasing productivity and providing better access to good jobs', via a small number of large improvements in key intra-city corridors

and commuter routes, with a particular focus on public and sustainable transport improvements.

3.4 The application process includes two stages:-

**Phase 1** – Shortlisting city regions – with an application submission deadline of 8 June 2018.

**Phase 2** – Co-development and assessment of business cases with DfT – no timescales have been announced by the DfT but this phase will start following the announcement of successful Phase 1 city regions, which is expected before the Government's summer recess on 24 July.

3.5 Phase 1 has involved submitting an application to the DfT comprising a maximum 1,500 word narrative (with additional appendices), an outline summary of which is below:-

**Geographical area** – the application has been focused on what has been called the 'Connected Coastal City' area and has been identified as the area of focus for the application within Greater Brighton, this includes Brighton & Hove, Adur & Worthing and the Newhaven area (Peacehaven, Newhaven, Seaford). Further information about this is summarised in paragraph 5.1.

**Workday population** – this has been identified as being over 450,000 for the application area. This is the total number of people working in the area daily, based on in- and out-commuting travel patterns, as defined within the 2011 Census data.

**Key transport challenges** – these included identification of the effects of congestion on productivity and economic competitiveness, reduced levels of reliability and punctuality for public transport passengers, limited capacity within wider communication and energy systems, the harmful effects of pollution and emissions, the need for high quality interchanges, and the area's rapidly ageing and deteriorating highway infrastructure.

3.6 **Who & Where** - the Greater Brighton application focuses on major corridors. These are the A259, A270 and A23, which will provide the greatest opportunity to increase sustainable and public transport use for intra-city movement. Rail stations on the Brighton Main Line and Coastway East and West railway lines also provide key interchanges and ensuring these are accessible and attractive is key to increasing usage of public and sustainable transport. Improvements in these key corridors will benefit businesses and employees both now and in the future.

**Ambition for change** – the vision developed for the application is to deliver a transformative 'step change' in levels of connectivity for citizens and businesses with significant investment in the coastal strip, strengthening its role within the wider City Region. This will create a more reliable, less congested and better transport network for all users. Key to achieving this is connecting housing with employment, creating dynamic and resilient routes, delivering more frequent and reliable local public transport services, reducing the disparity in bus use across the area for journeys to work, delivering safer and more attractive cycle routes



and facilities, increasing uptake of Ultra-Low Emission Vehicles (ULEVs), offering greater choice in the use of shared mobility, and reducing the impacts of transport & travel.

- 3.7 The completed application form is attached in Appendix 1 of this report, and the main supporting annex is attached in Appendix 2. The full submission also included letters of support from stakeholders. The complete application, including all annexes, can be found via this weblink:- <http://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/transforming-cities-fund>

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

- 4.1 The TCF process presents an opportunity to develop and submit an application for a significant source of capital funding which could be invested in the City Region's local transport infrastructure. The potential level of investment that could be secured through a successful application would enable targeted investment in key corridors that are essential to movement and access within the area. It was therefore considered essential that an application should be made.
- 4.2 Consideration was originally given to submitting an application for the entire City Region. As explained below in paragraph 5.1, advice was provided which indicated that a more focused approach would be appropriate. The overall submission also had to adhere to the requirements and questions specified by the DfT in the Call for Proposals guidance.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 In order to ensure that the submitted application would have a strong opportunity of being shortlisted, officers from the Board (represented by Brighton & Hove City Council and the LEP) met with a DfT official in April. This meeting assisted in developing the application based on a geography that would be most consistent with the type of 'city region' that the DfT was expecting to receive bids from. This advice resulted in the focus being placed on the coastal strip within the City Region area.
- 5.2 In order to complete Phase 1 of the DfT process, stakeholder engagement was essential. This was carried out commensurate to the application requirements at this stage and the time available to do so. Within the application process, officers have engaged with committed and valued stakeholders across a range of interest groups/organisations via a workshop, the Greater Brighton's Officer Programme Board and general correspondence. These have included Board members, a variety of transport operators, local MPs, and Brighton & Hove City Council, East and West Sussex County Councils as the local highway authorities. This has resulted in a valuable 28 letters of support which have been included in the submitted application.

#### **6. CONCLUSION**

- 6.1 The final 'Connected Coastal City' application for Phase 1 of the TCF was submitted on behalf of the City Region to the DfT on 8 June 2018. Its receipt has

been acknowledged and an announcement by the DfT of the shortlisted city regions progressing to Phase 2 is expected within the next few months.

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

### Financial Implications:

- 7.1 The preparation of the TCF application has been undertaken using the carried forward £10,000 Board funding allocated to enable transport infrastructure priorities to be developed. This work is considered to be entirely consistent with that objective and has included workshop facilitation and graphic design support from a consultant costing approximately £8,700. The city council's officer time has been funded from within its existing, agreed revenue budgets. In the event that the application is successful additional funding will be required to support the development of a business case for Phase 2.

*Finance Officer Consulted: Rob Allen, Principal Accountant, BHCC*

*Date: 19/06/18*

### Legal Implications:

- 7.2 There are no direct legal implications arising from this report. If the bid is successful, the legal implications will be considered and reported on as the project is progressed.

*Lawyer Consulted: Alice Rowland, Head of Commercial Law, BHCC*

*Date: 24/06/18*

### Equalities Implications:

- 7.3 An Equalities Impact Assessment [EqIA] is not required by the DfT at this stage of the initial TCF shortlisting process. However, an appropriate level of assessments will be carried out by the appropriate organisation if the GBCR application is successful in progressing to Phase 2 of the TCF process.

### Sustainability Implications:

- 7.4 There are no immediate sustainability implications arising from this report. However, improvements will be achieved through significant investment in sustainable and public transport along certain corridors if the GBCR application is successful in progressing to Phase 2 of the DfT process.

### Any Other Significant Implications:

- 7.5 There are no other significant implications arising from this report.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Application form for Greater Brighton City Region's response to the DfT'S Transforming Cities Fund – Call for Proposals. (The complete application,

including all appendices, can be found via this weblink:- <http://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/transforming-cities-fund>

2. Main Annex to the Greater Brighton City Region Transforming Cities Fund application

### **Background Documents**

1. Draft minutes and officer report from the Greater Brighton Economic Board – Agenda item: 36 Transport for the South East – Update Report : 17 April 2018.
2. Department for Transport's Transforming Cities Fund – Call for Proposals guidance : March 2018.



# Transforming Cities Fund *Call for Proposals*



Department  
for Transport

## Application Form

### Applicant Information

**Bidding City Region:** 'Connected Coastal City' (within the Greater Brighton City Region)

**Bid Manager Name and position:** Andrew Renaut – Head of Transport Policy & Strategy  
(Brighton & Hove City Council)

**Contact telephone number:** 01273-292477      **Email address:**  
andrew.renaut@brighton-hove.gov.uk

**Postal address:** Hove Town Hall, Norton Road, HOVE. BN3 3BQ

**Additional evidence, such as letters of support, maps or plans should be included in an annex.**

The use of statistics, from both government bodies and well-respected independent sources, is encouraged. The suitability and validity of these will be scrutinised as part of the bid.

## **SECTION A – Definition and challenges**

This section will seek a definition of the bidding city. City regions should:

- Explain the city geography, with a clear city region identified
- Indicate workday population (the Fund seeks to target the larger city regions in England)
- Describe the key transport challenges across the city region at a high level. This could include a discussion of productivity, or how transport connectivity is affecting this.
- Further evidence to support this argument – such as congestion, air quality or journey time impacts.

**A1. Constituent Local Authorities:** Brighton & Hove City Council, East Sussex County Council, West Sussex County Council, Adur & Worthing Councils, Lewes District Council.

### **A2. Geographical area:**

Please provide a short description of area covered by the bid (in no more than 100 words)

Our '**Connected Coastal City**' - which includes the urban strip of **Worthing, Shoreham, Brighton & Hove and the Newhaven Growth Area** – has a 180° sphere of influence constrained by the natural boundaries of the sea and the South Downs National Park.

There are **high volumes of intra-urban transport movement** along existing road and rail corridors within an extensive Travel to Work Area. Its ambitious plans for **economic growth**, require significant investment to **improve connectivity and link people with jobs and activities**.

It sits within the wider Greater Brighton City Region, a recognised economically-functional area within the Coast to Capital LEP.

(100 words)

Please append a map(s) showing the location of the city region and its boundaries.

Maps of the '**Connected Coastal City**' and its context are appended at **Annexes A1, A2, A3, A4 and A5**.

### **A3. Population**

Please include the **workday** population of the city region and relevant references.

The workday population for the 'Connected Coastal City' area is over **450,000 people**. (**Annex A6**)

This figure has been calculated from Nomis Census 2011 data<sup>1</sup> for Workday Population and the breakdown by area is as follows:

- Brighton & Hove (whole authority area) – 267,938
- Adur & Worthing (whole authority area) – 157,415
- Lewes (Middle Super Output Area 006-013 only – Newhaven, Peacehaven, Seaford areas) – 47,701

<sup>1</sup> <https://www.nomisweb.co.uk/> (Data accessed 27 April 2018)

#### **A4. Discussion of key transport challenges:**

The Greater Brighton **urban coastal strip** is a place where people want to live, work and visit. Managing those fluctuating daily demands for movement in a **constrained, historic and a built-up area (Annexes A7 & A8)** with its **180° sphere of influence** is a significant challenge. The natural, barriers of the sea and South Downs limit transport capacity, **channelling intra-city movement** along a handful of corridors in the narrow, linear coastal strip. This places greater reliance on a smaller number of corridors than a 360° city, so **alternative route choices are severely limited** creating a number of difficulties.

##### **Effects of congestion on productivity and economic competitiveness**

There are already large movements of employees within the coastal area, (**Annex A9 & A10**) but congestion is holding businesses back and affects existing employees. The average delay on the city's A roads is over double that of South East England<sup>2</sup> and the 60 minute drive-time to the west of the city centre is only 12.5 miles (to Worthing) at peak times<sup>3</sup>. This significantly reduces the area's attractiveness to businesses and future investors; impacts on productivity; reduces the retention of staff, and limits growth.

##### **Reduced levels of reliability and punctuality for public transport passengers**

Brighton & Hove is considered to be one of Europe's top 30 most congested cities<sup>4</sup>. Between 2008 and 2016, there was a sharp increase in congestion levels affecting bus services (**Annex A11**). Alternatives are limited: and goods and deliveries for industrial and domestic customers are also affected.

##### **Limited capacity within wider communication and energy systems**

Increasing the uptake of EV ownership and fulfilling growing demand for charging points (**Annex A12**) is being inhibited by locally-limited capacity within the grid. The area's transport system is also not ready to harness the transformational benefits that emerging 5G connectivity will have on the way people travel.

##### **Harmful effects of pollution and emissions**

Transport is the main cause of poor air quality, noise pollution and carbon emissions in our communities. Six Air Quality Management Areas for nitrogen dioxide (**Annex A8**) exist as well as a number of noise pollution 'hotspots' (Important Areas) (**Annex A13**). Annual reductions in carbon emissions continue to lag behind the levels required to meet the 2050 target (**Annex A14**).

##### **Need for high quality interchanges**

Without suitable interchange facilities and information, people encounter barriers which affect their choice of sustainable and public transport options. These include insufficient bus shelters; cycle parking; and car park signing. There are no high quality, strategic interchanges, such as suitably sized Park + Ride sites; central purpose-built bus/coach station(s); or fully-integrated train station interchanges.

##### **Rapidly ageing and deteriorating highway infrastructure**

The condition of the area's infrastructure significantly affects the network's resilience and users' experiences. Victorian infrastructure, high traffic levels and a coastal environment means significant investment in maintenance is needed. There is a growing backlog, with increasing deterioration, such as the seafront 'arch' structures which support the A259 corridor within the central area (**Annex A15**), and the A259 Exceat Bridge in Seaford.

(499 words)

<sup>2</sup> DfT Transport Statistics : Road Congestion Statistics cgn052– Average delay on locally managed A roads

<sup>3</sup> Greater Brighton Devolution Prospectus 2016 – page 6

<sup>4</sup> 2016 TomTom satnav congestion index

Please limit responses in section A4 to 500 words.



## **SECTION B: Who & Where**

This section will seek detail on the city's key priority areas to invest in, and motivations. City regions should:

- Identify and prioritise **the main corridors or places for investment**, and why. This could include highlighting where opportunities for growth, productivity or business are within these areas of the city region.
- Identify **who would be affected** by this investment and how user needs are recognised.

Maps identifying the priority areas can be appended as an annex to this section.

Please limit responses to 500 words.

Our application focuses on **major A road corridors - the A259, A270 and A23 (Annex B1)** - which will provide the **greatest opportunity to increase sustainable and public transport use** for intra-city movement. All three routes are the subject of requests from local Highway Authorities, supported by Transport for the South East [TfSE], to **be included in the Government's MRN**.

Users of these **routes and their local communities endure congestion (Annex B2)** and its associated impacts, due to the level of travel demand and a lack of suitable, alternative routes or travel options. Pressure is increased because of the standard and design of some sections of the A27 Trunk Road to the north of the area. Centrally, the Brighton Main Line creates a physical barrier to east-west movement which reduces intra-city journey options.

The **A259 is our top priority corridor**. Congestion at peak times provides a clear impetus to seek significant investment for improvements, prioritising sustainable travel and reducing journey times. This will make the city centre and employers (**Annex B3**) more attractive and accessible for work-related journeys. The **A270 provides a secondary, inland east-west connection** and links with the A27 on either side of the city. The **A23 is the main north-south connection** with key employment locations in Burgess Hill and Crawley/Gatwick. A significant change in capacity at its junction with the A27 creates regular congestion and delay for 'last mile' journeys, causing re-routing onto other less suitable roads.

The busy **Brighton Main Line and Coastway East and West railway lines (Annex B4)** are served by 22 stations (**Annex B5**). They provide significant potential for greater choice for intra-urban journeys. Ensuring that their surrounding public realm and the routes to these are fully accessible will make them more attractive interchanges.

Total planned growth includes 24,500 homes and 290,000sqm of employment floorspace, and congestion is forecast to worsen (**Annex B6**). All **major new developments** will be located **on, or near, these routes (Annex B7)** which will require **investment in transport infrastructure** to enable future demand to be accommodated.

Corridor improvements will benefit businesses and employees by providing **better access to good jobs and improving journey times**. The **region is growing**, economically and by population. It is home to **world-class creative, digital and advanced manufacturing industries, two leading universities** and the **small business economy** is thriving. But access to unique opportunities, such as the **5G digital catapult**, must be maintained in order to retain our competitive advantage. Issues experienced by local businesses have been identified within a number of key publications and through participation in various fora (**Annex B8**).

Many workers choose to live within the coastal strip but outside of Brighton & Hove because of the **higher cost of living**. This influences transport choices and **increases the volume and distance for journeys to work**. The annual NHT survey shows a number of sustainable and public transport user

satisfaction scores have decreased between 2011 and 2017 (**Annex B9**). Improving intra-city corridors will address user satisfaction and improve quality of life.

(499 words)

## **SECTION C: Ambition for change**

This section will seek evidence of how investment will tackle these challenges, and wider fit with existing plans. City regions should:

- **Articulate their vision for improved connectivity** from the Fund and how this links to the assessment of need outlined in the previous sections.
- **Demonstrate support from stakeholders** for investment in the identified areas, such as from the relevant Local Enterprise Partnership(s), employers and transport providers. This could also include **commitments of further local and private funding**.
- Highlight ambition to align with existing funding streams and to **utilise new approaches and powers available** to improve public transport.
- Demonstrate how the Fund would link to **wider long term plans** and spatial strategies around housing, local growth, productivity and air quality.

Supporting letters may be attached as an annex.

Please limit responses to 500 words.

**Our vision** is to deliver a transformative 'step-change' in levels of connectivity for citizens and businesses with significant investment in the Connected Coastal City (illustrated in Annex C1). It will create a **more reliable, less congested and better connected transport network** for all users. It will:-

- **Connect housing with employment** opportunities more efficiently to increase workers' productivity.
- **Create dynamic and resilient routes** which will form part of a fully integrated transport system that connects people and goods with the city centre.
- **Deliver more frequent and reliable local public transport services** with quicker journey times and high-quality interchanges.
- **Reduce the disparity in bus use** across the wider area for journeys to work.
- **Deliver safer and more attractive cycle routes and facilities** to increase active travel.
- **Increase uptake of ULEVs**, supported by increased infrastructure capacity and improved vehicle-to-vehicle and vehicle-to-infrastructure communication.
- **Offer greater choice in the use of shared mobility** and Mobility as a Service options, such as car club vehicles and BikeShare.
- **Reduce the impacts of transport and travel** on our communities and environments with improved air quality, less noise, reduced carbon emissions and better road safety.

We have **engaged committed and valued stakeholders** across all levels of governance and organisations that influence and support the local economy (Annex C2), and received many letters of support including local MPs, the LEP, transport providers, businesses and organisations (**Annex C3**), demonstrating the **level of need and ambition**, and commitments to **contributing investment to the delivery of an integrated programme**

The area has already demonstrated a phenomenal **record of seeking, securing and delivering funding** from many sources (**Annex C4**). Further investment will **align and build on the successes**. We recognise the added value of **successful, local behavioural change projects** undertaken in Brighton & Hove using Government funding (**Annex C5**). These are focused on increasing local

levels of sustainable and public transport use, including journeys to work. A successful bid will utilise and build on this success.

**Significant route coverage (Annex C6) and bus passenger increases (Annex C7) have been achieved** over many years within the city using existing legislative powers and informal and co-operative partnership working, such as the local Quality Bus Partnership (**Annex C7**). They have also resulted in many national awards (**Annex C8**). **Broadening this approach to a wider area** will increase existing bus patronage further (**Annex C9**). New powers will be sought by working with TfSE authorities on its emerging transport strategy.

The **adopted, local transport strategies and spatial/land-use plans** provide a very clear indication of the **need, ambition and priorities for local and strategic transport investment (Annex C10)**. A significant number of these locations are also recognised within the 2014 Coast to Capital LEP's Strategic Economic Plan (**Annex C11**). Major growth areas will benefit from **significant, early investment in infrastructure and routes**. This will **allow transport corridors to keep pace** with future demands and enable planned programmes of clean growth and regeneration to increase productivity, and contribute to reducing emissions within the AQMAs.

(500 words)

**Please specify the weblink where this bid will be published:** [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk)

### **Submission of proposals:**

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:  
[TCFproposals@dft.gsi.gov.uk](mailto:TCFproposals@dft.gsi.gov.uk)

Enquiries about the Fund may be directed to [TCFenquiries@dft.gsi.gov.uk](mailto:TCFenquiries@dft.gsi.gov.uk)

# Annex A – Definitions and Challenges

- A1 – Map of the bid area – Connected Coastal City
- A2 – Context map - Greater Brighton City Region
- A3 – Context map – Connected Coastal City area within Greater Brighton City Region
- A4 – Context map – Coast to Capital Local Enterprise Partnership
- A5 – Context map – Transport for the South East
- A6 – Workday population and productivity
- A7 – Challenges for the Connected Coastal City
- A8 – Challenges map
- A9 – Intra-city travel to work map
- A10– Intra-city travel to work data
- A11 – Comparative increases in bus journey times
- A12 – Demand for Electric Vehicle charging points 2015-18
- A13– Noise hotspots (Important Areas)
- A14 - Carbon Emissions
- A15– Extent of seafront highway structures on A259



# A1 - Connected Coastal City – bid area

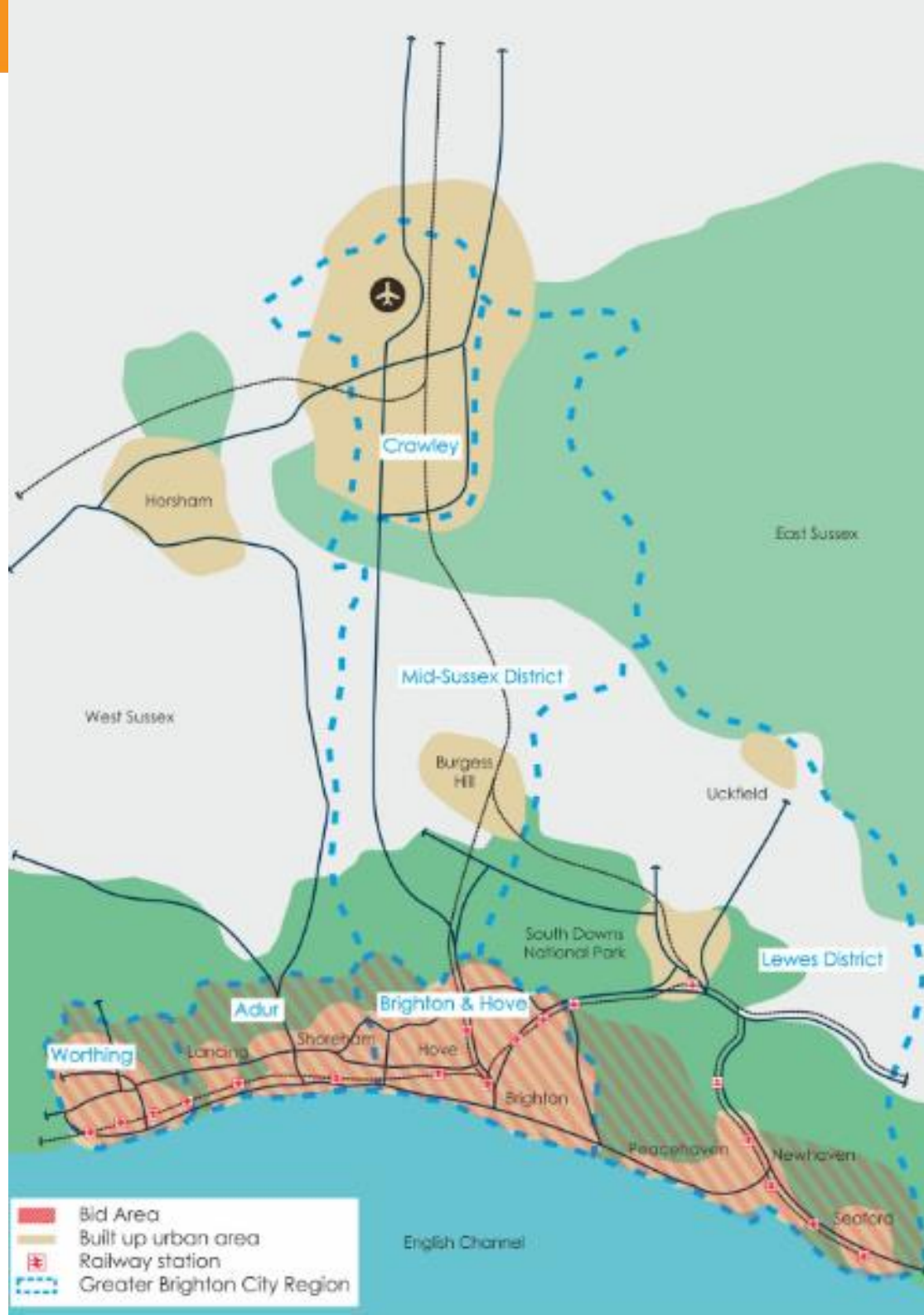


# A2 - Greater Brighton City Region

39



A3 –  
Connected  
Coastal City bid  
area within  
Greater  
Brighton City  
Region





# A4 – Coast to Capital Local Enterprise Partnership (LEP) area



# A5 – Transport for the South East area



42





# A6 – Workday population and productivity

## WORKDAY POPULATION (2011 census)

Total: **473,054**



Brighton & Hove: **267,938**



Adur: **53,984**



Worthing: **103,431**



Newhaven area: **47,701**



## PRODUCTIVITY

The average GVA\* per head for the England is **£26,159** and **£27,874** for the South East. The average employment rate for England is **76%** and **78.7%** for the South East.

