

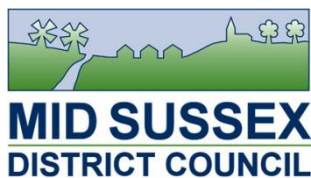


GREATER BRIGHTON ECONOMIC BOARD

**6 FEBRUARY 2018
10.00AM**

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

AGENDA



Title:	Greater Brighton Economic Board
Date:	6 February 2018
Time:	10.00am
Venue	The Main Hall, Hillcrest Centre, Bay View Road, Newhaven, BN9 9LH
Members:	Councillors: Smith (Chair), Humphreys, Janio, Morgan, Parkin and Wall Business Partners: Trevor Beattie, Prof. Michael Davies, Peter Webb, Prof. Debra Humphris, Nick Juba, Dean Orgill, Steve Allen and Andrew Swayne
Contact:	John Peel Democratic Services Officer 01273 291058 john.peel@brighton-hove.gov.uk



University of Brighton



Greater Brighton Economic Board

**Robert
Cottrill**
CE- LDC

**Councillor
Smith**
LDC

Secretary

Lawyer

Nick Hibberd
BHCC

Andy Hill
BHCC

Max Woodford
BHCC

Peter Sharp
LDC

Lynda Dine
WBC/ADC

Cath Goodall

Clem Smith
CBC

**Councillor
Janio**
BHCC

**Councillor
Morgan**
BHCC

Geoff Raw
CE- BHCC

**Councillor
Humphreys**
WBC

Alex Bailey
CE- ADC/WBC

**Councillor
Parkin**
ADC

Martin Randall
WBC/ADC

**Councillor
Wall**
MSDC

Kathryn Hall
CE- MSDC

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

Public Seating

Press

AGENDA

PART ONE

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20 PROCEDURAL BUSINESS

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

(b) Declarations of Interest:

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

In each case, you need to declare

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

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

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

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

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

21 MINUTES OF THE PREVIOUS MEETING

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To consider the minutes of the previous meeting held on 7 November 2017

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23 ADMISSION OF NEW MEMBER TO THE BOARD

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Presentation by Andrew Swayne

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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) or email democratic.services@brighton-hove.gov.uk

Date of Publication - Monday, 29 January 2018

GREATER BRIGHTON ECONOMIC BOARD

10.00am 7 NOVEMBER 2017

**QUEEN ELIZABETH II ROOM, SHOREHAM CENTRE, POND ROAD, SHOREHAM-BY-SEA
BN43 5WU**

MINUTES

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

Business Partners: Steve Allen, Prof. Davies, Prof. Dean, Dean Orgill, Andrew Swayne, Peter Webb

PART ONE

11 PROCEDURAL BUSINESS

11a Declarations of substitutes

11.1 Prof. Dean was present as substitute for Prof. Humphris.

11b Declarations of interests

11.2 Dean Orgill declared a pecuniary interest in Item 16: Greater Brighton Energy and Water Plan on the basis of vested business interest in relation to the Plan.

11c Exclusion of the press and public

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

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

12 MINUTES OF THE PREVIOUS MEETING

12.1 **RESOLVED-** That the minutes of the previous meeting held on 18 July 2017 be approved and signed as the correct record.

13 CHAIR'S COMMUNICATIONS

13.1 The Chair provided the following communication:

“Crawley Borough Council and Gatwick Airport Ltd were invited to join the Greater Brighton Economic Board during the summer. I am pleased that Crawley’s Chief Executive, Natalie Brahma-Pearl, and Alison Addy, Head of Community Engagement at Gatwick, are able to join us today.

Crawley Borough Council formally accepted the invitation to join at their Council meeting on 18 October. The Local Authority constituent members now need to ratify Crawley’s membership to the Board, and subject to those individual ratifications, the aim is that both Crawley and Gatwick Airport will be officially welcomed as Board members at our next meeting on 6 February 2018.

On 28 September, the Sussex Innovation Centre celebrated its 21st birthday and held an open evening with over 40 of its tenant companies plus additional exhibitors opening their doors to visitors and demonstrating their new technologies and services. Over the past 21 years, many technology companies have started in this Centre and have made a significant contribution to the local economy of the City Region.

On 6 October Wired Sussex held its 10-year anniversary party of it becoming an independent organisation. Wired Sussex is a membership organisation for companies and freelancers operating in the digital, media and technology sector in Sussex. Wired Sussex helps its members to create, innovate and grow. They are based at New England House, which is also home to the Digital Catapult and 5G Test Bed, which has received support through LGF funding.

The west bank of the Newhaven Flood Alleviation scheme, comprising two earth embankments, a flood gate and several hundred metres of concrete flood wall, was completed in early October 2017. This is a major milestone for the project and provides protection from tidal flooding for 244 residential homes and 88 businesses.

From 5-9 September, The British Science Festival came to the City Region for the first time since 1983. Co-hosted by the Universities of Brighton and Sussex, it saw events taking place on both campuses and across the city.

The British Science Association have been finalising the evaluation report that is being prepared for the Festival Steering Group. We are grateful for the British Science Association providing the information below ahead of the official release of the report. More than 150 events took place during the course of the five days involving 350 researchers.

Over 11,000 tickets were booked, with a total projected audience of 18,000 (lots of the events were informal, without the need to book tickets)

The Festival generated over 530 pieces of media coverage – across print, broadcast and online – with an estimated coverage reach of around 308 million.

The website this year received a total of 385,188 page views, almost three times that of last year.

The Brighton BikeShare scheme launched on 1 September. The network involves 50 docking stations and around 450 bikes. Early uptake figures are very encouraging suggesting it is set to be one of the top-performing bike share scheme in the UK. The first 30 days saw over 9,000 registrations, and an average of 800 journeys on the Bikes per day. In the first 30 days users cycled 50,000 miles – almost a quarter of the way to the moon, or more than twice around the world.

I am also pleased to report that a few weeks ago American Express was unveiled as co-sponsor of the scheme. American Express is one of the leading private sector employers in Greater Brighton, and sponsoring the scheme builds on their strong links with the City Region”.

- 14.1 The Board considered a report of the Chair, Greater Brighton Officer Programme Board that set out the outcomes and recommended next steps of the two day Greater Brighton City Region Workshop held on 28 September and 29 September 2017.
- 14.2 Councillor Morgan thanked officers for arranging the Workshop and partners from across the region for hosting visits. Councillor Morgan stated that the Workshop would help make a case for investment in the Region and it was essential to move forward with an economic strategy in the coming months.
- 14.3 Andrew Swayne congratulated officers for their excellent work arranging the Workshop and further praised the report and supported efforts to move forward with proposals.
- 14.4 Councillor Wall stated that he had recently attended meetings with the Minister of State for Digital, the Secretary of State for Transport and Ministers from the Department for Education where he had promoted both Mid Sussex and the Greater Brighton Region. Councillor Wall stated that Ministers fully understood the Regions asks and it was important to continue to build relationships.
- 14.5 Councillor Janio stated that the Workshop had been very good and the recommended next steps were expertly reflected in the report. Councillor Janio stated that it was important to move on to specific requests in the near future.
- 14.6 Prof. Davies stated that the Workshop had included many good events and the outcomes reflected that very well. Prof. Davies added that the Universities were keen to support delivering the outcomes and it would be important to be readied for the forthcoming release of the White Paper.
- 14.7 Cath Goodall stated that on behalf of central government, the Workshop had been very useful and very informative. Cath Goodall supplemented that it was important for the Board to work with the LEP on the specifics of its offer to government.
- 14.8 **RESOLVED-** That the Board note the report and approves the recommended next steps in terms of future working with Central Government.

15 GREATER BRIGHTON ECONOMIC BOARD 2016/17 ANNUAL REPORT

- 15.1 The Board considered a report of the Chair, Greater Brighton Officer Programme Board that set out the achievements made in 2016/17 and the key areas of focus for the medium to long-term.
- 15.2 **RESOLVED-**
- 1) That the Board approves the 2016/17 Annual Report.
 - 2) That the Board agrees to submit the 2016/17 Annual Report to each of the bodies represented on the Board.

16 GREATER BRIGHTON ENERGY AND WATER PLAN

- 16.1 The Board considered a report of the Chair, Greater Brighton Officer Programme Board that sought approval to proceed with development of an Energy and Water Plan for the Greater Brighton region.
- 16.2 Councillor Parkin noted that delivery would be co-ordinated with the Biosphere Board however; some of the Board's membership was not included in the Biosphere region.
- 16.3 Nick Hibberd replied that the benefit in having the Biosphere Board as a partner in the project was the expertise of their Board Members in the planning and delivery of the energy and water plans. Southern Water were particularly keen to support work to produce a plan and the Chair of the Infrastructure Panel was also a member of the Biosphere Board. Nick Hibberd added that the production of an Energy and Water Plan linked in with the outcomes of the City Region Workshop and the Board's links to the LEP were highly important in development of the respective Plans. In addition, there was a need as a City Region to understand electric and energy needs and develop to a wider level.
- 16.4 Councillor Humphries stated his uncertainty regarding the role of Southern Water and queried whether it would be appropriate to appoint an independent consultant with relevant expertise and knowledge to review the respective Plans.
- 16.5 Nick Hibberd agreed that it was important to ensure there was no direct conflict of interest and there may be a need to appoint an independent support and that was part of the reason behind the bid for INTEREG funding.
- 16.6 Prof. Dean asked if was intended to involve the universities in production and development of the plans particularly the Sussex Energy Group whose work was world-renowned.
- 16.7 Nick Hibberd replied that whilst there was not yet a full specification developed, the input of the universities and Sussex Energy Group would be very welcome.
- 16.8 Councillor Wall stated that the contribution from the universities would be welcome and they both should have a role to play.
- 16.9 Andrew Swayne concurred with Councillor Wall adding that there needed to be a balance of people and organisations involved.
- 16.10 **RESOLVED-**
- 1) That the Board approves the development of Greater Brighton Energy and Water Plans.
 - 2) That the Board approves the delivery and governance proposals set out in paragraphs 3.16 to 3.20.

17 PROGRESS UPDATE ON GREATER BRIGHTON INVESTMENT PROGRAMME

- 17.1 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 18 July 2017. The report also provided an update on the Local

Growth Fund (LGF) in relation to both the allocations made as part of round 3 of the Growth Deal and the progress of projects financed from unallocated Growth Deal round 1 and 2 funds.

17.2 **RESOLVED-** That the Board note the report.

18 GREATER BRIGHTON INWARD INVESTMENT STRATEGY UPDATE

18.1 The Board considered a presentation from Barney Cringle of Regeneris Consulting that set out the results of initial studies undertaken into the regional economy.

18.2 Councillor Morgan noted that recent research undertaken demonstrated a significant boost to the economy of cities and towns that had a football team competing in the Premier League. Furthermore, there was worldwide television exposure that could be a boost to trade and tourism. Councillor Morgan stated that it may be beneficial to undertake similar research in a year's time assessing the impact of Brighton & Hove Albion's recent promotion to the Premier League.

18.3 Dean Orgill stated that the key themes of the study was the need for a stronger regional identity, the need for increased partnership between public and private sectors and also the need for the private sector to help deliver economic plans rather than present a series of asks to civic leaders.

18.4 Councillor Janio stated that it would be useful to receive a series of actions that could be delivered quickly and cheaply once the final study outcomes were known.

19 ANY OTHER BUSINESS

19.1 Councillor Wall stated that it would be useful to receive a report from Crawley Borough Council as a means of updating the Board Members of their activities linked to their formal appointment as a Board Member. In addition, Councillor Wall stated that he was unsure about the definition of 'Southern Accelerator' and its suitability to continue to be used.

19.2 The Chair stated that an update report from Crawley Borough Council was a very useful suggestion and a report should be submitted to the next meeting. In reference to the Southern Accelerator title, Nick Hibberd stated that it was used as branding for the City Region however; more thought could be given to how it was being used and alternative options and an update brought to the next meeting.

The meeting concluded at 11.40am

Subject:	Admission of New Members to the Board		
Date of Meeting:	6 February 2018		
Report of:	Chair, Greater Brighton Officer Programme Board		
Contact Officer:	Name:	Andy Hill	Tel: 01273 291873
	Email:	andy.hill@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 At the Greater Brighton Economic Board Meeting on 25 April 2017, a decision was taken to invite Crawley Borough Council and Gatwick Airport Limited to become constituent members of the Board, joining the Greater Brighton Economic Joint Committee ("GBEJC") and the Greater Brighton Business Partnership ("GBBP") respectively, subject to both their agreement and formal ratification from the Board's member organisations.
- 1.2 An invitation to Gatwick Airport Limited was issued on 21 June 2017 and agreement was received on 4 July 2017.
- 1.3 On 18 October 2017 a Council decision was made by Crawley Borough Council to join the Board.
- 1.4 The GBEJC is a joint committee established pursuant to section 102 of the Local Government Act 1972. The Local Government Act 1972 and The Local Authorities Arrangements for the Discharge of Functions (England) Regulations 2012 require the constituent authorities of a joint committee to decide the membership of that committee and it was therefore necessary for each of the local authority members of the Board to decide that Crawley Borough Council should become a member of GBEJC.
- 1.5 Each local authority Board Member has taken an individual decision to ratify Crawley Borough Council joining the GBEJC. Full details of these decisions can be found in Background Documents.

2. RECOMMENDATIONS:

- 2.1 That the Board approves that Crawley Borough Council joins the GBEJC and that Gatwick Airport Ltd joins the GBBP.
- 2.2 That the Board agree to amend the Board's Heads of Terms at Appendix 1.

3. CONTEXT/ BACKGROUND INFORMATION

3.1 The Greater Brighton Economic Board was founded in April 2014 as part of the Greater Brighton City Region's City Deal with Government.

3.2 The Board comprises the Greater Brighton Economic Joint Committee ("GBEJC"), on which the local authorities are represented; and the Greater Brighton Business Partnership ("GBBP"), on which the Coast to Capital Local Enterprise Partnership, business, university and further education sectors, and South Downs National Park Authority are represented. Meetings of the Board compromise concurrent meetings of GBEJC and GBBP.

3.3 The following bodies are members of the Board:

- i. Brighton & Hove City Council
- ii. Adur District Council
- iii. Worthing Borough Council
- iv. Lewes District Council
- v. Mid-Sussex District Council
- vi. University of Sussex
- vii. University of Brighton
- viii. Further Education Representative
- ix. Coast to Capital Local Enterprise Partnership
- x. Brighton & Hove Economic Partnership
- xi. Adur & Worthing Business Partnership
- xii. Coastal West Sussex Partnership
- xiii. South Downs National Park Authority

3.4 GBEJC comprises the bodies specified in paragraphs 3.3(i) to (v); and GBBP comprises the bodies specified in paragraphs 3.3(vi) to (xiii).

3.5 The functions of the Board are as follows:

- i. To make long term strategic decisions concerning regional economic development and growth;
- ii. To be the external voice to Government and investors regarding the management of devolved powers and funds for regional economic growth;
- iii. To work with national, sub-national (in particular the Coast to Capital Local Enterprise Partnership) and local bodies to support a co-ordinated approach to economic growth across the Region;
- iv. To secure funding and investment for the Region;
- v. To ensure delivery of, and provide strategic direction for, major projects and work streams enabled by City Deal funding and devolution of powers;
- vi. To enable those bodies to whom section 110 of the Localism Act 2011 applies to comply more effectively with their duty to co-operate in relation to planning of sustainable development.
- vii. To incur expenditure on matters relating to economic development where funds have been allocated directly to the Board for economic development purposes.

- 3.6 Working in partnership, the Greater Brighton City Region has brought significant benefits to the partner Local Authorities and agencies. Together the partnership has secured around £150m of Growth Deal funding held by the Coast to Capital Local Enterprise Partnership.
- 3.7 The London-Gatwick-Brighton Growth Corridor has been recognised as one of nine corridors in England that have been at the heart of growth over the last decade¹ and are likely to maintain a pivotal role in shaping growth in the future. The Corridor, which stretches along the Brighton Main Line and M23/A23 routes, creates key strategic linkages between Crawley, Gatwick and Brighton & Hove – the benefits of which will cascade across the City Region. The inclusion of Crawley Borough Council and Gatwick Airport Limited on the Greater Brighton Economic Board presents the following related opportunities:
- 3.7.1 Enabling Greater Brighton to clearly articulate how the City Region economy can benefit from both its links to the M23/A23 Corridor and to London.
- 3.7.2 Strengthening Greater Brighton's voice to Government:
- Bringing together two of the Coast to Capital Local Enterprise Partnership's economic 'power houses'. Crawley and Brighton & Hove generate over £4.5bn and £6.7bn GVA respectively. The City Region has a current combined GVA of just over £21bn (all GVA data is from 2015).
 - Crawley is home to 110,900 people. The City Region has a current combined population of just over 700,000. The new population total, of around 820,000 people, would increase the scale and profile of Greater Brighton.
 - Similarly, Crawley is home to over 3,000 active businesses – including Gatwick Airport Limited. There are currently just over 35,000 active business units in the City Region.
 - Gatwick is one of the South East's most high profile and important anchor businesses. It has 24,000 direct employees (and 13,000 indirect employees) from across the region. It is a major investor in growth – having invested £1.3bn since 2009 with plans to invest a further £1.2bn before 2021 – and attractor for inward investment, providing access to markets for business as well as supporting the ongoing growth of tourism. The inclusion of an international airport within the City Region will bring Greater Brighton's profile in line other City Region's that are high on Government's radar – Manchester, Birmingham and Newcastle.
- 3.7.3 Enabling joint-work on strategic priorities, including;
- Articulating the economic case for continued investment in infrastructure, with an immediate focus on influencing investment in the Brighton Main Line.
 - Developing a proactive Inward Investment and Trade strategy (encompassing supply chain development), working with the Department for International Trade and the Coast to Capital Local Enterprise Partnership. Strengthened links to London, coupled with an international airport, would increase investor confidence in Greater Brighton. Gatwick has Europe's fastest growing long

¹ <http://www.grantthornton.co.uk/globalassets/1.-member-firms/united-kingdom/pdf/publication/2014/where-growth-happens-the-high-growth-index-of-places.pdf>

haul network, now servicing more than 50 long haul destinations. It plays an important role in supply chain development – £74m of Gatwick's expenditure is already with local businesses.

