



Transforming Cities Fund *Call for Proposals*

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)

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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 data¹ 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

¹ <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 England² and the 60 minute drive-time to the west of the city centre is only 12.5 miles (to Worthing) at peak times³. 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 cities⁴. 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)

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

³ Greater Brighton Devolution Prospectus 2016 – page 6

⁴ 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

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

Enquiries about the Fund may be directed to TCFenquiries@dft.gsi.gov.uk