Brighton & Hove

**£24,989**

GVA\* per head



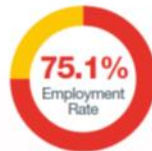
**+£2,000**

Wage Difference

Adur

**£18,236**

GVA\* per head



**+£570**

Wage Difference

Worthing

**£23,818**

GVA\* per head



**+£1,300**

Wage Difference

Lewes

**£19,361**

GVA\* per head



**+£3,700**

Wage Difference

Wage difference – is the difference in median annual gross salary between commuters and the local workforce.  
\*Gross Value Added.

\*Peacehaven, Newhaven, Seaford areas



Based on 2011 Census Data

# A7 – Challenges for the Connected Coastal City

## CHALLENGES



**Constrained 180° city**



**Congestion affecting journey times for all modes**



**Managing development and growth**  
24,500 homes and 290,000 sqm employment space by 2030



**Improving air quality**  
Six AQMAs within bid area



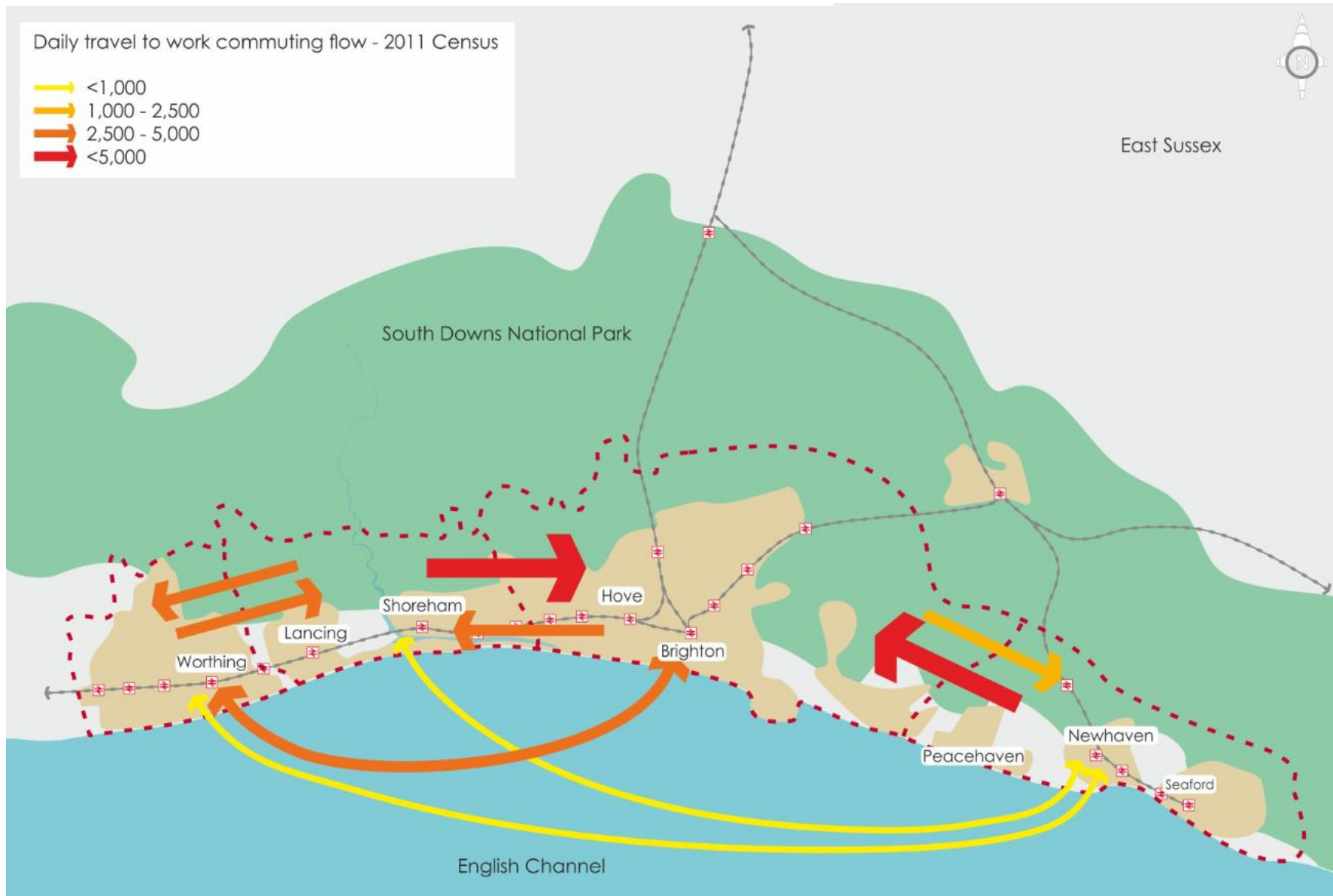
Based on 2011 Census Data



# A8 – Challenges map

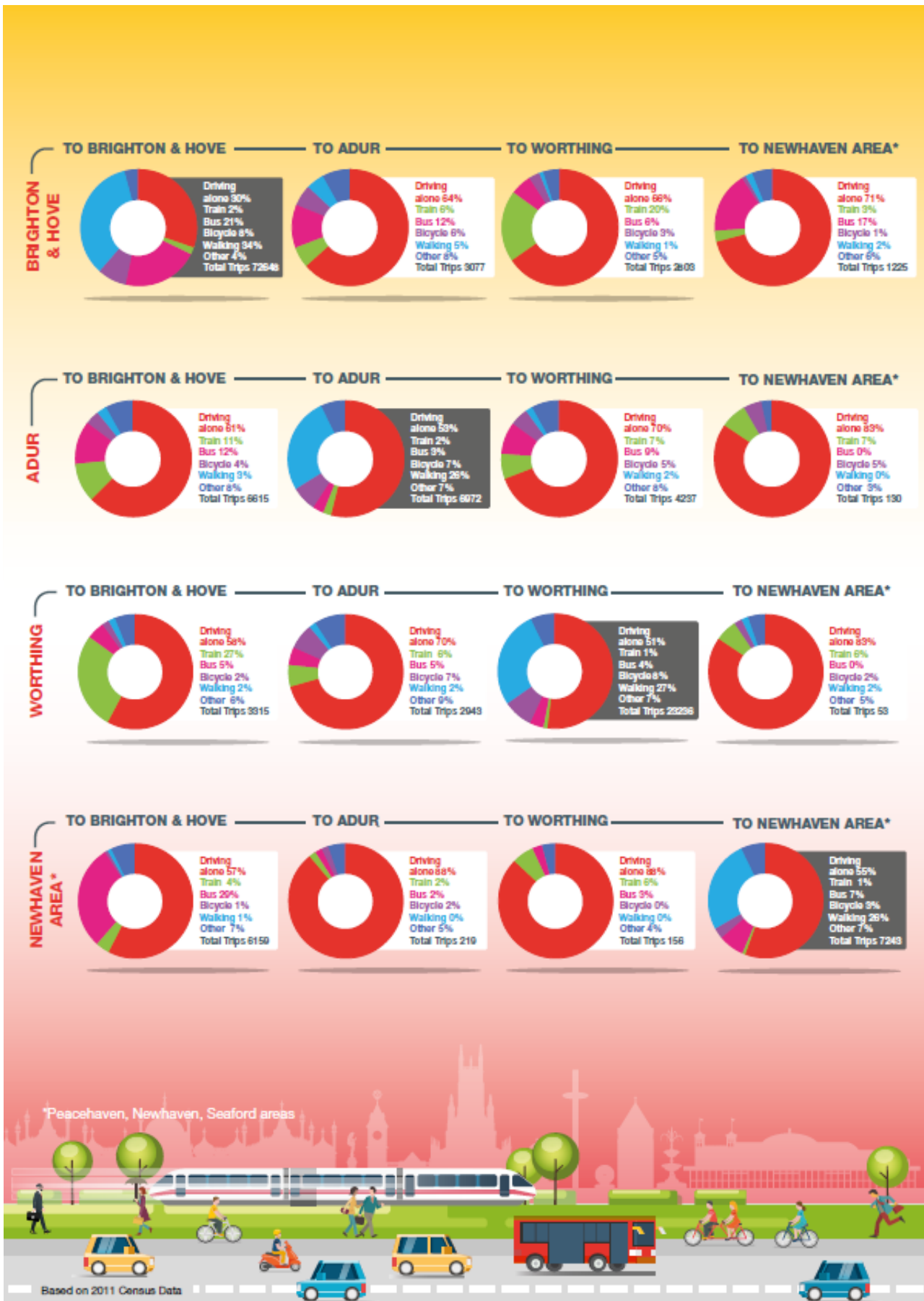


# A9 – Intra-city Travel to Work map

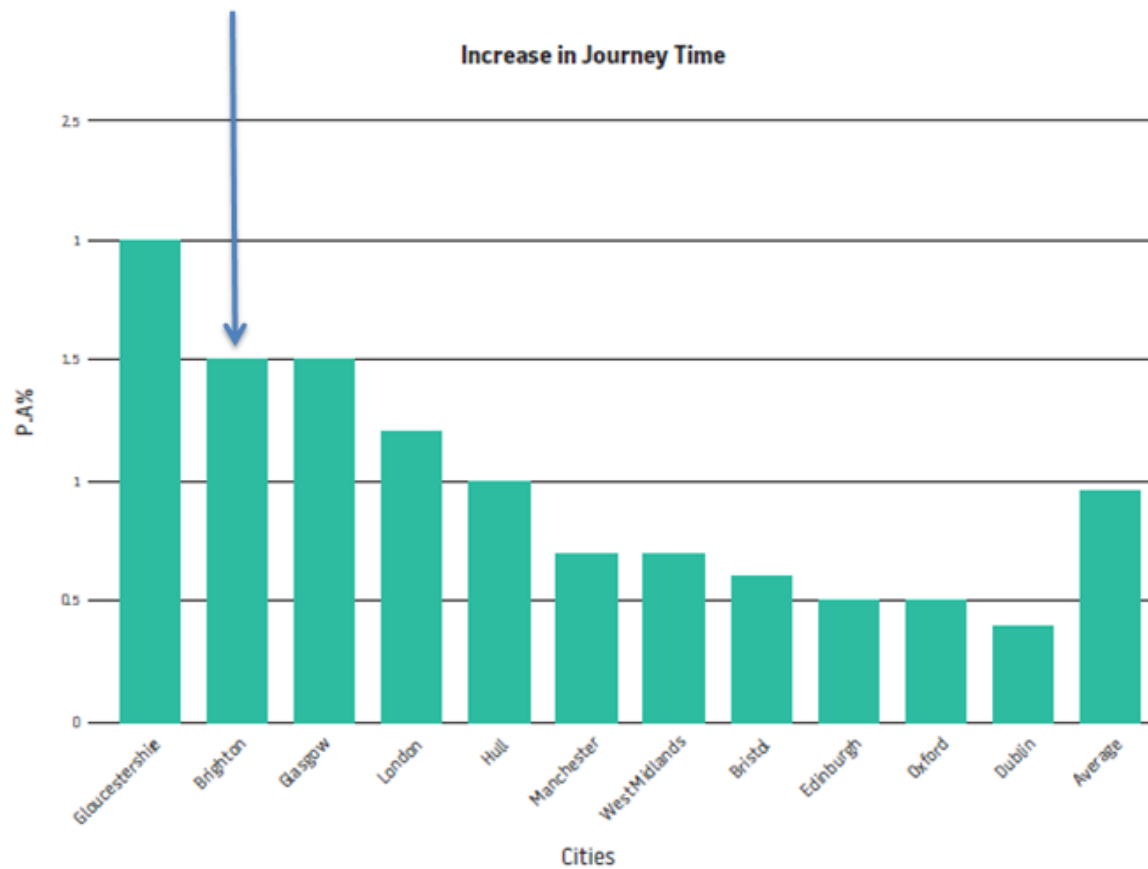




# A10 – Intra-city Travel to Work data

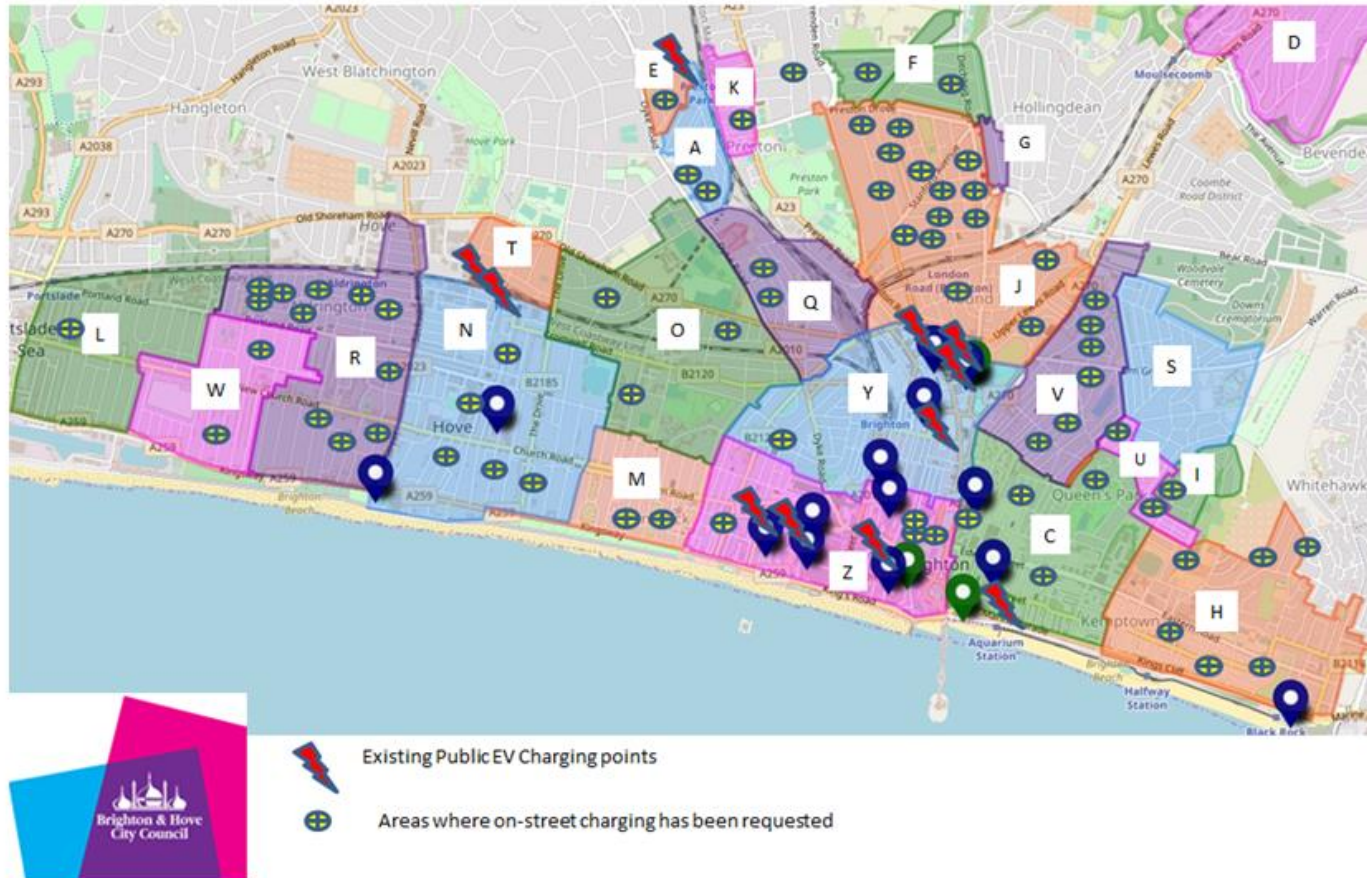


# A11 – Comparative increases in bus journey times



Source: Greener Journeys: The Impact of Congestion on Bus Passengers, [https://greenerjourneys.com/wp-content/uploads/2016/09/TTBusReport\\_Digital-FINAL-With-Changes-1.pdf](https://greenerjourneys.com/wp-content/uploads/2016/09/TTBusReport_Digital-FINAL-With-Changes-1.pdf)

# A12 – Demand for Electric Vehicle (EV) charging points

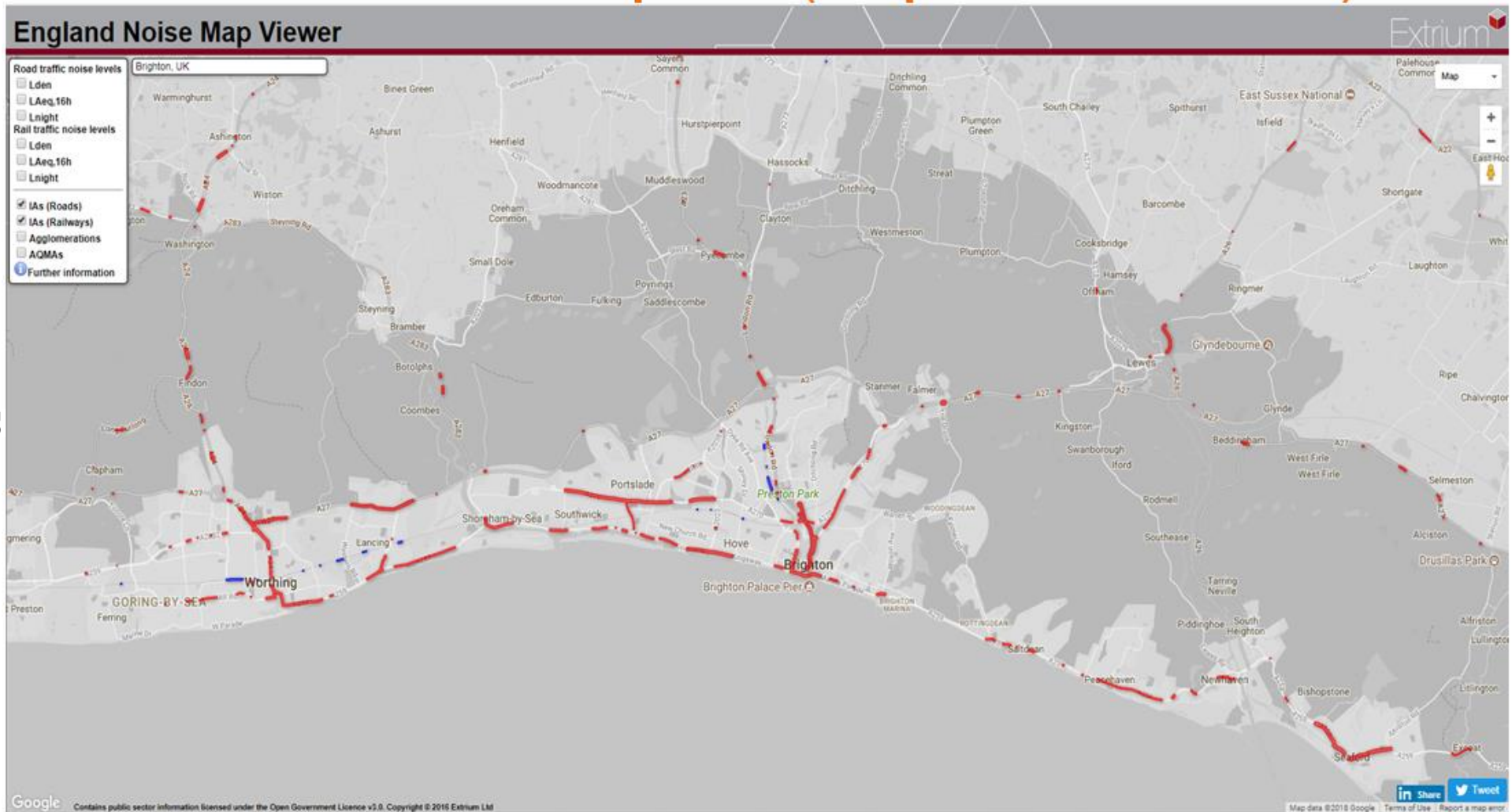


Source: Brighton & Hove City Council, data from 2015 - 2018



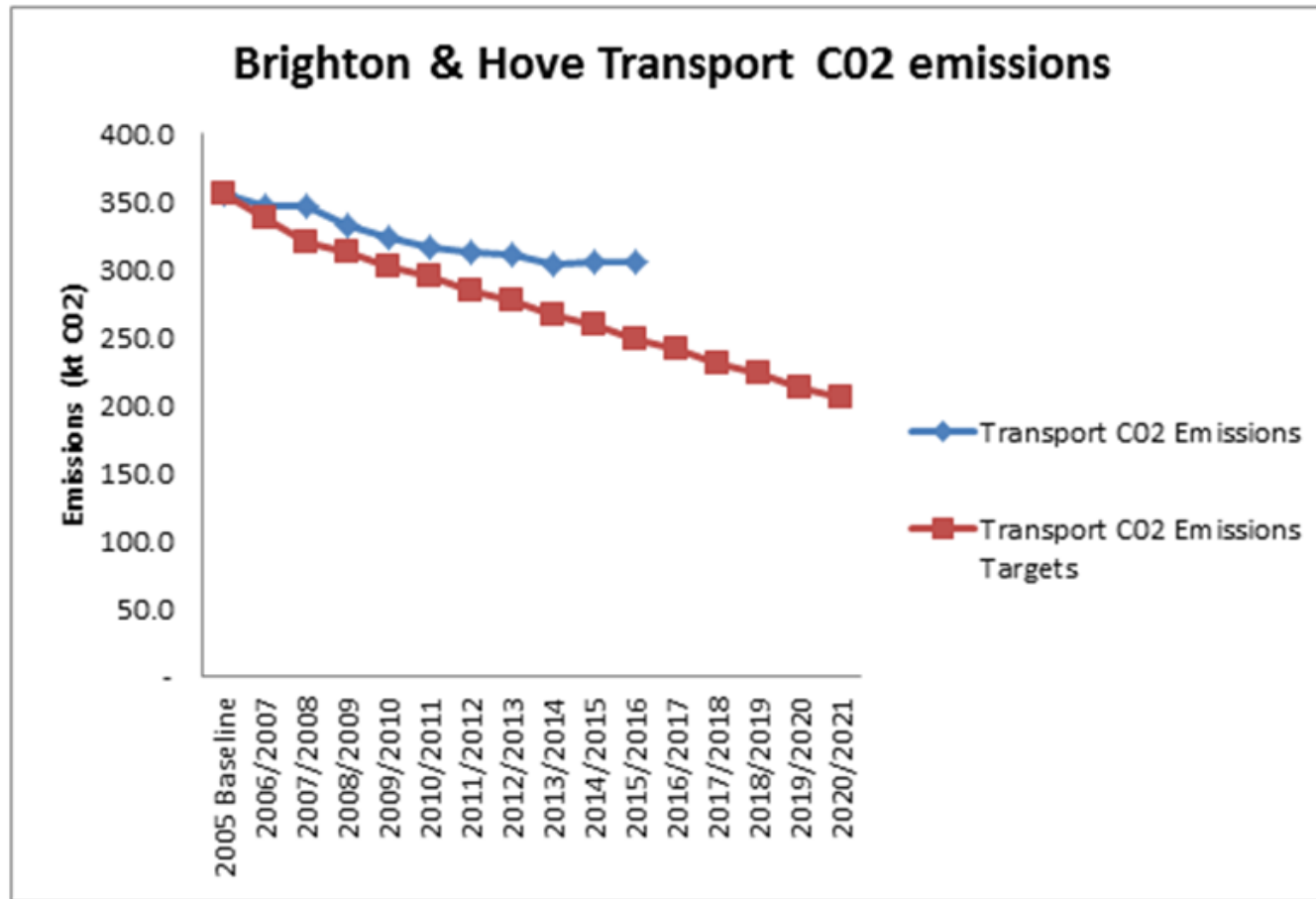
- Existing Public EV Charging points
- Areas where on-street charging has been requested