- Supporting the work of the West Sussex and Greater Brighton Strategic Planning Board in developing the Local Strategic Statement 3; a process to support better integration and alignment of strategic spatial and investment priorities and deliver a spatial framework for the area that brings together in one place the housing and employment space required over the next ten years linked to the long term strategic infrastructure and other transport plans.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 An alternative would be for the membership to remain as it is currently, but for the reasons outlined in 3.7.1-3.7.3 this is not recommended.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 None required

6. CONCLUSION

- 6.1 The Board is asked to note the benefits of Crawley Borough Council and Gatwick Airport Ltd joining the Board and accordingly approve that Crawley Borough Council joins the GBEJC and that Gatwick Airport Ltd joins the GBBP.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 It is proposed that given Crawley Borough Council and Gatwick Airport Ltd will only be members for a few weeks of the 2017/18 financial year, the Board will not seek financial contributions from Crawley or Gatwick Airport for 2017/18. Contributions will be sought from Crawley and Gatwick for the financial years following ratification in accordance with the methodology used to calculate the contributions from current members.

Finance Officer Consulted: Rob Allen

Date: 15/01/18

Legal Implications:

The GBEJC is a joint committee established pursuant to section 102 of the Local Government Act 1972. The Local Government Act 1972 and The Local Authorities (Arrangements for the Discharge of Functions (England) Regulations 2012 require the constituent authorities of a joint committee to decide the membership of that committee. The constituent authorities have now made the decision that Crawley Borough Council should join the Board.

Lawyer Consulted: Alice Rowland

Date: 17/01/18

Equalities Implications:

- 7.2 None

Sustainability Implications:

7.3 None

Any Other Significant Implications:

7.4 None

SUPPORTING DOCUMENTATION

Appendices:

1. Revised Heads of Terms for Greater Brighton Economic Board

Background Documents:

1. Ratification Decision by [Adur District Council](#)
2. Ratification Decision by [Brighton & Hove City Council](#)
3. Ratification Decision by [Lewes District Council](#)
4. Ratification Decision by [Mid Sussex District Council](#)
5. Ratification Decision by [Worthing Borough Council](#)

Appendix One

Heads of Terms, Greater Brighton Economic Board

1. Establishment, Purpose and Form

- 1.1. The Greater Brighton Economic Board (“The Board”) shall be established from the Commencement Date
- 1.2. The over-arching purpose of the board is to bring about sustainable economic development and growth across Greater Brighton (‘the City Region’). To achieve this, the principal role of the Board is to co-ordinate economic development activities and investment at the regional level.
- 1.3. The Board comprises the Greater Brighton Economic Joint Committee (“GBEJC”), on which the local authorities will be represented; and the Greater Brighton Business Partnership (“GBBP”), on which the Cost to Capital Local Enterprise Partnership, business, university and further education sectors will be separated.
- 1.4. Meetings of the Board comprise concurrent meetings of GBEJC and GBBP.
- 1.5. GBEJC shall be a joint committee appointed by two or more local authorities represented on the Board, in accordance with section 120(1)(b) of the Local Government Act 1972.
- 1.6. The Board may appoint one or more sub-committees.
- 1.7. For the two years starting with the Commencement Date, the lead authority for the Board shall be Brighton & Hove City Council (“BHCC”), whose functions in that capacity shall include the provision of scrutiny (see paragraph 4.3), management of the call-in and review process (see paragraph 8), and the support detailed in paragraph 12.
- 1.8. Unless the Board resolves otherwise, before the start of the third year following the Commencement Date, and every two years thereafter, the Board shall review the lead authority arrangements and, subject to paragraph 1.9, invite each of the local authorities represented on the Board to submit an expression of interest in fulfilling the role of lead authority for the subsequent two year period. The Board shall then instigate a procurement exercise to select the most appropriate authority for that role.
- 1.9. Notwithstanding the appointment of a successor lead authority pursuant to paragraph 1.8, the incumbent lead authority may retain such of their Accountable Body functions as are necessary to enable that local authority to comply with its on-going commitments and liabilities associated with its Accountable Body status.

2. Interpretation

2.1. In these Heads of Terms –

- i. 'Commencement Date' means 1st April 2014.
- ii. 'City Region' means the area encompassing the administrative boundaries of BHCC, Adur District Council, Worthing Borough Council, Lewes District Council, Mid Sussex District Council and Crawley Borough Council as lie within the Coast to Capital Local Enterprise Partnership area; and 'regional' shall be construed accordingly;
- iii. 'economic development' shall bear its natural meaning but with particular emphasis given to :
 - Employment and skills;
 - Infrastructure and transport
 - Housing;
 - Utilisation of property assets;
 - Strategic planning;
 - Economic growth.
- iv. 'Accountable Body' means the local authority represented on the Board carrying out the function set out in paragraph 12.2.

3. Functions

3.1. The Functions of the Board are specified in paragraph 3.2 below and may be exercised only in respect of the Region.

3.2. The functions referred to in paragraph 3.1 are as follows:

- i. To make long term strategic decisions concerning regional economic development and growth;
- ii. To be the external voice to Government and investors regarding the management of devolved powers and funds for regional economic growth;
- iii. To work with national, sub-national (in particular the Coast to Capital Local Enterprise Partnership) and local bodies to support a co-ordinated approach to economic growth across the region;
- iv. To secure funding and investment for the Region;
- v. To ensure delivery of, and provide strategic direction for, major projects and work stream enabled by City Deal funding and devolution of powers;
- vi. To enable those bodies to whom section 110 of the Localism Act 2011 applies to comply more effectively with their duty to co-operate in relation to planning of sustainable development.
- vii. To incur expenditure on matters relating to economic development where funds have been allocated directly to the Board for economic development purposes; and for the avoidance of doubt, no other expenditure shall be

incurred unless due authority has been given by each body represented on the Board.

3.3. In discharging its function specified in paragraph 3.2 (Viii) above, the Board shall-

- i. (save in exceptional circumstances) seek to invest funding on the basis of-
 - a Proportionality, by reference to the economically active demographic of each administrative area within the city Region;
 - b Deliverability;
 - c Value for money and return on investment / cost benefit ratio; and
 - d Economic impact to the City Region as a whole.
- ii. Delegate implementation of that function to the lead authority, who shall also act as Accountable Body in relation to any matters failing within that function.

4. Reporting and Accountability

4.1. The Board shall submit an annual report to each of the bodies represented on the Board.

4.2. The Greater Brighton Officer Programme Board shall report to the Board and may refer matters to it for consideration and determination.

4.3. The work of the Board is subject to review by an ad hoc joint local authority scrutiny panel set up and managed by the lead authority.

5. Membership

5.1. The following bodies shall be members of the Board:

- i. Brighton & Hove City Council
- ii. Adur District Council
- iii. Worthing Borough Council
- iv. Lewes District Council
- v. Mid-Sussex District Council
- vi. Crawley Borough Council
- vii. University of Sussex
- viii. University of Brighton
- ix. Further Education Representative
- x. Coast to Capital Local Enterprise Partnership
- xi. Brighton & Hove Economic Partnership
- xii. Adur & Worthing Business Partnership
- xiii. Coastal West Sussex Partnership
- xiv. South Downs National Park Authority
- xv. Gatwick Airport Ltd

5.2. GBEJC shall comprise the bodies specified in paragraphs 5.1(i) to (vi); and GBBP shall comprise the bodies specified in paragraphs 5(vii) to (xv).

- 5.3. Each of the bodies listed in paragraph 5.1 shall be represented at the Board by one person, save that BHCC shall, by reason of it being a unitary authority, be represented by two persons (as further specified in paragraph 5.4).
- 5.4. Each local authority member shall be represented at the Board by its elected Leader and, in the case of BHCC, by its elected Leader and the Leader of the Opposition.
- 5.5. Each business sector member shall be represented at the Board by the Chairman of that member or by a person nominated by the Board of that member.
- 5.6. Each university member shall be represented by a Vice Chancellor or Pro Vice-Chancellor of that university or by a person nominated by that university member.
- 5.7. Each further education member shall be represented by its Principal or the Chair of its Governing Body or by a person nominated by that further education member.

6. Chair

- 6.1. The Chair of GBEJC shall, by virtue of his/her democratic mandate, be Chair of the Board
- 6.2. If the Chair of GBEJC is unable to attend a Board meeting, the Board shall elect a substitute from its local authority member representatives provided that no such member representative attending in the capacity of a substitute shall be appointed as Chair of GBEJC / the Board.
- 6.3. The Chair of GBEJC for its first year of operation shall be the Leader of BHCC
- 6.4. Following GBEJC's first year in operation, its Chair shall rotate annually between its members, with the new Chair being appointed at the first meeting of the Board in the new municipal year.
- 6.5. GBEJC shall decide the order in which their members shall chair that body.

7. Voting

- 7.1. Each person represents a member of GBEJC, and each person representing a member of the GBBP, shall be entitled to vote at their respective meetings.
- 7.2. Voting at each of the concurrent meetings of GBEJC and GBBP shall be by show of hands or, at the discretion of the chair, by any other means permitted by law, and voting outcomes reached at those meetings shall be on a simple majority of votes cast.
- 7.3. Where voting at a meeting of GBEJC results in an equal number of votes cast in favour and against, the Chair of GBEJC shall have a casting vote.

- 7.4. Where voting at a meeting of GBEJC results in an equal number of votes cast in favour and against, the motion/proposal/recommendation under consideration shall fall in relation of GBBP.
- 7.5. Where the respective voting outcomes of GBEJC and GBBC are the same, that shall be taken as the agreed Board decision and the Board may pass a resolution accordingly.
- 7.6. Where the respective voting outcomes of GBEJC and GBBP differ, the Board –
- i. May not pass a resolution relating to that matter; and
 - ii. May refer the matter to the Chief Executive of the lead authority, who may consult with members of the Board or such other persons as are appropriate, with a view to achieving agreement on the matter between GBEJC and GBBP by discussion and negotiation.
- 7.7. Where, pursuant to paragraph 7.6(ii), agreement is reached the matter at issue shall be remitted to, and voted upon at, the next meeting of the Board.
- 7.8. Where, pursuant to paragraph 7.6(ii), no agreement is reached the motion/proposal/recommendation at issue shall fall.

8. Review of decision

- 8.1. Decisions of the Board will be subject to call-in and review in the following circumstances:
- i. Where a local authority voted to agree a recommendation at a GBEJC meeting, but the decision of the Board was to agree the recommendation.
 - ii. Where a local authority voted against a recommendation at a GBEJC meeting, but the decision of the Board considered that the interests of the body they represent had been significantly prejudiced; or
 - iii. Where any local authority represented on the Board considered that the interests of the body they represent had been significantly prejudiced; or
 - iv. Where any local authority represented on the Board considered that the Board had made a decision beyond its scope of authority.
- 8.2. The procedure for Requesting, validation, and implementing a call-in and review is specified in Schedule 1.
- 8.3. Where a request for call-in is accepted, the Board decision to which it relates shall be stayed pending the outcome of the call-in
- 8.4. Following call-in, the panel convened to review a Board decision may refer the decision back to the Board for re-consideration. Following referral, the Board shall, either at its next scheduled meeting or at a special meeting called for the purpose, consider the panel's concerns over the original decision.

8.5. Having considered the panel's concerns, the Board may alter its original decision or re-affirm it. Paragraph 8.1 shall not apply to the Board's follow-up decision. In consequence, the latter decision may be implemented without further delay.

9. Substitution

9.1. Subject to paragraph 9.2, where a representative of a member of the Board is unable to attend a Board meeting, a substitute representative of that member may attend, speak and vote, in their place for that meeting.

9.2. A substitute member must be appointed from a list of approved substitutes submitted by the respective member to the Board at the start of each municipal year.

10. Quorum

10.1. No business shall be transacted at any meeting of the Board unless at least one third of all member bodies are present, and both GBEJC and GPBBP are quorate.

10.2. Quorum for GBEJC meetings shall be three member bodies.

10.3. Quorum for GPBBP meetings shall be three member bodies.

11. Time and Venue of Meetings

11.1. Ordinary meetings of the Board shall be convened by the lead authority and normally take place in the geographical area of that authority.

11.2. The Chair of the Board may call a special meeting of the Board at any time, subject to providing members with minimum notice of two working days.

12. Administrative, financial and legal support

12.1. The lead authority shall provide the following support services to the Board:

- i. Administrative, as more particularly specified in the Memorandum of Understanding pursuant to paragraph 13;
- ii. Financial (including the Accountable body function specified in paragraph 12.2); and
- iii. Legal, comprising Monitoring Officer and Proper Officer functions in relation to GBEJC meetings.

12.2. The function of the Accountable Body is to take responsibility for the financial management and administration of external grants and funds provided to the Board, and of financial contributions by each member of the Board, as more particularly specified in the Memorandum of Understanding Pursuant to paragraph 13. In fulfilling its role as Accountable Body, the lead authority shall remain independent of the Board.

- 12.3. Other members of the Board shall contribute to the reasonable costs incurred by the lead authority in connection with the activities described in paragraphs 12.1 and 12.2, at such time and manner as the Memorandum of Understanding shall specify.

13. Memorandum of Understanding

- 13.1. Members of the Board may enter into a memorandum of understanding setting out administrative and financial arrangements as between themselves relating to the functioning of the Board.
- 13.2. The memorandum may, in particular, provide for –
- i. Arrangements as to the financial contributions by each member towards the work of the Board, including:
 - a The process by which total financial contributions are calculated;
 - b The process for determining the contribution to be paid by each member;
 - c The dates on which contribution are payable;
 - d How the Accountable Body shall administer and account for such contributions;
 - ii. Functions of the Accountable Body; and
 - iii. The terms of reference for the Greater Brighton Officer Programme Board.

14. Review and Variation of Heads of Terms

- 14.1. The Board shall keep these Heads of Terms under review to ensure that the Board's purpose is given full effect.
- 14.2. These Heads of Terms may be varied only on a resolution of the Board to that effect, and subject to the approval of each body represented on the Board.

Subject:	Greater Brighton One Public Estate Programme: 2017 Annual Report		
Date of Meeting:	6 February 2018		
Report of:	Chair, Greater Brighton Officer Programme Board		
Contact Officer:	Name:	Angela Dymott	Tel: 01273 291450
	Email:	angela.dymott@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 On 18 October 2016, the Greater Brighton Economic Board (“the Board”) agreed the governance arrangements for the Greater Brighton One Public Estate Programme (“the local OPE Programme”) and the associated Terms of Reference for the Greater Brighton Strategic Property Board. Included within these Terms of Reference is the requirement to submit an Annual Report to the Board.
- 1.2 The One Public Estate (OPE) Memorandum of Understanding between the Local Government Association (LGA), Cabinet Office Government Property Unit (GPU) and the local OPE Programme, for which Brighton & Hove City Council is the lead authority, requires the Partnership to *“provide an end of year report highlighting overall achievements and progress with delivery of OPE projects”*.
- 1.3 The purpose of this report is to submit the local OPE Programme’s 2017 Annual Report to the Board, which will also be provided to the LGA and GPU as the Greater Brighton OPE Partnership’s (“the Partnership”) end of year report.

2. RECOMMENDATIONS:

- 2.1 That the Board note the 2017 Annual Report.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The 2017 Annual Report is attached as Appendix 1. It provides the Board with:
- A summary of the national OPE Programme, founded in 2013 and delivered in partnership by the LGA and GPU;
 - An overview of the local OPE Programme and Partnership, established in November 2016;
 - Descriptions of the schemes comprising the local OPE Programme’s project portfolio and a high-level report on their progress and milestones;
 - An update on the outcome of the local OPE Programme’s Phase 6 funding bid seeking both additional OPE revenue grant funding and new Land

Release Fund (LRF) capital grant funding, which was submitted on 03 November 2017, and;

- A summary of the local OPE Programme's key areas of focus for 2018.

4. CONCLUSION

- 4.1 As demonstrated by the 2017 Annual Report, both the local OPE Programme and its comprising projects have made strong progress during their first year of operation and the benefits of OPE, in terms of both unlocking blocked development sites and in facilitating closer co-ordination and partnership working between public sector partners and stakeholders, are already being seen.
- 4.2 In so doing, the local OPE Programme is helping to play a key role in meeting the Board's housing, employment space and jobs growth targets. It is also providing the Board with an excellent opportunity to work with public sector partners to help to reconfigure public services and use the combined public estate towards a common goal of shared and sustainable prosperity.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 There are no direct financial implications arising from this report. The annual report includes details of the nine approved projects that have received OPE funding to support their development. The funding included £529,500 OPE revenue grant funding for the first seven projects with an additional £125,000 for a further two projects in December 2017 as part of the Phase 6 funding. An additional bid for the Land Release Fund of £819,000 has been made to support affordable rented homes across Brighton and Hove.

Finance Officer Consulted: Rob Allen

Date: 24 January 2018

Legal Implications:

- 5.2 There are no legal implications arising directly from this report. The legal implications will be addressed on a project-by-project basis by the public sector bodies involved.

Lawyer Consulted: Alice Rowland

Date: 17 January 2018

Equalities Implications:

- 5.3 There are no equalities implications arising directly from this report. The equalities implications will be addressed on a project-by-project basis.

Sustainability Implications:

- 5.4 The One Public Estate Programme is aimed at supporting partnerships to take a strategic approach to asset management. This will enable partnerships to get the most from their collective assets, creating opportunities to reduce running costs, generate capital receipts, create more integrated and customer-focused services and to grow the economy by unlocking surplus sites for new housing,

employment space and jobs. In so doing, the local OPE Programme will help to create more sustainable services, public sector bodies and economies.

Any Other Significant Implications:

5.5 None.

SUPPORTING DOCUMENTATION

Appendices:

1. Greater Brighton One Public Estate Programme: 2017 Annual Report

Documents in Members' Rooms

None.

Background Documents

None.



