

Strategic Economic Plan

March 2014

APPENDICES AND TRANSPORT ANNEX

This document contains the Appendices and Transport Annex for the Coast to Capital Strategic Economic Plan.

The main document can be found at www.coast2capital.gov.uk

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APPENDIX 1: GROWTH DEAL SUMMARY SHEET

We have supporting financial detail at three levels:

A: The **table below** is a summary at the level of our six strategic priorities – see also Chapter 10 for more detail of our financial profile and detail of our 2015/16 programme. However, the full detail required will not fit in a Word table.

B: The **embedded spreadsheet** gives a more detailed breakdown of the programme areas. Click on the icon and the Excel file will open. A separate file has been made available for those who are working from hard copy.



C: We have **full supporting financial and programme information** at individual project and scheme level and this will be available during the Growth Deal negotiations.

Name of LEP: COAST TO CAPITAL	
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Summary ask of LGF (15/16)

Area	Total LGF 15-16	Outputs/Impact (full programme)
Spatial and Transport investment	Transport £24.8m Other investment £25.6m [TfL/London GF for Croydon - £1m]	32,319 New jobs 17,371 Additional new homes 656,665 Sq m Additional Employment Space
Skills Capital	£11.0m	<ul style="list-style-type: none"> - Adult students up from 30 to 300 in 3 years - Additional 500 HE learners - £0.75m additional income into local economy - Apprenticeships increase from 6 to 34 - Increase success rate by 3% - Increase in SLDD learners from 50 to 85 - 25% increase in work ready learners
Housing (not included in spatial and transport)	£8.2m	2,052 New Jobs 3,981 Additional new homes 103,167 Sq m Additional Employment Space
Other	£13.3m	14,762 New jobs 160 Additional homes 43,367 Sq m additional employment space

Financial information

Project or Programme Name & Brief Summary	Theme of Project or Programme	Sources of funding [include rows for each funding type: pre-committed LGF; competitive LGF; LA funding; private investment etc]	Funding type [Capital or Resource]	Profile (£m)							Further info on project * (SEP page reference)	Project output information (e.g. jobs, houses, qualifications—specify all that apply)	Is this a joint bid between two or more LEPs?	If so, which LEP will lead Delivery?
				2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total				
Successful Growth Locations	Priority growth locations (exc. Transport)	Public/Other	C	58.8	42.6	70.7	22.7	23.0	16.4	234	28; Appendices 2-10	44,169 New jobs 18,584 Additional homes 806,177 sq m New employment space	SELEP co-investing in Flood Defences at Newhaven	C2C
		Private Sector	C	117	268	323	473	445	286	1914				
		ESIF	R	0	0	0	0	0	0	0				
		LGF Competitive	C	25.6	41.9	43.5	22.2	12.1	4.5	150				
	Transport investment	Public/Other	C	5.7	13.9	20.8	13.2	4.7	2.7	61.2	64; Annex			
		Private Sector	C	6.2	16.1	8.4	12.0	14.1	25.1	82.0				
		ESIF	R	0	0	0	0	0	0	0				
		LGF Competitive	C	24.8	52.7	59.0	59.4	45.3	62.1	303				
Successful Businesses	Enterprise Internationalisation Business support Finance Premises	Public/Other	C,R	6.4	1.8	1.7	1.7	1.5	1.4	14.6	72	5,946 New Jobs 45,867 New employment space		
		Private Sector	C,R	5.6	6.1	6.2	6.2	5.7	6.2	36.0				
		ESIF	R	1.3	1.3	1.2	1.3	1.7	1.7	8.5				
		LGF Competitive	C,R	5.7	5.8	4.3	4.3	4.6	3.6	28.3				
Building Competitive advantage	Sectors Innovation Centres of excellence/H EIs	Public/Other	C,R	13.4	66.6	3.3	3.6	4.6	5.3	96.9	87; App 12	2,067 New jobs 160 Additional Homes 15,500 New employment space		
		Private Sector	C,R	1.7	8.8	6.6	5.7	6.1	6.2	35.1				
		ESIF	R	3.4	3.4	3.5	3.6	4.5	4.8	23.3				
		LGF Competitive	C,R	5.7	12.4	0.7	0.2	0.1	0.1	35.2				
Skills and Workforce	High Level skills Entry level skills	Public/Other	R	5.3	5.3	5.4	5.5	6.6	6.8	35.1	108; App 14	7,254 New Jobs		
		Private Sector	R	1.2	1.2	1.2	1.2	1.2	1.2	7.4				
		ESIF	R	4.1	4.1	4.2	4.3	5.4	5.6	27.9				
		LGF Competitive	R	1.2	1.2	1.2	1.2	1.2	1.2	7.2				

	Young people												
Growth is Digital	Superfast roll-out Ultrafast E Skills/SMEs Mobile 5G	Public/Other	C,R	6.3	3.9	6.5	0.2	0.2	0.1	17.4	121	200 New Jobs	Mobile G5 with GTV6
		Private Sector	C,R	6.6	6.8	6.8	0.2	0.3	0.2	20.7			
		ESIF	R	0.05	0.1	0	0.1	0.05	0.2	0.5			
		LGF Competitive	C,R	0.6	0.6	0.6	0.7	0.5	0.2	3.3			
Housing and infrastructure	Additional Homes Flood Defences Community pilots	Public/Other	C	10.7	23.2	17.9	2.3	0.5	0	54.2	127	2,052 New Jobs 7,331 Additional Homes 103,167 sq m New employment space	
		Private Sector	C	148	206	203	67.2	16.7	12.8	655			
		ESIF	R	0	0	0	0	0	0	0			
		LGF Competitive	C	8.2	5.6	13.6	6.0	10.0	5.0	48.4			
Skills Capital		Public/Other									117		
		Private Sector											
		ESIF											
		LGF Competitive	C	11	10	10	10	10	10	61			
Sub Total (Competitive LGF only)				71.8	120	123	94	73.7	76.7	560			
Sub Total (Skills Capital)				11	10	10	10	10	10	61		61,000 new jobs	
Total Funding (All sources)												26,000 Homes	
												970 Sqm Employment space	
Croydon Transport Schemes		Public/Other	C	1.5	1.8	1.9	14.1	17.0	0.05	36.5		550 New Jobs 1,303 Additional homes	London Funding
		Private Sector	C	0.5	0.5	2.0	13.3	10.0	0	26.3			
		TfL/London GF	C	1.0	3.5	5.0	20.5	11.7	4.0	45.7			

APPENDIX 2: BURGESS HILL

Background

Burgess Hill is home to around 30,000 people and to the second largest business park in the Gatwick Diamond. Major residential and employment development is proposed to create a revitalised and sustainable 21st century town. These significant proposals will deliver over 5,000 new homes and create 5,000 new jobs within 200,000 m² new employment floorspace.

Delivery of these very significant developments requires transport and other infrastructure improvements, including works along the A2300 corridor linking the town to the A23. Investment of £26m from Growth Deal/Local Growth Fund in these improvements will draw in over £330 million in private sector investment.

Proposed developments - residential

A total of 5,040 new homes will be built in the following locations:

- Around 3,385 new homes at the Northern Arc strategic development (1,350 of which can be delivered in the first six years) to the north/west of the town.
- Planning permission already granted for 325 new homes at Fairbridge Way, including a relocated, modern traveller site.
- Planning consent for 480 new homes at Kings Way in line with the District Plan allocation
- Permission granted for 475 new homes at Keymer Tileworks, making use of redundant clay pits in the town centre.
- A total of 440 additional new homes will be delivered on sites allocated in the Burgess Hill Neighbourhood Plan, positively reusing key town centre sites and enhancing the train station

Proposed developments – employment

The Business and Science Park schemes will deliver around 5,000 new jobs:

- The Hub business park to the west of Burgess Hill will form 50,000 m² of employment floorspace (20,000 m² B1(c) light industrial, 13,000 m² B2 general industrial and 17,000 m² B8 storage and distribution) on 15 hectares, creating 1,000 new jobs. This will both attract new businesses to the town and allow the expansion and relocation of existing companies.
- A further 15 hectares (50,000 m²) of business park will be delivered as part of the Northern Arc strategic development, creating a further 1,500 new jobs.
- The University of Brighton is promoting a high quality Science and Technology Park, creating 100,000 m² of employment floorspace and 2,500 new jobs. Potential sectors identified are 'Big Data', nanotechnology for health, bio-sciences and ICT. High end businesses locating at the park will benefit from university research and development and also proximity to talented students and graduates. Professor Julian Crampton, the Vice Chancellor, successfully implemented the similar Liverpool Science Park using a special purpose vehicle. The Park is an identified Growth Location in the Greater Brighton City Deal and is supported by the landowner and the Rt Hon Nicholas Soames PC MP. It will have a catalytic effect on business

growth, higher education and graduate opportunities within the Gatwick Diamond and across the region.

Policy and community support

The Burgess Hill proposals are at a highly advanced stage and except for essential transport infrastructure there are no significant obstacles to rapid development. Excellent partnership arrangements already exist to facilitate delivery.

Burgess Hill Town Council produced the Town Wide Strategy in 2011 (http://www.midsussex.gov.uk/media/EP12_BurgessHillTownWideStrategy.pdf), which sets out a vision of a sustainable town with a vibrant centre, a modern efficient transport system, community infrastructure and green space. The Strategy identified a variety of infrastructure projects that it needed to see delivered and a need for around 4,000 new homes to help fund this provision. This vision was subsequently reflected by allocations in the emerging Mid Sussex District Plan for 3,865 new homes (Northern Arc and Kingsway), a 20-30 hectare business park and the science park.

The proposals have widespread community support and are actively promoted by the County, District and Town Councils.

Provision of these new residential and employment developments will create more sustainable communities within Mid Sussex by improving job prospects within the District and reducing the need for commuting. However, the proposals, particularly the Science and Technology Park, also have the potential to impact positively on the wider region and beyond. These wider benefits will support high end economic and business growth across the Coast to Capital and South East LEP areas.

Delivery

Clear delivery mechanisms are already in place, through the established Northern Arc Consortium (Wates, Rydon and Gleeson), the developer for The Hub (Glenbeigh Developments) and University of Brighton (Science and Technology Park). The three councils are working closely and meeting regularly with all these developers to bring the schemes to fruition quickly for the benefit of the town and surrounding area. The Councils have also established the Burgess Hill Development Board to oversee delivery of the strategic development and ensure successful integration with other schemes in the town

Proposed interventions

The key interventions will secure necessary highways/transport improvements to the A2300 corridor and within the town centre, together with ultrafast broadband for the Science and Technology Park. The A2300 corridor improvements will improve capacity and facilitate excellent transport links from Burgess Hill to London, Gatwick Airport and Brighton, providing access to national and international markets. The Mid Sussex Transport Study (http://www.midsussex.gov.uk/media/EP10_MSTS_Stage2Final.pdf) identified necessary mitigation required to enable the strategic developments to proceed, including transport improvements to the A2300 corridor. The County Council has subsequently undertaken further feasibility work to refine this project.

The specific interventions needed to deliver these homes and jobs are:

- £12.08 million Local Growth Fund contribution towards the £18.6 million needed to complete the A2300 corridor and A23 Hickstead junction improvements and address

current capacity restrictions. Further support will arise from £1.03 million Local Authority contribution and £5.58 million developer contributions

- £16.8 million Local Growth Fund contribution towards the £36.3million needed to improve transport capacity within Burgess Hill. This will be supported by private sector contributions of £19.5 million. This scheme will improve overall ease and quality of accessibility of the town centre, including works to key road junctions, cycle and pedestrian network enhancements, improved east-west links and public transport interchange improvements. The public realm will be enhanced and use of sustainable transport modes improved.
- Provision of international class ultrafast broadband to meet the needs of the high quality Science and Technology Park

Without intervention, these new homes, new jobs and £50 million of associated infrastructure will not be delivered. Whilst there will be very significant investment from the private and public sector of about £330 million over the SEP period (£550 million over fifteen years), there are recognised viability difficulties, particularly associated with employment related development since the economic downturn. The Local Growth Fund will support expansion of the local economy and enable these significant developments to happen, delivering both housing and significant numbers of new jobs.

Match funding and leverage

The proposed interventions will give significant leverage to draw in around £570 million investment in Burgess Hill by the private sector and local authorities over the next fifteen years. This includes:

- Northern Arc Consortium Development costs of £388 million and infrastructure contributions of £50 million.
- Glenbeigh Developments, development costs of the Hub of £50 million and infrastructure contributions of £1 million.
- West Sussex County Council is contributing over £1million towards transport improvements and a lead officer to enable development.
- University of Brighton estimated development costs of the science park of £55 million.
- Mid Sussex District Council already employs a Project Manager and is considering Business Rates concessions to encourage early take up and continued occupation of the Business and Science Parks. An example would be a rate free-period for the first year of occupation, which could amount to a £1million subsidy.

The Growth Deal/Local Growth Fund investment will lever in private sector investment at levels far exceeding the 1:10 ratio sought by Government.

Strategic Economic Plan

The Burgess Hill developments will deliver in respect of all six LEP priorities as follows:

- Enable private investment in Successful Growth Locations – The private sector will invest around £550 million in Burgess Hill developments over the next fifteen years.
- Successful Business Community – The employment developments will offer scope both for expansion of existing businesses and growth of new and emerging companies.

- Build Competitive Advantage – The Science and Technology Park will draw on the University of Brighton’s research and development skills to drive forward innovation and business growth.
- Skills and Workforce – The high tech nature of the Science Park and the benefits of the business park will offer clear job opportunities for graduate employment and skills development
- Growth is Digital – The Business and Science Parks will provide modern, high quality accommodation for high tech businesses. ICT and ‘Big Data’ are likely sectors within the Science and Technology Park.
- Housing and Strategic Infrastructure – Over 5,000 new homes and related community infrastructure such as schools and a Centre for Community Sport will be delivered.

Timescales

All proposed sites are available for immediate development, provided the necessary transport infrastructure can be put in place.

The planning application for The Hub will be determined shortly and it is anticipated that development will be completed by early 2019. The Northern Arc will commence in 2015 and be constructed over 15 years. Other housing developments in Burgess Hill town centre could commence over the next year. Feasibility work for the Science and Technology Park is being undertaken now and commencement is likely in the next 3-5 years.

Summary

Burgess Hill offers the opportunity for major housing and employment related development, for the benefit of the town, district and wider region. Eliminating blockages, particularly transport capacity restrictions, will enable delivery through established mechanisms involving developers, land owners and local authorities. Importantly, intervention through the Strategic Economic Plan will enable rapid on-site development and draw in a very high level of private sector investment.

APPENDIX 3: CROYDON

There are four specific, worked up programmes which will lead to new homes in Croydon which are currently unable to come forward:

Regeneration Investment Fund	Housing-Employment Development
Opportunity Sites	Create Live/Work

REGENERATION INVESTMENT FUND

Description: A Regeneration Investment Fund (“the Fund”) to expedite the delivery of development sites that the market is failing to bring forward.

The Fund would:

- 1) Acquire sites, using CPO powers as necessary;
- 2) Undertake complex land assemblies;
- 3) Obtain planning consent for sites; and
- 4) Undertake infrastructure works and / or land reclamation works in order to provide “oven ready” sites for development.

The Fund would subsequently procure development of the sites and receipts from completed schemes would be returned to the Fund and re-used for future schemes – i.e. a “revolving” land fund

Cost: £155m estimated cost of delivering a revolving programme of projects that provide an estimated 2,066 new homes.

LEP Bid: £9m contribution towards the fund

Milestones:

Define sites to be acquired	Q2 2014/15
Undertake preliminary work e.g. initial CPO advice	Q3 2014/15
Complete purchases of first sites	Q1 2015/16
Complete disposals of first sites	Q1 2018/19

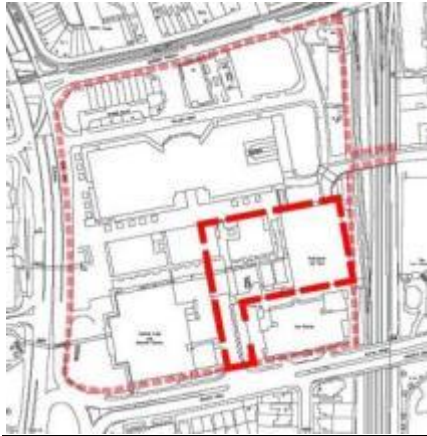
Outputs:

- Circa 30 landlocked, contaminated, constrained or unviable sites being brought forward for development (assuming 70 plots per site on average).
- Creation of 2,066 homes.
- Creation of 1,033 new local jobs during the construction phase (2,066 units x 5 jobs per unit = 10,330 total jobs, 10% local new jobs = 1,033; 9,297 jobs safeguarded).
- Creation of 22 construction-related apprenticeships and 20 work placement opportunities.