# A13 – Noise hotspots (Important Areas)



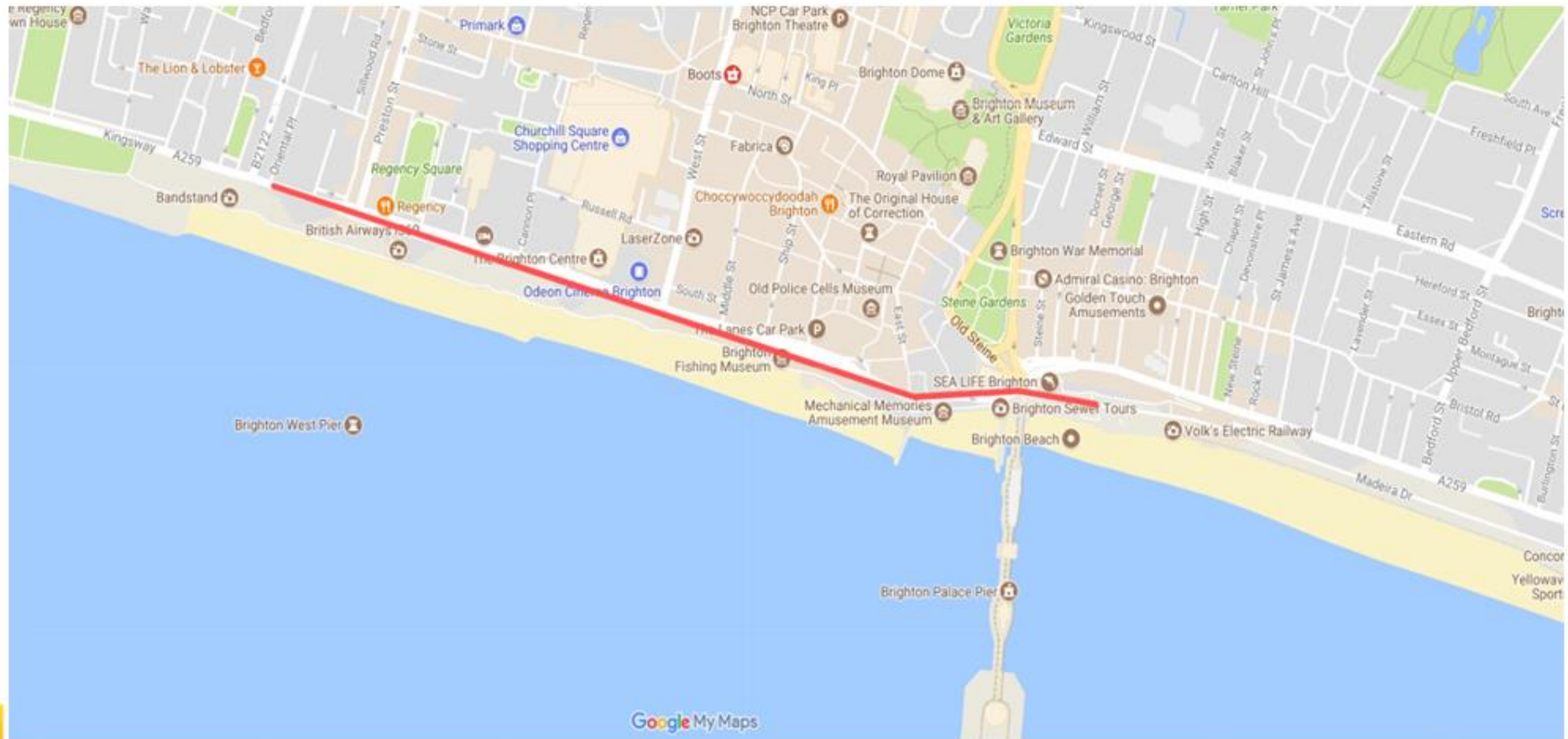
Source:  
Defra  
strategic  
noise  
mapping

# A14 – Carbon Emissions – Brighton & Hove against national target



Source: DECC carbon emissions data

# A15 – Extent of seafront highway structures on A259



Source:  
Google  
maps

# Annex B – Who & Where

- B1 – Main corridors for investment
- B2 – Existing congestion map
- B3 – Key employers map
- B4 – Rail station passenger numbers
- B5 – Rail stations map
- B6 - TfSE future congestion map
- B7 – Major housing & employment Development Areas
- B8 – Recognition of local user needs
- B9 - User satisfaction - NHT survey results

B1 – Main corridors for investment (road names highlighted in blue)



56



# B2 – Existing traffic congestion



57





# B4 – Rail station passenger numbers

Stations	Total entries / exits 2016/17
<b>Worthing Borough</b> (Goring-by-sea, <u>Durrington-on-sea</u> , West Worthing, Worthing, East Worthing)	4,081,534
<b>Adur District</b> (Lancing, Shoreham-by-sea, Southwick, <u>Fishergate</u> )	2,243,952
<b>Brighton &amp; Hove</b> (Portslade, <u>Aldrington</u> , Hove, Preston Park, Brighton, London Road Brighton, <u>Moulsecoomb</u> , <u>Falmer</u> )	21,591,768
<b>Newhaven area</b> (Seaford, <u>Bishopstone</u> , Newhaven Harbour, Newhaven Town, <u>Southeast</u> )	861,584
<b>Total</b>	<b>28,778,838</b>

Source: Department for Transport station usage estimates 2016/17

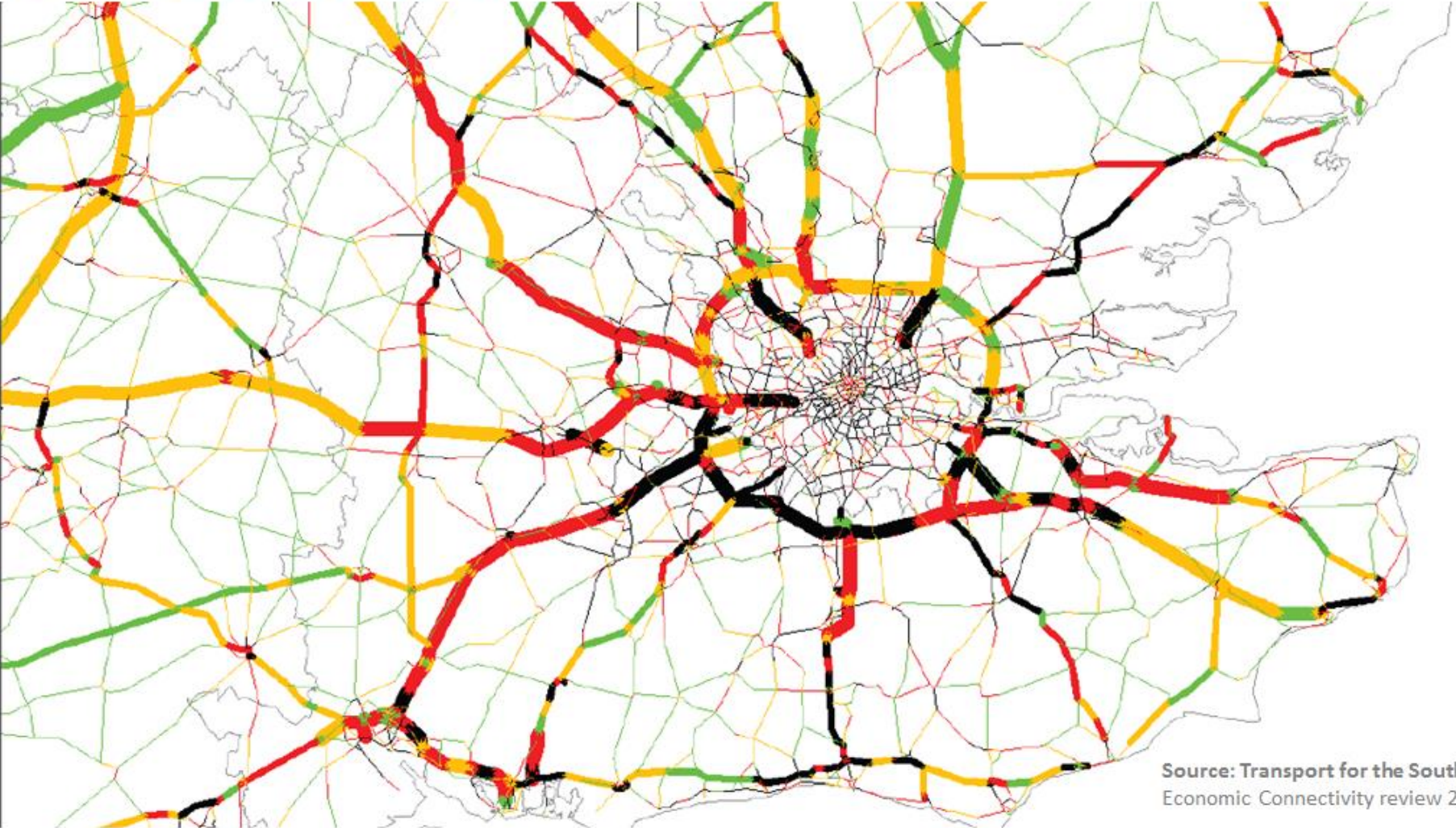
# B5 – Rail station map



# B6 – Strategic and Major Road Network stress map for 2040 – ‘Scenario 3’ with all Road Investment Strategy (RIS) 2015-2020 schemes delivered

**KEY**

- Severe congestion
- Regular congestion
- Moderate congestion
- Occasional congestion



Source: Transport for the South East  
Economic Connectivity review 2018

# B7 – Major housing and employment Development Areas

62



# B8 – Recognition of local business user needs

Recognition and understanding of business user need is vital in order to maintain and grow business presence in the coastal city. Wider issues experienced by businesses have been identified in a number of key publications and through participation in various fora and consultations. These include:

- Coast to Capital **Strategic Economic Plan** (SEP) documents (2014, emerging 2018 document)
- **Background papers – Housing, Economy, Transport** (Greater Brighton & Coastal West Sussex) (2015)
- Greater Brighton City Region **Inward Investment & Trade Strategy** (2018)
- **Economic Strategies** – Brighton & Hove (2018), Adur & Worthing (2018)
- **Devolution prospectuses** – 3 Southern Counties (3SCs) and Greater Brighton City Region (2016)
- Brighton & Hove **Industrial Estate Audit** (2017)

Fora for engaging businesses and understanding user needs include

- Local **Strategic Partnerships**
- **Active Travel & Health** Partnership (Brighton & Hove)
- **Economic** Partnerships
- **Chambers of Commerce**

# B9 – Transport user satisfaction

Key Benchmark Indicators (KBI's)			Satisfaction Score							Change from last year	Change in the last 5 years	2011 to 2017 change			
			2011	2012	2013	2014	2015	2016	2017						
01 General KBI	KBI 01	Overall (local)	59.21	59.23	57.1	56.6	57.6	57	56	-1		-1		-3	
	KBI 02	Overall (national)	58.91	59	56.8	56.4	57.4	57	56	-1		-1		-3	
02 Accessibility KBI	KBI 03	Ease of Access (all)	79.09	79.09	77	75.9	77.9	75	77	+2		0		-2	
	KBI 04	Ease of Access (disabilities)	70.62	74.33	68.4	66.8	71.8	67	63	-4		-5		-8	
	KBI 05	Ease of Access (no car)	79.02	81.71	80.5	76.6	79.2	77	80	+3		-1		1	
03 Public Transport KBI	KBI 06	Local Bus Services	76.64	73.12	71.1	69.2	68.5	69	72	+3		-1		-5	
	KBI 09	Taxi/ mini-cab services	75.69	74.82	73.2	73.5	70.6	71	71	0		-2		-5	
	KBI 10	Community Transport	57.76	57.59	54.8	57.6	58.6	56	58	+2		3		0	
04 Walking/ Cycling KBI	KBI 11	Pavements & Footpaths	61.46	59.59	57.2	53.8	58.6	56	56	0		-1		-5	
	KBI 12	Pavements & Footpaths (aspects)	57.8	58.03	55	56.5	61.0	59	60	+1		5		2	
	KBI 13	Cycle routes & facilities	58.44	56.25	53.4	54.0	54.6	59	56	-3		3		-2	
	KBI 14	Cycle routes and facilities (aspects)	55.49	55.88	54.4	55.0	55.8	58	55	-3		1		0	
	KBI 15	Rights of Way	62.29	63.19	60.1	61.0	63.3	61	60	-1		0		-2	
05 Tackling Congestion KBI	KBI 17	Traffic levels & congestion	43.77	45.22	43.3	40.6	40.9	42	41	-1		-2		-3	
	KBI 18	Management of road works	48.23	45.25	46	47.5	47.4	51	52	+1		6		4	
06 Road Safety KBI	KBI 20	Road safety locally	58.56	60.37	58.5	60.0	61.9	62	60	-2		2		1	
	KBI 21	Road safety environment	59.17	57.84	52.2	51.2	54.3	58	56	-2		4		-3	
	KBI 22	Road safety education	57.84	53.16	46.5	48.2	50.1	52	53	+1		7		-5	
07 Highway Maintenance/enforcement KBI	KBI 23	Condition of highways	47.75	47.75	43	41.7	48.5	46	43	-3		0		-5	
	KBI 24	Highway maintenance	52.94	53.01	51.2	51.7	46.9	55	56	+1		5		3	
	KBI 25	Street lighting	68.95	69.53	67.6	67.1	60.7	68	67	-1		-1		-2	
	KBI 26	Highway enforcement/obstructions	55.61	52.67	48.2	47.2	50.0	51	51	0		3		-5	

Source: National Highways & Transport network (NHT) survey data 2011 – 2017 – Brighton & Hove



# Annex C – Ambition for Change

- C1 - Vision for improved connectivity
- C2 – Bid development – Stakeholder Workshop
- C3 - Letters of Support
- C4 – Examples of funding sources
- C5 – Behavioural change interventions
- C6 – Major intra-city bus routes
- C7 – Bus passenger growth & QBP
- C8 – Record of transport awards received (Brighton & Hove)
- C9 – Transport background
- C10 – Plans and strategies
- C11 – Coast to Capital LEP priority growth locations

# C1 - Vision for improved connectivity



# C2 - Bid development – Stakeholder Workshop

A bid development workshop was held with key stakeholders in order to inform the emerging bid. This was held 9 May 2018 2pm – 4pm at Hove Town Hall. Invitees were:

- **Coast to Capital Local Enterprise Partnership (LEP)**
- **West Sussex County Council**
- **East Sussex County Council** (Transport and Economic Development)
- **Brighton & Hove City Council** (Transport, Economic Development, Public Health and Strategic Policy)
- **Brighton & Hove Bus & Coach Company**
- **Stagecoach**
- **BTN Bikeshare (Hourbike)**
- **South Downs National Park**
- **Ricardo** (local business and **research institution**)
- **Legal & General**

## Workshop agenda:

- Introductions
- Objectives of the workshop
- Introduction to the Transforming Cities Fund
- Part 1 – A Definitions and Challenges
- Part 1 – B) Who & Where
- Part 1 – C) – Ambition for Change
- Part 2 – Project Development
- Where next? Developing the bid and afterwards

# C3 - Letters of Support

- Please see separate document for Annex C3

# C4 – Examples of Funding Sources

- Community Infrastructure Fund - DfT
- Local Sustainable Transport Fund - DfT
- Better Bus Area Fund - DfT
- Sustainable Travel Transition Year - DfT
- Access Fund – DfT
- Highways Maintenance Challenge Fund – DfT
- Local Growth Fund – Coast to Capital and South East LEPs
- Housing Infrastructure Fund - MHCLG
- EV Charging Infrastructure - OLEV

Recent funding successes – Brighton & Hove City Council:

Project/Funding Bid	Value
Local Sustainable Transport Fund (LSTF) 1 (including Lewes Road)	£4.9m
Better Bus Area (BBA) (Edward St/ V. Gardens)	£3.4m
CIVITAS (EU funding)	£2.4m
Community Infrastructure Fund (CIF) (DCLG links to Shoreham)	£1.7m
Cycle Towns (DfT)	£1.2m
Green Bus Fund (DfT)	£750k
South Downs National Park (SDNP) (DfT – Transport Links)	£400k
Cycling Links (Sustrans)	£330k
Cycle Safety Fund (Sustrans)	£300k
Bikeability (DfT/ Sustrans)	£280k
SDNP2 (DfT)	£240k
Valley Gardens (LTB/LEP)	£8m + £6m
LSTF 2 (including Valley Gardens Area)	£850k
Sustainable Travel Transition Year (STTY)	£485k
Access Fund for Sustainable Travel (DfT)	£1.485m (Brighton & Hove) £1.2m (East Sussex County Council)
Local Growth Fund (BTN Bikeshare)	£1.16m
Office for Low Emission Vehicles (OLEV)	£300k

# C5 – Behavioural change interventions in Brighton & Hove

## Personal Travel Planning

- 24,089 residential properties visited, 3,959 in depth travel conversations, with 284 individuals receiving intensive support to access employment and training since 2015.

## Workplace Travel Planning

- 76 Travel events held with employees since 2015, with 2,463 employees receiving travel to work advice.

## School Travel Planning

- In 2017/18 for Primary Schools intensively worked with:
  - Children being driven all the way to school, has decreased – 36.4% to 33.5%
  - Whilst park & stride has increased from 6.3% to 11.8% (91 to extra pupils using park & stride)
- Secondary schools in 2017/18 Percentage of children walking to school has increased by 2.5% compared to less than 1% city-wide
- Secondary Schools in 2017/18 Percentage of children being driven to school has dropped from 20.5% to 16.8%, compared to less than 1% for Brighton & Hove
- Secondary Schools in 2017/18 Cycling to school has doubled 2016/17 to 2017/18 (29 to 62 pupils). Cycling is now so popular at this school that they have asked for more cycle storage

## Cycle Training

- Since 2015, 1,521 adults trained in cycle maintenance, 386 adults Bikeability trained.
- 1,270 cycles fixed in Dr Bike Sessions

## Cycle Challenges

- 83 organisations participated, with 1039 employees and 152 new riders.

Source: Brighton & Hove City Council

C6 – Major intra-city, high frequency bus routes



71







## C7 – Bus passenger growth and Quality Bus Partnership

### Quality Bus Partnership members – Brighton & Hove

- Brighton & Hove Bus Company
- Big Lemon
- Stagecoach
- Compass Travel
- Metrobus
- Brighton & Hove City Council

### Bus passenger growth – Brighton & Hove

- 2009/10 – 40.9million bus journeys
- 2016/17 – **49.7million** bus journeys (**22% increase**)

**Source: DfT**, Passenger Journeys on local bus services by Local Authority

## C8 – Record of Transport Awards received (Brighton & Hove)

- National Transport Awards
  - **Improvements to bus services** (2014 – Lewes Road)
  - **Transport Local Authority of the Year** (2005, 2010, 2016)
- Uk Bus Awards
  - **Local Authority Project** (Lewes Road) (2014)
  - **Bus in the Countryside** (Breeze) (2009)
  - **Transport Authority of the year** (2005, 2006)

Source: Brighton & Hove City Council

# C9 Transport background



Cycling to work in Brighton & Hove has **more than doubled** between 2001 and 2011 (from 1.8% to 5%)

Cycling to work in the surrounding areas:

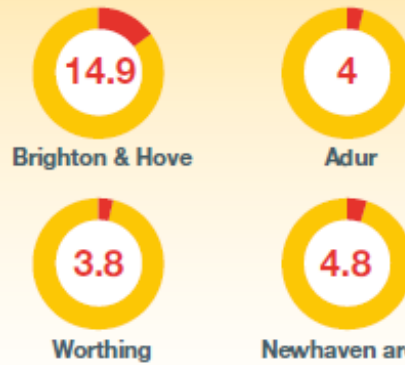


**Growth in the number of cyclists** recorded in Brighton & Hove from 2016-2017



Bus travel for work is **3.5 times higher** in Brighton & Hove than for neighbouring coastal corridor areas

Travel to work: Bus, minibus or coach %



Nearly **twice as many people walk to work** in Brighton & Hove compared with the rest of the UK.



**Bikeshare for commuters** – 68.7% of journeys to / from the Hove station bikeshare dock were made in the Mon-Fri peak hours, for Brighton station this is 50.7%



**One Third**

of Brighton & Hove households don't own a car. If this trend was replicated into the surrounding areas it could equate to the following reductions of households without cars:



Congestion (vehicle travel times) in Brighton & Hove during the main travel peak hours is **3.54 minutes per mile** compared to a south east England average of **2.21 minutes per mile**.