Greater
Brighton



One Public Estate Programme

Annual Report 2017

Foreword

It's a pleasure for me to be able to introduce the first ever Annual Report for the Greater Brighton One Public Estate Programme.

As Chairman of the Greater Brighton Economic Board for 2017/18, one of my aims is to drive forward development across the area, ensuring that our partnership of local authorities, business leaders and representatives from academia creates the homes, jobs and infrastructure needed to see our City Region thrive. A key part of this is working with our public sector partners to make the best use possible out of our resources and that is where our One Public Estate Programme comes in.

The idea is simple but very complex in execution: look at all the publicly-owned land and property assets in our area; decide which ones we need and which ones we do not; then look at how we can use those deemed as surplus to the best use of our 820,000 residents. That might result in an asset being sold to a developer; it may result in it being revamped to house and co-locate public sector organisations to transform and improve services; or it may result in it being used to deliver new housing and employment space, often regenerating an area. In any event, it is

the use of our collective public property assets as an enabler to support regional regeneration and service transformation.

In summer 2016 we put a bid in to Government for funds to create our One Public Estate Programme. Projects from across the Greater Brighton area were included and thanks to the ambition of our bid, I'm delighted to say that we were awarded more than half a million pounds of funding. We've made great progress since our Programme was established in November 2016, including securing an additional £125,000 to support further One Public Estate projects in December 2017.

As leader of Lewes District Council I can personally vouch for the potential that our One Public Estate Programme has. In my own backyard, it has helped us to unlock a key £150 million regeneration programme. This will not only see hundreds of homes and space for jobs created but it will also see a redundant publicly-owned former NHS office building demolished and replaced with a modern fire station that is co-located with police and paramedics, creating a "blue light" hub for Lewes.



That is just one project where we have made a start and I'm looking forward to helping to make sure that our One Public Estate Programme continues to drive forward future development and support service transformation across the Greater Brighton region.

Councillor Andy Smith

Chairman of the Greater Brighton Economic Board and Leader of Lewes District Council

The One Public Estate Programme ...

The national One Public Estate Programme is a pioneering initiative funded by the Cabinet Office Government Property Unit and delivered in partnership with the Local Government Association. The Programme is designed to facilitate and enable local authorities to work successfully with Government and local agencies on public property and land initiatives through sharing and collaboration.

At its heart, One Public Estate is about getting more from the collective public sector estate – whether that's unlocking land and surplus sites for new housing and jobs; enabling more joined-up public services for local communities or; creating further opportunities for local authorities and public sector partners to reduce running costs and generate income to deliver savings for the taxpayer.

The national One Public Estate Programme began in 2013, when it involved just twelve partnership areas. It has now expanded to include more than 90% of all local authorities in England working on projects to transform places and public services right across the Country.

Greater Brighton is one of these partnership areas and, whilst our One Public Estate Programme is still in its infancy, the benefits in terms of both unlocking blocked development sites and in facilitating closer co-ordination and partnership working between public sector partners and stakeholders are already being seen.

*For further information on the national One Public Estate Programme, please visit the **Local Government Association website**.*

One Public Estate Objectives:

- Create economic growth (new homes and jobs)



- Deliver more integrated, customer-focused services



- Generate efficiencies (capital receipts and reduced running cost)



And How it Works ...

The Local authorities that gain membership to the national One Public Estate Programme receive wide-ranging support to develop cross-sector property projects aimed at delivering one or more of the One Public Estate objectives. This includes:

- Funding - potential revenue grant and/or repayable grant funding of up to £500,000 (per partnership and funding round);
- Access to a pool of experts - providing support and expertise in a number of areas, from master-planning to business case development and cost evaluation;
- Practical support - from the national One Public Estate Programme, and;
- Routes to senior central and local government experts.

8 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 homes (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 – as an Appendix to the Greater Brighton Services & Assets Delivery Plan – in November 2017, seeking a further £490,000 in One Public Estate and £819,000 in Land Release Fund funding. Our Land Release Fund bid will support delivery of 79 new affordable rented homes across three schemes in Brighton & Hove, equating to a funding ask of just over £10,000 per unit. The schemes form part of Brighton & Hove City Council's **New Homes for Neighbourhoods**, which aims to deliver 500 new council homes by 2020.

In December 2017, it was announced that the Greater Brighton One Public Estate Partnership has secured an additional £125,000 in Phase 6 One Public Estate revenue funding (2017/18) for two further projects. Two other project proposals within our bid were not awarded funding. The fund was in high-demand, with bids totalling more than £30m submitted against a total 'pot' of £8.73m (grant and loan funding). No partnership was awarded its full ask. At the time of writing, the Department for Communities & Local Government is still to publish the outcome of Land Release Fund bids.

The **nine projects** now benefitting from One Public Estate funding are located across our City Region. Funding covers a range of development activities –from feasibility 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, to support the delivery and wider progression our Programme.



Membership to the national One Public Estate Programme is dependent on partnerships meeting a number of pre-qualification criteria. The Greater Brighton One Public Estate Partnership has completed each of these tasks, as follows:

1 Establish and maintain an effective One Public Estate Board with a range of public sector partners

- ✓ The Greater Brighton One Public Estate Programme governance arrangements were developed and agreed by the Greater Brighton Economic Board on 18 October 2017. The Board, through its participating local authorities, acts as a leader of place for public land and property
- ✓ The Greater Brighton Strategic Property Board has been created to provide direction, oversight and accountability. The Board meets four times a year
- ✓ The Greater Brighton Public Sector Property Group has been established, building on the already successful Brighton & Hove Public Sector Property Group, to support delivery at operational level. The Group meets on a quarterly basis
- ✓ Links with both the East and West Sussex One Public Estate Programmes have been built, to share information and learning and help to ensure coordination across our City Region

2 Map all public sector assets in the partnership area and record all land and property assets owned by the partnership authorities (except social housing stock) and public sector partners on the ePIMS Lite system

- ✓ Details of all partners' land and property assets have been collated and uploaded to ePIMS Lite, Government's land and property database
- ✓ The annual review of this data has commenced, with completion scheduled for spring 2018

3 Make details of all land and property owned by the partnership publicly accessible

- ✓ Both the Greater Brighton **Asset List** and interactive **Asset Map** have been produced and published to the Brighton & Hove City Council and Greater Brighton websites

In the coming months, our One Public Estate Partnership will be working to ensure that it can access the data required to meet the new pre-qualification criteria introduced as part of the Phase 6 funding call. By 31 March 2018, we will be required to provide data on:

- All local authority land released since 2015 and assumed housing capacity;
- Information on all local authority land planned for release before March 2020 and assumed housing capacity;
- Disposals and future disposal strategy on a bi-annual basis; and
- Estimated value of all local authority land and buildings within the Partnership area.

New housing delivery remains a key priority for both central and local government, as reflected in the recently published Housing White Paper 'Fixing our Broken Housing Market'. Government has committed to releasing land for 160,000 homes from its central estate by the end of March 2020 and, as part of a shared ambition with its member councils, the Local Government Association has pledged to match Government's ambition by releasing local authority land for 160,000 new homes over the same period. This new pre-qualification criteria will enable our Partnership, the national One Public Estate Programme and wider Government Department's to monitor our progress against this target.

*For further information on the Greater Brighton Partnership's land and property assets, please visit the **Greater Brighton website**.*



To Deliver the Greater Brighton One Public Estate Programme ...

Our One Public Estate vision is:

“To demonstrate clear civic leadership by reconfiguring our public services so that they are efficient, cost-effective, customer-focused and integrated; and by ensuring that our combined land and property assets are used effectively to support our wider social and economic productivity priorities of providing more jobs, new homes and employment floor space”.

With the governance and resources in place, the key focus for 2017 has been both on delivering the developments already identified and on engaging with local, regional and national public sector partners and stakeholders to identify key opportunities for the future.

Our One Public Estate Partnership has successfully secured £534,500 (over 2016/17 and 2017/18) in One Public Estate revenue grant funding to support the development of **nine projects** located across our City Region. It is currently expected that, over the next 10 years, these projects will deliver in total:

- 1,445 new homes
- Approaching 3,000 new jobs
- Over £235m of inward investment
- In excess of £18.3m in capital receipts
- Just under £8m reduction in running costs

These projects are at relatively early stages of development and so it should be noted that the forecast outputs may change as business cases are completed and schemes are designed and approved.

Our Partnership brings together representation from:

- Local Government
- National Health Service
- Fire & Rescue
- Police
- Further & Higher Education
- Business, including the Local Enterprise Partnership

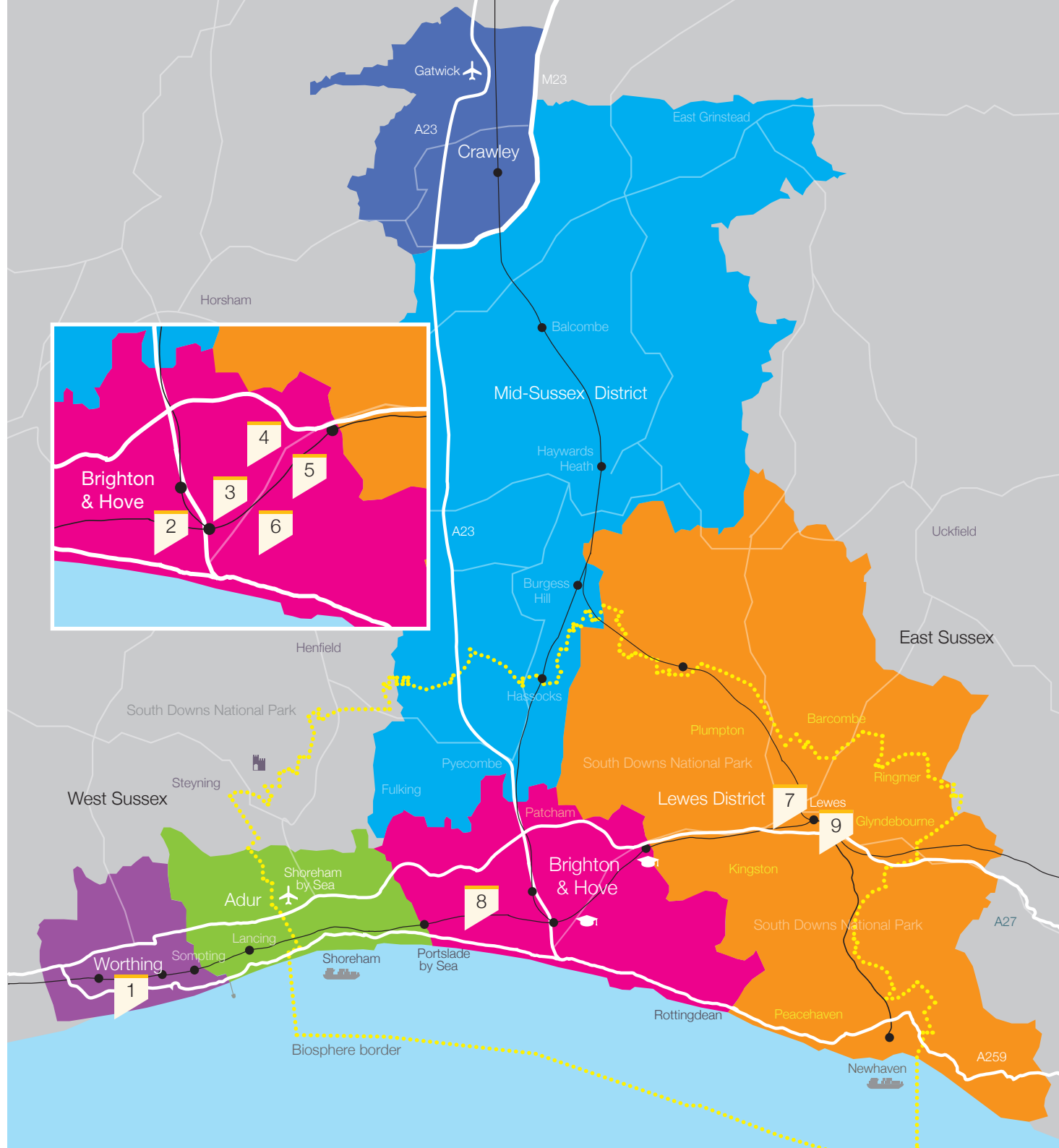
Our City Region's growth and success has brought many benefits but it has also created new challenges that the Greater Brighton Economic Board and its One Public Estate Partnership seeks to help address with confidence and ambition. This includes:

- Responding to an overheated housing market; this has led to demand outstripping supply in parts of the City Region, contributing to spiralling house prices making owning – and even renting – homes inaccessible for many people on lower and average incomes and younger people who are just starting their careers. There is a collective need to build new homes to cater for workers and residents at different life stages. Our One Public Estate Programme will support the achievement of the City Region's housing target, to deliver 49,754 new homes by 2030.
- Meeting the space needs of the City Region's 35,500 businesses; including its flourishing freelance and entrepreneurial spirit, epitomised by its high profile Creative Digital & Information Technology cluster, which has exposed the poor quality and inadequacy of its business premises to accommodate the high growth, knowledge-intensive businesses. Our One Public Estate Programme will identify and bring-forward sites to help meet the City Region's need for approximately 600,000sqm of office, industrial and warehouse floor space (*2013 data, excluding Crawley Borough Council*). It will enable our businesses to stay and grow here and attract new businesses to locate here, and;
- Being creative in identifying and making best use of the limited land supply; given our enviable location sandwiched between the coastline and the South Downs National Park. Our One Public Estate Partnership brings together a combined estate of over 3,500 land and property assets, valued at approximately £3.5bn. Our One Public Estate Partnership is working openly and collaboratively to identify and explore One Public Estate opportunities, unlocking surplus assets and land for redevelopment.

Our One Public Estate Partnership and Programme has provided the Greater Brighton Economic Board with an excellent opportunity to work with public sector partners to help reconfigure public services and use the combined public sector estate towards a common goal of shared and sustainable prosperity.

And Projects ...

1. Worthing Civic Centre
2. Quebec Barracks Brighton
3. Preston Circus Fire Station
4. Preston Barracks Primary Care Centre
5. Moulsecoomb Neighbourhood Hub Brighton
6. Brighton General Hospital
7. Springman House Lewes
8. Conway Street / Hove Station Quarter
9. North Street Quarter Lewes



Worthing Civic Centre

Delivery Body: Worthing Borough Council.

One Public Estate Funding Allocation: £90,000 (Phase 4).

One Public Estate Outputs: Service improvement; efficiency savings; new homes; new jobs; inward investment.

Project Description: Worthing Borough Council is leading the redevelopment of its Civic Centre car park, to provide the opportunity for a number of medical facilities currently dispersed throughout the town to co-locate into a new, single fit-for-purpose facility. This Integrated Multi-disciplinary Primary & Community Team (IMPACT) Hub will transform the delivery of non-acute healthcare in Worthing.

Project Progress & Milestones: The feasibility study, undertaken by Capita Health on behalf of the project partnership, has been completed. The study concludes that it is feasible for the IMPACT Hub to be designed and delivered as a substantial standalone facility on the allocated site. Scheme design is now underway and on-track for completion by end-January 2018. Subject to business case and full NHS and planning approvals, the intention is for construction to commence in spring 2019, allowing for the IMPACT Hub to open in spring 2021.



Quebec Barracks

Delivery Body: Ministry of Defence and Brighton & Hove City Council.

One Public Estate Funding Allocation: £45,000 (Phase 4).

One Public Estate Outputs: Efficiency savings; new homes; new jobs; inward investment.

Project Description: The Ministry of Defence, the land-owner, is working jointly with Brighton & Hove City Council to explore potential redevelopment options for the 1.5ha Quebec Barracks site. The aspiration is to consolidate Defence uses into new and improved facilities and thereby unlock the remainder of the site for new housing.

Project Progress & Milestones: Brighton & Hove City Council's Architecture & Design Service has, in association with the South East Reserve Forces and Cadets Association and

on behalf of the Ministry of Defence (Army), completed an indicative study to determine the accommodation and land required to re-provide current on-site military operational outputs. A high-level feasibility study, outlining architectural options for site rationalisation in accordance with the A Better Defence Estate strategy, has also been completed and costed. In due course, full design options appraisals for this project will be undertaken for further discussion with the Ministry of Defence (Army).



Preston Circus Fire Station

Delivery Body: East Sussex Fire & Rescue Service.

One Public Estate Funding Allocation: £22,500 (Phase 4).

One Public Estate Outputs: Service improvement; new jobs.

Project Description: East Sussex Fire &

Rescue Service is reviewing the space and layout of its under-utilised Preston Circus Fire Station, built in 1938, to create modern service facilities and shared space with public, third sector or commercial partners.

Project Progress & Milestones: The initial design feasibility and stage one cost report, as well as the accompanying surveys and investigations, have been completed and expressions of interest in utilising the surplus space have been circulated to all public sector

partners. The Service is currently developing a design standard to be used across its estate. This will inform the operational requirements for the Fire Station and the brief for the design team to progress to design feasibility. The design standard is on-target for completion by end-March 2018, after which further design stages will be undertaken. Following development of the design standard, the professional team will take forward the next stage of feasibility and detailed business case. This is planned to be completed by the end of spring 2018.



Preston Barracks Primary Care Centre

Delivery Body: Brighton & Hove Clinical Commissioning Group.

One Public Estate Funding Allocation: £45,000 (Phase 4).

One Public Estate Outputs: Service improvement; efficiency savings. This project forms part of the enabling infrastructure for, and is a planning condition of, the wider **MOMENTUM Lewes Road** mixed-use regeneration scheme that includes delivery of: new homes; new jobs; inward investment.

Project Description: Working with Brighton & Hove City Council, the University of Brighton and the developer U+I, this project sees Brighton & Hove Clinical Commissioning Group leading the development of a place-based Primary Care Centre for incorporation into the wider MOMENTUM Lewes Road regeneration scheme in order to meet the current and future health needs of the local community.