HOUSING-EMPLOYMENT DEVELOPMENT

There are two schemes : 1) College Green and 2) South Norwood.

Project 1: College Green, Croydon



Description: Delivery of 25,000 sq ft of workspace specifically targeted at local businesses within a comprehensive redevelopment of College Green, in Croydon Metropolitan Centre. The College Green development will deliver up to 600 new homes as well as new business, community and amenity space for residents to complement Croydon College and Fairfield Halls.

Cost: £140m (estimated)

LEP Bid: £4m to enable the delivery of 25,000 sq ft of B1 space for local businesses.

Milestones: Estimated programme envisages delivery in 2018

Outputs:

- 500 residential units
- 25,000 sq ft / 2,323 sqm of B1 space for local businesses
- 40 business start-ups, with turnover every 3 years i.e. 40 new businesses every 3 years
- Circa 190 new jobs every 3 years, applying the general rule of 12sqm per a new FT equivalent job as recommended by the 'Employment Density Guide' second edition 2010 (Drivers Jonas Deloitte)
- Circa of 250 new jobs during the building phase of the residential units (5 jobs per unit = 2,500 total jobs, 10% local new jobs = 250; 2,250 jobs safeguarded).

Project 2: South Norwood

Description: Redevelopment of land and buildings at South Norwood that will provide 40 apartments and a Creative Cultural Enterprise Hub. Croydon Council has committed via the Infrastructure Delivery Plan to deliver four Creative Cultural and Enterprise Centres in the Borough with South Norwood being identified as having a real need. This type of centre can provide young people, and the highly skilled, with opportunities for career development in the local area.

Cost: £1.5m approx.

LEP Bid: £750k towards site acquisition costs

Milestones:

Planning application	January 2015
Planning Consent	May 2015
Start on Site	September 2015
Practical Completion	June 2018

Output:

- Circa 40 residential units

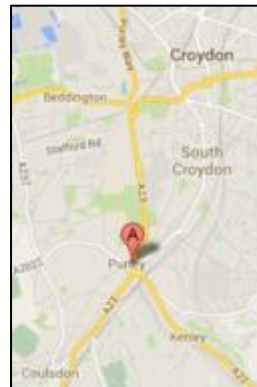
- Creative Cultural and Enterprise Centre
- Circa of 20 new jobs during the construction of the residential units (5 jobs per unit = 200 total jobs, 10% local new jobs = 20; 180 jobs safeguarded)

Leverage: Fifty percent of the site acquisition costs will be matched by the Council. Grant of £30K per unit from the GLA has been assumed.

OPPORTUNITY SITES

These are two adjoining sites in Purley: 1) Purley Pool / MSCP and 2) Purley Baptist Church (PBC)

Project 1: 50-52 High Street Purley (Purley Pool/Multi Storey Car Park 'MSCP')



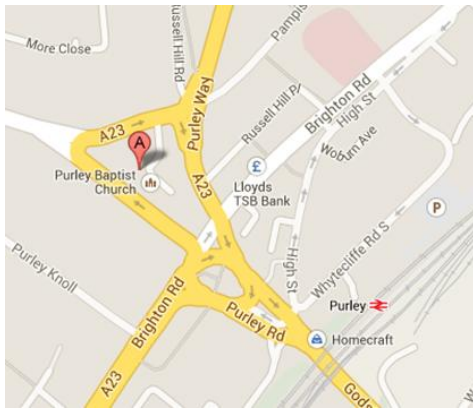
Description: Comprehensive regeneration of a 0.6ha Council owned site on Purley High Street incorporating replacement public facilities in the form of a new leisure centre, library and car parking, together with new homes and ground floor commercial.

Cost: £72m
LEP Bid: £10m to enable the delivery of the scheme
Milestones:

Feasibility	On-going
Planning Permission	2016
Start on Site	2018
Practical Completion	2021

- Outputs:**
- Circa 300 new homes.
 - 1,500 construction jobs of which 150 will be new.
 - Leverage of £144m into the local economy.
 - Consolidation of community services and delivery of a replacement leisure centre and library.
 - The relocation of the library offers the potential to enable two further, development sites to be brought forward.
 - Improved public realm, pedestrian links and connectivity around Purley town centre.
 - Annual maintenance cost saving in excess of £100,000 delivered through the provision of a new leisure facility.

Project 2: Purley Baptist Church (PBC), Banstead Road, Purley, Surrey, CR8 3EA



Description: Delivery of a landmark mixed-use scheme with a significant component of community space (over 30% of the gross internal area) devoted to a replacement Church. The replacement Church is to be cross funded through the delivery of residential and small scale commercial space for lease.

Const. Cost: £32m (excludes land cost)
LEP Bid: £1.688m towards affordable housing provision
Milestones:

Feasibility	On-going
Planning Application	2015
Start on Site	2016
Practical Completion	2018

Output:

- The scheme will improve the environment and character of the town centre including new pedestrian links and connectivity between Banstead Road and the town centre thereby providing a substantially improved public realm and active commercial frontage.
- 67 new jobs created during the building phase of the residential units with 10% of these being local.
- The consolidation of community services and provision of space for wider community engagement / activities.
- The investment of £32m will leverage £64m pounds into the local economy/ borough.

CREATE LIVE WORK

Two schemes – 1) Stanley Works and 2) Milton House

Project 1: Stanley Works, 29-35 & 47 Osborne Road, Thornton Heath, CR7 8PD

Description: The demolition and redevelopment of the 0.42 ha underutilised warehouse and industrial space located between Thornton Heath and Norbury. Comprehensive redevelopment to provide a mixed-used scheme with residential accommodation and an element of Live/Work to address the housing shortage that exists within the borough and also meets the increasing demand for affordable Live/Work space outside of London.

This intervention will unlock the site and enable the accelerated delivery of residential units and circa 4 live/work units in partnership with Registered Providers.

LEP Bid: £255k towards the delivery of the live/work units

Milestones: Planning 2014
Site acquisition 2014
Start on site 2014
Practical completion 2016

Outputs:

- Creation of 6 jobs within the live/work units
- Additional housing
- Circa 12 new jobs during the construction period of the residential units (5 jobs per unit = 120 total jobs, 10% new local jobs = 12; 108 jobs safeguarded)
- The funding will go a long way to not only retaining an existing employment site but also helping create employment opportunities as part of a sustainable and vibrant community and contribute toward the delivery of the Council's housing delivery plan.

Project 2: Milton House, Milton Avenue, Croydon, CR0 2BP

Description The demolition of the current part-vacant/underutilised warehouse and industrial spaces to deliver a comprehensive redevelopment providing mixed used (Residential and Live/Work schemes).

The scheme provides residential accommodation with an element of Live/Work to not only address the housing shortage that exists within the borough but also meet the increasing demand for affordable Live/Work space outside of London.

This intervention will unlock the site and enable the accelerated delivery of residential units and circa 17 live/work units.

LEP Bid: £1m towards the delivery of the live/work units

Milestones: Planning 2014
Site acquisition 2014
Start on site 2014
Practical completion 2017

Outputs:

- The funding will go a long way to not only retaining existing employment sites but also helping create employment opportunities as part of a sustainable and vibrant community and contribute toward the delivery of the Council's housing delivery plan.
- Live/work 30 new FT equivalent jobs
- Commercial 60 new FT equivalent jobs based on the 'Employment Density Guide' second edition 2010 (Drivers Jonas Deloitte).
- Circa 17 Live work units
- Additional housing of at least 50 units

APPENDIX 4: HEART OF THE GATWICK DIAMOND

Chapter 3 describes the strategic importance and potential of the Heart of the Gatwick Diamond and provides a summary of the three projects; North Horsham railway station, Manor Royal and Crawley town centre.

This Appendix provides more detail on the three projects.

1 North Horsham Parkway railway station

a) Description

The project is to build a new North Horsham Parkway rail station which will serve a comprehensive strategic mixed use development temporarily called 'the North Horsham Development' (an area to the north of the A264 adjacent to Horsham). The development will comprise:

- a new high quality business park up to 46,450sq m. The business park will offer high quality employment space to the professional, business and finance sector, the advanced engineering sector, the environmental sector, the medical device and healthcare technology sector – all sectors which have been attracted in the past to Horsham and many of which are outgrowing current space within the area.
- approximately 4,000 new jobs, the majority of which will be semi-skilled and skilled
- 2,500 new homes of which 30% will be affordable. The development will bring in employees from the Gatwick Diamond, attract new and younger families to the area, and include a self-build element of around 300 homes
- a neighbourhood centre including a retail foodstore of no more than 6,000 sq m in size, a medical centre and a community centre
- a parkway rail station on the Horsham to London (via Three Bridges) line. The station will be alongside the dual carriageway that leads to the M23, Gatwick and the rest of the Gatwick Diamond economic area. It will include a park and ride facility.

The new railway station will be a costly infrastructure burden on the project and would limit the scheme's ability to deliver the appropriate level of affordable homes. A contribution from Coast to Capital Funds towards the cost of the station would enable the affordable homes element to be increased thereby helping to meet a specific housing need and making delivery of entire project more certain.

b) Costs and funding

The Indicative cost of new station is £12.52m. The private sector will contribute £8.35m so funding of £3.17m is sought from Coast 2 Capital.

The entire investment in the strategic development is circa £1bn most of which will be provided by the private sector.

c) Timescales

The land is proposed for development in Horsham District Council's draft Local Plan. Adoption of the Plan is anticipated in summer 2015.

Liberty Property Trust, the developer, is preparing a planning application for submission summer 2014. Start on site anticipated autumn 2015 with completion by spring 2017.

2 Crawley town centre

a) Description

The project is presented as two interventions:

i) Crawley Station gateway area

An unattractive area dominated by traffic and an almost empty building and with poor facilities for passengers (train and bus), pedestrians and cyclists. It has the potential to be a key transport interchange and town centre 'gateway', underpinned by new residential or office development.

The owner of the building has plans for 300+ residential units targeted at professionals working in the Gatwick Diamond area and elsewhere in the Coast 2 Capital area, a new station concourse and small amount of retail space directed at commuter traffic. The scheme is dependent on a reconfiguration of the surrounding area which would also improve integration between the station, bus station and the rest of the town centre.

ii) Other town centre opportunity sites

The unlocking of development on identified opportunity sites within and on the edge of the Town Centre. There is strong interest from companies who wish to come to Crawley if the conditions are right including cinema and ice-rink operators as well as retailers. These would in turn attract associated leisure uses including restaurants. There is also evidence of growing interest in town centre residential conversion and development.

- Queen Square – 4,000sq m retail floorspace, 60 residential units, environmental improvements
- Town Centre North/ North of the Boulevard - 7,500sqm retail floorspace, 2,800 sqm leisure, 80 residential units
- Broadway – 57 residential units
- Telford Place – 99 units of private rented, owner occupier and social housing. Alternative new office scheme also under consideration.
- Southern Counties - 212 residential units

b) Costs and funding sources

Crawley station gateway - total cost £59.5m.

Other opportunity sites - total cost £159.35m. Comprises Queens Square (£16.0m), Town centre North (£92.0m), Broadway (£11.25m), Telford Place (£17.35m) and Southern Counties (£22.75m).

Crawley Borough Council has formally approved £5m and West Sussex County Council £1.5m approved (in addition to highways investment programme). Both Councils willing to consider future businesses cases.

In addition to the private sector, other potential sources of funding are Registered Social Landlords (supported by the Homes and Communities Agency), Network Rail, Metrobus, Town Centre Partnership, s106/CIL and Coast 2 Capital.

c) Timescales

Crawley station gateway – owner anticipates on-site 2016

Queens Square – first phase planning application 2014, ongoing programme to 2019.

North of the Boulevard/ Town Centre North - developer estimates on-site 2016, open 2019

Telford Place - potential planning application 2014, on-site 2015, completion 2016.
Broadway - planning permission granted 2013 but stalled due to viability. Could be on-site 2015.
Southern Counties - planning permission renewed 2013 but stalled due to viability.

3 Manor Royal

The Council and its partners are pursuing a number of projects to enhance Manor Royal as a key economic hub and growth area for the Coast 2 Capital area.

An important partner is the Manor Royal Business Improvement District established in 2013 which is one the largest of its kind. As well as bringing business expertise from major and smaller employers, it generates funds through the BID levy.

The business community has identified four priorities. There are at different stages of development and commercial negotiation, and therefore likely to come forward in stages across the period of the plan. The priorities are:

- Gatwick Road Improvements-the creation of a neighbourhood style parade that supports the needs of employees and thus the attractiveness of Manor Royal

First phase includes environmental, servicing and parking improvements.
A second stage project would be to develop a three storey mixed use scheme to include an extended and wider improvements to the parking/sustainable transport interchange
- Gateway Improvements- entrances to Manor Royal remain inconsistent and the area can be very difficult to navigate. As well as creating practical difficulties for businesses, this is a deterrent to companies looking to invest. The Business group therefore wishes to support improvements to the key road interchanges that herald the entrance/exit points of the Business District.
- Social Hub- The provision of a social/leisure hub at the heart of Manor Royal **and**
- Business Hub-The provision of a business hub that could be provided in the form of two complementary elements. One element is a central provision of small/start up/incubation units. The second is a commercial heart which would provide a mix of conference/meeting space/or support facilities that could be utilised by all businesses across the Gatwick Diamond.

Discussions are being held with an organisation looking to bring forward a major development (called site A due to the confidentiality). The company has provided evidence that a social and/ or business hub is not financially viable but is interested in establishing a partnership such as a joint venture. In parallel, the Council is holding similar discussions with an organisation that intends to submit a planning application for a major development in September 2014 (called site B due to confidentiality) and is keen to work in partnership to explore the commercial possibilities of either a social or business hub.

b) Costs and funding

- Gatwick Road Improvements - first stage costed at £420,000. Second stage subject to formal discussion with partners and commercial assessment.
- Gateway Improvements – First five projects have been identified at total cost of £778,000.
- Social hub estimated cost: £2.528m
- Business hub: cost £6.9m

The majority of funding will come from the private sector.

Other sources of funding are the Manor Royal Business Group, s106/CIL, West Sussex County Council, Crawley Borough Council and Coast 2 Capital.

c) Timescales

- Gatwick Road Improvements -

First stage commence 2015/16
Second stage - 2019

- Gateway Improvements-

Phased between 2014/15 and 2018/19. First planning application 2014.

- Social Hub and Business Hub-

Planning applications for both sites A and B are due summer/ autumn 2014. First phase of delivery on site B fixed at Quarter 3 2016. Full completion of both sites 2019.

APPENDIX 5: EAST SURREY M25 CORRIDOR

The East Surrey M25 corridor is at a geographical crossroads. Comprising the four boroughs and districts of Epsom & Ewell, Mole Valley, Reigate & Banstead and Tandridge, it links London to Gatwick Airport (the UK's second busiest airport) and the south coast, and supports movements east-west along London's orbital routes - the M25, A25 and North Downs Line.

This strategic corridor is the most economically dynamic area in Coast to Capital. Its success drives that in the wider LEP. National and international business headquarters are sited along the corridor with clusters centred on the towns of Epsom, Leatherhead, Dorking, Oxted, Reigate and Redhill.

Strategic interventions will intensify business activity, whilst recognising that development in these corridors is restricted by Green Belt and other environmental designations. Interventions such as access to high speed broadband, the intensification of existing business centres, incubation hubs and packages of small but cumulatively significant transport schemes reflect the dispersed nature of business activity in East Surrey.

Congestion

This corridor has suffered from a historic lack of investment in infrastructure, especially transport. Infrastructure has not kept pace with cumulative housing growth and the demands placed upon it by a burgeoning business base. This causes significant congestion. This is progressively making the corridor a less competitive place to do business. Office vacancy rates are high relative to comparative areas, with an increasing proportion of poor quality space lying dormant and blighting town centres. Interventions are needed to improve the business environment, regenerate town centres and make the area a more attractive place to do business.