**22** Rail Stations in bid area

**Over 28million** station entries & exits

\*Peacehaven, Newhaven, Seaford areas



# C10 Plans and Strategies

- Worthing Borough Council Core Strategy - 2011
- West Sussex Local Transport Plan - 2011
- East Sussex Local Transport Plan - 2011
- Coast to Capital LEP SEP - 2014
- South East LEP SEP – 2014
- Brighton & Hove Local Transport Plan - 2015
- Brighton & Hove City Plan Part 1 - 2016
- Lewes Local Plan - 2016
- Adur Local Plan – 2017
- Shoreham Harbour Joint Area Action Plan - 2018



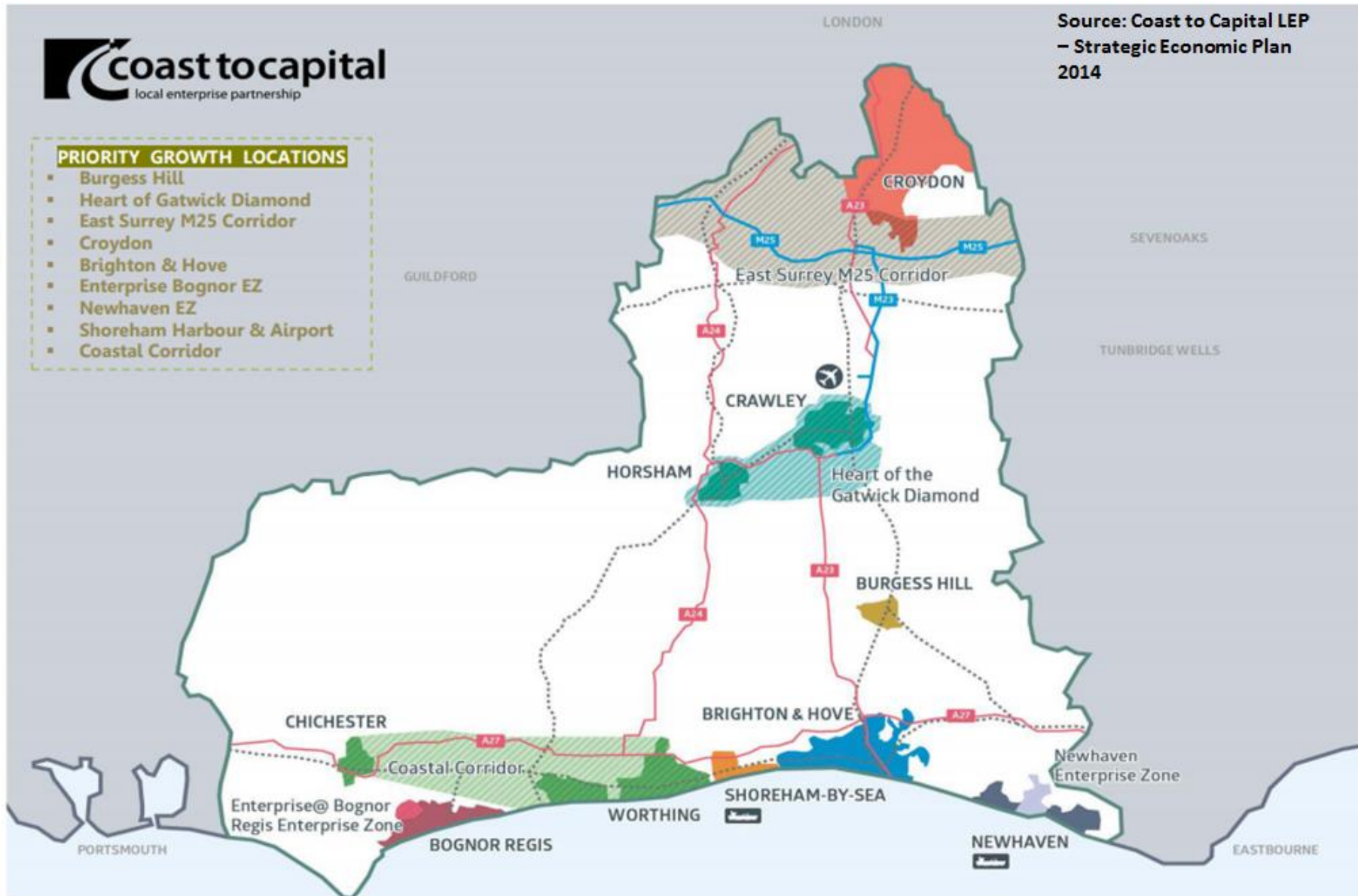
# C11 – Coast to Capital LEP Priority Growth Locations



Source: Coast to Capital LEP  
– Strategic Economic Plan  
2014

### PRIORITY GROWTH LOCATIONS

- Burgess Hill
- Heart of Gatwick Diamond
- East Surrey M25 Corridor
- Croydon
- Brighton & Hove
- Enterprise Bognor EZ
- Newhaven EZ
- Shoreham Harbour & Airport
- Coastal Corridor





<b>Subject:</b>	<b>Greater Brighton Economic Board 2017/18 Annual Report</b>		
<b>Date of Meeting:</b>	<b>17 July 2018</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:**

- 1.1 The reporting and accountability arrangements for the Greater Brighton Economic Board ('the Board') are set out within its Heads of Terms. These arrangements require the Board to submit an annual report to each of its representative bodies.
- 1.2 [The Operational Arrangements for 2018/19](#), approved by the Board on 17 April 2018, recommended that the Annual Report should be presented to the Board for approval at the first Board meeting in the 2018/19 municipal year. This report contains the Board's 2017/18 Annual Report, which is attached as Appendix 1.

**2. RECOMMENDATIONS:**

- 2.1 That the Board approve the 2017/18 Annual Report.
- 2.2 That Board members submit the 2017/18 Annual Report to their respective organisations.

**3. CONTEXT/BACKGROUND INFORMATION:**

- 3.1 The 2017/18 Annual Report is attached as Appendix 1.
- 3.2 The Report outlines the role of the Board and its strategy for growing the City Region economy. It summarises the key areas of work that the Board undertook in 2017/18 to deliver its medium to long-term strategy, including:
  1. Developing the Greater Brighton Inward Investment & Trade Strategy.
  2. The Greater Brighton Response to the consultation on Coast to Capital's emerging Strategic Economic Plan (SEP); The Board's long term vision is very much aligned with the priorities outlined in the SEP, and the Board looks forward to working with Coast to Capital to successfully deliver the strategy in the context of the City Region, and develop a Local Industrial Strategy.

3. Securing funding through the Housing Infrastructure Fund; Greater Brighton Partners have secured over £48m of Government Investment from the Marginal Viability fund. The investment will unlock strategic development sites by funding key infrastructure projects, which are essential ahead of building the new homes that the City Region needs.
4. The Greater Brighton Investment Programme; a co-ordinated programme of regeneration and infrastructure projects that support the creation of a network of high-value growth centres in key locations across the City Region. In 2017/18, several projects moved from delivery phase to completion, and the report demonstrates the excellent progress that has been made.
5. The National One Public Estate Programme; an initiative funded by the Cabinet Office Government Property Unit (GPU) and delivered in partnership with the Local Government Association (LGA). The Programme is designed to facilitate and enable local authorities to work successfully with Government and local agencies on public property and land issues through sharing and collaboration. Greater Brighton joined the National Programme in November 2016.

#### **4. CONCLUSIONS:**

- 4.1 In line with the Board's reporting and accountability arrangements, Members of the Board are asked to agree the 2017/18 Annual Report and to submit this to their respective organisations.

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

##### Financial Implications:

- 5.1 There are no direct financial implications as a result of this report. The Greater Brighton Economic Board 2017/18 Annual Report in Appendix 1 details the activities of the Board and summarises key areas of work that the Board undertook in 2017/18 to deliver its medium to long term strategy. These included specific projects relating to the Greater Brighton Inward Investment & Trade Strategy, Housing Infrastructure Fund, the Greater Brighton Investment Programme and the National One Public Estate Programme. All of these projects were able to assist with securing grants and funding for key projects across the City Region. The key areas of work and the financial benefits are detailed on paragraph 3.2 above

*Finance Officer Consulted: Rob Allen, Principal Accountant, BHCC  
Date: 19/06/18*

##### Legal Implications:

- 5.2 There are no legal implications arising directly from this report.

*Lawyer Consulted: Alice Rowland, Head of Commercial Law, BHCC  
Date: 24/06/18*



Equalities Implications:

5.3 None

Sustainability Implications:

5.4 None

Any Other Significant Implications:

5.5 None

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Greater Brighton Economic Board 2017/18 Annual Report

**Background Documents**

1. Greater Brighton Economic Board Operational Arrangements for 2018/19, 17 April 2018





# Greater Brighton Economic Board Annual Report 2017/18

# CITY REGION HIGHLIGHTS

**TOP 5**  
for jobs growth  
over last 10 years

**TOP**  
  
urban life  
satisfaction  
levels

**TOP 10**  
for qualified  
workforce

  
Highest start-up rates  
per head of population  
outside London

# OUR SUCCESSES SO FAR

**£160m**  
secured in Local  
Growth Funding  
(LGF)

  
**Building  
Flood  
defences**

Over  
**30**  
active  
projects

**£48m**  
awarded from Housing  
Infrastructure Fund

**Improving  
our road  
network**

**Creating  
24,000  
jobs**

**Building  
18,000  
homes**

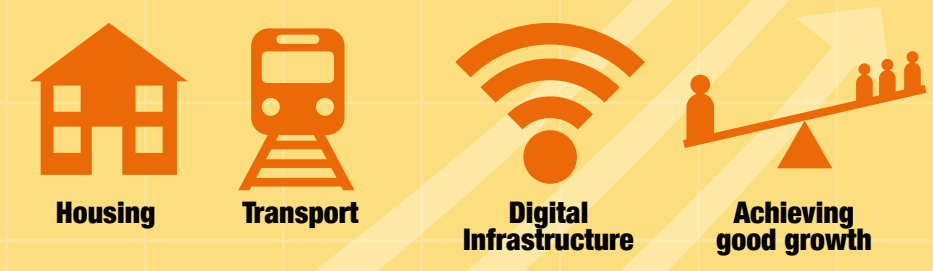
**Unlocking  
£2bn**  
in private  
sector  
investment

**Modernising  
our town  
centres**

**Delivering  
750,000m2  
employment  
floor space**

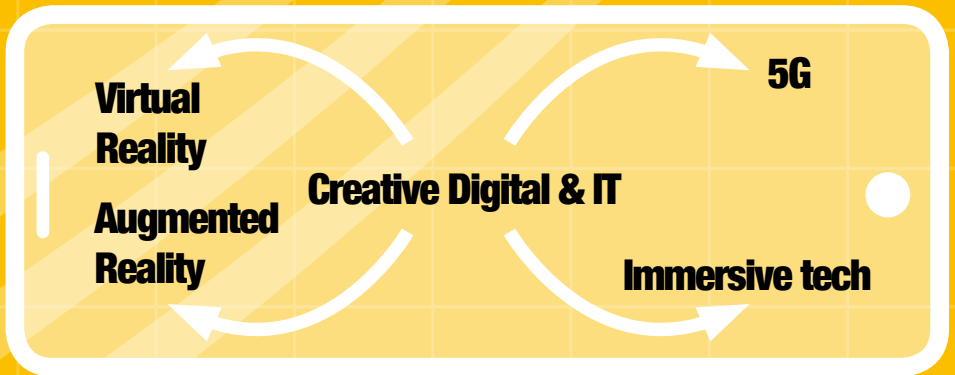
# OUR FUTURE

## Our Barriers to Growth



**Housing**      **Transport**      **Digital Infrastructure**      **Achieving good growth**

## Our Opportunities for Growth







**Advanced  
Engineering &  
Quantum Technology**

**Health &  
Life Sciences**

**Low Carbon  
Environmental  
Goods & Services**

### Our Future City Region

-  Quality, affordable homes to buy or rent
-  SMART transport systems
-  Less congestion
-  Knowledge intensive growth
-  Space for businesses to grow
-  Inclusive growth
-  Ultrafast broadband for businesses and homes
-  Better air quality

# 2017/18: Another successful year for Greater Brighton – Highlights

## Local Growth Fund

**Successful** Greater Brighton Bids **unlocked** a further **£12m** to support essential projects in **Brighton, Crawley, Lewes** and **Shoreham**, bringing the total awarded to Greater Brighton **above** the **£160m** mark.

## Housing & Infrastructure Fund

**Secured investment of over £48m** to support the delivery of crucial infrastructure in **Burgess Hill, Crawley, Hove, Lewes** and **Shoreham**, which is recognition by central government that Greater Brighton has a major role in **driving economic growth** across the south east.

## One Public Estate Programme

Phase 6 funding secured of **£305,000** and Greater Brighton has been awarded **£819,000** from the Land Release Fund. The programme now comprises **10 projects**, up from 7 last year.

## Gatwick & Crawley

In February 2018 **Crawley Borough Council** and **Gatwick Airport Ltd** joined the Greater Brighton Economic Board, extending Greater Brighton's geography and reach, and **adding weight and influence** to our collective voice.

## The British Science Festival

**Europe's largest** and **longest running** science event was co-hosted by the universities of Brighton and Sussex from 5-9 September 2017. Attendance was around **2,400 up on the previous year**, with almost **18,500** people attending over **220 events** taking place on campus and across the city.

## Adur Civic Centre

The former Civic Centre building has been **demolished** and work has started on **building** the new office block. The company which is moving into the new space site is aiming **to create 200 extra jobs within 18 months**.

## Newhaven Enterprise Zone

The Newhaven Enterprise Zone **officially launched in June 2017** and goes from strength-to-strength. Rampion recently opened the operations and maintenance base for the offshore windfarm, which will be home to the **60-strong team** running the wind farm over the next **25 years**.

## Advanced Engineering Centre

The Advanced Engineering Centre at the University of Brighton officially opened in April 2018. It will provide **specialist science-led teaching and research facilities** for **advanced automotive engineering**.

## Construction Trades Centre

GBMet's new Construction Trades Centre **has been fully operational** for the 2017/18 academic year. **The state of the art facility**, re-creates **real life working environments**, and will train the next generation of electricians, plumbers, carpenters, painters, bricklayers and plasterers.

The Greater Brighton Economic Board ('the Board') was formed in 2014 as part of the City Region's City Deal with Government. This year marked the Board's fourth year of operation and, under the Chairmanship of Councillor Andy Smith, the partnership has grown in its aspiration and ambition.

The aim of the Board is to protect and grow the Greater Brighton economy. By bringing together all of the City Region's key stakeholders as a formally constituted partnership, the Board is able to co-ordinate economic development and investment activities across the City Region. Only by working collaboratively to maximise the opportunities and remove the blockers for growth will the City Region fulfil its full economic potential.

The focus of the Board is to create the right balance in the City Region economy, between traditional and coastal industries such as tourism, retail and the public sector (which currently provide over 50% of all jobs in Greater Brighton) and modern, high-tech and high-value industries in key growth sectors. For Greater Brighton, these sectors are: Creative Digital and IT; Low Carbon and Environmental Goods and Services; Advanced Engineering, and; Health and Life Sciences.

## Chapters

- 1 A focus on Gatwick & Crawley
- 2 Inward investment: Great start but more to do
- 3 Unlocking new homes
- 4 Coast to Capital Local Enterprise Partnership Strategic Economic Plan
- 5 18,500 flock to Science Festival
- 6 Unlocking our Public Estate
- 7 On the move: Highlights from the Investment Programme 2017/18
- 8 In the pipeline: Strong growth ahead
- 9 Closing statement

## Greater Brighton Economic Board Members

### 6 Local Authorities

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

### 3 Business Partnerships

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

### 2 Universities

University of Brighton  
University of Sussex

### 3 Further Education Colleges

Greater Brighton Metropolitan College (GBMet)  
Plumpton College  
East Sussex Colleges

### Local Enterprise Partnership

Coast to Capital Local Enterprise Partnership

### National Park Authority

South Downs National Park Authority

### Gatwick Airport Ltd

To support the City Region reaching its economic potential, the Board works collectively to build on its economic assets and unblock its barriers to growth by;

- Shaping and delivering the Greater Brighton Investment Programme; a co-ordinated programme of regeneration and infrastructure that supports the creation of a network in high-value growth centres in key locations across the City Region
- Continually developing a programme of future delivery through the Greater Brighton Project Pipeline and securing the necessary funding and investment to unlock these projects, primarily via the Local Growth Fund (LGF). The Investment Programme has unlocked over £160m of LGF Funding which will deliver new jobs, investment, employment floorspace and homes.
- Developing and implementing City Region policy and initiatives and securing new local flexibilities, freedoms and funding in the key areas needed to drive growth and increase productivity: strategic transport; local transport infrastructure; housing and growth sites; skills for employment; enterprise and smart specialisation, and; digital infrastructure.



## A focus on Gatwick and Crawley

The membership of the Greater Brighton Economic Board was extended in February 2018 with Crawley Borough Council and Gatwick Airport Ltd joining.

Crawley is a major employment and growth centre in the South East, with an economic output that matches some small cities. It occupies around 2% of the West Sussex landmass but generates 25% of West Sussex's economic output in terms of gross value added (GVA).

### Crawley by numbers:

- 111,000 people
- 3,000 active businesses
- 106,000 jobs
- 2nd highest job density outside London
- £5bn GVA per annum
- 2x national average job growth since 2013
- 89% residents in work (highest in country)

The key employment site within Crawley is the Manor Royal Business district, which spearheads Crawley's productivity success. The 9 million sqft of business space is home to 600 businesses that provide over 32,000 jobs, and the district generates £1.2bn GVA per annum. It has a flourishing bio-medical engineering and STEM business cluster, and a range of major "blue-chip" employers have chosen to locate there including; Virgin Atlantic, Elekta, TUI, CGG, Doosan, Boeing, Kier, L3 and Vent-Axia.







Serving 228 destinations in 74 countries, and transporting 45.6 million passengers in 2017, Gatwick Airport is the most productive single-runway airport in the world. It is one of the South East's most high profile and important anchor businesses and a major investor in growth – a £3.14bn capital investment programme has been underway since 2009, with £2bn invested to date and a further £1.1bn committed over the next five years, to 2023.

#### **Gatwick Airport by numbers:**

- 24,000 direct employees
- 13,000 indirect employees
- £2.7bn GVA contribution to local economy
- £132.8m annual spend in local supply chains
- 950 runway movements a day (peak day 2017)

Gatwick Airport has an established education and training programme to train and develop talent for the future. It offers graduate apprenticeships in disciplines such as civil, mechanical and electrical engineering, and has a rolling programme to recruit 400 security officers every year.

Gatwick provides the City Region with a major national and international gateway, serving 9 UK airports, directly connected to 125 stations in the UK, and over 220 international destinations. A major focus of the airport is to increase the volume of cargo being processed, and having such a major transport and logistics hub within the City Region will increase the area's attractiveness as an inward investment proposition.

Extending the membership to Crawley and Gatwick Airport presents Greater Brighton with tremendous opportunities in relation to economic regeneration, growth and strategic presence. It will allow the Board to focus on the A23/M23 growth corridor – linking Brighton, Gatwick and London. The corridor has been identified as one of nine in England to have been at the heart of growth over the last decade and likely to maintain a pivotal role in shaping growth in the future. This will strengthen the Greater Brighton voice to Government and the case for continued investment – both public and private.



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## Inward investment: Great start but more to do

The Greater Brighton City Region has the potential to be one of the UK's most compelling inward investment and growth locations. Home to nearly 1 million people, the City Region is distinctive for its excellent national and international connectivity, its diverse and growing economy, its talented labour pool and the quality of its natural and physical assets. The City Region provides a strong balance between urban and rural lifestyles: while the vibrant Brighton & Hove, Adur and Worthing coastline is classified as the second most dense built up area in the UK outside London, the City Region is also home to the South

Downs National Park and UNESCO Biosphere Reserve. The quality of the Greater Brighton's environment and lifestyle is one of its greatest and most recognised strengths.

Despite this, there is evidence that the area is currently failing to maximise its investment and trade potential, and that, in economic terms, it is losing ground to other locations across the UK. In 2016/17 Greater Brighton had 17 successes in securing Foreign Direct Investment (FDI), which was a small proportion of the 217 successes across the south east as a whole, and represents less than 1% of the UK total. Furthermore, Greater Brighton is being outperformed locally, with productivity and growth rates lower than other areas within the Coast to Capital region and wider south east.

In recognition of this, in April 2017 the Greater Brighton Economic Board approved, as a key work stream for 2017/18, the development of a Greater Brighton Inward Investment & Trade Strategy. The Inward Investment and Trade Strategy has been developed to help the City Region realise its potential as one of the UK's leading locations for investment and trade. It identifies the vital characteristics which distinguish the City Region economically, and provides recommendations on the delivery structures and mechanisms which could help the area to become a more attractive and supportive place in which to locate and do business.

**Left to Right**  
Edwards Vacuum, Ricardo & Gatwick

# Unlocking new homes

The Housing Infrastructure Fund (HIF) is a government capital grant programme to help unlock new homes in areas with the greatest housing demand. Funding is awarded to local authorities on a highly competitive basis. In February 2018, the Ministry of Housing, Communities & Local Government (MHCLG) announced the projects and authorities that had successfully been awarded funding in the first wave (£866 million) of bids.

Six projects from across Greater Brighton were awarded funding, totalling £48.1 million;

- Free Wharf – Western Harbour Arm, Shoreham-By-Sea – £10.0 million
- King Alfred Development, Brighton & Hove – £15.2 million
- Telford Place, Crawley – £2.0 million
- Forge Wood, Crawley – £4.4 million
- North Street Quarter, Lewes – £10.0 million
- Northern Arc, Western Gateway, Burgess Hill – £6.5 million



By investing £48.1m in the City Region, Government acknowledges the importance of the area, and how Greater Brighton can help it deliver its vision for the United Kingdom. The investment will fund key local infrastructure projects including new roads, cycle paths and flood defences, all essential ahead of building the homes. Without this financial support these projects would struggle to go ahead or take years for work to begin, delaying the homes that communities need.

**Burgess Hill – Northern Arc, Western Gateway, £6.5m**

This bid sought funding for the mitigation of odour emissions from a Waste Water Treatment Works that are directly blocking the delivery of 256 homes and stalling the delivery of a wider strategic allocation comprising 3,500 homes.

**Crawley – Telford Place, £2.0m**

This bid sought funding to provide an alternative access to the Telford Place Scheme, an ambitious project to deliver up to 300 homes in Crawley. The existing access can only support about 100

homes. The alternative access would enable significantly more residential development, resulting in up to 200 additional homes, and enabling future delivery of further housing to the south of the site.

**Crawley – Forge Wood, £4.4m**

This bid requires funding for the construction of an acoustic barrier. Forge Wood is a new neighbourhood development consisting of 1,900 homes which includes 760 affordable homes. Phases 2b and 2c consist of 420 homes which are dependent on delivery of the acoustic barrier.

**Hove – King Alfred Development, £15.2m**

Funding was sought for a number of infrastructure measures to make the King Alfred development site viable. The demolition of the existing obsolete King Alfred leisure centre, construction of the basement car park and new leisure centre directly unlocks the opportunity for use of the site for the 565 homes, (as well as a modern self-sustaining leisure facility for the local community).



**Right** Forge Wood  
**Below** King Alfred





### Lewes – North Street Quarter, £10.0m

North Street Quarter is a brownfield site occupying a quarter of Lewes – a town which has significant infrastructure needs and has been repeatedly impacted by flooding. The scheme will deliver a new sustainable community, providing significant benefit to the local economy and much needed housing. HIF funding was sought for a range of infrastructure to unlock around 400 new homes, to be delivered by 2025.

