

Subject:	Transforming Cities Fund (TCF) application to Department for Transport (DfT) for Greater Brighton City Region		
Date of Meeting:	17 July 2018		
Report of:	Chair, Greater Brighton Officer Programme Board		
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LA(s) affected:	All		

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.