Strategic transport challenges

Road - Although East Surrey is notionally well-located in relation to the motorway network (M25 and M23). Access to and from the strategic road network is inadequate and recent extreme weather events have highlighted the poor resilience of the network. 'A' roads largely radiate from London with poor east-west links.

Rail - It is much the same story for the rail network. Problems in accessing Gatwick and Heathrow airports from within the region belie the proximity of the airports.

- The **North Downs Line** is one of the last significant stretches of non-electrified line left in the south east. This is an anomaly in such a successful economic area which aims to compete with the world's most competitive economies. The line is potentially a strong London orbital link which could improve connectivity between Gatwick Airport and Reading hub and benefit the wider south east economy including the Thames Valley, Hampshire and Kent, with potential links with East-West Rail to Bedford (via Reading).
- On the **Brighton Main Line** overcrowding is forecast to continue, even after significant investment, so further capacity improvements are needed. In addition, railway stations and associated facilities need upgrading.
- Improvements on the **Uckfield Lines** would alleviate overcrowding and encourage development along a growing commuter route.

What we plan to do

The planned intensification of existing business hubs and packages of small but cumulatively significant transport schemes reflect the dispersed nature of business activity in the corridor:

A major programme of transport improvements:

National road network

We will work with the Highways Agency to address the trunk road and motorway network which are essential to the success of existing businesses and to attracting inward investment.

Junction 9 of the M25 and the M23/A23 Hooley Interchange are examples of schemes for which national funding is sought, which we regard as priority investments for economic growth. These schemes will help to unlock housing developments and intensify business activity. The resilience of junctions 7 and 8 on the M25 also needs to be addressed. These are vulnerable to disruption during severe weather.

National rail network

We will work with Network Rail to achieve improvements in capacity on crucial arterial routes.

The Brighton Main Line is the main north/south route for this corridor. Further capacity improvements are needed to address overcrowding on this line including grade separation at Windmill Bridge and Keymer junctions, improvements at Stoats Nest junction and remodelling at East Croydon station.

The North Downs Line has the potential to be a viable London orbital route and improve access from the wider region to Gatwick Airport. Investment is needed to provide faster and more frequent services, including the full electrification of the line and train lengthening. This will support better connectivity from East Surrey to London.

Improving network connectivity and tackling congestion

We will improve the connections between our business hubs and increase capacity along key routes. Schemes have developed to address congestion hotspots on these strategic corridors which link East Surrey's major business clusters and the area to the wider region.

Economic intensification and regeneration (including sustainable transport schemes)

We will address the major congestion hotspots which are imposing costs on business, deterring inward investment, blighting town centres and making the area increasingly uncompetitive. We have prioritised schemes which tackle particular problems in our business hubs and town centres. Linked to significant redevelopment, these schemes will revitalise our town centres.

To reduce congestion we need to reduce the number of car journeys, encourage more journeys by bike, foot and bus and sustainably connect key employment locations.

Resilience and regeneration

Several schemes have been identified which will improve the resilience of the East Surrey economy, support the intensification of business activity and encourage town centre regeneration. This includes packages of interventions in places, such as Dorking and to

support the rural economy, flood alleviation schemes and strategic corridor maintenance. These schemes have been highlighted below.

Flood defences

The recent prolonged spell of extreme weather has highlighted the disruption to business that can result from flooding. A programme of flood alleviation for the major trunk roads will be developed, with schemes identified on the A240 (north), A24, A23 (south of M25), A217 (north of the M25) and A22 (north of M25). All schemes are expected to achieve the following:

- Reduce the frequency of flooding on the network and associated diversions and accidents
- Reduce disruption to businesses due to delays, additional costs and reduced access to locations
- Reduce negative impacts on road users across all modes of transport

For more detailed information on the transport interventions see Annex 3: Transport Infrastructure.

Boost and intensify strategic businesses hubs

Regenerate key business centres

In the East Surrey M25 corridor businesses are clustered in a string of interconnected towns. To improve the attractiveness of the corridor to current businesses and inward investors, we will enhance and regenerate many of the key towns. Our planned interventions will help dormant and low grade office space to be redeveloped and the business environment enhanced. Superfast broadband will be installed and business incubation hubs developed. Selected areas will also benefit from Ultrafast broadband roll-out, essential to hi-tech, hi-growth sectors.

Detailed plans have been developed for interventions in Epsom, Reigate, Redhill, Leatherhead, Oxted and Caterham. The packages developed for each business hub are aligned to the transport measures on surrounding transport corridors.

Epsom

Epsom is the main town in the borough of Epsom & Ewell and provides commercial and businesses services for residents over a wide area, including Ewell, Banstead, Leatherhead and Croydon. World renowned as the home of the Epsom Derby, Epsom has the potential to be key regional commercial and business hub. Current plans for Crossrail 2 envisage services to the borough, potentially making Epsom an even more attractive place to do business.

A base for major employers including Toyota GB, WS Atkins and Nuffield Heath, Epsom is also home to the University of Creative Arts which has sector specialisms in fashion and creative digital.

A primary highway route, the A24, passes right through the heart of the town centre. This presents both opportunities and challenges for the borough. The A217 runs through the borough and the M25 is just to the south.

Challenges and opportunities

Although the borough contributed £1.3 billion GVA to Britain's economy in 2011, Epsom is performing below its potential. There has been limited commercial and retail development in recent years. The commercial stock is mainly comprised of purpose built office blocks (many built before 1970) and older stock located on the upper floors above high street shops. Epsom has 11,000 sqm of vacant office floorspace as well as vacant retail and industrial space.

Longmead and Kiln Lane business parks are key assets but underdeveloped. Planned interventions will intensify activity on the business parks and boost economic growth in the surrounding area. In the town centre there are ambitious plans for renewal. Plan E is a long term strategy for the town centre and provides a framework for future change up to 2026. Implementing Plan E will support the creation of jobs and promote economic growth.

Intervention	Summary
Kiln Lane Link	This major scheme will deliver a single carriageway link road between Longmead and Nonsuch industrial estates. These sites are the borough's key employment areas but expansion plans are constrained by the presence of the Epsom to Waterloo railway line. This ambitious plan will remove the constraint and turn the sites from two dysfunctional, aging business parks into a digital cluster. The link road will support the retention of jobs and deliver new employment as a result of up-scaling and the intensification of employment. An additional 6,400 jobs are predicted in the Longmead and Nonsuch business areas. A further 1,000 jobs would also arise from redevelopment of the Utilities site in East Street.
Epsom Town Centre Plan E	The scheme includes junction improvements, urban traffic control and new pedestrian and cycle links. Focused within the 'employment hub' area, this scheme will result in an up-scaling of the employment sites (moving away from low-density and low value storage uses); intensification in employment densities; and an increase in commercial land values. 635 new homes are expected and 6,000 sqm of floorspace would be unlocked.
A Creative Industries Incubation and Business Hub	The Hub will support the creation, survival and growth of young businesses in the creative digital and the design industries related to fashion, graphics and new media. The hub will own and operate an incubator comprising up to 1,000 sqm of lettable workspace, accommodating up to 50 early stage and expanding high value businesses. The hub will also support other businesses in the area, leading to 200 business start-ups over a 5 year period.
Ewell Village and Stoneleigh Improvements Package	A scalable package of improvements to increase accessibility to the high street, including widening Ewell High Street and re-phasing/ synchronising traffic signals to ease traffic flow. Streetscene improvements in Stoneleigh will make it a more attractive business environment. Additional car parking is also planned.
A240 Corridor Business Accessibility Improvements	Junction remodelling will reduce congestion and improve accessibility for pedestrians and cyclists at key junctions along the A240.

	Linked to the Ewell Village and Stoneleigh improvements package and improvements in Banstead the interventions will enable up to 3,620 new homes, 1,187 new jobs and unlock over 18,000 sqm of floorspace.
Banstead-Epsom/Ewell sustainable package	Improvements to promote sustainable travel between residential and key employment areas. Access to stations will also be improved.

Redhill - Reigate

Reigate and Banstead is an area well-established to support economic growth. The borough contributed £3.7 billion GVA to Britain's economy in 2011. Redhill is the borough's main town centre and key employment hub; home to a number of major businesses including Esure, Canon, Balfour Beatty, Santander, AXA and Towers Watson.

The town has good transport connections. It is not only a transport interchange and gateway for movement within the borough but also to inter-regional and international destinations.

Whilst joined with the wider transport hub, Reigate town centre is distinctly different from Redhill. Its strengths are its historic character and buildings, although this character does constrain the extent of future development in the town.

Challenges and opportunities

Redhill town centre contains a considerable proportion of the borough's office floorspace; however there are currently high vacancy rates. Whilst this is, in part, down to current market circumstances, it also reflects the market perception that the overall quality of Redhill's offer to business needs to be improved.

Further, Redhill does not currently fulfil its potential in terms of its retail offer and range of leisure facilities. This results in residents, and potential employers, choosing or being forced to travel or locate elsewhere. Given its strong locational advantages, Redhill has the opportunity to consolidate and grow. There is considerable scope for the intensification of office floorspace within the core business area, and in areas along key corridors.

Intervention	Summary
Greater Redhill Sustainable Transport Package	A package of improvements in the areas of Redhill, Reigate, Woodhatch, and Banstead. It will deliver sustainable/ public transport measures to improve accessibility, encourage its use and improve safety, with goals to reduce congestion, encourage modal shift, increase accessibility to economic centres and reduce road accidents. It will enable over 17,000 sqm of floorspace to be better utilised, generating 2,665 jobs.
Reigate Road Network Improvement Scheme	The scheme will tackle congestion in Reigate by reconfiguring the road network. It will improve the public realm and deliver better pedestrian crossings and public transport improvements. Through economic intensification it is predicted to bring forward over 6,000 sqm of vacant office floorspace and 933 new jobs.

Cromwell Road, Redhill Mixed-Use Redevelopment	The scheme would bring forward a comprehensive mixed use development in the Cromwell Road area. It aims to unlock 2,000 sqm of new retail floorspace within the town centre to meet identified needs as well as up to 80 new homes and 87 new jobs.
Improvements on the A23 Corridor	This is a scalable package of support along the A23 corridor, a key north-south route. It will reduce congestion and mitigate the impact of new employment and residential development. This would benefit Horley and other locations along the corridor. It will intensify current economic activity and enable 18,892 sqm of industrial floorspace to be better utilised. This, and the intensification of retail and office space, is predicted to create over 2,000 jobs.
A217 Corridor Programme	The scheme includes improved walking and cycling facilities, a quality bus corridor and junction capacity enhancements. The scheme would unlock floorspace (9,677 of office space and 2,500 sqm of retail space) and create jobs (961).

Leatherhead

Leatherhead is one of two principal towns in Mole Valley district, which in 2011 contributed £3.1 billion GVA to Britain's economy. It is situated to the west of the Gatwick Diamond area, directly adjacent to Junction 9 of the M25.

Its importance to the regional economy is reflected in the high number of businesses located in Leatherhead. This includes multinational corporations such as Unilever UK HQ, ExxonMobil UK HQ, KBR and Haliburton. Leatherhead is the fifth most significant technology cluster nationally (KPMG tech-monitor), with a location quotient of almost three and half times the national proportion of tech workers.

Challenges and opportunities

Despite its strong economic profile Leatherhead town centre is suffering a steady decline in terms of its retail and leisure offer and standards of public realm. This is partly a result of a difficult to manage and complex gyratory system, peak traffic congestion and its overall unattractiveness as a destination to visit, to live and to work.

Feedback from residents, businesses and key employers is near universally negative about the town centre, with the increasing risk that potential inward investment propositions will be put off by the poor quality town centre, outweighing the other positive locational benefits of the town. For example a key Leatherhead employer is reported to bus its employees to a competing local town centre at lunch break, as employees prefer this rather than the short walk into Leatherhead town centre.

The interventions listed will regenerate Leatherhead town centre into a regional destination that is fit for and in-line with the high quality of businesses located within the area and the population profile within the town's catchment.

Intervention	Summary
Leatherhead - 'Plan L'	Leatherhead - 'Plan L' could see investment in the town of up to £153 million, out which over £100 million is expected to be raised from private sector investors. This and the wider Leatherhead package are predicted to unlock over 21,500 sqm of new commercial floorspace in the town centre and help stimulate the occupation of 14,675 sqm of undeveloped/underutilised floorspace adjacent to the town. Between 700 and 800 additional jobs are expected within the town centre and a further 780 induced jobs in the surrounding areas. Plan L would create around 400 new homes in the town centre. Mole Valley District Council is currently consulting on potential sites for housing development by private developers. The total number of homes undergoing consultation within and around the town centre and its catchment area is around 3,300.
Leatherhead gyratory	This scheme, linked to Plan L, aims to improve the Leatherhead gyratory system through traffic management measures, junction modifications and signal enhancements. The scheme complements improvements to the M25 junction 9 Bottleneck relief scheme – Leatherhead and the surrounding road network including the A24 Knoll Roundabout and its approach from Plough Roundabout.
Wider Leatherhead Sustainable Transport Package	A series of walking and cycling improvements to link Ashted and Leatherhead town centres and improve access to rail stations.

Oxted and Caterham

Oxted is one of the two key towns in the district of Tandridge, located in the east of Surrey. With direct train links to London Bridge and London Victoria and access to Gatwick Airport in less than 25 minutes and Heathrow Airport in less than 45 minutes, Oxted has clear locational advantages.

Caterham is similarly well located. The town centre, which bounds the A22 to the west is an area identified for growth. This is supported by a number of active local organisations who are independently working on plans for growth.

These include plans for the implementation of Ultrafast broadband connections across the town to encourage new digitally based enterprise and assist existing businesses. This project, funded by £0.163 million of Growing Places funding, will enable the town to create a strategic resource and has encouraged an innovative development that could be a model for others to adopt.

These advantages are recognised by key employers in the district including the Gold Group International, Campden BRI and Croudace Homes.

Challenges and opportunities

Despite advantages, these towns face a number of barriers to growth including both road and rail congestion and availability of land for both residential and commercial development due to significant greenbelt restrictions.

Intervention	Summary
Oxted gas holder redevelopment	A potential 'quick-win' project seeking investment to help unlock a key site in the town for redevelopment with the potential to support jobs, businesses and homes. Over 17,000 sqm of floorspace could be unlocked, with the potential to generate 1,300 jobs. The scheme is linked to the transport interventions listed below.
Caterham Enhancement Package	The Rose and Young site is 0.21 hectares and it is estimated that on this footprint a replacement structure could be built producing circa 8,750 sqm of net floor space Redevelopment of the site to a mixture of retail and residential use could create 40 jobs and 60 homes.
A25 Corridor	A package of transport measures to manage congestion along the corridor including Redhill to Godstone. The package includes junction remodelling and improved pedestrian crossings.
A22 Corridor	The package will improve flows along the A22 including Wapses Lodge roundabout. It will include junction improvements and better footways and cycle paths. The scheme is linked to the redevelopment of the Rose and Young site in Caterham.
Rail infrastructure improvements	Focused on the Lewes-Uckfield line and Redhill –Tonbridge line, including the reinstatement of the Crowhurst Chord.

Resilience and regeneration (including flood alleviation)

Schemes have been identified which will improve the resilience of the East Surrey economy, support the intensification of business activity and encourage town centre regeneration.

Intervention	Summary
Wider Network Package	The scheme will lead to the better management of the Highways Agency and county council road networks. It will enable both bodies to better manage congestion. This will reduce the costs of delays to local businesses.
Dorking package	The package will relieve traffic congestion and the impact of through traffic in the town centre by implementing traffic management measures. The package is linked schemes on the A24 corridor. Between them these schemes will enable 900 additional homes, create nearly 400 new jobs and potentially unlock 4,000 sqm of office floorspace.
A24 Capel to Surrey boundary corridor improvements/ A24 Clark's Green to Holmwood	The A24 is a key north-south corridor, linking London and the south coast. The scheme will improve access to the A24 corridor and enhance and realign the existing carriageway to improve capacity and connectivity. The scheme is linked to significant development in Horsham.
A24 Strategic Maintenance Package	This strategic corridor links business clusters in Leatherhead and Epsom.
A22 Strategic Maintenance	The A22 is a main arterial route between London, M25 (junction 6) and the south coast. The intervention will help to prevent severe disruption to local businesses along the A22 corridor.