### Shoreham-By-Sea – Free Wharf, Western Harbour Arm, £10.0m

The £10m funding bid was to aid the regeneration of the Harbour area including flood defences. The scheme will unlock the development of 540 new homes, including 162 affordable units, on a derelict harbour site in Shoreham. Half of the site is being transformed into an attractive public space, a retail unit, three restaurants, and office space for small and medium businesses.



Local Authority	Total HIF Award	Number of Homes Unlocked
<b>Adur</b>	£10.0m	540
<b>Brighton &amp; Hove</b>	£15.2m	565
<b>Crawley</b>	£6.4m	720
<b>Lewes</b>	£10.0m	416
<b>Mid Sussex</b>	£6.5m	256 direct and quicker delivery of 3,500
<b>Total</b>	<b>£48.1m</b>	<b>5,997</b>

**Top** North Street Quarter

**Bottom** Free Wharf

# Coast to Capital Local Enterprise Partnership Strategic Economic Plan

On 6 March 2018, Coast to Capital published its draft Strategic Economic Plan (SEP) for consultation. The Greater Brighton Economic Board welcomed the opportunity to respond and work with Coast to Capital, to both help shape its Strategic Economic Plan and to support the delivery of it at a City Region level.

The draft SEP outlines eight key priorities, and crucially links these priorities back to delivering objectives in the Government's Industrial Strategy and the Five Foundations of Productivity; Ideas, People, Infrastructure, Business Environment and Places, which provides clarity and a clear sense of purpose.

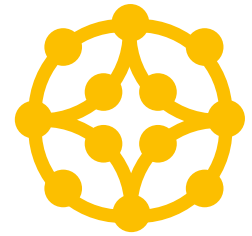
There are a number of clear synergies between the eight priorities and the strategic aspirations of the Board. The Board has a number of plans and activities in progress that will help Coast to Capital deliver its objectives:

## Develop prosperous urban centres



- We are in discussion with Homes England about how we can unlock some of the most significant housing sites in the city region, which have stalled for a number of years due to complicated ownership and planning situations. This would unlock thousands of new homes.
- City Region local authorities are taking a lead on delivering new affordable homes, either directly or through joint ventures such as the Living Wage Joint Venture that will deliver 1,000 new homes in Brighton & Hove, 500 of which will be affordable to people on the Living Wage.
- The Greater Brighton One Public Estate Programme is driving the release of public sector land to deliver space for new homes in developed areas.

## Develop business infrastructure & support



- We are delivering a significant investment programme of major projects that will deliver new employment and business space across the city region. This includes the £500m Brighton Waterfront development, the Newhaven Enterprise Zone and the employment space proposed for Burgess Hill.
- We are exploring a new vehicle to unlock stalled sites that could deliver further employment and business space, as well as housing.

## Invest in sustainable growth



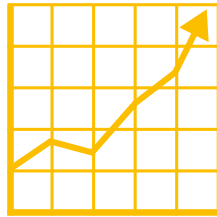
- We are preparing energy and water plans to ensure the city region sustainably meets its growth needs and has the correct infrastructure to do so. It is expected that projects that may require government funding will come out of the energy and water plans.
- City Region partners, led by Brighton & Hove, manage 'the Living Coast' UNESCO Biosphere, which brings worldwide recognition of our natural capital.

## Create skills for the future



- Greater Brighton is looking to develop a Skills and Employment Plan for the City Region. An objective will be to understand and agree the key priorities for the City Region, and identify the interventions required from government.

## Pioneer innovation in core strengths



- The City Region hosts two world-class universities, with strong specialisms in knowledge based innovation. This includes quantum computing as a specialism at the University of Sussex.
- Many of the projects in the Greater Brighton Investment Programme are aimed at creating the space for knowledge based innovation, and the incubation space to commercialise that innovation.
- Brighton's New England House hosts the Digital Catapult and 5G Testbed, a focal point for the CDIT sector in the city region.

## Promote better transport and mobility



- A Transforming Cities Fund bid has recently been submitted at a city region level.
- We are exploring, with partners, the possibility of ubiquitous Electric Vehicle charging through a ground breaking collaboration project with the Office for Low Emission Vehicles (OLEV).
- We are developing the Greater Brighton Energy Plan to ensure that the City Region's energy needs are suited to the transport infrastructure of the future.

## Improve digital network capability



- Authorities in the City Region have led on successfully developing bids to the Local Full Fibre Network Challenge Fund.
- An outline proposal has been developed for a 5G fibre ring to support innovation and growth in digital-tech-creative businesses, connecting them more effectively with the research and skills resources in our key educational institutions. It will leverage important assets including the 5G Testbed and the Digital Exchange to attract further investment. It will also take advantage of opportunities to deploy new infrastructure

at low cost and make use of available government funding

## Build a strong national and international profile



- The Greater Brighton Economic Board has prioritised inward investment and trade and has funded work to take forward this proposal. We are now looking to secure funds to create a dedicated team to work with and on behalf of regional partners and work closely with the Department for International Trade (DIT) and Coast-to-Capital.
- We are bringing forward the City Hall for Business project as a focal point for many of these functions. It will promote and market the area and work with regional partners such as Gatwick and the Coast to Capital LEP.

# 18,500 flock to Science Festival

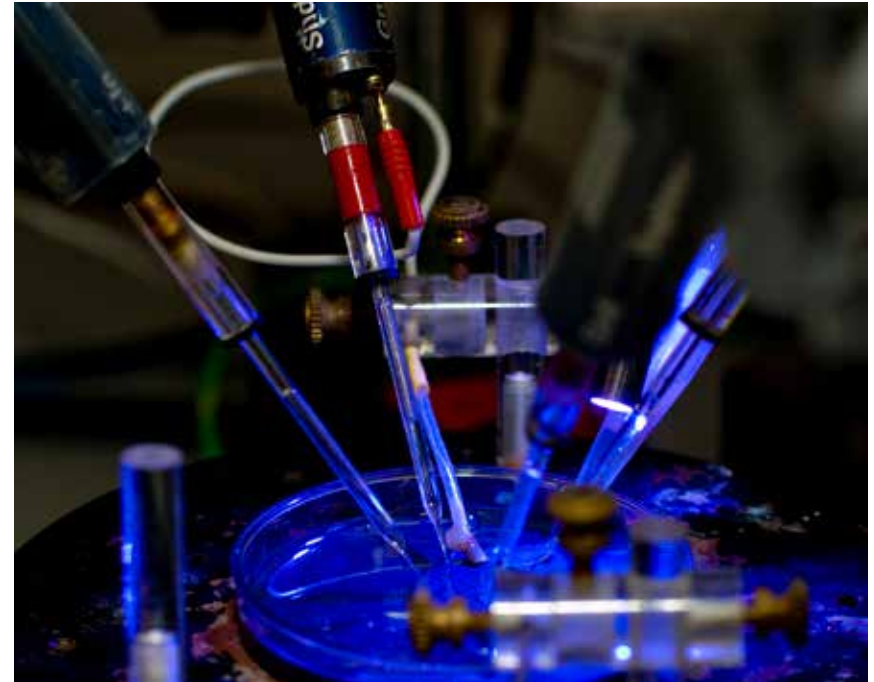
The British Science Festival is Europe's largest, longest-established science event, and from 5-9 September 2017 it came to the City Region. The Festival was co-hosted by the Universities of Brighton and Sussex, with events taking place on both campuses and at other venues.

Each year the British Science Festival attracts;

- National Stakeholders including policy makers, opinion formers and notable figures from science and education sectors
- National Media, through an unparalleled press programme
- The Public, with attendance figures of over 15,000 achieved at previous Festivals

## Highlights

- There were a total of 224 events and activities, 153 of which were stand-alone events
- 56% of events took place on campus, the remaining 44% took place in other venues
- There were nine community events and five events for invited audiences such as stakeholders, education professionals and media
- The male-female ratio of Festival speakers was 54:46, which is very close to the target of a 50:50 gender split
- The total attendance at Festival events was 18,489 which is 2,377 more than 2016 Festival
- Satisfaction rates from attendees were very positive with a 93% of respondents rating events as excellent or good
- Festival attendees reported an improvement in their attitudes to science after attending an event with 62% of visitors stating they felt more interested in science after attending a Festival event
- There was an even split across all age brackets, with 44% of attendees aged between 16 and 34. The largest age bracket was 25-34 (23.5%)





# Unlocking our Public Estate

The National One Public Estate Programme ('the National Programme') is an initiative funded by the Cabinet Office Government Property Unit (GPU) and delivered in partnership with the Local Government Association (LGA). The Programme is designed to facilitate and enable local authorities to work successfully with Government and local agencies on public property and land issues through sharing and collaboration. It has four main objectives, to:

1. Create economic growth (new homes, employment floorspace and jobs);
2. Enable more integrated customer-focused services;
3. Generate capital receipts, and;
4. Reduce running costs.

Local authorities that gain membership to the National Programme receive wide-ranging support to develop and deliver property initiatives with Government and public sector partners that meet these objectives. This includes;

- revenue grant funding of up to £500,000 (per funding round)
- access to a pool of experts to provide additional support and capacity in a number of areas, from master-planning to business case development and cost evaluation
- practical support from the GPU and LGA
- routes to senior central and local government experts.

In April 2016, the National One Public Estate Programme launched its Phase 4 'Invitation to Apply' to join the National Programme. The Greater Brighton Economic Board responded and following a successful application – in the form of the Greater Brighton Services & Assets Delivery Plan – our One Public Estate Partnership was welcomed onto the Programme in November 2016 and awarded £529,500 in Phase 4 One Public Estate revenue grant funding (over 2016/17 and 2017/18) for seven projects.

In August 2017, the National One Public Estate Programme and the Department for Communities & Local Government launched a new, Phase 6, joint funding call. The call introduced a single coherent application and assessment process for One Public Estate and Land Release Fund funding, to create a wider support package for partnerships to unlock more surplus land and property:

## One Public Estate - Phase 6

- Revenue grant funding and/or repayable grant, access to a pool of experts and wider support package
- Up to £500K per partnership (in 2017/18)
- Core One Public Estate objectives (economic growth, efficiencies and integrated customer focused services)
- Evaluation criteria: partnership working (25%), project ambition and delivery (50%), value for money (25%)



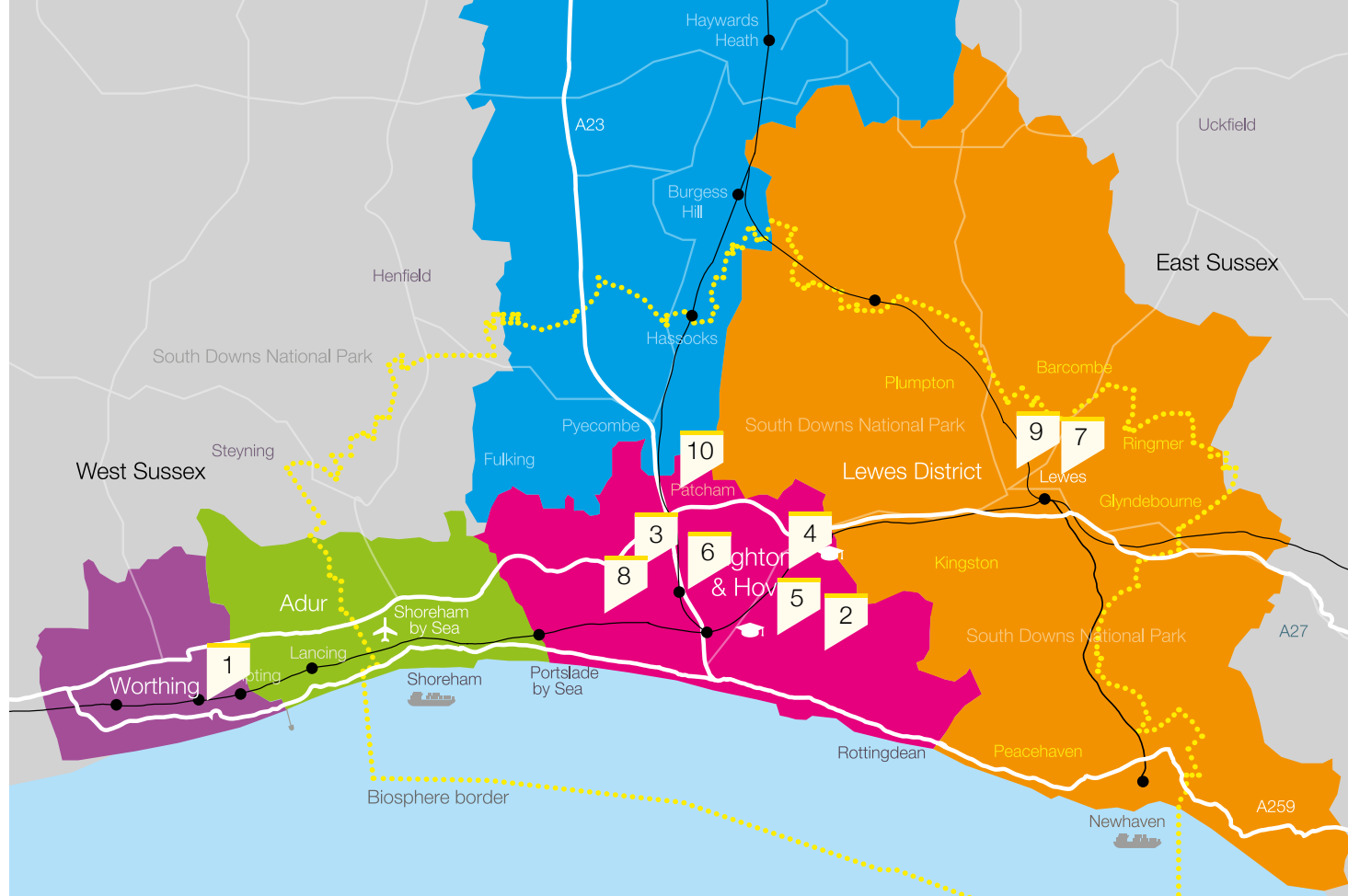
## Land Release Fund

- Capital Grant funding
- Up to £15,000 per home (national pot of £24m in 2017/18 and £21m across 2018/19 and 2019/20)
- Small-scale land remediation and infrastructure projects to bring forward new local authority owned land for homes
- Evaluation criteria: delivery by 2020, value for money (60%), innovative delivery models (40%)

Following extensive engagement and consultation and a process of prioritisation, our One Public Estate Partnership submitted its bid in November 2017. In December 2017, it was announced that the Greater Brighton One Public Estate Programme had secured an additional £125,000 in Phase 6 for two further projects. It also secured an additional £180,000 for a further project and a top-up award for an existing project taking the total Phase 6 OPE funding to £305,000.

In February 2018 it was also announced that the Greater Brighton had been awarded £819,000 from the Land Release Fund.

The ten projects now benefitting from One Public Estate funding are located across our City Region. Funding covers a range of development activities – from feasibility



### Estates key

- |  |   |
|--|---|
| 1 IMPaCT Hub at Worthing Civic Centre            | 6 Preston Circus Fire Station, Brighton |
| 2 Moulsecoomb Neighbourhood Hub, Brighton        | 7 Springman House, Lewes                |
| 3 Quebec Barracks, Brighton                      | 8 Conway St/Hove Station Quarter        |
| 4 Preston Barracks Primary Care Centre, Brighton | 9 North St Quarter, Lewes               |
| 5 Brighton General Hospital                      | 10 Patcham Court Farm, Brighton         |

and master-planning to business case development and project management support – to provide the evidence base needed to make robust asset management decisions on the viability and implementation of individual projects. These projects are, therefore, by their very nature at early stages of development. The funding has also enabled the appointment of a dedicated programme manager, who started in-post in May 2017.

There are ten projects within the Local Programme. These are still in their infancy, but steady progress is being made:

- IMPaCT Hub at Worthing Civic Centre
- Moulsecoomb Neighbourhood Hub, Brighton
- Quebec Barracks, Brighton \*\*
- Preston Barracks Primary Care Centre, Brighton
- Brighton General Hospital
- Preston Circus Fire Station, Brighton
- Springman House, Lewes
- Conway Street/Hove Station Quarter
- North Street Quarter, Lewes
- Patcham Court Farm, Brighton

\*\* This project has now been closed but discussions are taking place with the National OPE team with the intention of replacing this with an alternative project working in partnership with the Ministry of Defence.

**The Greater Brighton One Public Estate Partnership published its first Annual Report in February 2018**, and this contains information on the nine projects awarded funding at that time and further details on the Programme.



**Top** North St Quarter  
**Bottom** Preston Barracks

# On the move: Highlights from the Investment Programme 2017/18

## Building For The Future

Work on building the Greater Brighton Metropolitan (GBMet) Colleges' £9m **Construction Trades Centre** was completed in spring 2017. Through the summer of 2017 the College undertook the internal fit-out and decanting of the current provision from the Pelham site to allow the new facilities to be fully operational for the 2017/18 academic year.



The state of the art facility, situated on the East Brighton Campus of the College, re-creates real life working environments, and will train the next generation of electricians, plumbers, carpenters, painters, bricklayers and plasterers. Employers in construction and catering already face significant problems in recruiting skilled workers, and last year GBMet published a report entitled "Have you Met your future", which suggested that jobs in construction will be amongst the top 10 growth occupations in Sussex and the UK over the next 5 years. With the government in the process of negotiating Great Britain out of the EU, it still remains unclear what the impact might be for the supply of labour to key industries including construction, health and tourism, so the new educational facility is going to be vital for the post-Brexit economy.

## Cutting-Edge Engineering

**The University of Brighton Advanced Engineering Centre** which received £7.0m in Local Growth Funds, was officially opened on 19 April 2018. Before the official opening, the new Centre was used during the 2017 British Science Festival, which the University of Brighton co-hosted with the University of Sussex.

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

The Centre was constructed at the University's Moulsecoomb campus in the Lewes Road, Brighton. The previous facilities used by Ricardo and the University are divided between Shoreham and Brighton and presented limited scope for growth and enhancement. The central facility was required to further enhance joint working, allow the installation of state of the art equipment, provide flexibility for future expansion and create opportunities for the cross transfer of knowledge, ideas and practices between Ricardo and the University and within the interrelated academic activities of teaching and research.

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

The Centre will generate around 30-50 additional research posts, plus 15 additional academic/technical engineering posts to support teaching and will deliver an additional 60 trained engineering graduates per annum into the local employment market.

The centre will provide specialist science-led teaching and research facilities for advanced automotive engineering. Key features of the centre will be;

- laboratories, tutorial rooms, meeting rooms and exhibition spaces
- the base for 300 students, 15 academic staff and 35 research posts



- delivering around 60 engineering graduates each year

The building itself reflects Greater Brighton's drive towards a low-carbon and sustainable City Region. The innovative design and use of materials minimise heat loss and energy use, and the centre features a solar array on the roof.

## Harnessing pedal power

**Brighton Bikeshare** launched to the public on 1st September 2017, and usage until the end of April 2018 continued to exceed the operator's expectations, with the following number of users since launch:

- 28,647 subscribers
- 167,337 rentals
- Average rental length = 21 minutes
- Total distance cycled = 315,267 miles

The number of rentals has been increasing steadily since the end of winter, with over 7,000 rentals per weekend becoming a regular occurrence when the weather is good.

The overall trend of rentals shows higher numbers at weekends as visitors use the bikes to explore the seafront, but with clear usage for commuting at peak times during the working week.

## Future expansion

Brighton & Hove City Council has recently approved a further purchase of 120 new bikes, to support an expansion, with up to 7 new hubs planned to be installed before the end of 2018. The new bikes will be e-bike ready, although currently there are no immediate plans to upgrade to e-bikes.

The operator continues to identify further locations to increase capacity and improve the scheme in the existing area.



## In the pipeline: Strong growth ahead

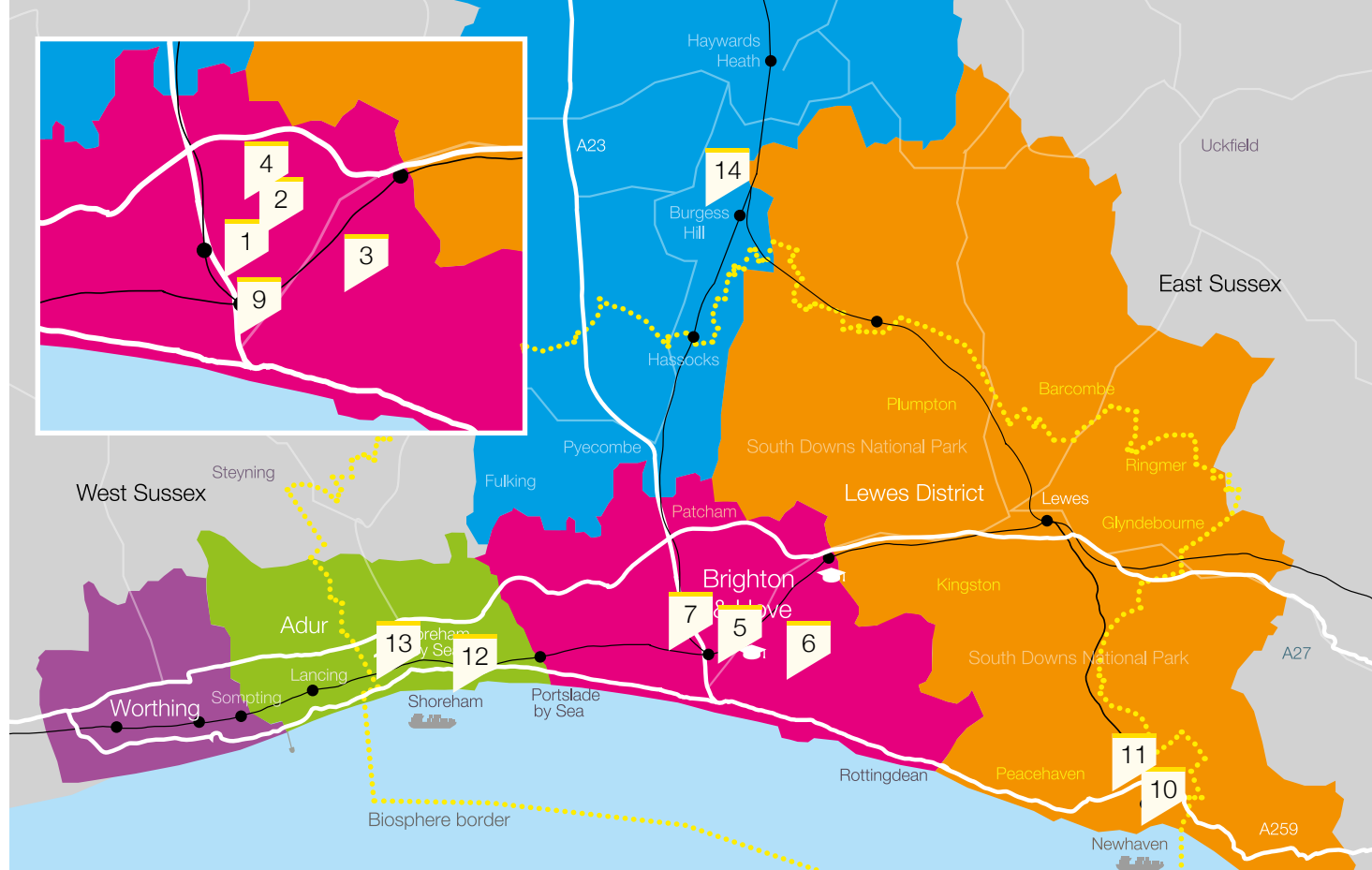
The Greater Brighton Investment Programme - LGF Growth Deal Rounds 1 & 2 – overseeing the delivery of a co-ordinated programme of regeneration and infrastructure projects that support the creation of a network of high-value growth centres in key locations across the City Region

The Board has been enormously successful in obtaining Government funding – through both the **Greater Brighton City Deal** and the **Coast to Capital Growth Deal** – for projects within the Investment Programme. A total of approximately £90m was allocated to projects across the City Region from rounds 1 & 2.