MOMENTUM Lewes Road, which comprises Preston Barracks and the existing Watts car park and Mithras car park on the University of Brighton's Moulsecoomb campus, will provide: 369 new homes; 1,338 purpose built student bedrooms in managed buildings, a new home for the university's Brighton Business

School; new student union facilities; a Central Research Laboratory for start-up businesses and entrepreneurs; new shops, cafes and workshops; new sport and recreation facilities for the University and public use including a gym and a 1km running and fitness route; open areas to provide spaces for people to meet and socialise; a new pedestrian bridge across the busy Lewes Road, and; car parking and improved transport infrastructure to support the development and improve the flow of traffic in a busy road network. Brighton & Hove City Council's Planning Committee approved the plans for this comprehensive regeneration scheme on 27 September 2017.

Project Progress & Milestones: Aitchison Raffety has, on behalf of Brighton & Hove Clinical Commissioning Group and the general practices, completed a space feasibility study for the proposed Primary Care Centre. Initial stakeholder consultation on the resultant outline plan has been positive and U+I is now in the process of undertaking financial viability and assessment. In line with the MOMENTUM Lewes Road planning conditions, the intention is that the Heads of Terms be agreed by spring 2018, to enable more detailed design work to begin. The current aspiration is for the Primary Care Centre to be delivered in winter 2021.



Moulsecoomb Neighbourhood Hub

Delivery Body: Brighton & Hove City Council.

One Public Estate Funding Allocation:
£27,000 (Phase 4).

One Public Estate Outputs: Service improvement; efficiency savings; new homes; new jobs; inward investment.

Project Description: Brighton & Hove City Council is leading the review and consolidation of the Moulsecoomb property portfolio. The aim is to release existing buildings that are no

longer fit-for-purpose and, using the capital receipts raised, develop a Neighbourhood Hub to house a range of new and existing services for the local community. The intention is to utilise any redundant sites for the delivery of new affordable housing.

Project Progress & Milestones: the Trust for Developing Communities has, on behalf of the Council, produced a Neighbourhood Action Plan to identify the range of local priorities that the Neighbourhood Hub can support. The services that could potentially occupy a proposed Neighbourhood Hub have now been identified and include: library services; youth services; an adult learning centre; sports and leisure; primary and community health

provision; an ambulance community response post, and; community space. A series of design workshops have been scheduled to develop an overall proposal that meets the needs of all services and identifies opportunities for shared resources and collaboration. Site surveys and property audits have also been completed and the preferred location for the Neighbourhood Hub identified as adjacent to the sports centre on Hodshrove Lane. An outline scheme has now been developed and costed, to inform the development of the full business case that is due for completion by April 2018. Subject to business case and full Council approvals, construction is planned to start on-site in autumn 2019 to allow the Neighbourhood Hub to open in winter 2021.



Brighton General Hospital

Delivery Body: Sussex Community NHS Foundation Trust.

One Public Estate Funding Allocation: £90,000 (Phase 4).

One Public Estate Outputs: Service improvement; efficiency savings; new homes; new jobs; inward investment.

Project Description: The Sussex Community NHS Foundation Trust is determining the most appropriate long-term future for its historic Brighton General Hospital site, which dates back to the 1850s. The site covers 4.06ha and has a total building footprint of over 26,000sqm gross internal area. It is approximately 50% underutilised, faces increasing lifecycle costs and is organised in an incoherent way, with numerous patient facing services distributed in a number of buildings across the site in a fragmented manner alongside many corporate and support functions. The buildings are inherently inflexible in design and do not afford the best patient care environments or productive staff working environments. This project provides a once in a generation opportunity to reshape the provision of local health and care services. The intention is to consolidate a range of services into a new state-of-the-art Community Health Hub and thereby release land for new housing and community facilities.

Project Progress & Milestones: Following completion of the strategic site assessment and options appraisal by Penoyre and Prasad, the Trust appointed Rider Levett Bucknall in summer 2017 to support the development of the outline business case. This work is now well underway and on-track for delivery in early summer 2018. The timing reflects the need to move at pace to deliver the project, whilst reconciling the plans for the Health Hub to local commissioning intentions. This has meant a minor slippage in the project of approximately

two months, but the benefit will be a Health Hub that will meet local population need. Clinical and commissioner engagement to determine the health care brief for the project is now well underway and the site options have been reviewed and revised, to take account of the emerging brief and likely options for service development. Subject to business case and full NHS and planning approvals, the aim is for construction to commence on-site by 2020. The Community Health Hub is expected to open in spring 2023.



Springman House

Delivery Body: Lewes District Council.

One Public Estate Funding Allocation: £90,000 (Phase 4).

One Public Estate Outputs: Service improvement; efficiency savings; new homes. This project will unlock the wider **North Street Quarter** mixed-use regeneration scheme that includes delivery of: new homes; new jobs; inward investment.

Project Description: Lewes District Council is leading the redevelopment of Springman House, a former NHS administration building. Working with the range of public sector partners, the aim is to create a “Blue Light Hub” for the town. The intention is to relocate the Lewes Community Fire Station on to the site, bringing the emergency services (fire and rescue, ambulance response and police) together into a single location.

This project holds the key to the wider North Street Quarter regeneration scheme, within which the existing Fire Station is located. By relocating the Fire Station, the land will be released for new housing supporting both the masterplan and the financial viability of the scheme. The North Street Quarter will be a vibrant, mixed use neighbourhood that will regenerate the area around North Street and the Phoenix Industrial Estate and reconnect it to the heart of Lewes. Located just a five-minute walk from Lewes High



Street, the new North Street Quarter will reflect the character of the historic market town and provide a range of amenities for the benefit of all Lewes residents. It will deliver: 416 new homes; 140,000 square feet flexible business space; a riverside promenade; a public square, cafés and galleries; a 330-space underground public car park, and; a new **health hub** serving 26,000 patients.

Project Progress & Milestones: Following Lewes District Council's successful Local Growth

Fund bid to the Coast to Capital Local Enterprise Partnership, the purchase of Springman House from NHS Property and the South East Coast Ambulance Service NHS Foundation Trust (SECAmb) was completed in March 2017. The Council is now in the process of securing architects to draw-up the detailed scheme for the site, in consultation with project partners. Subject to planning and other approvals, work is anticipated on start on-site in autumn 2018 with the Hub complete by winter 2019.

Conway Street Industrial Estate

Delivery Body: Brighton & Hove City Council.

One Public Estate Funding Allocation: £70,000 (Phase 6).

One Public Estate Outputs: Efficiency savings; new homes; new jobs; inward investment.

Project Description: This project sees Brighton & Hove City Council working with the various landowners and community groups to develop a masterplan for the Conway Street Industrial Estate; a strategic allocation in the City Plan (2016) expected to deliver a minimum of 12,000sqm of office and business floor space and 200 residential units. The site is adjacent to Hove Station. This means that for employment purposes, jobs will be highly accessible to people who live outside Brighton & Hove as well as within it, so this project has the potential to deliver significant impacts across the Greater Brighton area.

The site, which is in multiple-ownership, currently comprises a number of commercial properties including offices, warehouses, distribution centres, some research and development companies and a number of disparate industrial buildings largely dating from

the 1960s redevelopment programme. It also houses a main depot for the Brighton & Hove Bus and Coach Company. It includes Industrial House owned by the Council and the Hove Station and Car Park owned by Network Rail. The overall built environment and public realm of this brownfield site is uninspiring and the underutilised spaces and large areas of surface car parking provide significant transformational opportunities; for a vibrant mixed-use high-density redevelopment in the inner urban area of Hove. The masterplan will address the concerns of the multiple landowners, reflect local community aspirations and align with the City Plan priorities. It should both maximise and accelerate the delivery of new homes and employment floorspace and support the creation of a unified high-quality mixed-use neighbourhood – the Hove Station Quarter.

Project Progress & Milestones: Having successfully secured One Public Estate funding in December 2017, the project is at mobilisation stage. Project partners and wider stakeholders are now being engaged, with the intention of appointing masterplanning experts in spring 2018. It is anticipated that the masterplan, which will require extensive consultation and engagement to ensure buy-in from project partners and stakeholders, will be completed by spring 2019.



North Street Quarter Health Hub

Delivery Body: Lewes District Council.

One Public Estate Funding Allocation: £55,000 (Phase 6).

One Public Estate Outputs: Service improvement; efficiency savings; new homes. This project forms part of the enabling infrastructure for, and is a planning condition of, the **North Street Quarter** mixed-use regeneration scheme that includes delivery of: new homes; new jobs; inward investment.

Project Description: Lewes District Council is leading the development of the North Street Quarter Health Hub that will serve 26,000 patients and house a range of integrated health and social care services, alongside a pharmacy and dental practice, extra care housing, community space, nursery and commercial office accommodation. It will bring together primary care, social services, mental health and third sector services to form a coherent offering for the local community. Many of the services that will relocate to the Health Hub currently operate out of premises that are no longer fit-for-purpose and that have insufficient capacity to respond to rising healthcare demands. In addition, their relocation will release several town centre premises that could become available for housing or other employment-generating uses.

Project Progress & Milestones: Full planning permission for the new Health Hub has been granted as part of Phase 1 of the wider North Street Quarter regeneration scheme. Discussion across organisations to explore, progress and determine the new service model for the Hub are well underway and work is also progressing with the potential larger occupiers of the Health Hub to identify their requirements. The project successfully secured One Public Estate funding in December 2017, which will further support the effective engagement of commissioners

and providers in the design and delivery of the new integrated model of provision for the Health Hub. This includes support in health care planning, property based support and specialist input into the design and costing of physical space requirements within the new Health Hub. It will provide the necessary detailed design information to support the discharge of planning conditions associated with the Health Hub and to secure agreements with tenants. It is currently anticipated that work will start on-site in the spring of 2018, with completion winter 2019.



Artist's impression, subject to change

And Embrace One Public Estate as a Way of Working

A fundamental part of our One Public Estate Programme is engaging with our partners and our wider stakeholders across the public sector, to ensure buy-in to give our **individual projects** the greatest possible chance of success as well as to identify and explore new opportunities to make the best use possible of our combined estate.



During 2018, we will:

- Continue to engage with partners and stakeholders across and beyond the Greater Brighton Partnership, to identify and bring-forward new One Public Estate opportunities
- Improve the “usability” of our data, to enable us to more readily identify opportunities
- Secure and develop new funding mechanisms to support the delivery of more One Public Estate initiatives and projects across Greater Brighton
- Continue to implement our Phase 4 and Phase 6 One Public Estate projects that will deliver new homes, employment space and jobs for our City Region, enable more joined-up public services for our local communities and generate efficiency savings across the public sector.



Subject:	Greater Brighton Investment Programme – Progress Update		
Date of Meeting:	6 February 2018		
Report of:	Chair, Greater Brighton Officer Programme Board		
Contact Officer:	Name:	Nick Hibberd	Tel: 01273 293756
	Email:	<u>Nick.hibberd@brighton-hove.gov.uk</u>	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 This report provides the Greater Brighton Economic Board (“the Board”) with an update on progress on the Greater Brighton Investment Programme (“the Investment Programme”) since the Board’s last meeting on 7 November 2017.
- 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 21 October 2017 to 25 January 2018.
- 1.3 At the 18 July 2017 meeting of the Greater Brighton Economic Board, Board members requested that future investment programme update reports provide more details on delivery timescales and schedules, including the consideration of ‘traffic light’ ratings for projects to improve oversight. The Greater Brighton Economic Board Business Manager is working with the Greater Brighton Officer Programme Board on a new template, which will be used for the April 2018 Board Meeting.

2. RECOMMENDATIONS:

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

3. GREATER / BRIGHTON INVESTMENT PROGRAMME HIGHLIGHTS

Flood Alleviation Scheme (Newhaven)

- 3.1 With the completion of the flood defences on the west bank of the Ouse in October 2017, the focus is now on the 2.5km of flood wall on the industrial east bank of the river.
- 3.2 Some sections of the east bank works are complete or close to completion, including a 350m earth embankment from the A26 to the railway line and 200m

of flood wall north of the Swing Bridge. However, other sections of the planned defence are proving complex from a design and buildability perspective, due to the presence of various waste and recycling sites, interactions with an operational port and interactions with Network Rail assets.

- 3.3 We continue to work through these challenges and still expect the overall programme completion deadline of autumn 2019 to be met.

Port Access Road (Newhaven)

- 3.4 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 are being evaluated. We are also exploring various value engineering suggestions proposed by the preferred contractor to give a more cost effective design.
- 3.5 Alongside that East Sussex County Council (ESCC) is still working with the Department for Transport (DfT) on the business case and we have recently had two very productive meetings with them around the requirements. The business case will focus on the economic and regeneration benefits delivered by the scheme.
- 3.6 ESCC will be continuing to submit draft information to DfT for comment, however as previously stated, final submission cannot occur until there is an agreed tender price. Value engineering work with the preferred contractor is planned to be concluded by end February 2018, following which final submission of the business case is anticipated in March.
- 3.7 DfT have advised that 8-10 weeks will be needed for their approval process which will involve a ministerial decision. 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.
- 3.8 In preparation for main construction, advance vegetation clearance works will start at the end of January and will be followed by the construction of a new badger sett, and the translocation of newts.

Enterprise Zone (Newhaven)

- 3.9 Work on the Enterprise Zone is progressing well. The Rampion O&M Base at East Quay is due for completion in spring 2018. Phase 1 of the new business park at Eastside South is due for occupation from January 2018 and the first two units have been pre-let in advance. Based on strength of demand, the landowner is accelerating development of the remainder of the site for business units. Lewes District Council (LDC) is currently finalising plans for its land at Railway Quay and the Town Centre with an initial focus on the latter. Following Cabinet approval in November 2017 to prepare a detailed business case, officers are working to secure commercial operator interest with a view to holding a public exhibition of the proposals in March/April 2018. A new EZ-wide strategy is currently being drafted, updating progress after 1 year of operation and setting out updated strategic objectives. This is planned for publication in April 2018.

New England House Growth Centre (Brighton)

- 3.10 Brighton & Hove City Council is in negotiations with Maplebright (leaseholder of adjacent Longley Industrial Estate) and Legal & General (L&G) regarding a potential land deal to secure a capital receipt to help secure refurbishment and expansion on New England House, in tandem with a mixed use residential and employment-related development on the Longley site. These twin outcomes would secure City Deal targets in respect of New England House (NEH), along with meeting wider strategic objectives for new housing, employment floorspace and regeneration in the London Road-New England Quarter development area.
- 3.11 The City Deal floorspace outputs would be partly delivered on the Longley site (as part of L&G's mixed use development) and partly on the NEH site (through expansion of the existing building). At the time of writing L&G have prepared a masterplan to provide a wider context to help guide their proposal through the planning system. Outcomes will be dependent on various factors including agreement by all three parties on land deal (including scale and apportionment of capital sums arising from any deal) and successfully addressing planning and viability issues. L&G currently intending to submit a planning application for Longley in the spring. If successful, detailed design and planning for NEH will commence shortly.

Digital Catapult Centre and 5G Testbed (Brighton)

- 3.12 The construction phase of the project is now complete with a small amount of the available budget being held back to address any final snagging until November 2018. The Digital Catapult Brighton is developing well and extending its reach to local businesses. From intensive innovation 'Pit Stops' to thought leading events, most of Digital Catapult Brighton's events in the centre are aimed at helping SME's harness the potential of new digital and immersive technologies. Its regular meet-ups and focused events also form an effective way for businesses to engage with the wider CDIT community.
- 3.13 The Digital Catapult Centre Brighton has been offering residencies and support to start-ups, innovators and creatives working in virtual reality. Example: VRCraftworks, a Brighton based organisation that builds reality apps for businesses joined the residency programme in September 2017. They have used the Digital Catapult to showcase work to over 15 potential clients and are looking to develop these into commercial projects in early 2018. Work is now underway to extend the Digital Catapult offer to encompass more Augmented and Virtual Reality applications. There are up to 15 businesses represented on each residency.

Advanced Engineering Centre (Brighton)

- 3.14 The fit-out of the first engine test cell will be completed in the near future to support a major EU funded programme in partnership with Ricardo. The venue has been used for a number of events including the recent governmental officer visit to the region and was media profiled as part of the British Science Festival. The formal opening, which the university had hoped to hold in the first week of September to coincide with the British Science Festival, has been delayed until spring 2018.

Circus Street Innovation Growth Centre and Regeneration (Brighton)

- 3.15 All land transactions and legal agreements between the development partners were completed in early August and full construction is now underway, with piling largely completed and construction underway on the housing and student residential blocks. Construction of the Dance Space and the office block will commence in spring 2018. Most elements of the scheme are scheduled for completion in late 2019, with overall completion (bar the university building) by spring 2020.

Preston Barracks Central Research Laboratory (Brighton)

- 3.16 Having gained planning approval in September 2017, the applicants and Local Planning Authority then worked to finalise the s106 Agreement. This important next step was completed on 22nd December 2017, and formal planning permission has therefore now been secured. The partners are now seeking to conclude related legal arrangements, and it is hoped that the land deal will go unconditional in February 2018. In the meantime, full vacant possession of the site has been passed to the developer and site enablement works, including the demolition of all existing buildings on site, is underway and is due for completion by February 2018.
- 3.17 The developer (U+I Plc Ltd) has selected the contractor for the main construction contract. Subject to continued progress in the coming weeks and the developer being able to enter into construction contracts by mid-February, construction of the Central Research Laboratory is still targeted for start on site in early March.

Valley Gardens – Phases 1 and 2 (Brighton)

- 3.18 Since the last report the Technical Highway Design was approved alongside the Gardens Technical Design at the Environment, Transport and Sustainability Committee in November 2017. The Planning Application was also submitted and planning permission was granted subjected to Planning Conditions. For the project this represents two major milestones.
- 3.19 Consultants are now working closely with officers to complete construction phase drawings and to ensure detailed specifications are drawn up for elements of the construction contract.
- 3.20 The plan is to issue the ITT for the main construction contract shortly following a period of design reviews and contract data reviews.
- 3.21 There will then be a series of technical and targeted consultations/ communication events to ensure that the correct procedures for Land exchange/appropriation have been followed and to help inform Traffic Regulation Orders.
- 3.22 The plan is for the main contractor to commence work on the site in the summer 2018.