Reigate and Banstead Strategic Improvement and Maintenance Package	The scheme would help deliver housing developments and unlock floorspace and jobs.
Rural Economic Support Package	Interventions are needed to support major businesses and business clusters in rural areas. This package includes improvements to junction access at Lingfield Racecourse, as well as junction improvements at Dormansland and at two significant industrial parks.
Flood alleviation schemes	Recent severe disruption to the local economy will be tackled with a package of interventions across the corridor's key strategic routes. The package includes schemes around the M25 including the A22, A23 and A24. Investment will reduce disruption to businesses caused by delays and allow the local economy to function during severe weather.

For further information on the interventions see Annex 3: Transport Infrastructure

APPENDIX 6: BRIGHTON AND HOVE

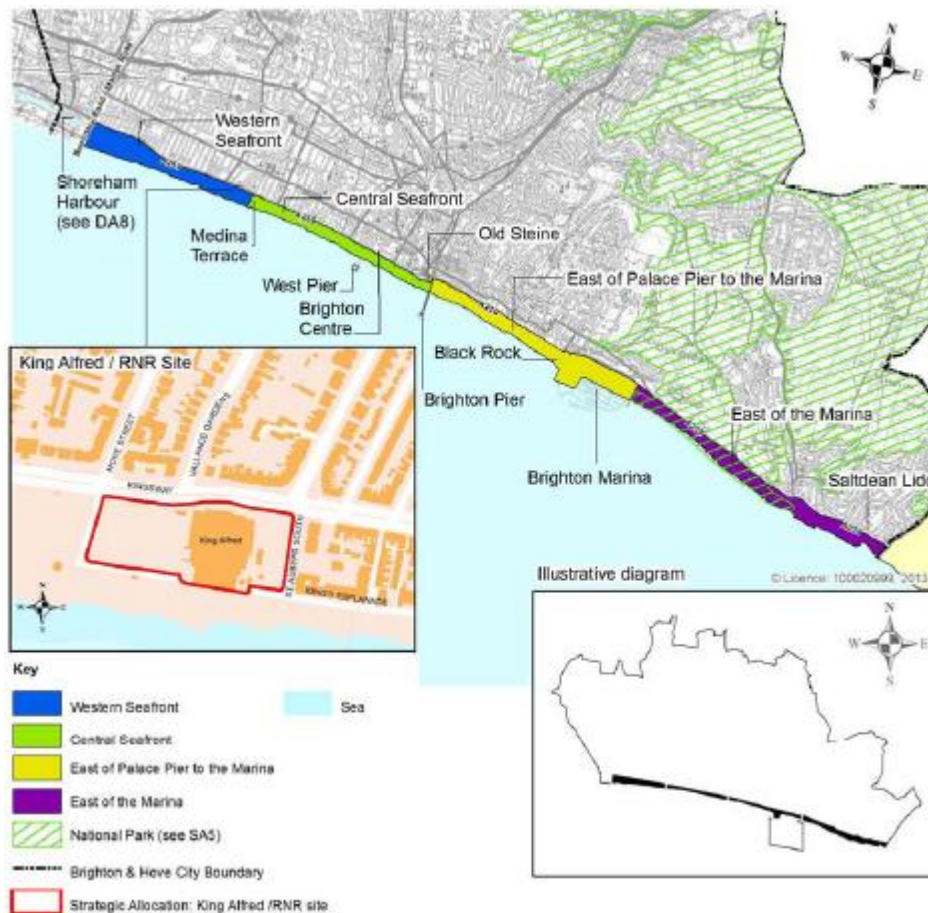
The City of Brighton & Hove will work with partners across the Greater Brighton City Region to support sustainable economic growth to

- Facilitate the development of a network of Growth Hubs to support creative and technology innovation identified in the Greater Brighton City Deal.
- identify and give priority to the development of strategic employment sites
- Improve road infrastructure aimed at providing faster, more efficient east-west movement along the A27/ A259 Corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City
- Support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars.
- Work with government and Greater Brighton partners to deliver the improved coastal and river flood defences agreed in the City Deal and surface water management.

Brighton & Hove will develop a package of investments in transport, employment space and housing. Four integrated packages have been created:

- Brighton Seafront
- Lewes Road Corridor
- New England Quarter and London Road Area
- Valley Gardens, including the Royal Pavilion Estate and Edward Street Quarter

1. Brighton Seafront



Brighton & Hove's Seafront is of vital importance to the economy of the city as a focal point which attracts both residents and visitors in large numbers, and plays a significant role in attracting business visitors to conferences and events. The Seafront is the main tourist attraction for the city with the sea, beach and iconic attractions all providing a huge draw to the majority of the 8 million visitors each year. An estimated quarter of a million visitors are attracted to the area between the piers on a sunny summer weekend. The importance of the Seafront is all too apparent to the city's tourism economy which contributes an estimated £732 million to the city's economy each year and sustains 17,500 jobs (13,000 FTEs). However, the potential to broaden and enhance the main draw of the tourism appeal both spatially (wider than the prime location between the piers) and in time (with an extended all year round season) are both key to retaining and developing the importance of the Seafront.

Investment along Brighton Seafront will support:

- Regeneration of Brighton Marina to deliver a minimum of 1000 residential units and approximately 4645 sq m of commercial floorspace
- Redevelopment of the Black Rock and Brighton Centre sites to deliver new retail, conferencing and entertainment facilities
- Deliver a minimum of 400 units of housing at the King Alfred site as enabling developing for a new leisure centre
- Deliver the i360 development
- Improvements to transport corridor and seafront structures along the A259

Brighton Marina

The comprehensive regeneration of the Marina is required in order to create a new residential neighbourhood and regenerate and consolidate the existing retail and leisure offer of the Marina. The project will deliver a minimum of 1000 residential units (including 40% affordable housing) and approximately 4645 sq m of commercial floorspace with associated public realm improvements. A key aspiration of the Brighton Marina Masterplan (PAN04) is to encourage development that responds to the level changes across the site including the Brighton Marina Outer Harbour scheme (which has extant planning permission) and which also secures underground parking.

It is anticipated that the final proposed scheme will be centered around the construction of a podium deck with parking beneath. This is necessary in order to rationalise levels and minimise future flood risk. However, a feasibility assessment conducted by the landowner, Land Securities, has revealed that the cost of the podium structure is likely to be unviable and will therefore frustrate development coming forward on this important strategic site for the city.

The Marina was created in the 1970s and thus the existing flood defences (i.e. the breakwater and caissons) are deteriorating and coming to the end of their physical life. They need significant repair and remedial work to extend their life and ensure that the existing Marina and future development can be protected from flood risk.

Additional development at the Marina will assist in spreading the associated costs for the sea defence upgrades but the project cannot sustain the full cost alone. Financial assistance in respect of sea defence upgrades is therefore essential. The delivery of LGF to support the infrastructure necessary to unlock the development potential of this site, meets the Housing and Strategic Infrastructure objectives of the SEP.

Based upon emerging proposals, the outputs generated by the Marina project include:

- approximately £330,000,000 investment over the lifetime of the project (7 year build programme)
- Gross Value Added (GVA) per annum during the construction of the project is estimated at £75,307,745

During the construction stage of the development, the project is likely to generate approximately:

- 550 direct jobs per year of construction
- 780 indirect supported jobs per year of construction

During the operational stage of the development, the project is likely to generate approximately:

- 128 net additional direct jobs
- 26 (FTE) indirect jobs in the local area and 51 (FTE) direct jobs in the wider region

The residential led mixed use scheme is not viable because the podium will need to be constructed at the outset (spanning the area currently occupied by the car park and leisure sheds) in order to overcome potential flooding and align levels across the site. The podium is essential to facilitate the construction of the residential and commercial space in accordance with Policy DA2 in the Submission City Plan and the achievement of the city's housing targets. The breakwater and flood defences are now at the end of their physical life. Ensuring the long term sustainable future for existing and future uses at Brighton Marina, will require significant repair and replacement of the existing sea defences. These improvements in breakwater and flood defences, are vital for safeguarding the future of Brighton Marina as a commercial and residential destination and is also fundamental to achieving the city's housing targets.

LGF Funding is therefore vital to secure the long term safety and security of Brighton Marina's residents and commercial operators, both now and in the future. Without the planned intervention to support the costs of the infrastructure (i.e. podium, breakwater and sea defences), the future redevelopment of the site is likely to be jeopardised.

Black Rock Site

The Black Rock site offers significant potential for creating jobs, providing new leisure facilities and contributing to the future vitality and sustainability of the seafront. It also offers great potential for contributing to the longer term sustainability of the Marina and drawing visitors along the seafront. However, the location also has constraints which require a creative approach from developers seeking to make use of it. The location below the cliff requires low scale development. It also requires good transport links and the rapid transport route will need to be retained to offer sustainable transport direct to the site. There are important heritage and conservation issues to address.

Brighton Centre Site

A mixed-use development with capacity to utilise land holdings from Standard Life Investments [SLI] (owners of Churchill Square Shopping Centre) to create over 1,000 jobs in the City has been the subject of ongoing dialogue for a number of years. Pre-recession, extensive feasibility in terms of specification, design, financial viability and cost of a new Conference facility were undertaken. Since 2008 an ongoing funding gap has prevented the project progressing but recent discussion with SLI has shown their willingness to explore options for resolving the funding gap and working with the Council to provide a new centre and also deliver extended facilities at Churchill Square.

Mixed-use development: £350–400m Lifetime Value: £3.5 billion. Total Net additional Jobs: 1,462* *estimate for concept scheme agreed in 2008. In addition: significant amenity and environmental improvements to the Seafront, West Street and Russell Road/Cannon Place.

King Alfred Site

The King Alfred redevelopment project seeks to secure the provision of improved, modern and extended sports facilities to serve the west of the city. The existing King Alfred Leisure Centre is outdated, costly to run and to maintain, and the council has been seeking to replace these facilities for many years. Recent studies have confirmed the increasing pressure to deliver significant improvements in sports provision. Comprehensive redevelopment of the King Alfred site for a mixed enabling development is required to generate funding to help meet the costs of replacement sports facilities. The provision of a significant number of new homes will be a key part of the enabling use mix, and the Submission City Plan shows an allocation of 400 units.

The site has fantastic development potential, but also brings considerable challenges, key among which, the need for the development to be sensitive to its surroundings, and the environmental issues that are inherent with a seafront location that is in close proximity to the sea. Achieving a financially viable and acceptable development solution will not be straightforward. The high degree of development density will be a particular issue, as will the abnormal/infrastructure costs associated with this challenging seafront location. Financial intervention of c£7m would assist towards the abnormal costs (e.g. underground parking provision), which will reduce the pressure on the enabling development and thus help unlock this redevelopment – with a total development value of around £300m.

Brighton i360

A West Pier Trust project in partnership with the Council to build a 175m observation tower providing 360 degree views for 25 miles. A visitor centre, restaurant and exhibition space will also be included and the existing West Pier Toll Booths (removed from site) will be re-instated. A wider landscaping scheme and work to the seafront arches (started in November 2012) also form part of the final wider regeneration scheme. The estimated impact of the scheme is:

- 100,000 additional visitors to the City and 600-800,000 visitors a year to the attraction providing regeneration for the wider seafront and areas of Preston Street and Regency Square.
- Section 106 funding of £77k preopening and 1% of ticket revenue to be provided in perpetuity to the Council for environmental and other improvements and community benefits
- 154-169 operational and construction jobs and an estimated 444 jobs overall.
- Annual additional spend of between £13.09 to £25.4m.
- An increase of between 2%-3.2% in tourism earnings overall for the City
- 27,000-49,000 estimated new overnight visitors creating an estimated 49 FTE jobs

Planning permission has been granted to build an observation spire together with heritage centre and retail units. This project will make a significant contribution to sustaining the economy of seafront by creating a new and exciting destination at the site of the old West Pier. Construction is due to commence Summer 2014 and be completed in 2016.

A259 Transport Corridor and Seafront Structures

While the Seafront is a classic linear recreation destination that draws people and activities to it especially in the summer, it is also an important corridor for people travelling along the coast, either within the city or through it.

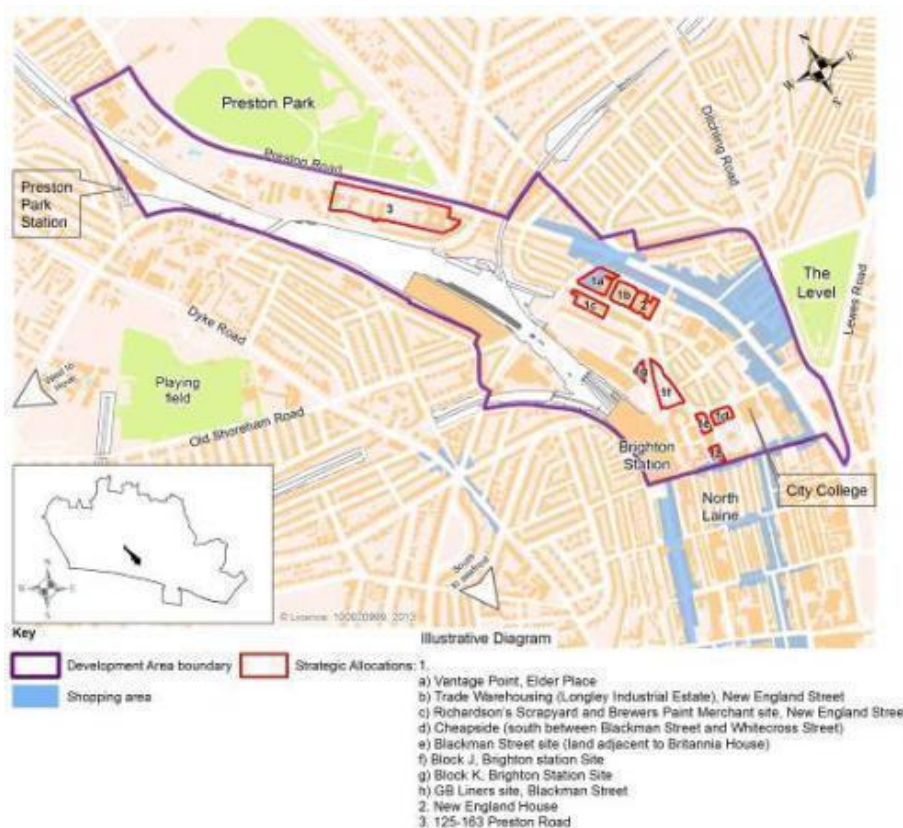
The transport network therefore has to accommodate a number of needs and demands throughout the year that vary in terms of their impact on the city as a whole or a more localised area. These include :

- Daytime and night-time use / weekends and weekdays
- Seasonal attractions / events / leisure and business
- Potential conflicts between people and vehicles
- Connecting the city centre and local residential areas across the A259
- Linking the upper and lower promenades
- Connecting the busy city centre area with the Seafront in a way that is safe, convenient, direct and easy to navigate is key to making the Seafront as accessible for everyone as possible. Direct access onto the Seafront has to cross the very busy, A259 dual carriageway. This is made possible by subways and a significant number controlled pedestrian crossings, and refuges/islands, at road level.

Linking the Seafront with other key central destinations and attractions as well as the road, rail and bus networks is also important. Measures are already being planned to improve arrival points in the city centre, such as the Brighton Station Gateway Project, as well as identifying opportunities to link other stations with the coastal strip, such as those stations near to the Shoreham Harbour Regeneration area.

The importance of physical activity by walking and cycling as a means of moving along the Seafront has already been highlighted. The heritage of the Seafront also plays an important role in attracting people and providing access, with Volk's Railway travelling from the Aquarium to Black Rock and the Madeira Lift enabling access from Marine Parade to Madeira Drive.