These projects will deliver a total investment of approximately £376m into the City Region, unlocking an estimated 14,000 jobs, 8,200 homes and 450,000sqm of employment floorspace.

An overview of all of these projects is contained in the Board's **2014/15 Annual Report**

**The above figures vary from initial estimates; changing as project business cases have been further developed and refined and funding agreement signed.**



### Growth Deal key

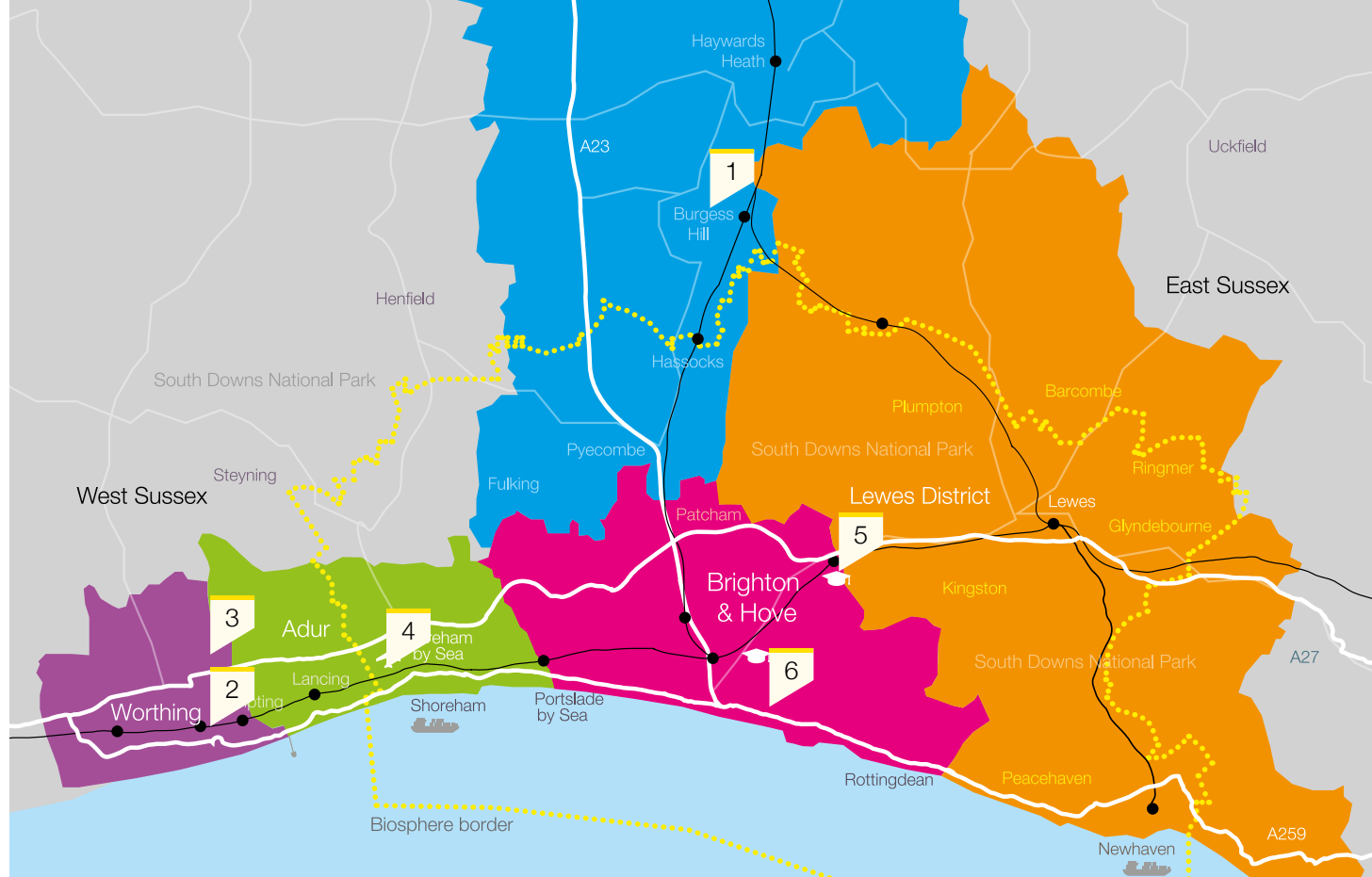
- |  |   |
|--|---|
| 1 New England House Creative Tech Growth Centre            | Completed 2017  |
| 2 Digital Catapult Centre Brighton and 5G testbed          | 8 Brighton & Hove Intelligent Transport Systems Package |
| 3 Advanced Engineering Centre - Completed 2017             | 9 Brighton Valley Gardens                               |
| 4 Preston Barracks Central Research Laboratory             | 10 Newhaven Flood Alleviation Scheme                    |
| 5 Circus Street Innovation Hub and Regeneration            | 11 Newhaven Port Access Road                            |
| 6 City College Construction Trades Centre – Completed 2017 | 12 Western Harbour Arm Flood Alleviation Scheme         |
| 7 Brighton & Hove Bike Share Scheme –                      | 13 Adur Tidal Walls Flood Defence Scheme                |
|  | 14 Burgess Hill A2300 Corridor Improvements             |

The Greater Brighton Investment Programme - LGF growth deal round 3 funding – securing capital grant funding to unlock strategically important projects across the City Region

Coast to Capital’s Round 3 Call for Growth Projects was launched on 22 December 2015. In response, the Board reviewed the Greater Brighton Project Pipeline and prioritised projects for this highly competitive round of the Growth Deal. Six Greater Brighton projects were allocated funding, totalling £48.77m

An overview of all of these projects is contained in the Board’s **2016/17 Annual Report**

**It should be noted that the above outputs may include an element of duplication with some projects already within the Greater Brighton Investment Programme; those forming part of a larger strategy or programme to unlock key growth sites.**



**Growth Deal key**

- 1 Burgess Hill Growth Area Infrastructure Package
- 2 Worthing Central Phase 1 (Teville Gate House and Union Place)
- 3 Decoy Farm, Worthing
- 4 New Monks Farm and Airport Business Estate, Shoreham
- 5 Sussex Bio-Innovation Centre, Brighton & Hove
- 6 Black Rock Site Development, Brighton & Hove



The Greater Brighton Investment Programme - Unallocated funds from rounds 1 & 2, December 2016 call – securing capital grant funding to unlock strategically important projects across the City Region

In December 2016, Coast to Capital's announced that it had approximately £46.65m of unallocated funds available to support capital growth projects. The Greater Brighton Economic Board put forward eight bids, five of which were successful in being awarded funding, totalling around £9.9m.

An overview of all of these projects is contained in the Board's **2016/17 Annual Report**



**Growth Deal key**

- 1 Adur Civic Centre
- 2 Springman House
- 3 Railway Quay
- 4 Eastside South
- 5 Royal Pavilion Exchange – Corn Exchange & Studio Theatre

## The Greater Brighton Investment Programme - Unallocated funds from rounds 1 & 2, July 2017 call

In July 2017 Coast to Capital launched a new funding round for additional unallocated funds from rounds 1 & 2. In December 2017, Coast to Capital announced that a total of £27 million had been allocated in the areas of Housing, Regeneration & Infrastructure; Business, Enterprise & Skills; and Transport. Around £12m of the total will be supporting projects from across Greater Brighton:

- **Crawley College STEM & Digital Centre (Crawley, £5.0m)** to develop a new Science Technology and Maths and Digital Skills centre in Crawley, to create a state of the art learning environment
- **Pelham Campus Redevelopment (Brighton, £5.0m)** to construct a new Centre for Creative and Digital Industries, together with part refurbishment of the Pelham Tower
- **Ricardo Hybrid Powertrain (Shoreham-by-Sea, £1.5m)** to deliver a state of the art four-wheel drive hybrid powertrain rig to enable the research and development of the next generation of electrified powertrain systems and vehicles
- **Charleston Trust Centenary Project (Lewes, £0.4m)** to preserve Charleston's heritage, enhance the Trust's economic and cultural role and expand the site to achieve a sustainable financial future
- **Sussex Innovation Centre (Falmer & Croydon, £0.14m)** to create more space and enable additional support through redesign of the large reception area at Sussex Innovation Centre Falmer and to create a co-working space and meeting area, with Business hub space, within the Number One Croydon building.



### Growth Deal key

- |                   |                            |
|-------------------|----------------------------|
| 1 Crawley College | 4 Charleston Trust         |
| 2 Pelham Campus   | 5 Sussex Innovation Centre |
| 3 Ricardo         |                            |

## Closing statement – from Councillor Andy Smith, Leader of Lewes District Council and Chairman of the Greater Brighton Economic Board 2017/18

It's been a year of real change for the Greater Brighton Economic Board.

When I took up the role on the rotating annual basis, I made it clear that the time was right for the City Region to start talking about how we deliver for our near one million residents.

Looking back, I am pleased to say that we are now meeting that ambition and, for that, I must thank the collaborative work of the six local authorities, business groups and education representatives that make up the Greater Brighton Economic Board.

A key discussion point from the members this year has been about identity - who we are, what we do and how the City Region moves forward.

Since the board was established in 2014, we have been successful in bringing in more than £160 million worth of investment into the area which has helped kick-start regeneration and created tens of thousands of homes and jobs in our local communities.

But, as is ever the case with these things, changes in the direction of central government means that the goalposts are moving.

As a vibrant City Region whose economy has grown by 10 per cent in the last five years, Whitehall are well aware of our potential and keen to support our work. The key question is how we go about delivering this and take the project to the next level.

In order to keep the success of the City Region going we have to think about the wider ambition of Greater Brighton – what do we want to achieve and how can we use our collective power to benefit residents and businesses in an area that stretches from Brighton to Gatwick.

I'm pleased to say that the last year has started to see all the Board Members think about 'joining the dots' – so rather than just focusing on jobs and homes, we're thinking about skills, about education, about infrastructure, about water and energy.

Without these things, our communities would not be able to reach their potential. But we also must do this while ensuring that the unique and vibrant identities of places like Haywards Heath, Crawley, Newhaven and Worthing are not diluted in any way.

The way the City Region is taking the lead on this is by taking a long-term vision. The next year will see the development of a five-year strategic plan. Work towards a local industrial strategy, aimed at supporting growth and jobs, and a local water and energy plan, will also continue.

We're also taking steps to draw in more investment and trade into the area. Despite being home to 35,000 businesses and generating an output of around £21 billion every year, Greater Brighton is falling behind when it comes

to attracting investors. Establishing a new trade and investment team will go some way to dealing with this.

There is plenty to be excited about though. The addition of Crawley Borough Council and Gatwick Airport as members of the board means that we are bigger, not only in terms of geography but also reputationally.

We still have challenges, most notably in transport. But, through working with partners and the Department for Transport, we are hopeful of bringing in much needed investment to improve our road and rail network. This will also support the ongoing activities of our two ports at Newhaven and Shoreham and our very successful international airport at Gatwick.

As I pass over the baton to another chairman, there's still a lot to achieve. But I know we are capable of delivering for our residents.

I look forward to working with fellow board members moving forward to keep on driving growth and taking this exciting collaboration to the next level.





<b>Subject:</b>	<b>Greater Brighton Investment Programme – Progress Update</b>		
<b>Date of Meeting:</b>	<b>17 July 2018</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: 01273 293756</b>
	<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 The purpose of the Investment Plan Update is to provide the Greater Brighton Economic Board (“the Board”) with an update on progress on the Greater Brighton Investment Programme (“the Investment Programme”) since the Board’s last meeting on 17 April 2018.
- 1.2 Updates are included on the Local Growth Fund (LGF) allocations made as part of the Growth Deal Round 3, and the progress of projects awarded unallocated monies from Growth Deal Rounds 1 & 2. The period covered by this report is 5 April 2018 to 30 June 2018.
- 1.3 This cover report provides some context on the LGF Funding Rounds and narrative updates on the Investment Programme projects. Further details on the individual projects can be found in the Investment Programme Update report at Appendix 1.

**2. RECOMMENDATIONS:**

- 2.1 That the Board note the report and the Investment Programme Update at Appendix 1.

**3. CONTEXT/BACKGROUND INFORMATION**

*LGF Growth Deal Rounds 1 & 2*

- 3.1 A total of approximately £90m was allocated to projects across the City Region from LGF Growth Deal rounds 1 & 2. These projects will deliver a total investment of approximately £376m into the City Region, unlocking an estimated 14,000 jobs, 8,200 homes and 450,000sqm of employment floor-space. Current active projects are listed below with a summary of progress since the last update.
  - 3.1.1 *Flood Alleviation Scheme (Newhaven) £7.5m*

Work continues on the east bank defences on which details follow. A large earth embankment east of the rail line north of Newhaven has been completed. Work

is about to start on an embankment west of the rail line. Rail surveys are underway to inform detailed design of the rail flood gate between these embankments. A large volume of waste and contaminated spoil has had to be moved from sites on North Quay, to allow the flood wall to be built safely. This has added significantly to costs. A large amount of asbestos-containing material has been found south of the UTC and this has to be removed prior to building a concrete flood wall. A feasibility study is currently being undertaken to allow for amends to Area 5 (Newhaven Port) to minimise impact on existing Port operations. This study is expected to be completed shortly and will not impact upon completion dates for the scheme. Negotiations are ongoing with Network Rail to allow access to construct the remaining sections of the flood defence.

### 3.1.2 Port Access Road (Newhaven) £10.0m

Tenders for the second phase of the Port Access Road (from Pargut roundabout and over Mill Creek) were received back on 20 Dec 2017 and following appointment of a preferred contractor a package of value engineering suggestions were explored to give a more cost effective design.

A full draft of the business case has been submitted to DfT for comment. Following a number of useful meetings with DfT it is agreed that the business case focuses on the economic and regeneration benefits delivered by the scheme. Assuming a favourable funding decision, main construction is anticipated to start in early summer 2018. Construction is then expected to take 19 months to complete. In preparation for main construction, advance vegetation clearance works have been completed and will be followed shortly by the construction of a new badger sett, and the translocation of newts.

### 3.1.3 New England House Growth Centre (Brighton) - £4.9m

Brighton & Hove City Council (BHCC) as freeholder of the adjacent Longley Industrial Estate, has agreed a land deal with Maplebright (current holder of long lease) and Legal & General. The deal is subject to L&G receiving planning permission for its Longley development proposal for 3,000sqm of employment floorspace and minimum 200 units of build to rent housing.

Premium payable to council will be combined with £4.9 million City Deal funding towards NEH improvements. Employment floorspace provided on Longley will count toward City Deal floorspace target for New England House.

### 3.1.4 Digital Catapult & 5G Testbed (Brighton) - £1.8m

The Catapult-supported residency programme has accepted 6 new businesses working within our core theme areas of immersive, intelligent and connected technologies. They are Hatsumi, Wide-eyed Vision, LCE, Thought Wizard, Eagle & Beagle and Bad Raccoon, and this makes 22 businesses on the programme in total. We have run a series of weekly 5G workshops for residents and other businesses which has enabled 2 businesses – VRCraftworks and Mnemoscene – to develop 5G use case concepts. One resident (G-in-the-Room) has received angel funding and one resident (Root Interactive) has won its first international client, an Austrian Museum.

The national Digital Catapult has funded a new immersive green screen for content development in Brighton and that has now been installed. We have agreed a partnership with Ravensbourne University to undertake 6 months development on an immersive holoportals, working with technology businesses including Double Vision and Mutiny Media.

Other Catapult events and activities held during this period include an event on immersive technologies and the Galleries, Libraries archives & Museums (Glam) sector (44 business attendees), an event on edge technologies (38 business attendees) and an event on VR/AR storytelling (37 business attendees). We have also held workshops on eye-tracking, vehicle technologies (with Ricardo) and ACE project funding. We have developed a new theme with University of Sussex to support an understanding of Quantum Computing amongst the regional technology sector, which has included talks, workshops and visits to the quantum computer being built at the University's Falmer campus.

Brighton's digital sector was featured in two leading reports during this period. Immerse UK's recent 'Immersive Economy in the UK' report found Brighton's immersive sector is #3 in the UK (behind London and Manchester) and the number of companies in the city specialising in immersive tech is 4 times higher than the UK average and, several Brighton-based companies were mentioned in the 'Tech Nation 2018 report' which maps the UK digital landscape.

#### 3.1.5 Circus Street Innovation Centre & Regeneration (Brighton) - £2.7m

Construction work continues to progress well and ahead of schedule. On the 18 April a double ceremony was held on site by the developer to celebrate two major milestones of the project; the topping out of the student accommodation blocks and ground breaking in respect of The Dance Space.

#### 3.1.6 Preston Barracks Central Research Laboratory (Brighton) - £7.7m

Significant progress has been made on site in the last period with site clearance, demolition and the majority of the infrastructure works (including installation of new roads and utilities) now complete. A construction contract with Graham Construction was entered into in May and start on site has been confirmed for 30th of July. Highways works are due to commence on 9th July. The anticipated practical completion date for the CRL is 30th November 2019.

U+I are currently in the final stages of a name re-brand for their 'CRL' portfolios. It is anticipated this will be completed by the end of the summer in time for marketing literature (including site hoardings) to be updated with the new name and branding. U+I will keep Coast to Capital updated on developments here.

#### 3.1.7 Valley Gardens – Phases 1 & 2 (Brighton) - £8.0m

Since the last update the team have been facilitating the procurement stage of the project. The Invitation to Tender for the main Valley Gardens construction work was issued through the Hampshire Gen- 3 Framework. We have received three valid returns which have undergone full qualitative and price assessments. The tender assessments have focused on price and also on contractors' approach to Traffic Management, Stakeholder engagement and effective working

with sub-contractors. We aim to have identified the preferred contractor shortly. Once the main contractor is appointed BHCC will enter into the 'Mobilisation Phase' where early communication events, site investigations and further negotiations will take place.

The legal landswap consultation finished on the 26th March 2018, with no objections. The BHCC legal team have drafted the required paperwork for Officers signatures to finalise this process. A number of Pre-commencement Planning Conditions have been submitted to the Planning department for final sign-off.

A number of large scale posters have been erected around the Project Area to provide details about the project and how to access further information. Posters are designed to supplement the YouTube clip of the project. An intensive doorstep communication event commenced early in June this will conclude with two exhibitions in July to provide a further opportunity for business and residence within the direct vicinity of the project area to come and see us.

### 3.1.8 Adur Tidal Walls & Western Harbour Arm Flood Defences (Shoreham-By-Sea) – £10.5m

Negotiations continue with the Yacht Club to complete the land deal following agreement on Heads of Terms. A planning application has been submitted for the replacement Yacht Club facility which is being consider by Adur District Planning, and a separate planning application for the proposed flood defences along the A259 are expected in July 2019.

Adur District Council have commissioned Mott MacDonald to prepare the detailed business case to justify the additional funding from the Environment Agency to enable the flood defence wall to be delivered. This is expected to report in September 2018.

### 3.1.9 A2300 Corridor Improvements (Burgess Hill) - £17.0m

See 3.25 below

#### LGF Growth Deal Round 3

3.2 In February 2017 Coast to Capital announced that it has secured £66m through Round 3 of the Growth Deal. All six projects put forward by the Board were allocated funding - totalling £48.77m. The project updates are as follows:

#### Worthing Central Phase 1 (Worthing) - £5.6m

##### 3.2.1 **Teville Gate:**

Worthing Borough Council commissioned works to carry out early demolition of all buildings on the site has started and will be complete by summer 2018. Planning Permission has been granted for a temporary car park to be installed in the event that the redevelopment by Mosaic does not come forward on completion of the demolition.



Mosaic Capital have submitted revised plans to deliver 100 public parking spaces. Planning Performance Agreement Signed with Planning Application.

### 3.2.2 **Union Place:**

The site has been acquired by Worthing Borough Council using the Worthing Central LGF grant allocation. Land pooling partner selected and appointment of masterplanning architect, commercial advisers and cost consultancy advice is under way.

Land Pooling Agreement being prepared for conclusion by end of June/ early July 2018. Sale and leaseback of site C is proceeding.

### 3.2.3 Decoy Farm (Worthing) - £4.8m

Consultants have been appointed to produce a master plan for a viable scheme at Decoy Farm.

### 3.2.4 New Monks Farm & Airport (Shoreham-By-Sea) - £5.7m

Planning application submitted for development (600 hundred dwellings, Ikea and new roundabout onto the A27).

Negotiations have continued to explore a number of planning issues and consideration for the scheme and to mitigate impacts identified by the consultation responses.

### 3.2.5 Growth Location (Burgess Hill) - £14.9m

Homes England have bought out the three developers for the Northern Arc and will become the lead developer for the whole of the Northern Arc. They have confirmed an accelerated delivery programme and full policy compliance. This will provide certainty and pace, and will speed up the delivery of the whole programme.

Science Park: The Secretary of State for Business, Energy and Industrial Strategy (BEIS), Rt Hon Greg Clark MP visited Mid Sussex on 29 March for a briefing on the Science and Technology Park. The park is being actively promoted and the proposal is actively supported by the Department for International Trade (DIT).

Northern Arc: work to agree the spatial development framework and infrastructure delivery plan for the whole Northern Arc is progressing with timetables to be agreed.

Progress made on the design of the A2300 corridor improvements and sustainable transport package.

Business case to drawdown LGF funds for the Goddards Green Waste Water Treatment works presented to Coast to Capital Investment Committee 28 June.

Town centre: relocation of key retailers almost complete, library to move to temporary accommodation and demolition of Martlets Hall to begin autumn 2018.

Remediation on site at Fairbridge Way, where 325 homes will be delivered, almost complete, supported by £14m forward funding from Homes England.