Bike Share Scheme (Brighton & Hove)

- 3.23 BTN BikeShare officially launched on 1 September, and usage until the end of December continued to exceed the operator's (HourBike) expectations. The latest statistics cover September-December:
- 18,494 subscribers
 - 87,556 rentals
 - Average rental length = 21 minutes
 - Total distance cycled = 167,476 miles
- 3.24 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.
- 3.25 Usage for December was lower than preceding months but the operator had anticipated a reduction in demand in line with their other schemes. However, even on Christmas Day there were around 300 cycle rentals, and around 80 new subscribers.
- 3.26 Approximately 98% of all users are paying for their rentals on a pay-as-you-go basis (The Easy Rider Plan), costing 3p per minute. 2% of users are annual users (The Annual Rider Plan) which costs £72 per year with up to an hour usage per day included in the plan.

Intelligent Transport Systems Package (Brighton & Hove)

- 3.27 The upgrades to the traffic signal pedestrian crossings at the eleven junctions are all complete. The CCTV installations are complete at three sites and another two are due to be connected soon. The new contract for the bus lane enforcement cameras has been awarded. Journey time monitors are now gathering data and enabling the City Council to adjust traffic flow where needed. Variable Messaging Signs have been purchased and will be installed shortly at several locations across the city. Traffic signal improvements at four major junctions have been completed and work to improve the final site (Old Shoreham Road/Nevill Road/Sackville Road junction started in January and are due to be completed by the end of March 2018.

Adur Tidal Walls (Shoreham-By-Sea)

- 3.28 The Shoreham Adur Tidal Walls scheme is being carried out by Mackley, working as part of Team Van Oord and on behalf of the Environment Agency, Coast to Capital Local Enterprise Partnership, Adur District Council and West Sussex County Council.
- 3.29 The scheme is separated into 10 reaches, or lengths of the estuarine bank. The design of the flood defences varies between the reaches as they have different characteristics and are subject to different pressures and potential flood impacts. The defences include steel sheet piling, concrete walls, flood glass and earth embankments. Once completed, the project will significantly reduce flood risk to more than 2,300 properties in Shoreham and East Lancing, as well as protecting important local infrastructure such as the road network, railway line and Shoreham Airport.

- 3.30 Work is currently taking place at seven of the 10 reaches of the scheme, a number of which are nearing completion. At W2, concrete work on the slipway is well advanced, as is work to prepare the riverside surface for installation of the flood defences. The first panes of flood glass have also been installed.

Western Harbour Arm Flood Defence (Shoreham-By-Sea)

- 3.31 Agreement has been reached with the Yacht Club on the purchase of the land to enable the construction of the flood defence solution for the first stretch of the River forming part of the Western Harbour Arm regeneration area. Head of Terms for the land deal are nearing completion. The detailed flood risk analysis is being prepared by consultants to seek further funding from the Environment Agency.
- 3.32 The submission of planning applications for the replacement yacht club and flood defence have been delayed slightly but will be submitted once the land deal has been completed.

Growth Location (Burgess Hill)

- 3.33 Mid Sussex District Council (MSDC) submitted its District Plan to Government in August 2016. The Plan provides the framework for the Burgess Hill developments and has now completed its Examination in Public. MSDC is currently consulting on its Main Modifications with the aim of having an adopted plan early in 2018.
- 3.34 The Northern Arc scheme, which will deliver up to 3,500 new homes alongside a business park, schools and community facilities, remains a key focus for MSDC. Further progress has been made to address outstanding issues and regular discussions are being held with developers to progress the scheme. A planning application for the first 130 homes on the development has been received. However, a further application for 460 homes, which includes the 130 originally submitted, is expected shortly. The Council is working with the developers and West Sussex County Council (WSCC) to prepare the masterplan for the Northern Arc; it is a requirement of the District Plan policy which allocates the site for development that a masterplan and an infrastructure delivery plan are approved by MSDC before any applications on the site can be determined.
- 3.35 Good progress has been made on the approved major retail, leisure and housing scheme to redevelop Burgess Hill town centre with the developers, New River Retail, starting initial works already, and scheme due to complete by 2020/21. The construction on the Kings Way and Keymer Tileworks sites also continues apace with both developments now starting to be occupied.
- 3.36 Work continues on The Brow to convert a number of public sector buildings into a modern, purpose-built public service facility to house a GP surgery and accommodation for the police and ambulance services, whilst freeing up land to provide a significant number of homes to aid regeneration of the town centre. Homes England has commissioned architects and planning consultants who have produced a high level design and viability assessment. WSCC is presently commissioning further master planning work. MSDC continues to work with

WSSC, Homes England, and other partners to agree an implementation plan for this project.

- 3.37 An external design agency (Social Communications) has been working with MSDC since the autumn to develop a Burgess Hill brand and communications strategy. During autumn 2017 workshops were held with key political stakeholders and Burgess Hill residents were engaged directly in the development of branding for the programme. During October and November residents were invited to vote for their preferred option from four alternative stylistic options. Almost 1,000 residents participated in the vote, and a complete set of brand guidelines covering all communications channels has now been developed based on the winning design
- 3.38 MSDC is currently working in partnership with each of the developers active in the town to ensure consistent and high profile application of the branding across the whole programme. Developers will be applying the branding to site signage and hoardings as well as to websites and printed publicity material. With the branding now agreed we will be working with developers and other stakeholders to promote and support Burgess Hill as one of the region's key growth locations. We will also continue working with partners to make the sure the progress being made in driving forward the programme is visible to existing and future residents, employees and visitors. More detail on our approach to promotion will be set out in our communications strategy which will be launched in February, with a dedicated interactive website for the programme also being launched at the same time.

A2300 Corridor Improvements (Burgess Hill)

- 3.39 Preliminary design has now been completed. The preparation of an outline Transport Business Case for this Department for Transport (DfT) retained major scheme is nearing completion. It will be submitted to the DfT and Coast to Capital for comment in the spring. We are currently working to accelerate the programme in order to bring forward the submission of the full Transport Business Case from autumn 2020 to summer 2020. The start of construction will be in winter 2020, and completion in spring 2022.

4. UPDATE ON LOCAL GROWTH FUND PROJECTS (ROUND 3)

- 4.1 On 02 February 2017, the C2C LEP announced that it has secured £66m through Round 3 of the Growth Deal. Subject to the required funding agreements, all six projects put forward by the Board were allocated funding - totalling £48.77m – updates as follows.

Worthing Central Phase 1 (Worthing) - £5.6m

4.2 Teville Gate:

A revised Business Case was submitted to and approved by the Investment Committee on the 15th December to divert funding from Teville Gate House to the main Teville Gate site. The Funding enables the Council in partnership with

the land owner/developer to demolish all buildings on the main site including the Council's Multi-storey Car Park.

A tender for the demolition contract has been let and an appointment is expected imminently. The site has already been enclosed with hoarding and a temporary stopping-up order granted in relation to footpaths and areas of public highway on the site.

Demolition is expected to begin at the end of February and is expected to take 20 weeks. A planning application for the redevelopment of the site is expected at the end of March proposing over 400 dwellings, a discount store and ancillary retail and leisure uses.

Negotiations are continuing with the owner of Teville Gate House to secure the redevelopment of the existing office building to secure the comprehensive redevelopment of the site.

4.3 Union Place:

The revised Business case was submitted and approved by Coast to Capital on the 15th December enabling the Council to purchase the site to bring forward a mixed use leisure development. The Council completed the purchase on 18th January 2018 and is now working with potential development partners to bring forward the redevelopment of this town centre site.

Decoy Farm (Worthing) - £4.8m

- 4.4 A number of consultants are now engaged to assess off site highway works and the scope to relocate existing employment uses to bring forward additional residential and retail development at the Western Harbour Arm and Worthing town centre. Consultants are also assessing the scope for phased remediation. The studies should be completed in the next few months, meanwhile discussions continue with potential occupiers.

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

- 4.5 Revised plans and further information to the original Environmental Statement has been submitted seeking to address concerns raised by statutory consultees and the public for the New Monks Farm site. A further consultation period is underway and due to be closed on the 17th February 2018. Applicants for the Shoreham Airport scheme are also seeking to address heritage and landscape impact concerns raised during the consultation period. It is expected that both applications will be considered in the next few months.
- 4.6 A revised Business Case is being prepared to submit to Coast to Capital to draw down the original funding but to also request additional funding to ensure delivery of the new roundabout on the A27.

Growth Location (Burgess Hill) - £14.9m

- 4.7 In order to assist with the delivery of the infrastructure required to realise the full benefits of the substantial growth anticipated in Burgess Hill, Mid Sussex District

Council (MSDC) submitted a bid to Coast to Capital for Local Growth Fund 3 funds. The bid was primarily to support a sustainable transport package that would link together new and existing developments and improve the experience of travelling to and around Burgess Hill and has been awarded £14.9m. West Sussex County Council (WSCC) has now appointed consultants to undertake the work required to develop a detailed package of sustainable transport measures and they have completed the first phase of this work.

See also 3.33 to 3.38

Sussex Bio-Innovation Centre (Brighton) - £5.5m

- 4.8 Mace has been chosen to build the new Life Sciences facility at the Falmer Campus of the University of Sussex. The development is part of the University's £500 million investment to modernise and improve the campus. The project will be delivered by PREACH, Mace's public sector and education construction business unit, with construction scheduled to begin later this year.
- 4.9 The facility will feature the Bio-Innovation Centre, which will become a hub for growing bio-medical businesses by strengthening partnerships with industry and creating more jobs in the region.
- 4.10 In keeping with the vision of the University's founding architect, Sir Basil Spence, the building's design will include the distinctive use of glass, concrete and brick with provisions of landscaped open space. It will also meet the highest standards of sustainability and incorporate a number of environmentally friendly features.

Black Rock Development (Brighton) - £12.1m

- 4.11 Negotiations to finalise the Conditional Land Acquisition Agreement are anticipated to be complete by the end of March 2018. A funding agreement will also be in place by March 2018. A current timeline for the project assumes enabling works at Black Rock begin in 2019/20 with the design & build process beginning in 2021. The project team will be appointed in 2018 by Standard Life Aberdeen, working closely with the Brighton and Hove City Council team.

5. UPDATE ON LGF PROJECTS (UNALLOCATED FUNDS ROUNDS 1 & 2)

- 5.1 In December 2016, the C2C LEP 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, subject to the relevant funding agreements. Updates are as follows:

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

- 5.2 Planning permission granted in November 2017 for the new 30,000ft² offices on the Civic Centre car park site. A build contract is due to be entered into within the next few weeks with a build period of 18 months. A pre-let has been agreed with a local Company, Focus, to occupy the building once completed.

- 5.3 The main site is to be used partly as the site compound given the restricted dimensions of the car park site. Architects have completed a RIBA Stage 1 assessment for the main site and this is to help market the site later in the year for a mixed use development.

Springman House (Lewes) - £2m

- 5.4 Local Growth Funding enabled Lewes District Council (LDC) to purchase the Springman House site, located in the North Street Quarter development, in March 2017. This project, which provides for the relocation of the fire station, will unlock the £150 million North Street Quarter regeneration scheme. This is a major mixed-use development in Lewes that will deliver significant benefits, including 416 new homes, 13,000m² of commercial floor-space, new flood defences and a new health centre.
- 5.5 Following the purchase of the site, the Council's Cabinet approved the budget for the design and construction of the new facility, which also provides an opportunity to work with Sussex Police to co-locate blue light services in the town. A user group has been established to identify the operational requirements of East Sussex Fire and Rescue. The Council is in the process of securing architects to commence work on design options, with a selection panel meeting to appoint chosen architects in mid-January. It is expected that the new fire station will be open by March 2020.

Railway Quay (Newhaven) - £1.5m

See 3.9

Eastside South (Newhaven) - £1.6m

See 3.9

Royal Pavilion Estate – Corn Exchange & Studio Theatre (Brighton) - £3m

- 5.6 Following the start of works on 13 February 2017, the main contractor R. Durnell & Sons Ltd, is progressing works to the Corn Exchange, Studio Theatre and new public galleries. Coast-to-Capital LEP funding of £3m is being drawn down on a quarterly basis and supports the agreed funding model to ensure that the full scope of works can be delivered. Ongoing coordination and discussions with Brighton Dome & Brighton Festival and the main contractor are focused on mitigating local disruption and facilitating the continued use of the Concert Hall during the works, which are programmed to be completed in autumn 2018. The project has experienced some delays relating to negotiations of the Party Wall Awards, all completed in July 2017, and finds in the ground, including a former Quaker burial ground requiring the exhumation of 18 skeletons.

6. UPDATE ON LGF PROJECTS (UNALLOCATED FUNDS ROUNDS 1 & 2, JULY 2017 CALL)

6.1 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.

7. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

7.1 None required.

8. COMMUNITY ENGAGEMENT & CONSULTATION

8.1 None required.

9. CONCLUSION

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

10. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

10.1 There are no direct financial implications associated with this report regarding the progress made in the third 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. Future or revised business plans will be reported accordingly within the timescales of the project timetables.

- 10.2 Subject to funding agreements, the C2C LEP have also announced funding of £48.77m toward all six of the projects put forward by the Board as shown in paragraphs 4.2 to 4.11. Further work will be required to identify the match funding requirements for these projects and will be reported back to this board in due course.
- 10.3 The C2C LEP has awarded a total of £9.9m of unallocated Rounds 1 and 2 Local Growth Funding toward the five projects detailed in paragraphs 5.1 to 5.6, subject to funding agreements. It should be noted that all projects will require a degree of match funding; this will be reported back to this board in due course.

Finance Officer Consulted: Rob Allen

Date: 23/1/18

Legal Implications:

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

Lawyer Consulted: Alice Rowland

Date: 17/1/18

Equalities Implications:

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

Sustainability Implications:

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

Any Other Significant Implications:

- 10.7 None.

SUPPORTING DOCUMENTATION

Appendices:

None

Documents in Members' Rooms:

None

Background Documents:

None

Subject:	Brighton Mainline Alliance		
Date of Meeting:	6 February 2018		
Report of:	Chair, Greater Brighton Officer Programme Board		
Contact Officer:	Name:	Andy Hill	Tel: 01273 291873
	Email:	andy.hill@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 The highly successful Coast to Capital LEP area, which runs from South London to Brighton and across the coast to Chichester, needs significant long-term rail investment to support a growing regional economy and maintain its competitive advantage. Addressing this strategic issue will protect both the economic potential of the region and the significant contribution that it makes to the wider economy.
- 1.2 Network Rail has identified the Brighton Mainline (BML) as the top priority for investment in the region and proposed upgrades include enhancement to the Windmill Bridge Junction, just outside East Croydon Station, and a major redevelopment of the station itself.
- 1.3 The Windmill Bridge Junction scheme has been developed by Network Rail, and would bring much-needed investment to the large railway junction north of East Croydon station and would deliver a significant increase in regional rail capacity. Unlocking the bottleneck at Windmill Bridge Junction will enhance capacity, connectivity and resilience, and drive growth and productivity throughout the region. This is vital for links to London, as well as international connectivity.
- 1.4 It will be a costly and complex scheme, with national significance, and Government has recently commissioned further work to develop the business case. Funding cannot be taken for granted, with many other regions of the UK also proposing their own railway schemes for development.
- 1.5 Coast to Capital is leading a regional campaign to target Government investment in the rail infrastructure in Croydon, specifically targeting a Government commitment to the detail of the project at Budget 2019. The campaign, which is called the "Brighton Mainline Alliance", is currently backed by around 40 regional businesses and business organisations¹ and has strong cross-party support from 16 MPs from all across the LEP region.

¹ The full list of current Brighton Mainline Alliance members and MPs to have pledged their support to the campaign can be seen in Appendix 2

- 1.6 It is vital to have explicit support from as many large businesses in the area as possible – to show our joined-up commitment to the development of the region, and to build strong business voices from our region to encourage Government to support the growth of the regional economy.

2. RECOMMENDATIONS:

- 2.1 That the Greater Brighton Economic Board adds its support and voice to those campaigning for the Windmill Junction Scheme, by becoming a member of the Brighton Mainline Alliance.
- 2.2 That the Board promotes the activities of the Alliance through its networks and contacts.

3. CONTEXT/ BACKGROUND INFORMATION:

- 3.1 With a population of 1.9 million and a contribution of £49.7bn GVA to the UK economy, the Coast to Capital area is the 7th largest regional economy in the country. Greater Brighton forms a significant part of both the LEP area's population and output, with a population of around 820,000 and GVA contribution of £21.1bn. As a key part of the net-contributing South-East economy, the Greater Brighton City Region and wider LEP region are vital to overall UK growth and prosperity.
- 3.2 Part of the reason for this high economic contribution is the LEP region's high levels of employment, with around 90,000 businesses offering more than 800,000 jobs to a well-educated workforce (45% of the working age population is educated to degree level or above, compared to a national average of 38%).
- 3.3 Businesses in the Coast to Capital region currently benefit from several competitive advantages. As well as an educated workforce, businesses also benefit from the international connectivity provided by Gatwick Airport, the world's most productive single runway airport. Proximity to London and a mobile population (33% commute over 10km to get to work) also contribute to the region's economic success.
- 3.4 Furthermore, the London-Gatwick-Brighton Growth Corridor has been recognised as one of nine corridors in England that have been at the heart of growth over the last decade² and are likely to maintain a pivotal role in shaping growth in the future. The Corridor, which stretches along the BML and M23/A23 routes, creates key strategic linkages between Croydon, Crawley, Gatwick and Brighton & Hove – the benefits of which cascade across the region.
- 3.5 However, recent growth has been slower than other parts of the South East, with 16.5% GVA growth since 2010, compared to 19.5% across the South East. Raising GVA per head from £24,900 to £28,000 (South East average) would add around £5.7bn to the Coast to Capital (and national) economy. There is strong

² <http://www.grantthornton.co.uk/globalassets/1.-member-firms/united-kingdom/pdf/publication/2014/where-growth-happens-the-high-growth-index-of-places.pdf>

evidence to suggest poor rail infrastructure is suppressing growth in the region and negatively influencing strategic investment decisions from business.