2. Brighton, New England Quarter



The map shows the New England Quarter and London Road – the NEQ is the area to the east of Brighton Station, the West of London Road and south of Preston Circus

A recent Centre for Cities Report ('Beyond the High Street: Why our city centres really matter' September 2013) holds up central Brighton as an example of a successful city centre due to the centralisation of private sector jobs which has not only driven overall city wide private sector job creation but has also helped to support shops and other commercial activities by creating a sustained weekday footfall.

The New England Quarter lies adjacent to Brighton Station and London Road and extending northwards to New England Road. It is identified as a key business and employment hub in B&H which is accessible and attractive to business (CDIT particularly) with good supporting uses nearby. New England House is a project that lies within the area as well and is being dealt with separately. Ten individual sites are identified to contribute to delivering new, modern employment floorspace to meet forecast needs to 2030 (additional 20,000sqm) and provide residential development (665 residential units). The sites are:

1. Vantage Point Elder Place – refurbishment of 4000sqm office space and 90 residential units (landowner - Periwold).
2. Trade Warehousing, 4-6 New England Street – 3000sqm B1a, b,
3. Richardson's Scrapyard, New England Street - 1500sqm B1a/b, 20 residential units
4. Brewers Paint Merchant Site, New England Street – 1500sqm B1a/b, 12 residential units
5. Cheapside (south between Blackman Street and Whitecross Street) – 2000sqm B1a/b, 32 residential units
6. Blackman Street (adjacent to Britannia House) – 2000sqm B1a/b, 11 residential units
7. Block J, Brighton Station Site – 2,973 sqm B1 a/b office space, – extant consent partially implemented
8. Block K, Brighton Station Site – 3,428 sqm B1a/b office space – extant consent
9. G B Liners Site, Blackman Street – 3,327 sqm B1a/b office space – extant consent
10. Other Housing Sites, New England Quarter – estimated 200-300 units

New England House – Creative Tech Growth Centre

The aim is to reconfigure and extend New England House with public and private finance, to install a digital exchange into the building to deliver ultra-fast internet capacity and to extend Wired Sussex's on-site business support operations, including its Fusebox start-up incubator programme, so that it:

- Becomes a credible and highly visible hub for Greater Brighton's CDIT sector businesses with an innovative private sector-led 'Fusebox' business support programme;
- Provides additional workspace that balances flexible office space to accommodate high-growth start-ups and retains larger CDIT businesses within the City Region; and
- Provides international class digital connections which leading CDIT businesses require to compete and collaborate with firms in any global location.

A **Digital Exchange** will assist businesses that cluster together to benefit from low cost, very high speed connectivity to the Internet and enable them to collaborate and co-create new products and services. It will create a shared, carrier-neutral, fully open Internet hub that will offer new and growing CDIT businesses far better access to national and international markets and the ability to deploy new applications and content

The focal point of the Greater Brighton City Deal, the aim is to reconfigure and extend New England House at an estimated cost of £24.53m. The reconfiguration will increase the employment: floor space density from 1:11 sq.m to 1:8 sq.m, making greater use of shared

spaces and including a greater number of larger offices to accommodate growing CDIT businesses. The expansion of the building would involve increasing the lettable office space by 7,089 sq.m to 18,459 sq.m.



University of Sussex - Block J

The University of Sussex, through the Sussex Innovation Centre is investing in a 1,420 sq.m (NIA) new Innovation Centre, Block J, within the New England Quarter. This will act as a satellite to the facility in Falmer, utilising its experienced team of mentors and support specialists, and be linked to a further innovation centre in south London.

Block J will accommodate around 20-30 companies, providing around 180 new jobs, and will include new start-ups and businesses that have outgrown the Sussex Innovation Centre. The Centre will provide flexible move-on space (1500 to 3000 square feet) for innovation companies on a high growth trajectory. Flexibility will be in terms of space and licence structures.

The Centre will extend the Sussex Innovation Centre environment and portfolio network benefits to City Centre based businesses who may find a Falmer location difficult. The Centre is part of a strategic extension of the Sussex Innovation Centre activities to engage with and support innovation along the A23 / M23 corridor. The Centre will bring the University of Sussex into the City.

3. Brighton Valley Gardens, including Royal Pavilion Estate and Edward Street Quarter

Valley Gardens Transport Scheme



Royal Pavilion Estate

The Royal Pavilion Estate is the City of Brighton & Hove’s cultural heart and the Royal Pavilion is its internationally recognised emblem. Uniquely combining a historic Royal Palace and Regency garden, a museum and art gallery and three performing arts spaces, the two custodians of the Estate, the Royal Pavilion & Museums and Brighton Dome & Brighton Festival, are coming together in a powerful, cross-cultural partnership to reinvigorate and reconnect this historic Estate. Its magnificence, its boldness of design and daring experimentation with form established Brighton’s reputation two centuries ago. That heritage is increasingly becoming in need of preservation and the city’s cultural, creative and economic future depends on a plan that makes it possible for the Estate to live up to its potential as a world class heritage and cultural destination.

The Royal Pavilion Estate project will develop, deepen, and broaden the cultural tourism offer of Brighton & Hove through increasing visitor spend within the cultural quarter and the city centre. The estimated economic impact of the Royal Pavilion Estate project is:

- Support 116 new FTE jobs annually
- Creative overall annual economic impact of Royal Pavilion Estate Venues’ of up to £68m and 1,241 FTE jobs.

The proposed capital works will deliver:

- 227 construction jobs on total construction cost of £21.8m.
- 44 construction apprenticeships.

The opportunities that the feasibility study will consider include recreating the Royal Pavilion Estate (RPE) as a world class heritage site integrating the Royal Pavilion, Brighton Dome and Corn Exchange with their historic setting and as the world class centrepiece for excellence in the City’s Cultural Quarter.

Edward Street Quarter

The aim is to create a dynamic first class business and residential district with a strong sense of place, distinguished by high quality townscape, architecture and public realm. Edward Street is a dual carriageway and an important transport link running between the central area of the city to the west and Eastern Road to the east, providing road and bus

links to a number of important destinations including Brighton College, the Royal Sussex County Hospital and Brighton Marina. The development area is within walking distance of the city centre, the seafront and Brighton mainline railway station. There are existing good public transport links to London, Gatwick Airport, surrounding towns and within the city.

The Edward Street Quarter is included as a strategic allocation within Policy DA5 of the Submission City Plan which entails the demolition of the former American Express Edward Street building and its replacement with:

- 15,000 – 20,000 sq m of high quality office floorspace; and
- A minimum of 65 residential units.

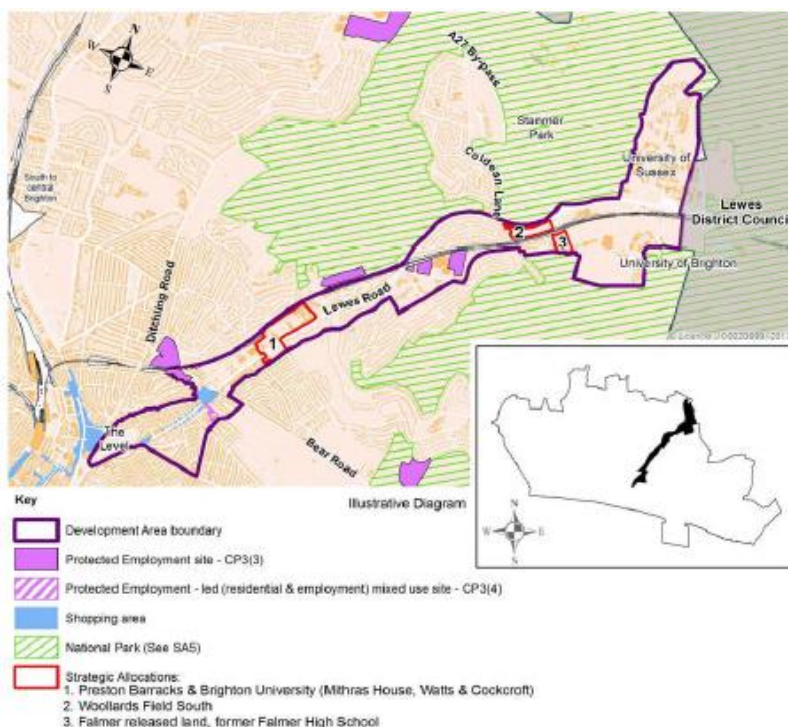
Circus Street – Centre for Innovation and Enterprise, University of Brighton

The Circus Street regeneration scheme will deliver the following uses:

- New Library and teaching space for the University of Brighton and Student Accommodation (486 beds) as part of an improved educational quarter
- Dance Studio and Creative Space for the city
- Office space, focused on addressing existing market failure for creative and digital sector
- Ancillary retail, cafés and workshops to animate the public spaces
- Residential: 142 units

The Centre for Innovation and Enterprise will provide a home for high growth businesses; an innovation hub to create and support new business; a home for the Institute for Developing Enterprise that will create opportunities for, students, graduates, university staff to work alongside SMEs and larger corporate organisations. In addition it will provide opportunities to accommodate key civic and cultural partners whose presence will enhance the prospect of linking the City Campus with the wider process of cultural regeneration being planned across that area of city.

4. Brighton, Lewes Road Corridor



Central Research Laboratory, Preston Barracks

The overall development of the Preston Barracks site will comprise 6000 sq m of commercial space, 350 new homes, 1250 student beds, 3000 sq m of retail space, a health centre, a new business school and the 4645 sq m Central Research Laboratory. This new development will generate significant economic and social benefits for the city, enlarging the university campus, creating a new, prominent gateway and delivering the ability to create hundreds of jobs directly. The CRL itself will over 10 years create an additional 740 jobs and GVA of £466m.

One of the Greater Brighton City Deal Growth Centres, it is proposed to site The Central Research Laboratory at Preston Barracks as a central function to drive the regeneration of the site and the development of that part of the city. The site is currently the subject of a purchase in a joint venture of Cathedral Group PLC and The University of Brighton from Brighton & Hove City Council.

The Central Research Laboratory (CRL) is a new innovation hub which will generate commercial activity, economic output and jobs, turning ideas, inventions and world class research into successful commercial ventures. This will be achieved by connecting the University, SMEs and entrepreneurs with investors and high quality business support. This will be realised by three key functions:

- Commercialising academic research and innovation;
- Incubating high-tech, design led manufacturing start-ups; and
- Incubating high-tech, design led manufacturing start-ups; and
- Providing high tech infrastructure to SMEs across the city and beyond.

The CRL is an ambitious project, aiming to change the way High Education (University of Brighton, inventors, entrepreneurs and investors interact with one another in Brighton. It will do this by providing a comprehensive business support service and technical infrastructure to start-ups designing and making physical products and digital services. Too often prohibitive equipment and R&D costs, lack of access to finance and a lack of business mentoring have held back the commercialisation of ideas and innovations.

The CRL will support these fledgling businesses throughout the entirety of their lifecycle; from concept development through product design and small-scale production (SSP). In addition to providing mentoring, low-cost workspace and facilitating access to finance through a dedicated EIS fund, the CRL will give entrepreneurs access to high-specification design and production technologies. This will be provided on site in the form of one of the UK's leading centres for SSP. Through the key partnership with the University of Brighton and a range of other organisations, the facilities provided will be subject to constant innovation. This holistic model of business support, access to finance and technical facilities will make the CRL a world-leading centre in the UK.

The CRL's focus will be at the top of the innovation ecosystem where the innovation is closest to commercial realisation – closest because the network of support (investment, mentoring, marketing, pitch training and, crucially, small-scale manufacturing) is most serious there. Our aim is to deliver up to £500m in gross value added to the local economy over 10 years and 740 jobs. The CRL will achieve this goal through its three key functions:

- New start-ups in high-tech, design-led industries will be provided with comprehensive business incubation support.

- The CRL will act as a technological resource for the Greater Brighton Region and link to Business Hubs being developed via the East Sussex Gateway to Growth and those being developed in Newhaven, Eastbourne, Hastings and Bexhill.
- The CRL will facilitate connectivity between world-class academic research, business and investors. The need to translate academic innovation into business success is widely recognised and is at the heart of the vision for the city.

The proposal is to fund the capital development and initial operating costs until profitability of the Central Research Laboratory. The funding of the development of 50,000 sq ft of one of the heritage buildings on the site, adapted for purpose will require funding of circa £11m, broken down as detailed below.

Advanced Engineering Centre, the University of Brighton and Ricardo UK Ltd.

The new Advanced Engineering Centre will incorporate the Centre of Excellence in Internal Combustion Research which builds on a twenty year partnership between the University of Brighton and Ricardo. See Chapter 5.

The total anticipated cost of the project is £53.5m over a 6 year period until March 2021 based on £10m from HEFCE Research Partnership fund, £21.1m revenue contribution from Ricardo, £8m from Local Growth Fund and the remainder from direct investment by the University of Brighton.

Recent research from the Sutton Trust 2013 (The Postgraduate Premium) showed that postgraduates earn a premium of 200k over a working life when compared with graduates. A similar figure is given for the additional earnings of graduates over non graduates. Furthermore the premium is higher in the STEM subjects. This development will therefore add a minimum of £12M and up to £24M to the economic value of the earnings of the students.

The Centre will also augment the recently approved Marine and Environmental Engineering UTC in Newhaven by providing opportunities for higher level development of students from the UTC through either full-time or part-time education for higher level qualifications and specialist development and provide support for adaptation for climate change across the region.

Bio-innovation facility – University of Sussex

The aim is to develop a Bio-innovation facility as part of the strategic growth and development of Life Sciences at the University of Sussex campus at Falmer, to the north of Brighton. The facility will become a focus of the University's leading Life Science and biomedical research and a growth base for bioscience entrepreneurs, and pharmaceutical companies.

The focus will be on university life science research expertise: biochemistry and molecular biology; chemistry; drug discovery platforms; genome damage and stability; and neuroscience. The School of Life Sciences has a faculty of over 60 and over 140 Research Fellows and Technicians; the annual research income is close to £13 million. The academic research staff will be joined by new bio-science and pharmaceutical early stage businesses and commercial research facilities. The facility will be focused on the key research strengths but will draw upon the clinical expertise at the Medical School and business and commercialisation expertise at the Sussex Innovation Centre.

8.5m LGF investment will unlock 60m investment by University of Sussex. On the academic side the facility will create an estimated 9,000 sq.m of employment floorspace where 500 FTE people will be employed. It is anticipated that 20 new teams will be resident within the innovation side of facility at any one time providing 100 new graduate-level jobs. These outputs are multiplied through the churn of companies entering and graduating the Centre as they grow. It will have an annual GVA impact of £6m based on the new jobs created.

Toad's Hole Valley



The proposed private sector-led 47 ha 'Toad's Hole Valley' green field development in Brighton & Hove will deliver a minimum of 700 new sustainable homes. The vision is to create a new integrated mixed-use community, based on One Planet Living Principles, that is a national exemplar of sustainable development, with 25,000 sq.m employment space providing up to 1500 jobs, and new secondary school/

The strategy for the development of Toad's Hole Valley is to secure a modern, high quality and sustainable mixed use development to help meet the future needs of the city, improve accessibility and provide new community facilities to share with adjacent neighbourhoods. This includes Decentralised energy infrastructure incorporating district heating and power (and potentially cooling) network.

Financial assistance with the required sustainable infrastructure – in particular the provision of an energy centre and district heating network - would assist with securing a viable development on this key strategic site.

The Greenfield nature of the site provides the opportunity to ensure that district heating is secured upfront in the development and is able to economically benefit all subsequent phases.

Toads Hole Valley offers many advantages for district heating that include: high total heat demand; potential areas of high heat density (which is a good indication of the financial viability of a district heating network); the presence of key anchor loads including public sector and registered providers; a mix of building energy profiles which result in a good balance of heat demand profiles to enable an efficient network; a greenfield site offering the potential to design in energy centres and pipe installations, define layouts and co-locate buildings with high heat demand; opportunities to export heat off site to benefit surrounding existing development with low or zero carbon affordable heat.

A District Heating scheme is unlikely to be realised in Toads Hole Valley without intervention. Viability assessments commonly suggest that delivering District Heating is not viable for housing schemes alone, but that viability for District Heating improves where there is a mix of building uses that make a more diverse heatload to ensure network efficiency. In practice, energy schemes often involve a third party (e.g. an energy services company or ESCo), that may be able to contribute to some of the capital costs of initiating projects, with a view to recouping the investment over an extended period. This is the case at the Exeter scheme mentioned in the section on *Costs*, above.