Construction is underway at the Kingsway development which will deliver 480 homes, with phase 1 complete delivering 78 homes, and phase 2 underway which will deliver a further 95 homes.

Construction continuing at Keymer Tileworks which will deliver 475 homes with Phase 1 complete delivering 125 homes.

Work has begun on the Hub employment site (4,000m<sup>2</sup> DPD distribution centre).

### 3.2.6 Sussex Bio-Innovation Centre (Brighton) – £5.5m

The University took a decision to stop the current New Life Sciences build project, and not pursue the design which provided accommodation and facilities for all practical teaching and research activities undertaken by the School of Life Sciences along with a Bio Innovation Centre. The revised project will look to design and build a research only facility for the School of Life Sciences but also incorporating a Bio innovation Centre. The University is currently engaging with the design team and preferred contractor to determine how to take forward the revised project. The University has also engaged with external procurement legal advisors in order to ensure there are no transgressions of any procurement rules/regulations linked to the OJEU process, and avoid potential challenges should they proceed with the preferred contractor.

### 3.2.7 Black Rock Development (Brighton) - £12.1m

Negotiations to finalise the Conditional Land Acquisition Agreement (CLAA) are expected to conclude with a report to the Policy Resources & Growth Committee in October. An enabling package of works is currently being put together to start in the next 12 months.

### LGF Growth Deal Unallocated Funds Rounds 1 & 2 – December 2016 Call

3.3 In December 2016 Coast to Capital announced that it had approximately £46.65m of unallocated funds available to support capital growth projects. The Greater Brighton Board put forward eight bids, five of which received funding totalling approximately £9.9m. The project updates are as follows:

#### 3.3.1 Adur Civic Centre (Shoreham-By-Sea) - £1.8m

The former Civic Centre building on the south site has been demolished and work has started on the new office block on the north site. Adur District Council Members have approved the marketing of the south site to commence in 2018.

### 3.3.2 Springman House (Lewes) – £2.0m

The Council completed the purchase of Springman House from the vendors in March 2017. In June 2017 the Council's Cabinet authorised the design and construction of the new blue light facility. In January 2018, architects were appointed to commence work on master-planning and design options. The architects have undertaken detailed consultation with the blue light end users in order to establish their operational requirements. Work on the site masterplan and building layout options is currently underway.

### 3.3.3 Railway Quay (Newhaven) - £1.5m

Flood defence works on site now completed. Initial development masterplan being prepared ahead of target submission for planning in late 2018 / early 2019, and discussions being held with key site neighbours to ensure scheme is complementary.

### 3.3.4 Eastside South (Newhaven) - £1.6m

Planning for Phase 2 of the Eastside South development was approved in December 2017. Work on Phase 1 has been completed, with new occupiers now in situ. The success of Phase 1 has led to an accelerated development timeline, with work on Phase 2 starting in April 2018.

### 3.3.5 Heritage Centre Stage – Corn Exchange & Studio Theatre (Brighton) - £3.0m

Since the last update work has continued on site, including in the new public Gallery area completion of the steel frame, installation of glazing and construction of the new boundary wall. The Corn Exchange wooden frame requires significant structural repairs beyond what was expected and these are on-going.

The Contract Administrator is considering a claim for Extension of Time from the contractor, which is likely to result in a revised completion date.

### LGF Growth Deal Unallocated Funds Rounds 1 & 2 – July 2017 Call

3.4 In July 2017 Coast to Capital launched a new funding round for unallocated funds from rounds 1 & 2. In December 2017, Coast to Capital announced that a total of £27 million had been allocated in the areas of Housing, Regeneration & Infrastructure; Business, Enterprise & Skills; and Transport. Around £12m of the total will be supporting projects from across Greater Brighton:

- **Crawley College STEM & Digital Centre (Crawley, £5.0m)** to develop a new Science Technology and Maths and Digital Skills centre in Crawley, to create a state of the art learning environment
- **Pelham Campus Redevelopment (Brighton, £5.0m)** to construct a new Centre for Creative and Digital Industries, together with part refurbishment of the Pelham Tower

- **Ricardo Hybrid Powertrain (Shoreham-by-Sea, £1.5m)** to deliver a state of the art four-wheel drive hybrid powertrain rig to enable the research and development of the next generation of electrified powertrain systems and vehicles
- **Charleston Trust Centenary Project (Lewes, £0.4m)** to preserve Charleston's heritage, enhance the Trust's economic and cultural role and expand the site to achieve a sustainable financial future
- **Sussex Innovation Centre (Falmer & Croydon, £0.14m)** to create more space and enable additional support through redesign of the large reception area at Sussex Innovation centre Falmer and to create a co-working space and meeting area, with Business hub space, within the Number One Croydon building.

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

4.1 None required.

#### 5. COMMUNITY ENGAGEMENT & CONSULTATION

5.1 None required.

#### 6. CONCLUSION

6.1 The Board is asked to note the contents of this report.

#### 7. FINANCIAL & OTHER IMPLICATIONS:

##### Financial Implications:

7.1 There are no direct financial implications associated with this report regarding the progress made in the first quarter of this financial year on approved schemes within the Greater Brighton Investment Programme. 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 bodies. The progress of each scheme is detailed within the Investment plan Update Report in appendix 1. Future or revised business plans will be reported accordingly within the timescales of the project timetables.

*Finance Officer Consulted: Rob Allen, Principal Accountant Date: 05/07/18*

##### Legal Implications:

7.2 There are no legal implications arising directly out of this report.

*Lawyer Consulted: Alice Rowland, Head of Commercial Law Date: 28/03/18*

Equalities Implications:

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

Sustainability Implications:

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

Any Other Significant Implications:

- 7.5 None.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Investment Programme Update

**Background Documents:**

None





# **Greater Brighton Economic Board**

## **Investment Programme Update Report**

**17 July 2018**

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# Highlight Summary



PROJECT	DELIVERY PARTNERS	REPORT HIGHLIGHT
Burgess Hill Strategic Growth Programme	Mid Sussex District Council, Burgess Hill Town Council, West Sussex County Council, C2C LEP, DfT, DIFD, developers, Homes England	Homes England have bought out the three developers for the Northern Arc and will become the lead developer for the whole of the Northern Arc. They have confirmed an accelerated delivery programme and full policy compliance. This will provide certainty and pace, and will speed up the delivery of the whole programme.
Digital Catapult Centre Brighton (DCCB)	Wired Sussex, University of Brighton, University of Sussex, Brighton and Hove City Council, Amex	DCCB has extended its support for the immersive technologies sector locally, adding new equipment, capability and capacity to the Lab, launching a residency programme for 20 VR/AR start-ups, delivering workshops on content creation (partnering with U of B and with Unity), and running events on the use of immersive tech and the built environment, the music industry, and the charity / non-profit sector. The 5G testbed has delivered 4 workshops for businesses, undertaken 12 x 1-2-1 engagements with SMEs and developed a series of Testbed Use Cases with the Digital Catapult London. We have continued our project on emerging tech and the retail sector, working with Hannington Lane to enable SMEs to develop and test new technologies in Brighton's newest lane.
Eastside South, Newhaven	Westcott Leach (landowner) in partnership with Lewes District Council & Coast to Capital LEP.	Planning for Phase 2 of the Eastside South development was approved in December 2017. Work on Phase 1 has been completed, with new occupiers now in situ. The success of Phase 1 has led to an accelerated development timeline, with work on Phase 2 starting in April 2018.
Newhaven Flood Alleviation Scheme	Environment Agency, Lewes DC, Coast to Capita LEP, SE LEP	Work is about to start on an embankment west of the rail line. Rail surveys are underway to inform detailed design of the rail flood gate between these embankments. A large volume of waste and contaminated spoil has had to be moved from sites on North Quay, to allow the flood wall to be built safely.
Newhaven Port Access Road	East Sussex County Council	A full draft of the business case has been submitted to DfT for comment. Following a number of useful meetings with DfT it is agreed that the business case focuses on the economic and regeneration benefits delivered by the scheme. Assuming a favourable funding decision, main construction is anticipated to start in early summer 2018
Preston Barracks Central Research Laboratory (CRL)	Brighton and Hove City Council, U+I Plc, University of Brighton	Significant progress has been made on site with site clearance, demolition and the majority of the infrastructure works (including installation of new roads and utilities) complete. A contract with Graham Construction was entered into in May and start on site is confirmed for 30th of July. Highways works are due to commence on 9th July. The anticipated practical completion date for the CRL is 30th November 2019.

# Burgess Hill Strategic Growth Programme



Proposed scheme

## Aims & Objectives

The programme will deliver transformative change to the town which will secure major growth and significant improvements in housing, jobs, infrastructure, and social and community facilities. To support the programme the following funding has been secured:

- £17 million from the Local Growth Fund (LGF) to support delivery of the dualling of the A2300,
- £11 million LGF funding for sustainable transport infrastructure schemes,
- £4 million LGF and some £6.5 million Housing Infrastructure Fund (HIF) to improve the Goddard’s Green Waste Water Treatment works, unlocking land to develop a further 256 homes,
- Up to £2.2 million from the Government’s Local Full Fibre Network (LFFN) fund to support the implementation of new digital infrastructure for Burgess Hill which in turn will stimulate the market for internet service providers.

## Key Facts

**Delivery Partners:** Mid Sussex District Council, West Sussex County Council, Burgess Hill Town Council, Coast to Capital LEP, Homes England, Department of Transport, Department of International Development, developers

## Funding (all years)

<b>Total LGF Funding</b>	<b>£34.20m</b>
<b>Total Public Funding</b>	<b>£59.90m</b>
<b>Total Private Funding</b>	<b>£993.30m</b>
<b>Total Other Funding</b>	
<b>Total Funding</b>	<b>£1053.2m</b>

## Outputs

5,000 new homes, a Science and Technology Park offering 100,000m2 of employment space, two further business parks covering 25 hectares, together creating 10,000 new jobs, a major town centre regeneration offering over 14, 500m2 of retail space plus 142 new homes, a 63 bed hotel and cinema, major improvements to the A2300, a sustainable transport package, improvements to the waste water treatment works, two new primary schools and one secondary school, increased capacity at GP practices, new and improved leisure facilities, and full-fibre digital infrastructure.

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## What happened in the last period?

- Homes England have bought out the three developers for the Northern Arc and will become the lead developer for the whole of the Northern Arc. They have confirmed an accelerated delivery programme and full policy compliance. This will provide certainty and pace, and will speed up the delivery of the whole programme.
- Science Park: The Secretary of State for Business, Energy and Industrial Strategy (BEIS),
- Rt Hon Greg Clark MP visited Mid Sussex on 29 March for a briefing on the Science and Technology Park. The park is being actively promoted and the proposal is actively supported by the Department for International Trade (DIT).
- Northern Arc: work to agree the spatial development framework and infrastructure delivery plan for the whole Northern Arc is progressing with timetables to be agreed.
- Progress made on the design of the A2300 corridor improvements and sustainable transport package.
- Business case to drawdown LGF funds for the Goddards Green Waste Water Treatment works presented to Coast to Capital Investment Committee 28 June.
- Town centre: relocation of key retailers almost complete, library to move to temporary accommodation and demolition of Martlets Hall to begin autumn 2018.
- Remediation on site at Fairbridge Way, where 325 homes will be delivered, almost complete, supported by £14m forward funding from Homes England.
- Construction is underway at the Kingsway development which will deliver 480 homes, with phase 1 complete delivering 78 homes, and phase 2 underway which will deliver a further 95 homes.
- Construction continuing at Keymer Tileworks which will deliver 475 homes with Phase 1 complete delivering 125 homes.
- Work begun on the Hub employment site (4,000m<sup>2</sup> DPD distribution centre).

**Target Milestones** – Various (project-specific).

# Central Research Laboratory - Brighton



Proposed scheme

## Aims & Objectives

The CRL is a U+I Plc concept, a model they have delivered successfully elsewhere. As a key element of the comprehensive mixed-use redevelopment it will provide a unique, high quality workspace model, tailored to the unique needs of Brighton’s creative and entrepreneurial businesses, particularly those designing and making physical products. It aims to be somewhere inspiring, functional, sustainable and flexible in its design. It is an innovative provision of shared workspaces and facilities that promote collaboration and facilitate serendipity. The shared spaces will range from events spaces to prototyping labs, meeting rooms and cafe/break out spaces, something that will attract both small and larger tenants.

## Key Facts

**Delivery Partners:** Brighton & Hove City Council (Delivery Body), U+I Group Plc (Developer) and University of Brighton (together the partners in the overall mixed-use development across the combined sites).

## Funding (all years)

Total LGF Funding	£7.7m
Total Public Funding	£0.00m
Total Private Funding	£7.2m
Total Other Funding	£0.00m
<b>Total Funding</b>	<b>£14.90m</b>

## Outputs

Contractual outputs: 4,645sqm of new employment space, 500sqm of high specification prototyping labs/workshops, 107 onsite jobs, £5.427m of match funding.

Non-contractual outputs: 300 other jobs, £250,000 follow-on investment, 99 businesses supported.

## What happened in the last period?

Significant progress has been made on site in the last period with site clearance, demolition and the majority of the infrastructure works (including installation of new roads and utilities) now complete. A construction contract with Graham Construction was entered into in May and start on site has been confirmed for 30th of July. Highways works are due to commence on 9th July. The anticipated practical completion date for the CRL is 30th November 2019.

U+I are currently in the final stages of a name re-brand for their ‘CRL’ portfolios. It is anticipated this will be completed by the end of the summer in time for marketing literature (including site hoardings) to be updated with the new name and branding. U+I will keep Coast to Capital updated on developments here.

## Target Milestones

**End Date:** 13/12/2019.

# Circus Street - Brighton



Proposed scheme

## Aims & Objectives

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

The main office building will provide modern high quality floor-space, of which there is a known shortage in the city.

The Dance Space will house South East Dance and provide them with much-needed production space, a theatre and public space for community participation. The growing artistic community in Brighton has no dedicated space for dance and it is estimated that 60,000 people will use the space every year. It will become a cultural and community hub, where people gather to collaborate, participate, watch and learn.

## Key Facts

**Delivery Partners:** U+I plc (Cathedral Brighton), Brighton & Hove City Council

## Funding (all years)

<b>Total LGF Funding</b>	<b>£2.70m</b>
<b>Total Public Funding</b>	<b>£0.40m</b>
<b>Total Private Funding</b>	<b>£106.57m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£109.67m</b>

## Outputs

142 new homes; 387 additional jobs and 232 net additional jobs after displacement and substitution; 30,000 sqft office building; 450 student accommodation bed spaces; Cultural building (The Dance Space) for South East Dance (SED); office floor-space providing opportunities for start-ups; retail units and restaurant; public realm to include a public square and landscaped courtyards.

## What happened in the last period?

Construction work continues to progress well and ahead of schedule. On the 18 April a double ceremony was held on site by the developer to celebrate two major milestones of the project; the topping out of the student accommodation blocks and ground breaking in respect of The Dance Space.

## Target Milestones

**End Date:** 23/03/2020

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# Decoy Farm - Worthing



## Funding (all years)

<b>Total LGF Funding</b>	<b>£4.84m</b>
<b>Total Public Funding</b>	<b>TBC</b>
<b>Total Private Funding</b>	<b>TBC</b>
<b>Total Other Funding</b>	<b>TBC</b>
<b>Total Funding</b>	<b>TBC</b>

## Outputs

a) Unlocking up to 40,000sqm of employment space for development of mainly B1 and B2/B8 uses; b) Facilitating the redevelopment of a number of key sites within Worthing town centre, as envisioned in the Greater Brighton City Deal; and c) Supporting the development of Shoreham Harbour by providing suitable alternative accommodation to relocate existing harbour businesses.

## What happened in the last period?

Consultants appointed to produce a master plan for a viable scheme.

## Target Milestones

**September 2018:** completion of study on access arrangements, remediation requirements, and marketing review, capacity study/review, quantitative and qualitative review of options.

**Winter 2018:** preparation of documents for planning application

**Autumn 2019:** submission of hybrid planning application for site infrastructure and access road

**End Date:** summer 2022

## Aims & Objectives

An ambitious plan to upgrade an environmentally challenging but sizable plot of allocated employment land that has stood unused for over three decades. The completed project would boost employment opportunities and economic performance in the entire Coast to Capital LEP region.

## Key Facts

**Delivery Partners:** Worthing Borough Council

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# Digital Catapult - Brighton



## Funding (all years)

<b>Total LGF Funding</b>	<b>£0.50m</b>
<b>Total Public Funding</b>	<b>£1.00m</b>
<b>Total Private Funding</b>	<b>£0.50m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£2.00m</b>

## Outputs

10,000 businesses receiving information about emerging technology opportunities; 1,000 businesses receiving non-financial support; 250 businesses assisted to cooperate with universities and other research institutions; 100 businesses supported to introduce new products or services to the market or the firm; 30 hackathons, boot-camps or pit-stops; and 10 in-depth collaborative R+D projects.

## What happened in the last period?

The Catapult-supported residency programme has accepted 6 new businesses working within our core theme areas of immersive, intelligent and connected technologies. They are Hatsumi, Wide-eyed Vision, LCE, Thought Wizard, Eagle & Beagle and Bad Racoon, and this makes 22 businesses on the programme in total. We have run a series of weekly 5G workshops for residents and other businesses which has enabled 2 businesses – VRCraftworks and Mnemoscene – to develop 5G use case concepts. One resident (G-in-the-Room) has received angel funding and one resident (Root Interactive) has won its first international client, an Austrian Museum.

The national Digital Catapult has funded a new immersive green screen for content development in Brighton and that has now been installed. We have agreed a partnership with Ravensbourne University to undertake 6 months development on an immersive holoportals, working with technology businesses including Double Vision and Mutiny Media.

## Aims & Objectives

To enable businesses to develop and exploit new products and services utilising emerging technologies (AA/VR, 5G, AI, etc), in order to improve productivity, develop better employment prospects and increase GVA in the region. The DCCB provides opportunities for start-ups and small businesses to connect with university research knowledge, work with large corporations, access innovation expertise and to engage with two core emerging technology platforms - the Immersive Lab and the 5G testbed. The 5G testbed received additional funding and the initial development and engagement activity is taking place at DCCB, hence the project date extension in 5 above.

## Key Facts

**Delivery Partners:** Wired Sussex & University of Brighton, University of Sussex, BHCC, American Express



Other Catapult events and activities held during this period include an event on immersive technologies and the Galleries, Libraries archives & Museums (Glam) sector (44 business attendees), an event on edge technologies (38 business attendees) and an event on VR/AR storytelling (37 business attendees). We have also held workshops on eye-tracking, vehicle technologies (with Ricardo) and ACE project funding. We have developed a new theme with University of Sussex to support an understanding of Quantum Computing amongst the regional technology sector, which has included talks, workshops and visits to the quantum computer being built at the University's Falmer campus.

Brighton's digital sector was featured in two leading reports during this period. Immerse UK's recent 'Immersive Economy in the UK' report found Brighton's immersive sector is #3 in the UK (behind London and Manchester) and the number of companies in the city specialising in immersive tech is 4 times higher than the UK average and, several Brighton-based companies were mentioned in the 'Tech Nation 2018 report' which maps the UK digital landscape.

## Target Milestones

**End Date:** March 2020



# Eastside South - Newhaven



## Aims & Objectives

The Newhaven Enterprise Zone (EZ) is a collaboration between Lewes District Council and Coast to Capital LEP that aims to shift the town towards a higher-value economy over the next 25 years. The EZ covers eight key strategic sites (79ha) in a mixture of public and private ownerships, offering a mix of greenfield sites and the opportunity to develop, refurbish and intensify economic activity across a number of brownfield sites formerly used by heavy industry. The focus of the EZ is on growing the emerging 'clean, green and marine' sectors in particular. Over the 25-year lifespan of the EZ, it is estimated that 55,000m<sup>2</sup> of new commercial floor-space will be created, 15,000m<sup>2</sup> of existing commercial floor-space will be refurbished. This will create / sustain up to 2,000 FTE jobs.

## Key Facts

**Delivery Partners:** Westcott Leach (landowner) in partnership with Lewes District Council & Coast to Capital LEP.

## Funding (all years)

<b>Total LGF Funding</b>	<b>£1.60m</b>
<b>Total Public Funding</b>	<b>£0.00m</b>
<b>Total Private Funding</b>	<b>£6.21m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£7.81m</b>

## Outputs

7,986m<sup>2</sup> of new commercial floor-space, together with associated job creation.

## What happened in the last period?

Planning for Phase 2 of the Eastside South development was approved in December 2017. Work on Phase 1 has been completed, with new occupiers now in situ. The success of Phase 1 has led to an accelerated development timeline, with work on Phase 2 starting in April 2018.

## Target Milestones

**End Date:** Early 2020

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# Heritage Centre Stage - Brighton



## Funding (all years)

<b>Total LGF Funding</b>	<b>£3.00m</b>
<b>Total Public Funding</b>	<b>£11.75m</b>
<b>Total Private Funding</b>	<b>£6.20m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£20.95m</b>

## Outputs

Employment: created and/or safeguarded - 337

Businesses assisted: financial and non-financial - 624

New floor space constructed/refurbished: learning - 157 m<sup>2</sup> new floor space constructed/refurbished, Commercial - 2,652 m<sup>2</sup>

Carbon reduction of 39.961 tonnes of CO<sub>2</sub>.

## What happened in the last period?

Since the last update work has continued on site, including in the new public Gallery area completion of the steel frame, installation of glazing and construction of the new boundary wall. The Corn Exchange wooden frame requires significant structural repairs beyond what was expected and these are on-going.

The Contract Administrator is considering a claim for Extension of Time from the contractor, which is likely to result in a revised completion date.

## Target Milestones

**End Date:** Feb 2019.

## Aims & Objectives

- New Business Model & Commercial Strategy that increases future resilience by improving commercial performance and reducing running costs
- Enhanced contribution to Brighton’s cultural tourism by a strengthened City Centre & Cultural Quarter offer
- Returning the Royal Pavilion Estate to a world class heritage destination & protecting the heritage
- Achieving the long term vision for both organisations
- Evidence-based improved Visitor/ Audience experience, and improved learning, access & participation).

## Key Facts

**Delivery Partners:** Brighton & Hove City Council & Brighton Dome & Brighton Festival

# New England House - Brighton



## Funding (all years)

<b>Total LGF Funding</b>	<b>n/a</b>
<b>Total Public Funding</b>	<b>Under review</b>
<b>Total Private Funding</b>	<b>n/a</b>
<b>Total Other Funding</b>	<b>To be determined</b>
<b>Total Funding</b>	<b>To be determined</b>

## Outputs

Upgrade building, including providing a net additional 7,090sqm of new employment floor-space.

## What happened in the last period?

Brighton & Hove City Council (BHCC) as freeholder of adjacent Longley Industrial Estate, has agreed a land deal with Maplebright (current holder of long lease) and Legal & General. The Deal is subject to L&G receiving planning permission for its Longley development proposal for 3,000 sqm of employment floorspace and minimum 200 units of build to rent housing.