- 3.6 Achieving the Coast to Capital region's economic potential depends on securing fit-for-purpose rail infrastructure and services that will drive growth.
- 3.7 Passenger journeys on Southern and Thameslink services have risen by 10% to 105 million per annum in the past five years and Network Rail predicts increasingly severe crowding on trains, driven by the region's growing economy. Commuter journeys have already risen accordingly, to jobs in London (which drives 10,000 commuters per hour on Southern route during weekday peak), but also in Croydon, the Gatwick Diamond and Brighton.
- 3.8 The BML is central to the infrastructure of the region, with passengers accessing key interchange points, such as Clapham Junction, East Croydon, Gatwick Airport and Brighton. The line acts as a commuter route, but also as a driver of economic growth for the entire region.
- 3.9 Railways are always complex pieces of infrastructure, but the service in the Coast to Capital region suffers particularly badly from disruption caused by operational, maintenance and renewal issues. Many of these are detailed in the recent Gibb report³ including:
- Chronic operational problems caused by industrial disputes
 - Operational disruption in recent years from the impact of the London Bridge improvement works
 - Ongoing impact of the introduction of a new fleet, new franchise geography and next, a new timetable
 - Historic deficit on maintenance, with £300 million recently allocated to fix it.

These are serious problems, but it is important that they do not obscure the need for major long-term investment in the railway to build in the capacity that the region needs to support predicted future growth.

- 3.10 Significant work from Network Rail, backed up by independent analysis commissioned by the Government, confirms the strong business case for investment in the Brighton Mainline:
- The upgrade programme is the "highest priority investment in the corridor" and should be progressed during a window of opportunity in Control Period 6 (from 2019)
 - Central Croydon is developing quickly, and land needed to deliver the necessary scheme is under pressure for alternative development. Without beginning the Transport and Works Act process, it is possible that the land will be lost to developers
 - Long lead times for schemes of this nature mean if key decisions are taken now, the main works could commence in the early 2020s

³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/619795/chris-gibb-report-southern-rail.pdf

- Increasing demand to travel will exceed capacity of the new rolling stock within 10 years, unless improvements are made. Commuters along the route will increasingly need to stand, and demand will quickly reach 150% of available capacity at key stations in Croydon, Surrey and Sussex.

3.11 The fundamental obstacle to increased capacity and resilience on the BML is the bottleneck in the Windmill Bridge Junction area to the North of East Croydon Station. With the lines from Victoria and London Bridge joining a number of suburban lines, the complexity of the junctions in the Selhurst Triangle area means that trains are often required to stop and wait for each other before continuing their progress. This adds delays to existing services and inhibits the capacity of the entire line.

3.12 Therefore, the main focus of the upgrade programme is the Windmill Bridge Junction redesign, which would introduce grade separation (flyovers) for the major junctions and increase throughput and efficiency on the line. Further, the addition of two new platforms at East Croydon will reduce congestion there and provide a major development opportunity above the station.

3.13 Upgrading the line will result in a number of direct and tangible benefits:

Capacity:

- More trains per hour at peak times (from 36 today increased to 42-44)
- More trains at peak times would result in a significant increase in capacity

Connectivity:

- Opportunity to run new services
- More options in timetable development

Resilience:

- Increased reliability, addressing the “poor and unreliable condition” of the network as identified in the Gibb Report

Productivity:

- Value for money (estimated benefits of £2.40 for every £1 spent)
- Commercial opportunities to redevelop and improve stations
- Encouraging growth in the C2C region by bringing business out from London

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 The BML is a key transport and infrastructure priority for Greater Brighton. Transport for the South East is the Sub-National Transport Body that is currently meeting in shadow form. In the future the Board will use its membership of Transport for the South East to press the case for investment in the BML and other crucial infrastructure, and the Board will also use a number of other channels to repeat this same message. Greater Brighton can and will still continue to use existing and future networks as a member of the Brighton Mainline Alliance.

- 4.2 The alternative option is for the Greater Brighton Economic Board not to lend its direct support to the Alliance. However, if Greater Brighton gets behind the Alliance there will be a direct benefit in terms of a stronger combined voice calling for this crucial project to make the Windmill Bridge Junction fit-for-purpose, and it would raise the profile of both the campaign and for Greater Brighton as a leader in the LEP area.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 None required

6. CONCLUSION

- 6.1 The Board is asked to note the importance to the BML of the Windmill Bridge Junction enhancements, and to offer its direct support to the scheme by joining the Brighton Mainline Alliance.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no direct financial implications for the Greater Brighton Economic Board becoming a member of the Brighton Mainline Alliance. Board members may incur costs associated with supporting and promoting the campaign and should this happen these will be met from the Board's existing budget.

Finance Officer Consulted: Rob Allen

Date: 16/1/18

Legal Implications:

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

Lawyer Consulted: Alice Rowland

Date: 09/1/18

Equalities Implications:

- 7.3 None.

Sustainability Implications:

- 7.4 None.

Any Other Significant Implications:

- 7.5 None.

SUPPORTING DOCUMENTATION

Appendices:

1. Brighton Mainline Alliance Campaign Leaflet

2. Current members and supporters of the Brighton Mainline Alliance

Background Documents:

None

UNLOCKING THE BRIGHTON MAINLINE

- The highly successful Coast to Capital region, which runs from South London to Brighton and across the coast to Chichester, needs significant long-term rail investment to support a growing regional economy and maintain its competitive advantage
- Addressing this strategic issue will protect both the economic potential of the region and the significant contribution that it makes to London's economy
- Network Rail has identified the Brighton Mainline as the single top priority for investment in the region and there is a strong business case for investment
- Proposed upgrades include enhancements to the Windmill Bridge Junction and a major redevelopment of East Croydon Station
- Unlocking this bottleneck will enhance capacity, connectivity and resilience, driving growth and productivity throughout the region. This is vital for links to London, as well as international connectivity.

WHAT IS THE BRIGHTON MAINLINE AND WHY IS IT IMPORTANT TO THE GROWTH CORRIDOR?

With a population of 1.9 million and a contribution of £49.7 GVA to the UK economy, the Coast to Capital area is the 7th largest regional economy in the country. As a key part of the net-contributing South-East economy, the region is vital to overall UK growth and prosperity.

Part of the reason for this high economic contribution is the region's high levels of employment, with around 90,000 businesses offering more than 800,000 jobs to a well-educated workforce (45% of the working age population is educated to degree level or above, compared to a national average of 38%).

Businesses in the Coast to Capital region currently benefit from several competitive advantages. As well as an educated workforce, businesses also benefit from the international connectivity provided by Gatwick Airport, the world's most productive single runway airport. Proximity to London and a mobile population (33% commute over 10k to get to work) also contribute to the region's economic success.

However, recent growth has been slower than other parts of the South East, with 16.5% GVA growth since 2010, compared to 19.5% across the South East. Raising GVA per head from £24,900 to £28,000 (South East average) would add around £5.7 billion to the Coast to Capital (and national) economy. There is strong evidence to suggest poor rail infrastructure is suppressing growth in the region and negatively influencing strategic investment decisions from business.

Therefore, achieving the Coast to Capital region's economic potential depends on securing fit-for-purpose rail infrastructure and services that will drive growth.

Passenger journeys on Southern and Thameslink services have risen by 10% to 105 million per annum in the past five years and Network Rail predict increasingly severe crowding on trains, driven by the region's growing economy. Commuter journeys have already risen accordingly, to jobs in London (which drives 10,000 commuters per hour on Southern route during weekday peak), but also in Croydon, the Gatwick Diamond and Brighton.

The Brighton Mainline (BML) is central to the infrastructure of the region, with passengers accessing key interchange points, such as Clapham Junction, East Croydon, Gatwick Airport and Brighton. The line acts as a commuter route, but also as a driver of economic growth for the entire region.

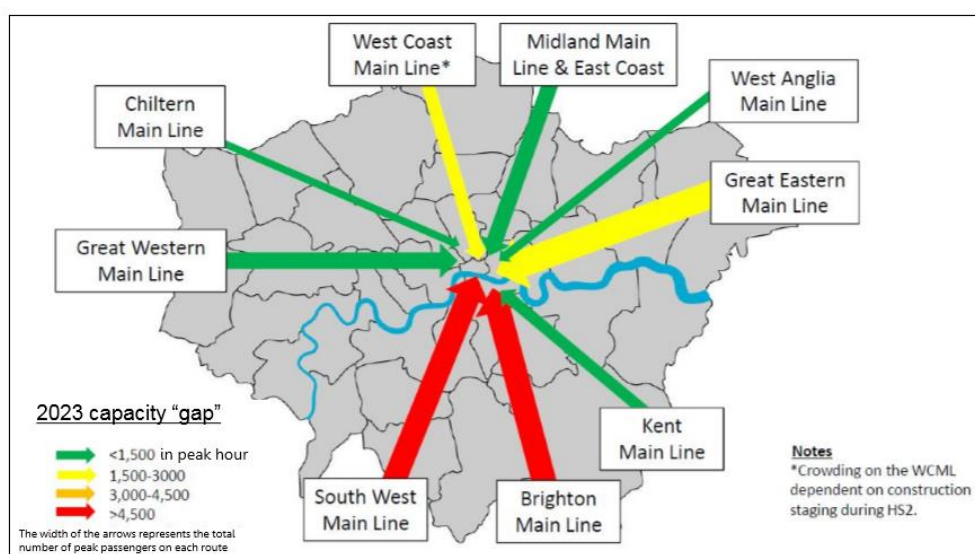
WHY IS INVESTMENT NEEDED?

Railways are always complex pieces of infrastructure, but the service in the Coast to Capital region suffers particularly badly from disruption caused by operational, maintenance and renewal issues. Many of these are detailed in the recent Gibb report including:

- Chronic operational problems caused by industrial disputes
- Operational disruption in recent years from the impact of the London Bridge work
- Ongoing impact of the introduction of a new fleet, new franchise geography and next, a new timetable
- Historic deficit on maintenance, with £300 million recently allocated to fix it.

These are serious problems, but it is important that they do not obscure the need for major long-term investment in the railway to build in the capacity that the region needs to support predicted future growth.

Network Rail analysis confirms that the Brighton Mainline is the commuter route into London which is under most pressure from a future capacity gap.



This map shows that both the South West Main Line, and the Brighton Main Line require significant further work to deliver capacity and resilience for the future. Crossrail 2 is designed to alleviate pressure on the South West Mainline.

Significant work from Network Rail, backed up by independent analysis commissioned by the Government, confirms the **strong business case for investment in the Brighton Mainline:**

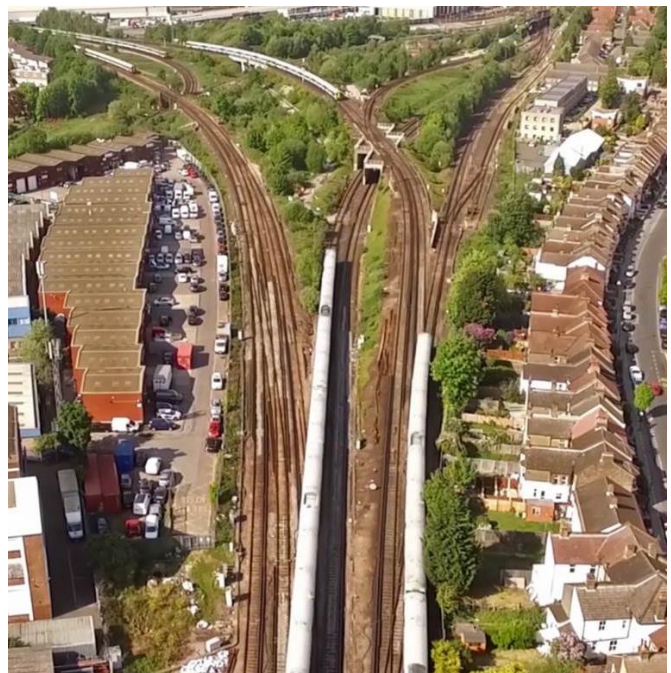
- The upgrade programme is the “highest priority investment in the corridor” and should be progressed during a window of opportunity in Control Period 6 (from 2019)
- Central Croydon is developing quickly, and land needed to deliver the necessary scheme is under pressure for alternative development. Without beginning the Transport and Works Act process, it is possible that the land will be lost to developers
- Long lead times for schemes of this nature mean if key decisions are taken now, the main works could commence in the early 2020s
- Increasing demand to travel will exceed capacity of the new rolling stock within 10 years, unless improvements are made. Commuters along the route will increasingly need to stand, and demand will quickly reach 150% of available capacity at key stations in Croydon, Surrey and Sussex.

WHAT WOULD THE UPGRADES INVOLVE?

The fundamental obstacle to increased capacity and resilience on the Brighton Main Line is the bottleneck in the Windmill Bridge Junction area to the North of East Croydon.

With the lines from Victoria and London Bridge joining a number of suburban lines, the complexity of the junctions in the Selhurst triangle area means that trains are often required to stop and wait for each other before continuing their progress. This adds delays to existing services and inhibits the capacity of the whole line.

Therefore, the main focus of the upgrade programme is the Windmill Bridge Junction redesign, which would introduce grade separation (flyovers) for the major junctions and increase throughput and efficiency on the line. Further, the addition of two new platforms at East Croydon will reduce congestion there and provide a major development opportunity above the station.

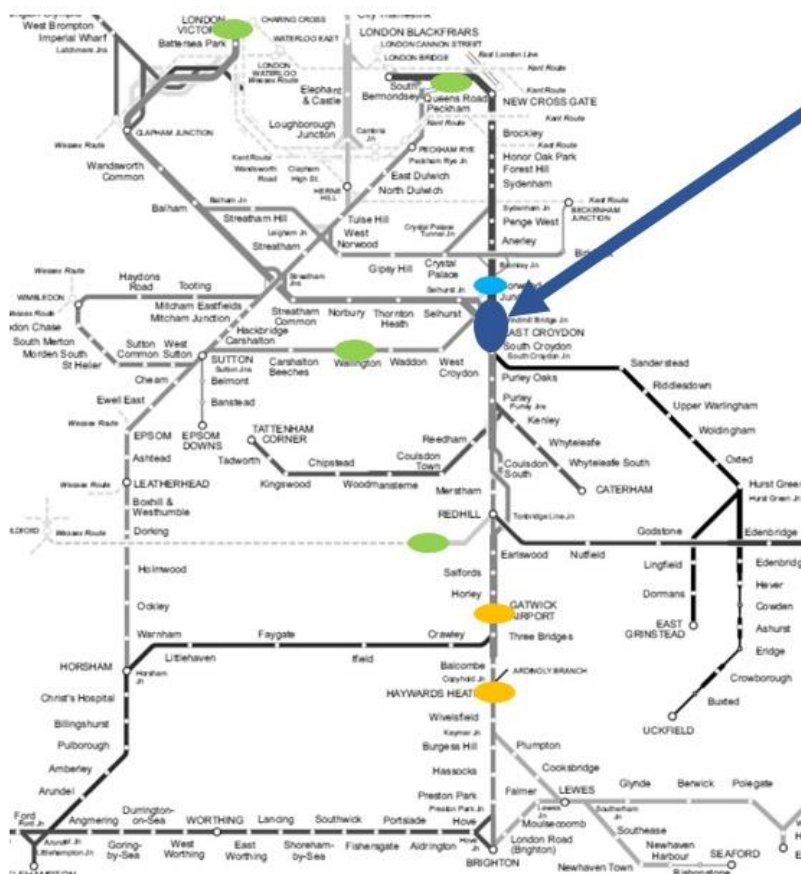


Congestion at the Selhurst triangle means trains are required to stop at peak times, resulting in delays along the entire line

Fixing the Croydon bottleneck and removing operational constraints, including:

- **Windmill Bridge Junction Enhancement** – grade separation of the multiple flat junctions in the Selhurst triangle, to reduce delays and allow more trains to run
- **East Croydon Station Redevelopment** – two extra platforms, a greatly enhanced station concourse and a major oversite development (this would take 8 years in total, but benefits would start to be seen four years after it starts)
- **An Additional Platform at Reigate** – to allow Thameslink services to run there
- **Other Track Layout Improvements** – to allow more trains to run, specifically at Gatwick (which would complement a separate station enhancement project), Norwood Junction (which would allow extra trains to call), Haywards Heath and Wallington
- **Additional Train Stabling Capacity** – in the London area
- **Associated Works** – such as power supply and signalling upgrades
- **Rollout of the Digital Railway** – to optimise performance utilising the latest Traffic Management technology.

A series of subsequent works will help maximise the capacity potential of the line all the way to the South Coast.



The key step is fixing the Croydon bottleneck, through which all trains to the south of London run

The key step is fixing the Croydon bottleneck, through which all trains to the south of London run

Proposed Infrastructure:

- Advance works for specific local issues
- Norwood Junction track layout capacity
- East Croydon expansion, grade separation etc.
- Later elements to optimise benefits

POTENTIAL BENEFITS

The benefits of upgrading the BML will be felt by everyone who uses it. This includes those living and working close to the stations on the line, but also much more widely across the region.

Without the upgrades outlined in the BML Upgrade Programme, the region will not feel the full benefits of the £6.5 billion Thameslink Programme, which will deliver some additional capacity and reliability from 2018.

The direct benefits of upgrading the line:

Capacity

- More trains per hour at peak time (From 36 today increased to 42-44)
- A significant capacity increase at peak times

Connectivity

- Opportunity to run new services
- More options in timetable development

Resilience

- Increased service reliability, addressing the “poor and unreliable condition” of the network as identified by the Gibb report.

Productivity

- Value for money (estimated benefits of £2.40 to every £1 spent)
- Commercial opportunities to redevelop stations, particularly at East Croydon
- Encouraging balanced economic growth by bringing businesses out from London

WHAT NEXT?

Network Rail is currently in the process of developing designs further, so that costs, timescales, risks and opportunities can be finalised. Government will need to allow Network Rail to begin the stakeholder consultation process for the Transport and Works Act. This will safeguard the land needed for development. Government will then need to fully commit to funding the project.