The Government has set out its aspirations for delivery of district heating in the 'UK Heat Strategy: The Future of Heating: Meeting the challenge 2013.' Government anticipates that district heating will play a crucial role in delivering carbon reduction in the UK.

Whilst District Heating may be an optimum way of delivering carbon reduction, the developer is likely to resist and/or be unable to bear the full costs of energy strategies to deliver the high sustainability standards expected on the Toad's Hole Valley site. However, given the importance attached by the local planning authority (and the government's climate change agenda) to delivering zero carbon development, a planning application that is able to include District Heating is far more likely to meet this fundamental concern. This may include partnership working between the developer, the city council and an ESCo on a District Heating scheme.

APPENDIX 7: COASTAL CORRIDOR

The Coastal Corridor is located between the sea and the South Downs National Park positioned between the urban centres of Brighton in the East and Portsmouth in the west. The success of its local economy increasing rests on its attractiveness as a place to live and work and its connectivity.

The two major development opportunities that both have the potential to deliver significant numbers of new homes and jobs are *Shoreham Harbour and the Airport* plus *EnterpriseBognorRegis* and are both described in detail in other sections of the document.

Connectivity, essential for economic success, is one of the major barriers to economic growth in the coastal area and significant emphasis has already been made to a number of schemes across the Coastal Corridor that would unlock housing and employment space if the challenges were addressed.

Additional schemes that have the potential to deliver growth include *Decoy Farm* and bringing into use vacant office space in Worthing to support start up and growing businesses through the creation of a *Growth Hub* that has already been identified within the City Deal.

Decoy Farm

Decoy Farm is a site identified in Worthing's Core Strategy as an Area of Change (Policy 12). It is a large site extending to 7.7 hectares and includes the former Household Waste Recycling facility. The site provides a valuable opportunity to try and bring forward new employment floorspace in the Borough and could help to bring forward the regeneration of Shoreham Harbour by enabling the relocation of the existing commercial uses at the Western Harbour Arm, Shoreham.

However, the land was formerly a landfill site and there is evidence of existing contamination. The costs of bringing the site forward are likely to be significant and without public sector intervention the site would not come forward for development.

The Core Strategy policy for the site indicates that the site could provide an opportunity to develop a range of uses that could contribute to Worthing's economic growth. In particular the Core Strategy envisages that the site could add to the overall supply of small industrial units as well as provide space for open storage uses that could complement the new County Council household waste facility. One such storage use referred to is the possible relocation of the existing bus depot at Marine Parade to help facilitate the redevelopment of this town centre site. The site was also originally identified in the emerging West Sussex Waste Local Plan as potentially suitable for a waste related use.

The site is owned by the Borough Council and it has been identified as the only site suitable to relocate a waste related use at Shoreham Harbour. The relocation of this use is crucial to the regeneration of the West harbour Arm.

The Shoreham Harbour Partnership has been actively engaging with businesses located on the Western Harbour Arm to help facilitate relocation and encourage private sector investment into the area. The opportunity for relocation for some of these businesses, particularly the recycling facility, is limited due to the nature of the uses, the need to remain

local and because of the significant costs of redeveloping their existing sites (constraints such as land contamination and flood defence measures). As a result the Partnership has accepted that the regeneration of the Western Harbour Arm is unlikely to happen without public sector funding or intervention.

A number of local businesses, including those located at Shoreham Harbour, have expressed an interest in the Decoy Farm site. However before detailed discussions can be entered into with prospective businesses wishing to relocate to the site, or to expand existing premises, it is essential that the Council addresses land contamination and infrastructure issues that are currently preventing this land coming forward for development.

Costs

The overall cost of dealing with contaminated land remediation and transport infrastructure is likely to be in the region of £2.3 million. A detailed survey is underway to assess the precise costs and the amount of developable land likely following remediation.

Outputs

- 4 hectares of employment floor space
- Having the potential to create 150 jobs
- The wider impact by providing a site to relocate businesses from Shoreham Harbour are significant and help to bring forward 1050 new homes

Worthing Enterprise Growth Hub

The project aims to utilise existing vacant office floorspace owned by Worthing Borough Council to create incubator space for start-up businesses in 3 related sectors of creative, digital and eco-technological.

The Project is linked to the Greater Brighton City Deal and the aspiration to establish the surrounding area of Brighton as *Tech City South*. The City Deal bid recognises the opportunities to create an enterprise hub for a developing technology cluster and the potential to expand the creative and cultural industries across Worthing.

The principal output is to meet the need for flexible start-up floorspace, create new jobs and allow for support and expansion of existing businesses. The indirect benefits are also significant in terms of utilising existing vacant floorspace and increasing footfall and enhancing the vitality and viability of the town centre. The proposal involves the renovation and conversion of three town centre premises:

- 1) Colonnade House to provide creative workshops above a ground floor retail/gallery space located in a prominent location at the end of a popular pedestrian street in the Town Centre,
- 2) No.11, North Street a large Victorian Villa suitable for incubator office space for creative, Digital, IT start up businesses.
- 3) Guildbourne Centre, South Street a covered shopping mall in the centre of the Town which is suffering from a lack of footfall and currently has a number of vacant retail units. The first floor has remained unoccupied for over 10 years and would be suitable for conversion to incubator space or additional creative workshop space.

It is intended to provide direct business support for the new incubator space. In addition, the Council has secured s106 funding to provide virtual business support and this would also help support new and existing businesses occupying the new incubator space in the 3

buildings. It is anticipated that the Enterprise Hub would also directly benefit from the integrated business support programme being developed across the Greater Brighton City Deal and LEP region.

Costs

The overall scheme costs are £1,120,000 which includes the cost of reconfiguring the buildings.

Outputs

Bring back into use 18,000sqft of employment space
Create 73 new jobs

APPENDIX 8: ENTERPRISE AT BOGNOR REGIS ENTERPRISE ZONE

Enterprise Bognor Regis – The Vision

Enterprise Bognor Regis (EBR) is an ambitious, transformational and highly deliverable project to revitalise the coastal area of West Sussex, securing long-term growth in an area of economic opportunity but which also has significant deprivation. It is a critical, catalytic part of a wider economic regeneration plan for improving enterprise, skills and living standards in the sub-region. EBR is a developed proposition focused on the delivery of a leading edge enterprise and innovation hub in Coastal West Sussex.

The development adopts the established 'Triple Helix Model' for the promotion of successful regional economic development. It combines the respective strengths of local authorities (West Sussex County Council, Coastal West Sussex Area Partnership, Arun District Council), Higher Education (University of Chichester) and business (e.g. West Sussex Growers Association, Bognor Regis Ltd.). At the core of this proposal are three fundamental and interconnected components:

- The designation of Enterprise Zone status for EBR
- The development of an Institute for Sustainable Enterprise on the University of Chichester's Bognor Regis campus
- Enhancements to the transport network and IT infrastructure

Enterprise Bognor Regis (EBR) has the potential to enable:

- up to 4,820 direct new jobs (gross) and 200 new businesses
- a large area of new commercial premises -
 - 34,000 sq. m of business office (B1) space;
 - 86,000 sq. m of general industrial (B2) space; and
 - 17,000 sq. m of storage and distribution space (B8) [net external area]
 - 2,500 sq. m plus 1,000 sq. m of co-working space in the University facility.
- infrastructure to support the development of up to 2000 new homes
- £41m of private sector contributions and investment

Strategically located, north of Bognor Regis urban area, at the heart of the coastal conurbation running from Chichester to Brighton, with good road, rail, air and seaport links, EBR comprises 77 hectares of mostly clean development land (30 hectares net). The aim is to provide major knowledge-economy employment in a region where clean sites of this size are few, business growth is constrained and development in adjacent rural areas is restricted.

A successful development will be dependent on attracting new jobs and businesses to the area. The Council has already implemented positive measures to remove barriers to private sector growth through the proposed introduction of a Local Development Order (LDO) and associated reduction in planning costs and a robust marketing strategy. The University of

Chichester is providing support and incubation to new-start and developing businesses. In spite of the positive supply-side measures adopted by both the Council and the EBR private landowners to promote the future development of EBR, the fact remains that at prevailing levels of rent, investment yields and development costs, the private sector's ability to deliver speculative market-led employment development (other than directly commissioned bespoke development) is precluded.

Establishing the Enterprise Zone will allow Coast to Capital and Arun District Council to access the full range of tools available to the public sector to help it address these barriers to private sector investment, for example:

- Tax Increment Financing – to part fund the proposed North/South link road;
- Simplified planning – including the use of Local Development Order to attract developers and investors with the promise of a quick, straightforward and cost-effective planning process;
- Business rate relief and enhanced capital allowances – to attract end-user businesses to locate in Bognor.

The University development of an Institute for Sustainable Enterprise would incorporate; Centre of Excellence in Sustainable Operations, Department for Data Science (Big Data), Department for Creative Digital Media, School of Enterprise, Management & Leadership (incl. Business Support and Incubation & Software Development). The focus of the new Institute is matched closely to the delivery profile of regional business sectors and to Coast to Capitals development sectors. To this extent, it will attract and support the growth of existing, knowledge based businesses and stimulate the development of new businesses.

Addressing the transport infrastructure issues will open up new development land and will remove perceived and real barriers to development. The build of the new Bognor Regis Northern Relief Road is well under way but this only addresses part of the issue. The A29 realignment is critical to remove both the problems associated with negotiating narrow streets and the lottery of queuing for up to 25 minutes to cross the South Coast rail line. This will connect with the relief road. Creating a North/South link between the relief road and the A259 will open up a significant parcel of development land.

The realignment of the A29 is linked to the development of new housing and members of Arun DC are being invited to support housing development at Eastergate and Barnham that will deliver 2,000 new homes.

Enterprise Bognor Regis will support Coast to Capital's strategic economic priorities by:

- Stimulating the creation of new small businesses;
- Fostering the growth of knowledge-based sectors; building on existing strengths in manufacturing and engineering by stimulating growth of advanced manufacturing (automotive and marine)
- Enhancing the competitiveness of existing local employers.

Deliverability

The area encompassed by proposed Enterprise Zone status measures approximately 77 ha (gross) in total and comprises five distinct Sites: (1) Salt Box, (2) Rowan Park, (3) Oldlands Farm and (4) Former LEC Airfield. In June 2012, the Council submitted to Coast to Capital Local Enterprise Partnership (C to C) an Expression of Interest (EoI) for the creation of an Enterprise Zone (EZ) comprising Sites 1 - 4. The EoI was successful in securing C to C's

nomination but the full EZ status bid was unsuccessful. The EZ process however underlined the strategic importance of EBR for the sub-region and its proposed allocation and development has continued to be pursued by the key partners. It has resulted in a more sophisticated proposition than was originally presented.

A site plan of Sites 1 - 4 is attached as Figure 1.

Sites 1 - 3:

The Council is currently preparing a Local Development Order (LDO) covering Sites 1 - 3. The LDO will be in place from the Autumn of 2014 and will grant permitted development rights for new business-related development and allow owner-occupiers and developers to benefit from an accelerated and simplified planning process and a reduction in planning application fees.

Site 4:

Site 4, the former LEC Airfield, (30.5 ha) has been excluded from the LDO at this time because of the lack of a link road to the site and the need to do further studies. An essential component of securing the employment land availability of Site 4 and improving the connectivity of Sites 1 - 5 to the highway network is the delivery of a north/south highway link between the BNRR/A29 and the A259/Felpham Way.

Site 5:

Although not part of the EZ, the development of the University Institute is part of the EBR proposal and would be on land in the ownership of the University and adjacent to the Bognor Regis Campus. Its future use in connection with the University has been considered in principle with Arun DC and although it would be subject to normal planning processes, it is not envisaged that there would be any substantive issues inhibiting the grant of planning permission and development start up within a 6 year time-frame.

Planning Policy:

Policy SP6 of the Draft Local Plan identifies Sites 1 - 4 as a Strategic Land Allocation designed to serve and promote the economic development of the Coastal West Sussex sub-region. Site 5 is identified in the Draft Local Plan as Local Gap.

Site 3 Planning Permission:

Arun District Council has recently resolved to grant outline planning permission for 25,034 sqm B1 B2 B8 employment development; 4,366 sqm A1 bulky goods retail sales; 1,858 sqm B8 trade counters and 1,858 sqm (No 2) car sales units. Occupation of more than 50% of non B1 B2 B8 uses triggers a requirement for the provision of site infrastructure to facilitate B1 B2 B8 development and thus reducing the current imbalance between development cost and value and reducing perceived development risk to bring forward new employment development.

All the defined parcels of land that will comprise the EZ are each held in single ownership. They are held by owners who are known to the Council and have been contacted and engaged with the EZ process previously or during the development of the LDO. This means that there are no significant or complex land assembly issues that would act as a barrier to investment. Recent positive discussions with adjoining landowners have also significantly progressed proposals for the route of the new proposed north / south link road. A wide range of other public and private sector partners have been consulted on the proposals and have been actively involved in supporting and taking forward EBR, namely the Bognor Regis Regeneration Board who will also be the mechanism for the governance of the proposed EZ.

EBR is reasonably served by local infrastructure, notably as a result of a new relief and link road which is under construction, entirely funded by private investment. The western section was completed in 2013 to improve access to and from the A259 and to Chichester. The eastern section is due to be completed in 2015 and will improve access to the A259 and Littlehampton. However, there are still issues to resolve to improve the connections with the national highway network. These would be considerably eased by the proposed A29 realignment and improvements to the A27 around Chichester, Arundel and Worthing.

Economic rationale / barriers to growth

The Coastal West Sussex economy has growth potential and Bognor Regis provides a strong strategic location for a range of employers. Despite this the town and wider coastal area have not experienced the same levels of growth and business formation as the rest of the LEP area. One of the consequences is that the Arun District does not currently support the right type of jobs, in sufficient numbers to retain its own workforce. There are only 0.56 jobs for every person of working age, meaning that a significant number are commuting out to work. The town and the district are not therefore realising the full economic potential of the existing population, or its attractiveness as a place to live. There are equally few opportunities to employ the students attracted to the University once they graduate and unlike the case with many other university towns, they leave the area.

Two key barriers to business growth and workforce retention have been identified. Firstly, a lack of high-quality commercial premises – coupled with poor-quality, low-value existing stock – serves to diminish investor interest and end-user demand in the town. Secondly, significant constraints on transport access mean that the town may lose out to better connected locations. A related issue is the reliance on low paid jobs and the lack of knowledge based opportunities that promote a more measured, mixed economy.

Arun District Council's Draft Local Plan (2013 – 2028) (the Draft Plan) contains the emerging spatial strategy and strategic land use policy framework for the District up to 2028. The Council has determined that economic growth for job creation is its number one priority. Chapter 8 - Employment and Enterprise - of the Draft Plan proclaims that the objective for enterprise and employment is to:

'Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the district through the provision of appropriate employment sites, quality affordable accommodation and the development of business support and partnerships.'

Arun's Draft Local Plan proposes delivery of an average of 580 homes each year over the plan period to 2028/2029 - equivalent to approximately 8,700 homes. In order to mitigate the possibility of increased outward-commuting and drive sub-regional demand for goods and services, rents and land values it is essential for the Council to be able to address the development feasibility gap by incentivising investment by creating a viable and competitive office/industrial property market as a condition of job creation and economic growth. The need for EZ status in addressing this challenge is essential.

Strategic fit

The Strategic Economic Plan (SEP) for the Coast to Capital Area identifies Bognor as a key opportunity area, contributing to the LEP area's capacity for the new employment and housing which are prerequisite to strong economic growth.

Specifically, EBR is outlined as one of the LEP's major planned interventions, and one of two transformational development opportunities in the Coastal Corridor. The development of

these employment sites is identified as critical to the economic development of the area – recognised by their allocation as strategic sites in the Arun District Draft Local Plan. It will also facilitate the development of strategically important infrastructure, including the proposed north/south link road.