Premium payable to council will be combined with £4.9 million City Deal funding towards NEH improvements. Employment floorspace provided on Longley will count toward City Deal floorspace target for NEH.

## Target Milestones

**Planning permission for Longley/conclusion of Longley land deal:** Dec 2018

**New England House planning application:** June 2019

**Commence refurbishment/construction works at New England House:** September 2020

**End Date:** 31/03/2022.

## Aims & Objectives

Upgrade and expand New England House so that it becomes a credible and highly visible hub for greater Brighton's creative high-tech businesses.

## Key Facts

**Delivery Partners:** Brighton & Hove City Council

# New Monks Farm - Shoreham-By-Sea



## Funding (all Years)

<b>Total LGF Funding</b>	<b>£5.70m</b>
<b>Total Public Funding</b>	<b>TBC</b>
<b>Total Private Funding</b>	<b>TBC</b>
<b>Total Other Funding</b>	<b>TBC</b>
<b>Total Funding</b>	<b>TBC</b>

## Outputs

Demolition of existing buildings and erection of 600 dwellings; a Country Park; relocation and extension of the Withy Patch Gypsy and Traveller site; permanent access via a new roundabout on the A27, landscaping; other associated infrastructure (including pumping facility at the River Adur); a non-food retail store 32,900sqm (Use Class A1 - Ikea); community hub; primary school.

## What happened in the last period?

Planning application submitted for development (600 hundred dwellings, Ikea and new roundabout onto the A27).

Negotiations have continued to explore a number of planning issues and consideration for the scheme and to mitigate impacts identified by the consultation responses.

## Target Milestones

**Planning Committee Consideration:** 18<sup>th</sup> July 2018

**Commence On Site:** Autumn 2018

**Delivery of New Junction to the A27:** December 2021

**Completion of Development:** December 2025

## Aims & Objectives

The project is to develop a strategic employment and housing growth centre in Shoreham. Its main components are: (a) The provision of a new and improved signalised 6-arm junction on the A27 which will unlock housing and employment space by allowing access to and from the wider area and the specific development sites; (b) The building of 600 new homes and 10,000m2 employment floor-space at New Monks Farm.

## Key Facts

**Delivery Partners:** New Monks Farm Development Ltd, Highways England, West Sussex County Council and Adur District Council.

# Newhaven Flood Alleviation Scheme



## Funding (all years)

<b>Total LGF Funding</b>	<b>£3.00m</b>
<b>Total Public Funding</b>	<b>£14.50m</b>
<b>Total Private Funding</b>	<b>£0.00m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£17.50m</b>

## Outputs

3km of flood defences on the east and west banks of the Ouse, comprising concrete walls, earth embankments, sheet steel piles, flood gates.

## What happened in the last period?

Work continues on the east bank defences on which details follow. A large earth embankment east of the rail line north of Newhaven has been completed. Work is about to start on an embankment west of the rail line. Rail surveys are underway to inform detailed design of the rail flood gate between these embankments. A large volume of waste and contaminated spoil has had to be moved from sites on North Quay, to allow the flood wall to be built safely. This has added significantly to costs. A large amount of asbestos-containing material has been found south of the UTC and this has to be removed prior to building a concrete flood wall. A feasibility study is currently being undertaken to allow for amends to Area 5 (Newhaven Port) to minimise impact on existing Port operations. This study is expected to be completed shortly and will not impact upon completion dates for the scheme. Negotiations are ongoing with Network Rail to allow access to construct the remaining sections of the flood defence.

## Target Milestones

**End Date:** November 2019.

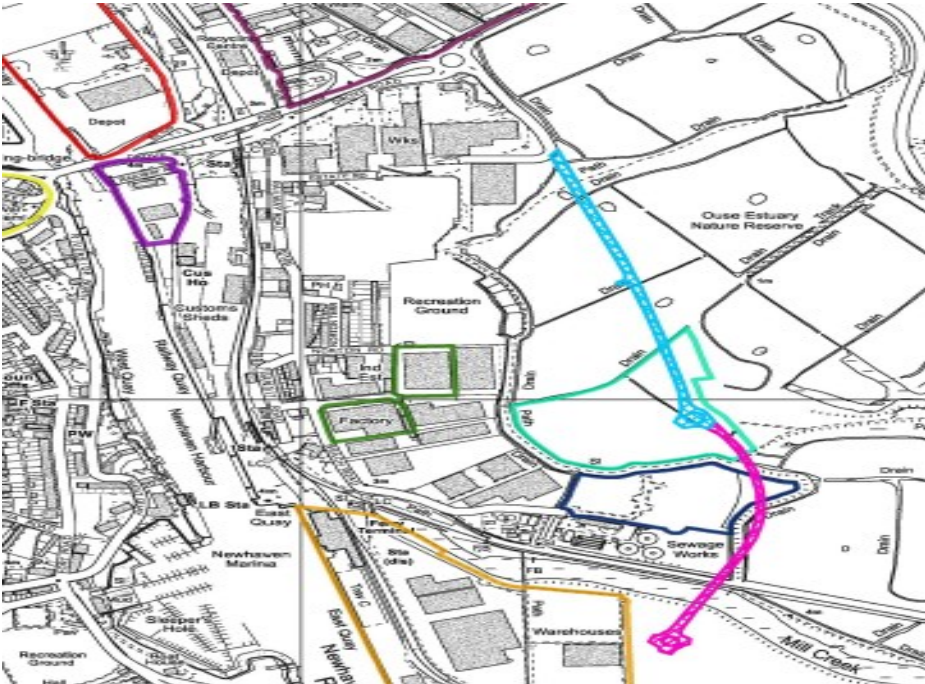
## Aims & Objectives

Build physical infrastructure to provide protection from tidal flooding up to a 1 in 200 year event for 431 homes, 390 businesses, rail and road infrastructure and in addition facilitate development under the auspices of the new Newhaven Enterprise Zone

## Key Facts

**Delivery Partners:** Environment Agency, Lewes DC, Coast to Capita LEP, SE LEP.

# Port Access Road - Newhaven



## Funding (all years)

<b>Total LGF Funding</b>	<b>£10.00m</b>
<b>Total Public Funding</b>	<b>£13.27m</b>
<b>Total Private Funding</b>	<b>£0.00m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£23.27m</b>

## Outputs

Construction of the Newhaven Port Access Road from the Pargut roundabout to the Port roundabout.

## What happened in the last period?

Tenders for the second phase of the Port Access Road (from Pargut roundabout and over Mill Creek) were received back on 20 Dec 2017 and following appointment of a preferred contractor a package of value engineering suggestions were explored to give a more cost effective design.

A full draft of the business case has been submitted to DfT for comment. Following a number of useful meetings with DfT it is agreed that the business case focuses on the economic and regeneration benefits delivered by the scheme. Assuming a favourable funding decision, main construction is anticipated to start in early summer 2018. Construction is then expected to take 19 months to complete. In preparation for main construction, advance vegetation clearance works have been completed and will be followed shortly by the construction of a new badger sett, and the translocation of newts.

## Target Milestones

**End Date:** December 2019.

## Aims & Objectives

Construction of a new road into Newhaven Port that will unlock significant new land to meet the economic needs of Newhaven through expansion of Port-related activities.

Comprising approx. 650m of new road, including a new 3 span bridge over the Newhaven to Seaford railway line and Mill Creek, and associated landscaping/environmental works.

## Key Facts

**Delivery Partners:** East Sussex County Council.

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# Railway Quay - Newhaven



## Aims & Objectives

The Newhaven Enterprise Zone (EZ) is a collaboration between Lewes District Council and Coast to Capital LEP that aims to shift the town towards a higher-value economy over the next 25 years. The EZ covers eight key strategic sites (79ha) in a mixture of public and private ownerships, offering a mix of greenfield sites and the opportunity to develop, refurbish and intensify economic activity across a number of brownfield sites formerly used by heavy industry. The focus of the EZ is on growing the emerging 'clean, green and marine' sectors in particular. Over the 25-year lifespan of the EZ, it is estimated that 55,000m<sup>2</sup> of new commercial floor-space will be created and 15,000m<sup>2</sup> of existing commercial floor-space will be refurbished. This will create / sustain up to 2,000 FTE jobs.

## Key Facts

**Delivery Partners:** Lewes District Council.

## Funding (all years)

<b>Total LGF Funding</b>	<b>£1.5m</b>
<b>Total Public Funding</b>	<b>£0.01m</b>
<b>Total Private Funding</b>	<b>TBC</b>
<b>Total Other Funding</b>	<b>TBC</b>
<b>Total Funding</b>	<b>£1.51m</b>

## Outputs

New commercial floor-space, job creation and land remediation. Details currently being finalised.

## What happened in the last period?

Flood defence works on site now completed. Initial development masterplan being prepared ahead of target submission for planning in late 2018 / early 2019, and discussions being held with key site neighbours to ensure scheme is complementary.

## Target Milestones

**End Date:** TBC.

# Springman House - Lewes



## Funding (all years)

<b>Total LGF Funding</b>	<b>£2.00m</b>
<b>Total Public Funding</b>	<b>£4.34m</b>
<b>Total Private Funding</b>	<b>£0.00m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£6.34m</b>

## Outputs

By enabling the development of a new multi blue light facility on the site of Springman House, this project will unlock the £180m North Street Quarter scheme - a major, strategic mixed-use development in Lewes. Relocating the Community Fire Station from its existing premises on North Street, Lewes will: enable the delivery of 416 new homes and 13,000m<sup>2</sup> of commercial floor-space, through the £180 million North Street Quarter (NSQ) regeneration scheme, and enable Lewes' "blue light" services to be co-located.

## What happened in the last period?

The Council completed the purchase of Springman House from the vendors in March 2017. In June 2017 the Council's Cabinet authorised the design and construction of the new blue light facility. In January 2018, architects were appointed to commence work on master-planning and design options. The architects have undertaken detailed consultation with the blue light end users in order to establish their operational requirements. Work on the site masterplan and building layout options is currently underway.

## Target Milestones

**End Date:** July 2020.

## Aims & Objectives

The project involves the formation of new fire and ambulance station facilities with close adjacencies and shared facilities with the existing police station.

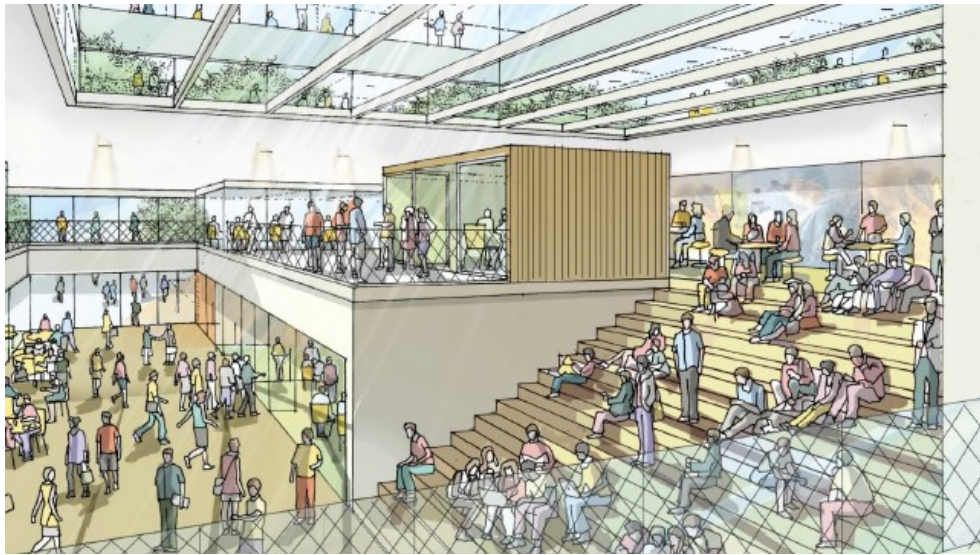
The proposed site is tight in terms of space and will contain a fully operational police station throughout the construction duration. The site will likely also house a commercial development to aid viability.

## Key Facts

**Delivery Partners:** Lewes District Council are the lead delivery body in partnership with East Sussex Fire & Rescue Service, Sussex Police and the South East Coast Ambulance Service.



# Sussex Bio Innovation Centre - Falmer



Proposed scheme

## Aims & Objectives

The Sussex Bio-Innovation Centre will provide a much-needed new facility for entrepreneurs and businesses in the Coast to Capital region’s developing Life Sciences sector providing an enabling infrastructure to test new ideas, share expertise and develop new commercial products within a first class university setting. The Centre will be a key element of Life Sciences development at the university, providing a research and development interface between academia and business to foster the next generation of pharma and biotech companies.

## Key Facts

**Delivery Partners:** University of Sussex.

## Funding (all years)

<b>Total LGF Funding</b>	<b>£5.52m</b>
<b>Total Public Funding</b>	<b>£0.00m</b>
<b>Total Private Funding</b>	<b>£81.99m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£87.51m</b>

## Output

Local Growth Funding will deliver; 2,202sqm of dedicated specialist accommodation Support for 20 new life sciences business teams at a time, Over 60 specialist bio-science graduate-level jobs plus additional senior business staff, A further 20 specialist bio-science technician, business support and management positions.

## What happened in the last period?

The University took a decision to stop the current New Life Sciences build project, and not pursue the design which provided accommodation and facilities for all practical teaching and research activities undertaken by the School of Life Sciences along with a Bio Innovation Centre. The revised project will look to design and build a research only facility for the School of Life Sciences but also incorporating a Bio innovation Centre. The University is currently engaging with the design team and preferred contractor to determine how we could take forward the revised project. We have also engaged with external procurement legal advisors in order to ensure we do not transgress any procurement rules/regulations linked to the OJEU process, and avoid potential challenges should we proceed with the preferred contractor.

## Target Milestones

**End Date:** 2020/21.

# Teville Gate - Worthing



## Aims & Objectives

Teville Gate (TG) forms part of the Worthing Central Programme (Phase 1) to transform key brownfield sites in Worthing town centre. This project will facilitate the redevelopment of the site by undertaking site preparation works, consisting of the demolition of all buildings within the redline and provision of a temporary surface car park. Thereafter the Council will continue to support the freeholder, Mosaic Global Investments (Mosaic) to submit a viable planning application in order to deliver the scheme.

## Key Facts

**Delivery Partners:** Worthing Borough Council and Mosaic Global Investments.

## Funding (all years)

<b>Total LGF Funding</b>	<b>£2.09m</b>
<b>Total Public Funding</b>	<b>£0.01m</b>
<b>Total Private Funding</b>	<b>£78.90m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£81.00m</b>

## Outputs

Following the demolition of all buildings this 1.4 ha site has the potential to deliver (a) 375 new homes (b) 3,410sqm of commercial floor-space (restaurants, cafes and on-site gym) (c) 6,740sqm of retail floor-space (state of the art supermarket) (d) 493 gross jobs (net jobs 314) (e) Modern car parking infrastructure (over 160 spaces for residents and visitor use) (f) New public realm (approx. 4,000sqm, creating an improved public corridor from Worthing station to the town centre).

## What happened in the last period?

Worthing Borough Council commissioned works to carry out early demolition of all buildings on the site has started and will be complete by summer 2018.

Planning Permission has been granted for a temporary car park to be installed in the event that the redevelopment by Mosaic does not come forward on completion of the demolition.

Mosaic capital have submitted revised plans to deliver 100 public parking spaces.

Planning Performance Agreement Signed with Planning Application.

## Target Milestones

**Planning Application:** August 2018 **End Date:** Mar 2021.

# Union Place - Worthing



**Total Other Funding** TBC

## Outputs

A business case has been approved by the LEP which identifies the potential to deliver: (a) 100 new homes (b) 2,390 sqm of commercial floorspace (restaurants) (c) 3,088 sqm of leisure floor-space (cinema) (d) 164 gross jobs (net jobs 89) (e) Modern parking infrastructure (up to 40 residential spaces) (f) New public realm (approx. 900 sqm).

The work being undertaken at present to agree a development strategy with LCR will set out a preferred delivery route and the nature of the scheme (which may differ from that which was proposed to the LEP depending on Viability) but will be a mix of uses.

## What happened in the last period?

The site has been acquired by Worthing Borough Council using the Worthing Central LGF grant allocation.

Land pooling partner selected and appointment of masterplanning architect, commercial advisers and cost consultancy advice is under way.

Land Pooling Agreement being prepared for conclusion by end of June/ early July 2018

Sale and leaseback of site C is proceeding

## Target Milestones

**Land Pooling Agreement Confirmed:** June/July 2018

**Development Strategy:** October 2018 JSC Committee

**Further timescales will depend on the Development Strategy**

**End Date:** Mar 2021

## Aims & Objectives

Union Place (UP) forms part of the Worthing Central Programme (Phase 1) to regenerate key brownfield sites in Worthing town centre. The Council has agreed to enter into a land pooling agreement for the site with partners London and Continental Railways. The partners are working to prepare a development strategy for the sites which will be approved at October JSC which will consider residential, office, and leisure uses for the site. The development strategy could include direct delivery (WBC building out ourselves) or gaining planning consent and selling to a developer partner.

## Key Facts

**Delivery Partners:** Worthing Borough Council and London & Continental Railways

## Funding

**Total LGF Funding** £3.60m

**Total Public Funding** TBC

**Total Private Funding** TBC

# Valley Gardens - Brighton



Proposed scheme

## Aims & Objectives

Simplification of traffic network, provision of 'public transport corridor' to the west with general traffic on the western corridor. Enhanced public realm, gardens and materials throughout. The scheme aims to contribute to improved air quality, safety, connectivity, improve efficiency and upgrade signals at junctions. Reduce street clutter and provide enhanced greenspace for public enjoyment.

## Key Facts

**Delivery Partners:** C2C Local Enterprise Partnership

## Funding (all years)

<b>Total LGF Funding</b>	<b>£8.00m</b>
<b>Total Public Funding</b>	<b>£1.71m</b>

<b>Total Private Funding</b>	<b>£0.41m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£10.13m</b>

## Outputs

Match Funding (BHCC) £1.712m, Local Funding £0.414, Total resurfaced roads - 1,588m, Total length of cycle ways - 670m, Area of land experiencing flooding - 63,866 sqm.

## What happened in the last period?

Since the last update the team have been facilitating the procurement stage of the project. The Invitation to Tender for the main Valley Gardens construction work was issued through the Hampshire Gen- 3 Framework. We have received three valid returns which have undergone full qualitative and price assessments. The tender assessments have focused on price and also on contractors' approach to Traffic Management, Stakeholder engagement and effective working with sub-contractors. We aim to have identified the preferred contractor shortly. Once the main contractor is appointed BHCC will enter into the 'Mobilisation Phase' where early communication events, site investigations and further negotiations will take place.

The legal landswap consultation finished on the 26th March 2018, with no objections. The BHCC legal team have drafted the required paperwork for Officers signatures to finalise this process. A number of Pre-commencement Planning Conditions have been submitted to the Planning department for final sign-off.

A number of large scale posters have been erected around the Project Area to provide details about the project and how to access further information. Posters are designed to supplement the YouTube clip of the project. An intensive doorstep communication event commenced early in June this will conclude with two exhibitions in July to provide a further opportunity for business and residence within the direct vicinity of the project area to come and see us.

## Target Milestones

**End Date:** 2020/2021.

# Waterfront - Brighton



## Aims & Objectives

Firstly, to deliver a brand new 10,000 seater dual purpose conference and events venue at the vacant Black Rock site on Brighton seafront as part of a two site solution, labelled the "Brighton Waterfront" regeneration project. Secondly, the regeneration of a key strategic central city site to provide a new regional shopping destination for the city, in line with the approved City plan, utilising the newly vacated Brighton Conference centre site on Brighton's seafront. To ensure that the above timescale is met, the council will be proceeding with a package of works to de-risk and prepare the Black Rock site for the new venue which will utilise LEP funds as part of an "Early Works Package", the remainder of funding being allocated towards the construction of the new venue starting in 2021.

## Key Facts

**Delivery Partners:** Brighton and Hove City Council will be leading the Enabling package of works. The remainder of the project will be led in partnership with Standard Life Aberdeen, who are funding the design and development stage.

## Funding (all years)

<b>Total LGF Funding</b>	<b>£12.11m</b>
<b>Total Public Funding</b>	<b>£120.60m</b>
<b>Total Private Funding</b>	<b>£0.00m</b>
<b>Total Other Funding</b>	<b>£0.00m</b>
<b>Total Funding</b>	<b>£132.71m</b>

## Outputs

Jobs directly connected to intervention - 1,832, Commercial floor space constructed - 27,800, Safeguarded jobs - 518, Commercial floor space refurbished - 53,383sqm. All outputs remain estimates as the project design and development stage has not completed at the time of the C2C LEP submission.

## What happened in the last period?

Negotiations to finalise the Conditional Land Acquisition Agreement (CLAA) are expected to conclude with a report to the Policy Resources & Growth Committee in October. An enabling package of works is currently being put together to start in the next 12 months.

## Target Milestones

**End Date:** 18/12/23.

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# Western Harbour Arm – Shoreham-By-Sea



Proposed scheme

## Aims & Objectives

A sum of £3.5 million was identified for flood defences to unlock developments on Shoreham’s Western Harbour Arm. This project will deliver a flood risk management scheme at Sussex Yacht Club on the Western Harbour Arm. The site is adjacent to the historic harbour town of Shoreham-by- Sea, West Sussex, and thus this scheme will safeguard existing town centre businesses as well as provide an unrestricted flow of traffic on the A259.

## Key Facts

**Delivery Partners:** Adur District Council, Environment Agency and Sussex Yacht Club.

## Funding (all years)

Total LGF Funding:	£3.50m
Total Public Funding:	£1.14m
Total Private Funding	£0.00m

Total Other Funding: £0.00m

**Total Funding: £4.64m**

## Outputs

The project is for the construction of a flood wall to the rear of the existing line of defence; protecting the A259 and communities behind but allowing some riverside inundation during flood events on the Sussex Yacht Club site. The proposed location of the setback flood wall would largely be along the rear (northern) side of the site adjacent to the A259. Based on the Environment Agency’s Design Guidance a reinforced concrete core and foundation wall is considered to be the most technically viable solution.

## What happened in the last period?

Negotiations continue with the Yacht Club to complete the land deal following agreement on Heads of Terms. A planning application has been submitted for the replacement Yacht Club facility which is being consider by Adur District Planning, and a separate planning application for the proposed flood defences along the A259 are expected in July 2019.

Adur District Council have commissioned Mott MacDonald to prepare detailed business case to justify the additional funding from the Environment Agency to enable the flood defence wall to be delivered. This is expected to report in September 2018.

## Target Milestones

**July 2018** Exchange of contracts

**October 2018** Obtain of all necessary

**September 2020** Commencement of the SYC construction Scheme November/December 2018 ADC take possession of the Purchased Land by ADC following completion of the SYC Scheme

**March 2021** Commencement by ADC of the flood defence project September 2020 Completion of ADC’s flood prevention works