Coast to Capital LEP intends to bring together businesses, education representatives and politicians from across the region to make the strongest possible case to Ministers in order to prioritise investment in this vital piece of regional infrastructure.

For further information, please contact:

Katie Nurcombe
Head of Communications & Corporate Affairs
Coast to Capital LEP
katie.nurcombe@coast2capital.org.uk

Appendix Two

Current members of the Brighton Mainline Alliance:

1. Adur & Worthing Business Partnership
2. Assurity Consulting
3. B&CE
4. Brighton & Hove Chamber of Commerce
5. British Airways i360
6. Brighton Business Improvement District
7. Chichester Chamber of Commerce & Industry
8. Chichester College Group
9. Coast to Capital LEP
10. Crawley Borough Council
11. Crawley Happy Times
12. Crickmay Chartered Surveyors
13. Croydon Business Improvement District
14. Croydon Chamber of Commerce & Industry
15. Develop Croydon
16. ETI
17. FD Outsourcing
18. Friends of the Elderly
19. Gatwick Airport Consultative Committee (Gatcom)
20. Gatwick Airport
21. Gatwick Diamond
22. Gatwick Diamond Business
23. Greater Brighton Metropolitan College
24. Horley Town Council
25. MacConvilles Surveying
26. Manor Royal Business District
27. Newhaven Enterprise Zone
28. Railfuture
29. Red River
30. Reigate & Banstead Borough Council
31. Ricardo
32. Robinson Low Francis

33. Strike a Light
34. Triangle Community Services
35. University of Brighton
36. University of Sussex
37. Urban Edge Environmental Consulting
38. Wates
39. Wired Sussex

The following MPs have confirmed their support for the Alliance:

1. Caroline Lucas MP - Brighton Pavilion
2. Chris Philp MP - Croydon South
3. Crispin Blunt MP - Reigate
4. Gillian Keegan MP - Chichester
5. Henry Smith MP - Crawley
6. Jeremy Quin MP - Horsham
7. Lloyd Russell-Moyle MP - Brighton Kemptown & Peacehaven
8. Maria Caulfield MP - Lewes
9. The Rt Hon Sir Nicholas Soames MP - Mid Sussex
10. Nick Herbert MP - Arundel and South Downs
11. Nusrat Ghani MP - Wealden
12. Sir Peter Bottomley MP - Worthing West
13. Peter Kyle MP - Hove
14. Sarah Jones MP - Croydon Central
15. Steve Reed OBE MP - Croydon North
16. Tim Loughton MP - East Worthing and Shoreham

Subject:	Response to Industrial Strategy White Paper		
Date of Meeting:	6 February 2018		
Report of:	Chair, Greater Brighton Officer Programme Board		
Contact Officer:	Name:	Nick Hibberd	Tel: 293020
	Email:	Nick.Hibberd@brighton-hove.gov.uk	

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

- 1.1 On the 23 January 2017, Government published its Building Our Industrial Strategy Green Paper and invited comments.
- 1.2 The Greater Brighton Economic Board ('the Board') welcomed the opportunity to respond and work with Government, to both help shape its modern Industrial Strategy and to support the delivery of this at a City Region scale.
- 1.3 On 17 April the Board submitted its Consultation Response to Government in line with the set deadline.
- 1.4 On 27 November, following review after the consultation period, Government published its Industrial Strategy White Paper, "Building a Britain Fit for the Future".
- 1.5 This purpose of the Report on the Industrial White Paper, which can be found at Appendix one, is to brief the Board on the main themes arising from the White Paper, and the resulting challenges and opportunities that it creates for the City Region.

2. RECOMMENDATIONS:

- 2.1 That the Board note the contents of the Report on the Industrial Strategy White Paper.
- 2.2 That the Board notes how the Industrial White Paper will shape future discussions and interactions with Government as Greater Brighton works towards developing a Housing and Growth Deal.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The purpose of the Green Paper was to build an Industrial Strategy that addressed the long-term challenges to the UK economy. Government stated that the main aims were to improve living standards and economic growth by increasing productivity and driving growth across the whole country. The document proposed ten 'pillars' that Government saw as the factors that drive economic growth.

- 3.2 In the Industrial Strategy White Paper the key aims and objectives have remained largely the same; boosting productivity and earning power throughout the United Kingdom, and to quote the Prime Minister “to make our United Kingdom a country that truly works for everyone.”
- 3.3 However, instead of ten ‘pillars’ that would drive growth the White Paper identifies “Five Foundations” of productivity that are “the essential attributes of every successful economy”, and align to Government’s vision for a transformed economy. The Five Foundations are;
1. Ideas
 2. People
 3. Infrastructure
 4. Business Environment
 5. Places
- 3.4 In addition to the Five Foundations, the White Paper also sets out four “Grand Challenges” to put the United Kingdom at the forefront of the industries of the future, and these are;
1. AI & Data Economy
 2. Future of Mobility
 3. Clean Growth
 4. Ageing Society
- 3.5 The White paper then sets out a number of policies and directives which Government will draw upon to help it to achieve its ambitions.
- 3.6 The Green Paper and several Government funding announcements throughout 2017, demonstrated Government’s continuing use of and investment in the "Northern Powerhouse" and "Midlands Engine". The theme of supporting combined mayoral authorities continues in the White Paper, with the announcement that £850m of the £1.7bn allocated to the new Transforming Cities Fund will head straight to the six combined authorities with an elected mayor. This leaves only half of the £1.7bn to be allocated across the rest of the country.
- 3.7 Further powers to be extended to the combined mayoral authorities include devolving the adult education budget from 2019. Greater Brighton has effective and accountable governance structures in place, and would argue that similar devolved powers should be extended to the City Region. With a devolved budget our regions’ adult education providers will be able to work with the business community and other partners, to ensure that the City Region has the optimal supply of skilled labour.

4. ENGAGEMENT & CONSULTATION

- 4.1 None required

5. CONCLUSION

- 5.1 Many of the proposals outlined in the Industrial Strategy White Paper are welcome and there is some clear alignment between Government thinking and the aims and objectives of Greater Brighton. Particularly welcome are some of the changes to have occurred between the publication of the Green Paper and the White Paper, and our response to the Green Paper seems to have had some influence.
- 5.2 The City Region's plans for investment and economic growth are ambitious. Recent work to engage with Government resulted in the two-day Greater Brighton City Region Charrette at the end of September 2017. The key themes covered by the Charrette were Housing & Infrastructure and supporting the Region's expanding CDIT Sector, and following discussions over the two days a number of high level asks were developed. Additional asks around skills, university funding and international trade were incorporated in the Charrette Report that was presented to the Board on 7 November 2017, and the Board supported the conclusions and recommendations made in that report.
- 5.3 Government have been in touch to ask us to open further discussions and start to move forward. Early discussions will follow the recommendations in the Charrette Report and will sit very much within the context of the Industrial Strategy White Paper. We will return in April with more detail on what we can propose to Government.

6. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 6.1 There are no direct financial implications resulting from the Industrial Strategy White Paper. The Strategy provides detail of Government investment and funding confirmed in the Autumn Statement that supports the "Five Foundations". Greater Brighton may have the opportunity to bid for areas of this new investment to support delivery of key objectives.

Finance Officer Consulted: Rob Allen

Date: 16/1/18

Legal Implications:

- 6.2 There are no direct legal implications arising from this report. As proposals are developed, the implications of, for example, devolved powers, will be considered.

Lawyer Consulted: Alice Rowland

Date: 17/1/18

Equalities Implications:

- 6.3 None.

Sustainability Implications:

- 6.4 Greater Brighton has requested a long term framework of policy and incentives, to ensure that the low carbon transition is investable.
- 6.5 The City Region asks that the integration of affordable, secure and low carbon energy infrastructure and resource efficient building practices is continued.
- 6.6 Greater Brighton would like Government, upon exiting the European Union, to retain environmental ambition and effective regulation.

Any Other Significant Implications:

- 6.7 None.

SUPPORTING DOCUMENTATION

Appendices:

- 1. Report on Industrial Strategy White Paper



Industrial Strategy: Building a Britain fit for the Future

Report to the Greater Brighton Economic Board

February 2018

Background & Context

In January 2017 The Greater Brighton Economic Board welcomed the publication of Government's Industrial Strategy Green Paper and the renewed emphasis on improving productivity and achieving an economy that works for everyone.

In the document, HM Government identified 10 pillars that were believed to be important in driving forward the industrial strategy across the entire economy;

1. Investing in science, research and innovation
2. Developing skills
3. Upgrading infrastructure
4. Supporting business to start and grow
5. Improving procurement
6. Encouraging trade and inward investment
7. Delivering affordable energy and clean growth
8. Cultivating world-leading sectors
9. Driving growth across the whole country
10. Creating the right institutions to bring together sectors and places

As part of the consultation process the Government produced a list of 38 questions covering all 10 pillars, and in April 2017 Greater Brighton published a comprehensive response to Central Government. The response acknowledged the areas where Greater Brighton was in accord with Government thinking, but more importantly clearly articulated where it was felt that Government was not going far enough in its proposals, was not clear in its direction or where there was other reason for concern.

The full consultation response from Greater Brighton can be viewed by clicking [this link](#), and the Executive Summary from that document can be found at [Appendix 1](#).

Industrial Strategy: Building a Britain fit for the Future

Following a period of review, in November 2017 Central Government then published its Industrial Strategy White Paper; "Building a Britain fit for the future."

In the new document, Government emphasises that its overriding ambition is to **"to create an economy that boosts productivity and earning power throughout the UK."** Instead of the 10 pillars highlighted in the Green Paper, the White Paper identifies "Five Foundations" of productivity that are "the essential attributes of every successful economy", and align to Government's vision for a transformed economy:

- 1. Ideas**
the world's most innovative economy
- 2. People**
good jobs and greater earning power for all
- 3. Infrastructure**
a major upgrade to the UK's infrastructure
- 4. Business environment**
the best place to start and grow a business
- 5. Places**
Prosperous communities across the UK

In addition to these Five Foundations, the White Paper also sets a number of “Grand Challenges” to put the United Kingdom at the forefront of the industries of the future, and these are summarised below.

- 1. AI & Data Economy**
Putting the UK at the forefront of the artificial intelligence and data revolution
 - We will make the UK a global centre for artificial intelligence and data driven innovation
 - We will lead the world in safe and ethical use of data and artificial intelligence giving confidence and clarity to citizens and business
 - We will support sectors to boost their productivity through artificial intelligence and data analytic technologies
 - We will help people develop the skills needed for jobs of the future
- 2. Future of Mobility**
Becoming a world leader in the way people, goods and services move
 - We will establish a flexible regulatory framework to encourage new modes of transport and new business models
 - We will seize the opportunities and address the challenges of moving from hydrocarbon to zero emission vehicles
 - We will prepare for a future of new mobility services, increased autonomy, journey sharing and a blurring of the distinctions between public and private transport
- 3. Clean Growth**
Maximising the advantages for UK industry from the global shift to clean growth
 - We will develop smart systems for cheap and clean energy across power, heating and transport
 - We will put the UK at the forefront of the global move to high-efficiency agriculture
 - We will transform construction techniques to dramatically improve efficiency

- We will make our energy intensive industries competitive in the clean economy
- We will make the UK the global standard-setter for finance that supports clean growth

4. Ageing Society

Harness the power of innovation to help meet the needs of an ageing society

- We will support new products and services for the growing global population of older people, meeting important social needs and realising the business opportunity for the UK
- We will leverage our health data to improve health outcomes and UK leadership in life sciences
- We will support care providers to adapt their business models to changing demands, encouraging new models of care to develop and flourish
- We will support sectors to adapt to a changing and ageing workforce

In order to deliver on this, Government had proposed a number of key policies linked to one or more of the Five Foundations. Some had previously been announced by Government including a number in the Autumn Budget, which proceeded publication of the White Paper by a few days.

Ideas

- Raise total research and development (R&D) investment to 2.4% of GDP by 2027
- Increase the rate of R&D tax credit to 12%
- Invest £725m in a new Industrial Strategy Challenge Fund Programmes to capture the value of innovation

People

- Establish a technical education system that rivals the best in the world to stand alongside our world-class higher education system
- Invest an additional £406m in maths, digital and technical education, helping to address the shortage of science, technology, engineering and maths (STEM) skills
- Create a new National Retraining Scheme that supports people to re-skill beginning with a £64m investment for digital and construction training

Infrastructure

- Increase the National Productivity Investment Fund to £31bn, supporting investments in transport, housing and digital infrastructure
- Support electric vehicles through £400m charging infrastructure investment and an extra £100m to extend the plug-in car grant
- Boost digital infrastructure with over £1bn of public investment including £176m for 5G and £200m for local areas to encourage roll out of full-fibre networks

Business Environment

- Launch and roll-out Sector Deals – partnerships between government and industry aiming to increase sector productivity. The first sector deals are life sciences, construction, artificial intelligence and the automotive sector
- Drive over £20bn of investment in innovative and high-potential businesses, including through establishing a new £2.5bn Investment Fund, incubated in the British Business Bank
- Launch a review of the actions that could be most effective in improving the productivity and growth of small and medium sized businesses, including how to address what has been called the ‘long tail’ of lower productivity firms

Places

- Agree Local Industrial Strategies that build on local strengths and deliver on economic opportunities
- Create a new Transforming Cities Fund that will provide £1.7bn for intra-city transport. This will fund projects that drive productivity by improving connections within city regions
- Provide £42m to pilot a Teacher Development Premium. This will test the impact of a £1,000 budget for high-quality professional development for teachers working in areas that have fallen behind

Ideas

Key policies

- Raise total research and development (R&D) investment to 2.4% of GDP by 2027
- Increase the rate of R&D tax credit to 12%
- Invest £725m in a new Industrial Strategy Challenge Fund Programmes to capture the value of innovation

Key Messages

- *Greater Brighton welcomes the general increase in R&D Investment to 2027, and likewise the increase in the R&D tax credit to 12%. However, one of the biggest challenges that our two universities and other innovators face is the end of Horizon 2020 Funding. Horizon 2020 is likely to be replaced by another scheme aimed at supporting university-driven R&D. However, there is still a great deal of uncertainty around access to sources of funding once the United Kingdom leaves the European Union, and we need clarity from Government on this.*

Government has pledged to launch the UK Shared Prosperity Fund following departure from the European Union and intends to consult this year on the precise design and priorities for the fund. Greater Brighton looks forward to receiving more information on that process and participating in the consultation.

- *Investment in R&D may have the potential to increase productivity and rate of growth of small and medium sized businesses, and therefore help those firms that have been unable to keep pace with productivity leaders – the so called ‘long tail’ of lower productivity firms.*
- *Greater Brighton would like to see a review of the methodologies employed by the Higher Education Innovation Fund (HEIF) and Research Excellence Framework (REF) to allocate research funding to universities. The REF provides Quality Related (QR) grant allocation, based on a scale which is weighted towards world-leading (3* or 4*) research. Domestic, national and local engagement which is not world leading (1* or 2* research) attracts no QR.*

Recent changes to the HEIF allocation formula concentrated resources in the universities which demonstrated greater critical mass of commercial success in running short courses, hiring out equipment and delivering consultancy – regardless of strategic direction or regional economic impact. In addition the HEIF allocation formula only rewards universities’ own commercial successes, rather than their external impact on the economy. Moreover, ‘Collaborative Research’ with companies (like the 20-year partnership between the University of Brighton and Ricardo) does not count towards the HEIF.