The SEP also identifies a number of themes associated with 'Building Competitive Advantage'. It identifies a number of sectors where Coast to Capital can demonstrate specific strengths in terms HE research activity and business capability. They also take account of the Government's Eight Great Technologies and EU prioritisation for structural investment funding. The sectors recommended for development are:

- Connected Digital Economy including, creative digital media, software development, Big Data
- Bioscience including Medical Technologies (Life Sciences)
- Electronics potentially further focused on vehicle electronics and sensors
- Environmental/Renewable Technologies

Whilst the West Sussex Coastal economy has high rates of employment, these are low value jobs that do not draw extensively on the knowledge economy. EBR will address these concerns, which are expressed in both the SEP and the C to C Skills Strategy. In particular, we will be providing high level skills for firms that draw more heavily on the knowledge economy and also providing support for employers who need to use high level skills to expand their businesses. Effective engagement with the University of Chichester is an intrinsic and essential component of this proposition to further stimulate demand and attract knowledge based businesses and jobs to the area. The focus of the new University Institute on; Sustainable Operations, Creative Digital Media, Data Science (Big Data) and Enterprise, maps specifically to the SEP objectives and regional strengths. It is intended that it will be a hub for promoting networks of innovation in Coastal West Sussex.

Additionality

Enterprise Bognor Regis will help to attract end-user demand and secure the commercial viability of new developments on key employment sites which otherwise would not come forward. It has strong potential to achieve good levels of additional jobs and additional business growth. Proposed development within the EZ will support up to 4,820 new direct jobs gross. Allowing for the displacement of existing local jobs to the EZ, and leakage of employment benefits out of the LEP area, this means the EZ could support up to 3,100 additional jobs net (based on 65% rate).

The establishment of an EZ will also give Arun District Council the foundation to set up a Tax Increment Financing scheme, allowing the Council to borrow against the projected future uplift in business rate receipts generated by the EZ. This mechanism would facilitate an £8m loan to provide the majority of the finance for the construction of the A29/A259 North-South link road. This scheme will unlock an additional 30 Hectares of development land..

Further economic additionality will be maximised through the following measures:

- Focusing on those sectors in which the local economy has particular strengths and competitive advantage;
- Developing the appropriate skills to meet the new opportunities among local people, by HE and FE provision combined with business engagement;
- Supporting new business creation through the incubation facilities and spin-off opportunities provided by the University of Chichester;

- Growth and jobs creation associated with the attraction of knowledge based jobs to the enterprise zone focused on research and entrepreneurial focus of the new Institute for Sustainable Enterprise. We have anecdotal evidence of business looking to start up in the area focused on both Big Data and on Creative Digital Media.
- Promoting entrepreneurship in local communities and highlighting supply chain opportunities;
- Targeting of marketing towards international investors and those businesses looking to set up satellite locations to support corporate headquarter functions elsewhere in the UK;
- Fostering the untapped growth potential of local small businesses, which currently face constraints to expansion by providing additional space and other infrastructure to expand and become more competitive / productive.

Long term viability / sustainability

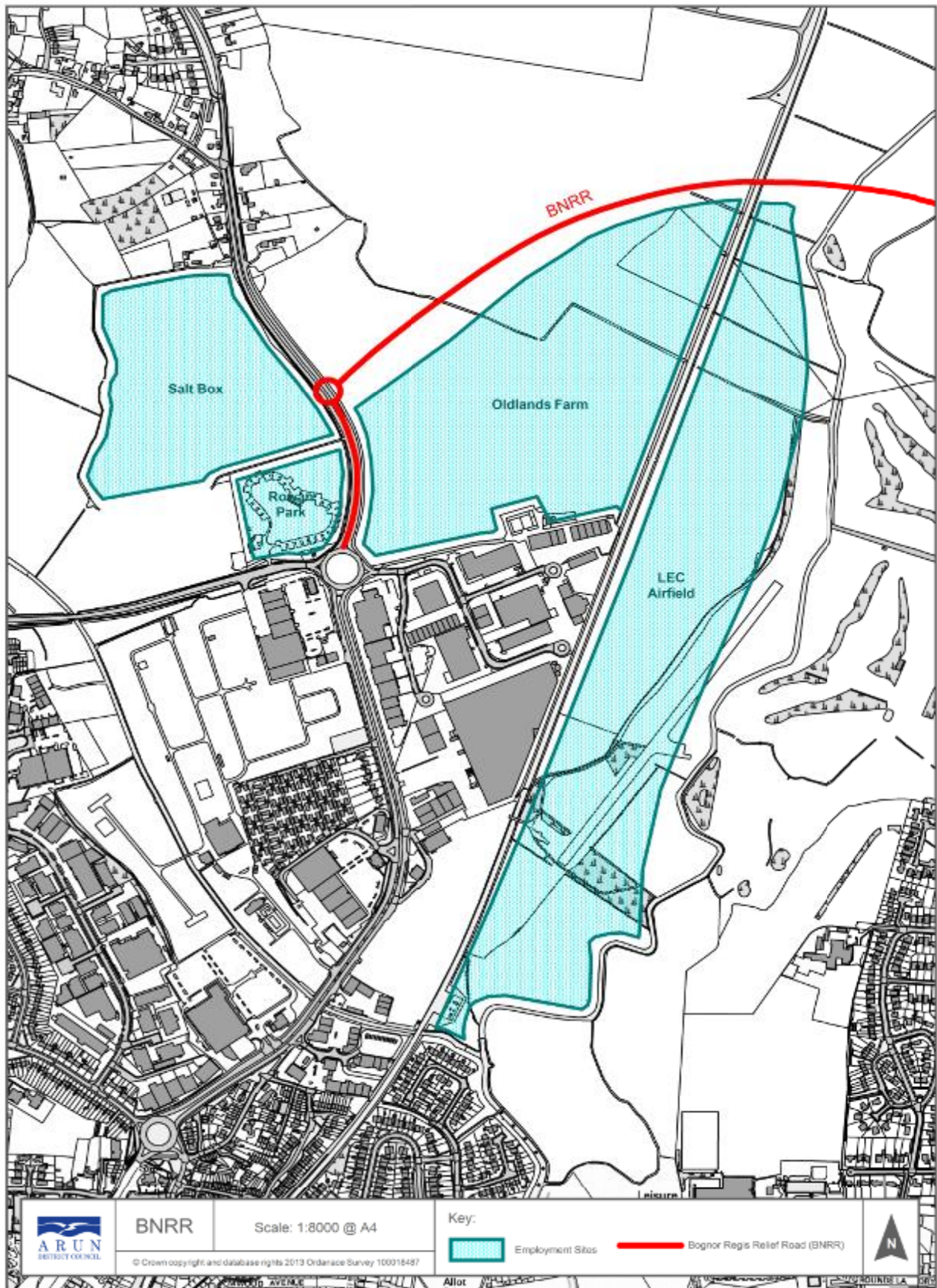
Commercial interest in employment sites in Bognor Regis is evident, and the local planning authority is supportive of commercial growth. However, the delivery of this and other sites is dependent on encouraging sustained developer / investor interest and directly addressing issues which negatively impact commercial viability. Incentives and investment associated with the EZ are coupled with other projects which enhance the Bognor Regis offer and improve the long-term viability of new employment projects in the town.

Arun District Council and West Sussex County Council have collaborated on a new Inward Investment and Marketing Strategy for the County. As part of this work a new website *Invest In West Sussex* is showcasing employment land availability and encouraging inward investment. The new £23m Bognor Regis Northern Relief Road is a major new piece of infrastructure in the town. It is currently being completed and provides direct road access to the Oldlands Farm and Salt Box EZ employment sites. Butlin's is planning more than £20m of investment in its holiday resort in the town including new accommodation.

Flood Risk

The EZ area does have some susceptibility to flood risk. There have been in-depth investigation during the preparation of the Local Development Order and flood mitigation will be incorporated into the instrument that is eventually adopted.

Figure 1 Sites 1 – 4 and Bognor Regis Northern Relief Road



Plans for use of the proposed Zone

To meet the EZ's ambitious objectives and drive up economic performance in the coastal area whilst minimising displacement, the strategy to attract businesses will focus on:

- **Existing, expanding businesses** within Coast to Capital, in areas where there is already a strong presence but in which expansion is known to be hampered by lack of suitable premises (e.g. along the coast and in the rural area). The prime target will be knowledge-intensive industries with growth potential, including advanced manufacturing and engineering, renewable technologies, business services and connected digital economy.
- **Developing local supply chains** for target sectors and encouraging them to cluster in the EZ working with key manufacturers in the area;
- **Providing support for new starts and university spin-offs.** The University's existing enterprise incubation and support services and proposed new Institute next to the EZ will provide support for fledgling businesses and facilitate the establishment of sector specific networks of innovation.

It is estimated that between 110-165 businesses will be attracted to the EZ by 2019. In the longer-term, a total of 200-300 businesses could be supported on the clean sites identified.

About 55% of businesses are forecast to be new 'micro' businesses (< 10 employees), 35% will be 'small' (< 50 employees) and 10% medium (< 250 employees). Based on knowledge economy data for the South East¹, up to 60% of employees in the most knowledge intensive industries are likely to be in the top three occupational groups: managerial and senior officials; professional; associate professional and technical.

The specific EZ interventions that would support the development of EBR are:

- 1. A simplified planning regime** - The Council has already implemented positive measures to remove barriers to private sector growth through the proposed introduction of a LDO and associated reduction in planning costs and a robust marketing strategy; EZ Designation would reinforce these supply-side improvements to date.
- 2. Business Rate Relief** – This will incentivise development and occupier demand by offering an exemption from or reduction in business rate to prospective occupiers.
- 3. Business Rate Uplift** - Arun DC and its partners recognise that a feature of the EZ package is for 25 years of business rate uplift to be to help support economic development.

It is intended that the business rate uplift will be used to support the application of a relevant TIF mechanism for up-front de-risking of private investment in bringing forward the sites for development. Modelling indicates that there is sufficient resource in business rate uplift from the EZ (a NPV of £33m) to repay TIF borrowing to build the Relief Road – A259 North/South road link. The north/south highway link will:

- a. Open up the former LEC Airfield (the Airfield) for development;
- b. Access other land for possible future residential development;

¹ 'A Regional Perspective on the Knowledge Economy in Great Britain' Local Futures Group

- c. Improve access to the Butlin's Holiday Complex situated on Upper Bognor Road and approached from Felpham Way;
- d. Improve the efficiency of the local highway network and boost regeneration by relieving traffic congestion on Felpham Way/Flansham Lane and providing an alternative (to the A29) improved southerly approach to Bognor Regis town centre;

Beyond that, the current intention is that the EZ uplift in business rates should be targeted on reinforcing the momentum of economic growth in this part of Coastal West Sussex, in line with the LEP's economic objectives. Specific initiatives will focus on; maintaining the currency of the physical development, marketing inward investment opportunities, developing initiatives to support EZ businesses to export their products and services, delivering initiatives to promote and support business growth, facilitating networking and cluster activity, promotion of skills development activity.

4. Enhanced capital allowances for business occupiers – for businesses wishing to make significant investment in plant or machinery.

Further interventions associated with the broader EBR proposal included in the SEP include support for the development of the broader highway network, the installation of superfast broadband and the University of Chichester's Institute for Sustainable Enterprise.

The programme key milestones:

February 2014	Planning permission granted for commercial / business development at Oldlands Farm
Autumn 2014	Local Development Order in place
Spring 2014	Discussions with relevant third party land owners have started to negotiate highway access to sites. Agreements have been made with the land owners to enable access from the south of the site.
Summer 2015	Completion of the Bognor Regis Relief Road
Summer 2015	University Institute Planning Permission
Autumn 2015	Begin to build departments
Summer 2016	University Institute building begins
Autumn 2017	University Institute completion

APPENDIX 9: NEWHAVEN ENTERPRISE ZONE

Strategic opportunity

Vision for the Zone

Newhaven has significant potential to deliver growth as an 'Innovation Technology Hub', acting as a focus for higher value business growth. The Growth Deal proposals for Greater Brighton City Region identifies Newhaven as having potential as a 'CleanTech Growth Hub', capitalising on proposed investments from E.On in its operations & maintenance base for Rampion Offshore Wind Farm (OWF), Veolia in its Energy Recovery Facility, proposals for a Marine Enterprise & Training Centre, and a new University Technical College (UTC) specialising in marine and environmental engineering.

In this context, the proposed Enterprise Zone (EZ) seeks to accelerate Newhaven's transition from an economy based on low value manufacturing and processing linked to the Port, to a new and higher value economic role, based on the town's recognised potential to support technology-led business growth.

Coast to Capital and its partners, Lewes District Council and East Sussex County Council recognise the potential of Newhaven. The EZ will reinforce the Port as a key economic asset for Coast to Capital and the wider South East by supporting investment in the port estate and other identified site development opportunities. New infrastructure, including strategic road access and reorganisation of some of the Port estate, in line with the established Port Masterplan, will ensure that the operational Port can grow alongside new mixed use development on key regeneration sites close to the town centre and waterfront. In particular, the EZ will capitalise on the supply-chain potential linked to the Rampion OWF O&M base.

Scale and impact potential

Newhaven has substantial physical capacity for growth, including on large brownfield sites in around the Port, waterfront and town centre. The proposed EZ will cover seven key sites offering development capacity for new development delivery in Newhaven. Each of these sites has a role to play in delivering change to Newhaven and contributing to its 'Growth Hub' designation. The total site area proposed for EZ designation is approximately 80 hectares with an estimated potential to generate in the order of 9,000 gross jobs. In addition, it is proposed to designate the town centre as part of the EZ.

Key site	Growth opportunity	Deliverability and Impact
Railway Quay (4.7ha)	Opportunity to bring forward a transition from port to mixed-use area. Potential to create a vibrant waterfront area with higher value commercial and possibly residential use. Through the renovation of quays and new pontoon berths, there is an opportunity to complement and extend the town centre, generating a cross-river offer to create a high quality "harbour town". £13m is being invested in a new University Technical College (UTECH@Harbourside) on Railway Quay. Due to in 2015 the facility will specialise in marine and environmental engineering.	Short-medium term (longer term subject to relocation of ferry terminal) <ul style="list-style-type: none"> • 600 gross jobs • 405 net jobs • Provision for up to 600 students aged 14-19 at UTC
Parker Pen	Potential to create a high quality new business environment, including new build, flexible high quality business space to support attraction of higher value businesses in marine	Short-medium term <ul style="list-style-type: none"> • 800 gross jobs

(3.3ha)	technology and clean-tech sectors.	<ul style="list-style-type: none"> • 540 net jobs
Bevan Funnell (2.4ha)	Opportunity for relocation of lower value business activity from other sites to free-up higher value opportunities elsewhere. There is current site interest from Kingspan and a waste recycling facility.	Short-medium term <ul style="list-style-type: none"> • 160 gross jobs • 108 net jobs
North Quay (13.4ha)	Site is to be retained for port-related use in the short-medium term, but has longer potential for cluster formation of environmental technology and materials recovery businesses linked to Veolia ERF.	Longer term <ul style="list-style-type: none"> • 3,000 gross jobs • 2,025 net jobs
East Quay (10.7ha)	Key opportunity site for E.On Climate and Renewables in establishing an Operations and Maintenance base for Round 3 Rampion Offshore Wind Farm and for other assemblages and support service activities in the Offshore Wind sector.	Medium term <ul style="list-style-type: none"> • 2,200 gross jobs • 1,485 net jobs
Eastside (18ha)	Potential for mixed-use development including new foodstore, housing and business uses. The development will part fund the delivery of the new Port Access Road, critical to reducing the impact of port traffic on other development ambitions.	Short-medium term <ul style="list-style-type: none"> • 1,000 gross jobs • 675 net jobs
Avis Way Industrial Estate (26.7ha)	There is the opportunity to create development sites within the Industrial Estate that would meet the needs of the emerging high value, clean, green and marine technologies sectors. Alongside private sector investment in individual units, there is scope for public sector support to upgrade existing commercial premises and to remediate disused industrial land.	Short-medium term <ul style="list-style-type: none"> • 1,000 gross jobs • 700 net jobs
Town Centre	Opportunity to deliver a step-change in the town centre offer through a series of infrastructure and place-making improvements. Potential to improve the town centre's connectivity to proposed waterfront and other key development sites and realise the "Harbour Town" vision.	Short-medium term

Economic rationale / barriers to growth

Newhaven has been identified as a key economic growth point in Coast to Capital, both as a hub for innovative businesses linked to clean-tech sectors, particularly renewable energy and environmental technologies. The Port is recognised as having wider regional importance as a gateway to European market and trans-national transport connectivity. To exploit these opportunities there is an urgent need to update Newhaven's current stock of business accommodation to re-orientate the property offer away from traditional manufacturing space to higher quality, more flexible workspace, capable of attracting higher value productive and office-based businesses, including SMEs. Site conditions and development viability gaps have held back investment in new premises and the EZ will introduce targeted measures to unlock development delivery.