*The HEIF and REF funding formulae serve as a direct disincentive to undertake collaborative R&D with regional SMEs and other companies, which hinders the ability of universities to drive skills and growth at a local and regional level. Greater Brighton welcomes the commitment of Government set out in the White Paper to **“increase funding that supports universities and businesses working together to innovate and commercialise research.”** Greater Brighton would like to see more detail around this, both on terms of the extra funding available, and the emphasis placed on working with local and regional SMEs.*

People

Key Policies

- Establish a technical education system that rivals the best in the world to stand alongside our world-class higher education system
- Invest an additional £406m in maths digital and technical education, helping to address the shortage of science, technology, engineering and maths (STEM) skills
- Create a new National Retraining Scheme that supports people to re-skill beginning with a £64m investment for digital and construction training

Key Messages:

- *The Greater Brighton Economic Board welcomes Government's desire to establish a technical education system to sit alongside the higher education system. The City Region already has the UTC@Harbourside technical college in Newhaven, aimed at 14-18 year old students with a keen interest in science, technology, engineering, maths and computing. We also therefore welcome the additional £406m to be invested in STEM skills training and learning.*
- *The City Region has further aspirations in terms of skills-based and technical education. The Board asks Government to work with the City Region to support the Greater Brighton Metropolitan College (GB Met) and partners in its application to establish an Institute of Technology in the City Region focused on digital and creative skills.*
- *There is huge potential for higher level and degree apprenticeships to serve as a route for people from under-represented groups to upskill, progress and reskill whilst in paid employment. Partnership arrangements between universities and local employers subject to the apprenticeship levy can enable these 'levies' to be re-invested back into their own workforces and the local economy. The commitment from Government that it will work with the Institute for Apprenticeships to prioritise apprenticeship standards development for the creative industries in areas where they are experiencing skills gaps and shortages, is welcome.*
- *The rise of artificial intelligence and the resulting automation of more and more complex tasks, coupled with longer life expectancy and people working longer, will mean that it will soon be common place for an individual to have more than one career through their working life. Therefore, reskilling and retraining are going to become ever-more crucial in the near future. The creation of a new National Retraining Scheme is recognition that Government is aware of the upcoming challenge, and it is therefore welcome. The initial £64m earmarked for the scheme is to focus on key skills such as digital and construction, and Greater Brighton would urge Government to extend the scheme to other sectors over the coming years.*

- *The White Paper outlines plans to devolve the adult education budget to mayoral areas from 2019. Greater Brighton has effective and accountable governance structures in place, and would ask that similar devolved powers be extended to the City Region. With a devolved budget our regions' adult education providers will be able to work with the business community and other partners, to ensure that the City Region has the optimal supply of skilled labour.*

Infrastructure

Key Policies

- Increase the National Productivity Investment Fund to £31bn, supporting investments in transport, housing and digital infrastructure
- Support electric vehicles through £400m charging infrastructure investment and an extra £100m to extend the plug-in car grant
- Boost digital infrastructure with over £1bn pf public investment including £176m for 5G and £200m for local areas to encourage roll out of full-fibre networks

Key Messages

- *Increasing the National Productivity Fund to £31bn was a policy announced in the Autumn Budget. Government has stated that it will take a more strategic approach to investment in infrastructure, so that it supports the objectives of the Industrial Strategy, better understands national and regional disparities in productivity and opportunity to ensure growth in all regions, and increases the competitiveness of the UK in overseas markets.*
- *The Greater Brighton Economic Board welcomes the emphasis that White Paper places on digital infrastructure. The Greater Brighton Economic Board would like to work with Government and other partners to develop a Local Digital Connectivity Delivery Plan, along similar lines to the local mobile connectivity delivery plans proposed by the National Infrastructure Commission. This would include both mobile connectivity and broadband. The Board welcomes Government investment of £176m in 5G technologies and the £200m allocated for the Local Full Fibre Network (LFFN) Programme.*

- *In terms of the LFFN Programme, funding is being allocated by the Department for Digital, Media and Sport (DCMS) and several Greater Brighton partners have been preparing funding bids ahead of the first deadline at the end January 2018.*
- *Despite clean growth being one of the Industrial Strategy White Paper's Challenges, the document is very light on specific detail around energy and water, both in terms of affordability, and also sustainability and resilience. However, Government did publish its [Clean Growth Strategy](#) in October 2017, just before the White Paper, and that document contains greater detail on the Government's vision.*
- *Greater Brighton is committed to leading the way to a low-carbon economy. Low carbon growth will be at the heart of the Greater Brighton Economy, which will build a strong, progressive and competitive industrial base to deliver jobs and prosperity well into the future. To that end, the Board has committed funding towards an Energy Plan for Greater Brighton and funds have also been agreed in the 2017/18 budget to support a Greater Brighton Water Plan.*
- *Greater Brighton would like to restate the asks of Government detailed in the response to the Green Paper. The first ask is that Government ensures that the low carbon transition is investable by providing a policy climate and incentives in a long term framework offering certainty and stability. Government also needs to ensure that when the United Kingdom exits the European Union, high environmental ambition and effective regulation is retained. In addition, Government needs to encourage and support cities and city regions like Greater Brighton to grow their decentralised smart energy sector.*

Business Environment

Key Policies

- Launch and roll-out Sector Deals – partnerships between government and industry aiming to increase sector productivity. The first sector deals are life sciences, construction, artificial intelligence and the automotive sector
- Driver over £20bn of investment in innovative and high-potential businesses, including through establishing a new £2.5bn Investment Fund, incubated in the British Business Bank
- Launch a review of the actions that could be most effective in improving the productivity and growth of small and medium sized businesses, including how to address what has been called the 'long tail' of lower productivity firms.

Key Messages

- *Greater Brighton is encouraged by the fact that Government are proactively seeking to launch and roll-out sector deals. However, what is not clear is how a deal for a sector at a national level will drive benefits at a regional or local level. In addition there is a lack of information around the linkages and crossover between the proposed Sector Deals and other types of Deal that Government is looking to develop with localities e.g. Housing & Growth Deals, and how Sector Deals may fit alongside wider Local Industrial Strategies.*
- *The Industrial Strategy White Paper recognises that knowledge intensive industries are the key to the United Kingdom becoming the “world’s most innovative economy”, and this is welcomed by Greater Brighton. As well as the CDIT Sector discussed above, the Greater Brighton Region boasts industry leading research and innovation in the knowledge intensive areas of advanced engineering, quantum technology and life sciences. Greater Brighton would be keen on engaging with Government to understand how Government policy and intervention can support our key sectors.*
- *The economy of Greater Brighton is based on a large number of small and micro businesses and a much smaller number of organisations operate at significant scale. Difficulties in accessing finance, the lack of grow-on commercial space (exacerbated in recent years by Permitted Development Rights), and access to talent, are cited as several of the main barriers to businesses expanding and realising scale. It is disappointing that given the important role that SMEs play in the Greater Brighton economy, and wider national economy, that the White Paper does not contain more concrete proposals around how Government will support SMEs to develop and grow. The White Paper acknowledges the requirement for SMEs to be able to access finance, and that the “Scale-Up Taskforce” will work alongside the private sector to help businesses to scale up, but there is very little that is tangible.*

Places

Key Policies

- Agree Local Industrial Strategies that build on local strengths and deliver on economic opportunities
- Create a new Transforming Cities Fund that will provide £1.7bn form intra-city transport. This will fund projects that rive productivity by improving connections within city regions
- Provide £42m to pilot a Teacher Development Premium. This will test the impact of a £1,000 budget for high-quality professional development for teachers working in areas that have fallen behind

Key Messages

- *Key policy 1, around commissioning of Local Industrial Strategies that build on economic strengths and deliver on local opportunities is welcome, and in accord with the Greater Brighton response to the Industrial Strategy Green Paper. However, the geography of a Local Industrial Strategy for the City Region is yet to be determined. Government has indicated that Local Industrial Strategies are likely to follow LEP boundaries and geographies, but Greater Brighton is its own distinct region and functional economic area, and a wider LEP Local Industrial Strategy may not be optimal in supporting Greater Brighton deliver its full potential.*
- *The Greater Brighton Economic Board believes that the region should have its own identity and strategy when it comes to Government's agenda, to compete and to enable the region to go further and faster in a rapidly changing world. GVA per head has fallen in the South East and disparities exist within regions, as well as between, regions. The City Region's productivity, whilst comparable to the UK average, is not what it could be, given the proximity to London, access to international markets and the area's asset base. There also exist pockets of deprivation and high levels of inequality across the region. The City Region requires continued investment to maintain and increase productivity levels in its successful sectors such as the CDIT sector and advanced engineering, and stimulate growth in emerging sectors, such as life sciences and quantum technologies. Investment in Greater Brighton would be used to deliver 'quick wins' and high returns in terms of productivity.*
- *The Greater Brighton Economic Board is encouraged that government "**will deliver bespoke housing deals where demand is high**", and that Government "**wants to support places with ambitious and innovative plans to build additional homes where they are needed, and which will support wider innovation.**" Access to housing, including affordable housing is a key challenge for the City Region and one of the leading barriers to future growth, and the housing and infrastructure challenge was demonstrated to Government during the Greater Brighton City Region Charrette of 28-29 September 2017. Government has already done a housing deal with the Oxfordshire county and district councils and are looking at others. We are currently developing our proposals for a Greater Brighton Housing & Growth Deal, and will be working with colleagues from BEIS, DCLG and the HCA over the coming months.*
- *The Greater Brighton Economic Board welcomes the funding Government has announced for intra-city transport through the new £1.7bn Transforming Cities Fund. However, it is disappointing that £850m, which is 50% of the fund, will head directly to the six combined authorities with elected mayors. The remaining £850m will be allocated via a competitive process, details of which are as yet unknown. Greater Brighton will work with Coast to Capital and other partners to make a clear and strong case for investment in the Brighton Mainline and M23/A23 corridor; The City Region, which is home to the UK's second busiest airport, needs an efficient and*

reliable railway service to maintain its competitiveness, drive its economic growth and boost employment.

- Greater Brighton would like government to work with local partners to build on the strong international profile of the M23/A23 corridor to boost inward investment and exports. The Greater Brighton Economic Board is acutely aware of the need to develop a strong proposition for encouraging new market investment, and in autumn 2017 commissioned consultants to produce an Inward Investment and Export Strategy for the City Region. This work is due to be complete in April 2018 and will inform future plans.*
- The Greater Brighton Economic Board would like to reiterate that attracting trade and investment cannot be seen in isolation from issues such as transport infrastructure, housing availability and the suitability and availability of employment floor space. More commercial space is needed; the physical constraints on investment have discouraged developers from commercial development where housing yields are higher.*
- In addition to commissioning an Inward Investment and Export Strategy for Greater Brighton, the Greater Brighton partners are piloting a new City Ambassador Role as an example of a modern “Alderman” role within local government. The role aims to provide an opportunity for nominated individuals to represent and promote the growth sectors across Greater Brighton, help attract inward investment, support trade delegations and missions, voice the needs of the sector and influence the City Region’s strategic development.*
- The Business Ambassador initiative forms part of a wider “City Halls for Business” model that Greater Brighton is looking to adopt. The model will use Brighton’s Town Hall as a multi-agency hub to support business growth, attract inward investment and promote trade.*

Conclusions and next steps

Many of the proposals outlined in the Industrial Strategy White Paper are welcome and there is some clear alignment between Government thinking and the aims and objectives of Greater Brighton. Particularly welcome are some of the changes to have occurred between the publication of the Green Paper and the White Paper, and our response to the Green Paper seems to have had some influence.

There are a number of areas where Greater Brighton needs to address productivity and other local issues and a number of these were highlighted during the Greater Brighton City Region Charrette. Government seems to be open to deals that support housing delivery and local growth, so as per the report which followed the Charrette, we will continue developing proposals for a Housing & Growth Deal for Greater Brighton which would also support the CDIT Cluster.

Other issues will need to be picked up as part of the ongoing and long-term dialogue with Government, and Greater Brighton will be working with both Government and Coast to Capital as we build towards a Local Industrial Strategy.

Potential Components of a Housing & Growth Deal for Greater Brighton

1. Creation of Development Zone or similar vehicle, including a Land Value Capture mechanism and simplified CPO powers, with a holistic place-making and community focus
2. A grant-based land development fund to unlock delivery
3. VAT exemption on empty property refurbishment, bringing it in line with new developments
4. Supporting Councils in their direct and indirect delivery of affordable homes – through lifting the HRA cap, local flexibility around Right-to-Buy receipts and relaxing the rules/relationships between councils and subsidiaries
5. An infrastructure deal that includes up-front funding for infrastructure development to encourage development and accelerate delivery
6. Retention of a greater proportion of Business Rate Growth for schemes that have a significant infrastructure element
7. Support from the Office of Low Emission Vehicles (OLEV) to develop and deliver a model for the roll out of a comprehensive network of electric vehicle charging points in Brighton & Hove and the wider Greater Brighton Region
8. Support from BEIS to develop a Greater Brighton Energy Plan, that supports energy resilience and security to deliver economic growth across the City Region
9. Support from Government on the City Region's Housing & Infrastructure Fund (HIF) submitted bids.
10. Investment in ultrafast (full-fibre) broadband infrastructure and digital mobile infrastructure through funding from the DCMS Local Full Fibre Network Programme
11. Commit R&D support for CDIT and University sectors post Horizon 2020
12. Support the Brighton Digital Catapult to pilot 5G technologies across the Greater Brighton Economy
13. A local Digital Connectivity Plan for broadband and mobile connectivity
14. Establish support mechanisms to help innovators to scale-up from prototype to market ready products and realise scale
15. Review Permitted Development Rights to protect move-on space for the SMEs, and simplify access to funding streams for SMEs.
16. Establishment of a Greater Brighton Creative Industries Council to align local, regional and national organisations to meet the needs of the creative and cultural industries locally.

In addition to the above, Greater Brighton will work towards developing a wider Local Industrial Strategy which will also bring in a number of asks around skills, university funding and trade & export.

Potential Knowledge Intensive Growth & Skills Asks

1. Re-balancing the HEIF allocation formula to take greater account of regional economic engagement and impact would enable the more regionally engaged universities to increase their reach
2. An incentive scheme to draw SMEs to work with universities (like Innovation Vouchers) would stimulate improved SME/university engagement
3. Increase apprenticeship numbers by incentivising SMEs to recruit apprentices
4. Accelerate the creation of apprenticeship frameworks, so that providers are able to respond to the needs of employers
5. Widen access to higher level qualifications by increasing the range and quality of Higher and Degree Level Apprenticeships
6. Support the City Region's FE Colleges secure investment via the proposed £170m of capital funds proposed in the Industrial Strategy, to help strengthen provision in line with Greater Brighton sector growth priorities
7. Devolution of adult education budget in 2019, in line with powers granted to mayoral areas

Potential Inward Investment, Trade & Export Asks

1. Support from DiT in developing a strategy and place-based DiT presence through co-location with the new Brighton City Hall for Business.

In addition, Greater Brighton will continue to seek funding through current and future funding streams in order to achieve its objectives including:

- Local Growth Fund (LGF) held by Coast to Capital
- Housing Infrastructure Fund (HIF)
- Local Full Fibre Network (LFFN) Challenge Fund
- Transforming Cities Fund



Appendix 1 – Greater Brighton executive summary response to the Industrial Strategy Green Paper (Agreed by the Board on 17th April 2017)

Southern Accelerator - Driving growth across the whole county

The South East region is strategically important to the UK economy, not just in terms of the fiscal contribution that it makes to the Exchequer but also in the opportunities it creates for increased economic activity elsewhere in the UK. The Coast to Capital Local Enterprise Partnership area and the Greater Brighton City Region is a key gateway for the United Kingdom to the rest of the world. Gatwick and two ports, Shoreham and Newhaven, sit within the region.

It is important that the success of the South East economy continues to be recognised. The Greater Brighton Economic Board believes that the creation of the **Southern Accelerator**, similar to the Northern Powerhouse and the Midlands Engine, would provide an overarching vision for the region within which other structures, strategies and bids would sit. With relatively modest interventions in the City Region's road, rail and digital infrastructure and with the tools to unlock the essential housing and employment floor-space, Greater Brighton can deliver improved productivity and growth.

Empowering City Regions to respond to the challenge - upgrading infrastructure

The Greater Brighton Economic Board welcomes Government's desire to better align the planning of infrastructure more effectively with local growth priorities. The Board asks to work with Government, through the Coast to Capital Local Enterprise Partnership and Transport for the South East, on its strategic transport corridors – especially north-south, the M23/Brighton Main Line corridor, and east-west, the A27/A259/Coastway corridor.

The Board welcomes the additional £1.1b of funding Government has announced for local roads and transport and is highly supportive of Government's view that long-term funding certainty is the best way to plan infrastructure investment. It seeks a decentralised and consolidated transport fund with a multi-year settlement from Government.

The Board plans to greatly increase the scale and pace of housing delivery through various mechanisms. It asks Government to support the work of the West Sussex and Greater Brighton Strategic Planning Board in developing a spatial framework for the area that brings together in one place the housing and employment space required over the next ten years linked to the long term strategic infrastructure and other transport plans.

City Halls for Business - Creating the right institutions to bring together sector and places

The Greater Brighton Economic Board welcomes the Green Paper's recognition that competitor economies often have strong local institutions. The Board is ready to pilot a 'City Halls for Business' model, using Brighton's Town Hall as a multi-agency hub to support

business growth, attract inward investment and promote trade. The City Hall for Business would provide a regional/local space for the Department for International Trade to enable a central/local collaborative focus for activities that seek to promote investment into the City and the City Region and support businesses to export.

Sector Alderman / City Ambassadors - Encouraging Trade and Inward Investment

The Greater Brighton Economic Board recognises the need to bring more business expertise into local governance and improve links between councils and the private sector. A City Ambassador role is being piloted as an example of a modern “Alderman” type role within local government. The role aims to provide an opportunity for nominated individuals to represent and promote the growth sectors of the City Region, help attract inward investment, support trade delegations and missions, voice the needs of their sector and influence the City Region's strategic developments.

Innovation South - Investing in Science, Research & Innovation - bolstering the role of R&D at a regional level to deliver placed based growth

By ensuring both that R&D is prioritised nationally and that the creators of R&D are more closely aligned with place and with the end users of R&D, innovation will embed across the country. The Greater Brighton Economic Board would like to see stronger alignment of university research incentives with place based economic development. This will help to accelerate economic growth and can also help the City Region to find solutions to big societal challenges.

Greater Brighton is a partner in Innovation South, one of the eight Science and Innovation audits announced by Government as part of the Autumn Statement 2016. The Innovation South audit is focused on a number of core themes that will look at five enabling technologies: Digital; Quantum; Photonics; Cyber and Big Data Analytics applied across four sectors; Connected Digital; Advanced Engineering; Bio-Science, and; Marine/Maritime. All of these are existing regional strengths that are potentially global in profile. Understanding regional industrial needs will be central to the success of the Industrial Strategy, and the Greater Brighton Economic Board looks forward to engaging with Government to learn from the audit's findings.

Greater Brighton Smart Growth – Cultivating World Leading Sectors

The Greater Brighton Economic Board is currently taking steps to better understand the City Region's sectors and sub-sectors and is developing a Smart Growth Strategy for Greater Brighton. The purpose of the Strategy, which will ‘deliver deeper’ than the Innovation South audit, is three-fold: to pinpoint the sectors and sub-sectors in the local economy that are large and specialised enough to provide a comparative advantage; to identify the key challenges that firms within these sectors face, and; to set-out what can and should be done



to support these firms and their growth. The Board therefore welcomes the advent of the Industrial Strategy Challenge Fund as one that will support the work that is already being done to facilitate business investment in R&D business innovation.

Place based infrastructure solutions – to deliver affordable energy and clean growth

The Greater Brighton Economic Board welcomes the Green Paper's focus on working with the energy industries and regulators to manage the changes to energy networks required in the transition to a low carbon economy. The Board would like to pilot a new approach to utility companies working more closely together on place based infrastructure, energy security and smart grid solutions to support growth and respond to challenges, such as the roll out of electric vehicles.

Business resilience and growth – supporting business to start and grow

The proposed capital investment sources outlined in the Green Paper are welcomed by the Greater Brighton Economic Board. However, the Board is concerned that the limited supply of revenue funds for direct business advice and support will limit the ability of businesses to take advantage of the new funding avenues being offered by Government.

Skills for the future –developing skills

The Greater Brighton Economic Board supports Government's intention to upgrade and refocus existing Further Education Institutions. It asks Government to work with and support the City Region to refocus the newly created Greater Brighton Metropolitan College (GBMet) and the UTC in Newhaven to seek investment via the proposed £170m of capital funds proposed in the Industrial Strategy.