Moreover, there is a need to promote a real shift in the quality of the town's offer, exploiting the waterfront and enhancing the profile and diversity of the town centre, in order to attract and retain higher value workers and target business sectors, thus accelerating demand for new business accommodation.

Land ownerships

The identified sites are in a range of ownerships, including the Port as well as investors / developers. The EZ designation will provide the catalyst to accelerate new development delivery, building confidence in the opportunities for growth in Newhaven. Through appropriate collaboration and management measures, the EZ will bring together these key

property interests and achieve a more coordinated approach to driving end user demand and thus development delivery on sites.

Strategic fit

The SEP has identified a number of spatial priority areas that will drive growth in Coast to Capital – Newhaven is highlighted in the Plan as a key 'opportunity area' and the EZ will be a key initiative to drive that opportunity.

Newhaven offers particular competitive advantage as a growth location for emerging innovative sectors which are prioritised in the SEP as offering realistic and significant growth prospects, including renewable energy and marine & environmental technologies, and their associated supply-chains.

Lewes District Council has also prioritised Newhaven as an employment and housing growth location through its Joint Core Strategy and Regeneration Strategy and has worked closely with the Town Council in promoting a positive approach to local economic growth and regeneration.

East Sussex County Council has played a key role in promoting new investment in Newhaven, working closely with the Port owners and other private sector interests to bring forward the delivery of new highway infrastructure to improve the strategic access and improve Port operations.

The EZ aligns to the Port Masterplan prepared by Newhaven Port owners who will be fully engaged in the EZ establishment and delivery process.

Long term viability / sustainability

Delivery and long term viability of the Newhaven Growth Hub EZ will require investment in key infrastructure to unlock development potential and create the locational conditions that can attract, retain and grow the higher value economic activities and skills base on which the 'Growth Hub' proposition is predicated.

Enhanced transport links with Brighton and other Growth Hub locations across Coast to Capital will enable the EZ to add value to the wider sub-regional economy and complement SEP-led spatial and sectoral growth programmes.

Wider investments in parallel to the EZ will strengthen the town centre through qualitative improvements and linkages to the waterfront – this will enhance the market appeal of EZ sites and build the confidence of potential investors and end users in the EZ and Newhaven more widely as a growth hub.

The EZ initiative will be complemented by a dynamic and visible approach to developing and growing local skills, enterprise and economic development delivery, using the UTC as a driver of change and linking to wider programmes promoted by Coast to Capital LEP and other partners. This skills and enterprise 'system' will support business development on EZ sites but also maximise the prospects for local residents to compete for future opportunities.

All of the identified EZ sites are located in flood zones and therefore investment in flood defences will be critical in supporting the viability and sustainability of the Newhaven EZ. The Environment Agency has allocated £9m to flood risk mitigation measures.

Additionality

The site proposed for EZ designation have a range of development barriers that are inhibiting effective investment delivery. These are brownfield sites, constrained by abnormal development costs and challenging market conditions. It is unlikely that positive development in line with the visions for Newhaven will come forward over the short-medium term without some form of intervention. On this basis, the EZ has the potential to achieve high levels of additionality through accelerated development - bringing about a catalytic effect that support increased high value business specialism and significant employment growth.

EZ status will help bring such additional growth by:

- Providing the opportunity for branding and place-marketing activity leading to improved external perceptions and generating added commercial market interest in the town.
- Accelerating investment delivery by attracting end users, bringing about a significantly improved profile with the support of UKTI, among others.
- Providing the framework for coordinated infrastructure investment and development facilitation.
- Focussing on growth clusters and business sector specialisms in high value added activities.
- Increasing the port's competitive advantage over northern European competitor locations for offshore wind supply chain.
- Supporting the delivery of Rampion Offshore Wind Farm by securing additional supply chain content in the UK.
- Enabling specific local intervention in site specific measures through additional Business Rate retention.
- Accelerating the physical regeneration and renovation and refurbishment of existing buildings in the town.
- Improving internal connectivity, generating increased activity and bringing about a catalytic effect across the town.
- Easing infrastructure pressures elsewhere in the Greater Brighton City Region.

The projected 9,000 gross job target will inevitably include some level of displacement of existing activity from elsewhere as businesses seek to relocate into the EZ to secure locational advantage. Moreover, given the higher value sectors being targeted by the EZ, a proportion of the employment benefits will leak out of the local area to tap into wider labour pools. Preliminary assessment suggests that net additional job outputs in the EZ would be in the order of 6,000.

The EZ's focus on higher value sectors, currently under-represented in Newhaven, will require significant levels of inward investment from outside of the area. In particular, the supply-chain potential of the Rampion OWF will generate demand from in-moving businesses seeking proximity to the O&M base and association with the E.On investments.

Measures will be put in place as part of the EZ management arrangements to minimise displacement effects, including targeting marketing initiatives and conditions on any public sector funding streams that support development activity in the EZ.

Delivery of the EZ

The Newhaven Growth Hub EZ will be delivered through a package of measures aimed at accelerating private sector investment and business growth in target sectors. The proposed measures include:


- **Branding / communication** - EZ designation will provide a powerful message about the ambition for Newhaven. A 'communications plan' will ensure that consistent messages are presented in all policy documentation and dialogue with landowners, developers and potential investors about the EZ opportunity.
- **Infrastructure investment** - Strategic public realm investments linking EZ sites to the town centre, waterfront and port to improve investor perceptions and the delivery of critical flood defence schemes.
- **Site specific measures** - New business facilities including development of advanced business premises. A managed facility specifically designed to attract and grow SMEs in these target sectors would act as an early focus for the 'Hub' proposition.
- **Infrastructure / remediation needs** - Support to private developers in assembling sites, including through Compulsory Purchase if necessary.
- **Planning designations** - Incentivised development through a Local Development Order
- **Sector support** - Targeted sector development in high value added Marine and "Clean tech" industries, with a specific focus on Offshore Wind supply chain formation and workforce skills.
- **Inward investment** – provision of specific support to inward investors, including account management and interaction with UKTI
- **Fiscal measures** – utilising business rate retention to support the delivery of the above EZ related measures.

The roll-out of the EZ is anticipated in two phases as outlined below:

Phase 1 – starting in 2014
<ul style="list-style-type: none"> • Completion of options development and creation of Local Development Order • Construction of flood defences – a City Deal commitment • Creation of additional SME business units, training space and a focus point for clean technologies on Denton Island • Opening of University Training College (UTC) • Ports Access Road – Phases 1 and 2 • Construction of new deep water berth and lay down area for Rampion Offshore Wind Farm construction • Marine Enterprise and Training Centre • Clearance and development of three major sites on East Quay • Improvements to rail stations and sustainable transport enhancements
Phase 2
<ul style="list-style-type: none"> • Town centre improvements • New transport interchange hub

- Re-zoning of employment land, including some possible re-locations
- Further development of the leisure marine offer, including new visitor and berthing facilities
- Further site clearance and development

The programme, commencing in 2014 will include the following key milestones:



Summer 2014	Work commences on UTC; planning permission for Rampion and deep water berth; Port Access Road phase 1; work commences on Denton Island
Summer 2015	Windfarm Operations start; Port Access Road phase 2; flood defence options agreed, East side sites commence
September 2015	UTC opens; station improvements
2016	Flood defence construction commences; deepwater berth and lay down area complete; construction of Newhaven Growth Quarter on Denton Island
2019	Flood Defences fully complete

APPENDIX 10: SHOREHAM

Project Description

This project follows on from the Greater Brighton City Deal and links the delivery of employment growth and new housing across Shoreham Harbour, Shoreham (Brighton City) Airport and linked strategic housing allocations in Adur's emerging Local Plan.

Building on the success of Brighton's creative-tech cluster, the Greater Brighton Greater City Deal aims to create the conditions for creative-tech businesses to grow more rapidly and to unlock growth across other areas of the City Region, notably Shoreham Harbour and the Airport. The project includes the provision of Environmental Technology Growth Centres linked to existing successful business developments at the Airport and Harbour. The emerging Adur Local Plan allocates 15,000 sqm new employment floorspace at the Airport adjacent to Ricardo's new £10 million Vehicle Emissions Research Centre. A total of 21,500 sqm of new employment floorspace is proposed at Shoreham Harbour building on the success of renewable energy businesses currently being developed at the Harbour.

The provision of the Growth Centre at the Airport is dependent on a new junction onto the A27 and this junction would also need to serve the new strategic housing allocation of up to 600 new homes, 10,000 sqm of employment floorspace and a new country park on land immediately to the west of the Airport.

The regeneration of Shoreham Harbour has been a long-term priority for over 25 years, however, despite various ambitious projects, the potential for significant economic growth has, as yet, not been fully realised. The Shoreham Harbour Regeneration Project was awarded approximately £2.3 million Eco-town and Growth Point funding in 2010 and this has enabled the Regeneration Partnership (consisting of Adur District Council, Brighton and Hove City Council, West Sussex County Council and the Port Authority) to develop detailed plans to transform the Harbour into a vibrant, thriving waterfront destination delivering new homes and jobs alongside a consolidated and enhanced commercial Port. Overall the Shoreham Harbour development would deliver up to 1,450 new dwellings.

Local Plan Context

Adur District Council consulted on its emerging Local Plan last year and is currently out to public consultation on its Joint Area Action Plan (JAAP) for Shoreham Harbour. The sites referred to above are essential to meet the town's housing and employment needs given the scarcity of land available across the District. The 3 linked sites would deliver all the allocated employment space proposed in the Plan (38,000 sqm) and are therefore essential to provide a sustainable economic future for the District.

Constraints to Development

A key constraint in delivering housing and employment growth across these sites is the risk of flooding and the current uncertainty regarding funding for comprehensive flood defence solutions is affecting their delivery and leaves existing residents and businesses at risk of flooding.

The Adur Tidal Walls Scheme would protect 2,328 residents and 169 commercial properties as well as enable the employment land allocation at the Airport to be delivered. In December 2013 the River Adur burst its banks adjacent to the Airport and caused significant flooding, disrupting Airport operations and impacting on existing businesses at the Airport. The provision of a comprehensive flood defence wall at the Harbour is essential to deliver the new homes and jobs envisaged as part of the Shoreham Harbour Regeneration Project.

Shoreham is a congested coastal town with only two river crossing points along the River Adur. A package of transport improvements is necessary to deliver the strategic sites and provide sustainable development without adverse impact on the local highway network.

Proposed Intervention

The Strategic Economic Plan for the Coast to Capital Area identifies Shoreham Harbour as a key opportunity area, contributing to the LEP's capacity for the new employment and housing which are prerequisite to strong economic growth. However, to deliver this growth in housing and employment it is clear that there is a requirement to address the funding gap that currently exists in delivering a comprehensive flood defence solution for the River Adur and Shoreham Harbour. This investment would ensure existing businesses and residents are protected from flooding as well as help to deliver new homes and jobs to meet the future needs of the District. The current funding shortfall amounts to £13.5 million.

The Adur Tidal Walls Scheme would cost approximately £25 million. Partnership funding of £1.5 million has already been secured and the City Deal Agreement commits the Environment Agency to ring fence a total of £17.5 million Flood Defence Grant in Aid (FDGiA) over the project period to deliver the improved flood defences along the River Adur. However, this is subject to Greater Brighton, Coast to Capital and Partners successfully securing gap funding of up to £6 million.

The overall cost for providing a comprehensive flood defence solution for Shoreham Harbour amounts to approximately £12 million. Of this the Environment Agency has committed to ring fence a minimum of £1.2 million FDGiA over the project period and approximately £3.3 million has been secured through Section 106 Agreements for retail and residential developments recently approved adjacent to Shoreham Town Centre (former Parcel Force site and the Frosts/Minelco site). It is unlikely that further development contributions would be secured from remaining sites in view of the re-location costs of existing businesses and the costs of dealing with a number of sites with contaminated land. The funding shortfall for flood defence for Shoreham Harbour amounts to £7.5 million.

This has to be balanced against the significant private sector investment that would be attracted to deliver housing and high value employment across these strategic sites. For instance the Gross Development Value (G.D.V) of future development on the Harbour is approximately £400 million.

Key Economic Benefits from the inter-related Projects

Shoreham Harbour

During the Local Plan period up to 2031, it is envisaged that the Harbour will deliver up to 1,450 new homes (1,050 along the Western Harbour Arm in Adur District and 400 in South Portslade and Aldrington Basin in Brighton and Hove).

- Approximately 21,500 sqm of employment floorspace (14,000 sqm in Adur District and 7,500 sqm in Brighton and Hove).
- Generation of 1,500 to 1,700 new full time jobs directly (between 620 and 870 net additional) and creation of 500 jobs at the Port.
- Support for 1,630 – 1,720 full time temporary construction jobs.
- Consolidation of Shoreham Port operations in the Eastern Arm and Canal and securing existing jobs at the Port Authority.
- Local environmental improvements to include upgraded flood defence network integrated with a riverside walk/cycle route, new and improved social and community facilities, marine/ leisure facilities and improvements to the local transport network.

Shoreham Airport and Strategic Housing Allocation

- 15,000 sqm of new employment floorspace on the Airport (Environmental Technology Growth Centre) providing 870 new jobs.
- 10,000 sqm of new employment floorspace (580 jobs), up to 600 hundred new homes, a new school site, community facilities and a country park on land to the west of the Airport.
- New roundabout junction onto the A27 addressing current safety issues with the existing signalised junction at Sussex Pad.

Timescales for Delivery

The current Environment Agency (EA) timescale for implementing the Adur Tidal Walls Scheme, subject to funding being finalised, would be to complete the Project by 2017. Detailed design work is currently underway following extensive public consultation. Once completed this would enable the employment land at the airport to come forward with the strategic housing development at New Monks Farm served by a new joint access on to the A27. The employment floorspace and housing could be completed by 2022.

Detailed design work is also underway for the comprehensive Shoreham Harbour Flood Defence scheme. It is envisaged that the Adur Local Plan and Joint Area Action Plan would be adopted by the end of 2015 providing a clear planning framework and greater certainty for developers and inward investors. Two sites at the western end of the Harbour have recently obtained planning permission and work is due to commence later this year. Depending on the timescales for relocating some of the existing businesses on the Harbour, the proposed developments could be completed within 10 – 15 years.

APPENDIX 11: ASEAN BUSINESS HUB PROPOSAL

The full proposal for the ASEAN Business Hub at Gatwick Airport can be seen by clicking on the icon.



Microsoft Office
Word 97 - 2003 Docu

A separate file has also been supplied for those who are working in hard copy.

APPENDIX 12: BUILDING COMPETITIVENESS - RESEARCH AND TECHNOLOGY

Connected Digital Economy

Local research strengths:

- The University of Brighton's School of Computing, Engineering and Mathematics has research groups working on interactive technologies, informatics and, more specifically, grouped network data. Postgraduate Digital Media Arts and Digital Media Production programmes have been developed in collaboration with the city's industry and there is an internship programme that links talented graduates with local businesses.
- Wired Sussex is a Brighton-based membership organisation for companies and freelancers operating in the digital, media and technology sector in Sussex. It operates a model of network engagement, which may represent a prototype for the broader Connected Digital Economy in the region. Research into the cluster presented as the Brighton Fuse Project highlighted strong results both in support of the sector but also in support of cluster activity.

Actions proposed:

- Creating a regional network for the Connected Digital Economy and integrated with the Technology Strategy Board Catapult. This could take its lead from the areas of specific activity identified by TSB.
- Promoting the development of higher education research led centres of excellence and projects in strategic areas connected to active micro-clusters, e.g. Big Data, Internet of Things, Digital Health.
- Supporting the development of regional innovator communities and workspaces for small businesses e.g. The Skiff in Brighton or Software City in Sunderland. This might consider the potential for rolling out the Wired Sussex/ Brighton Fusebox project to other towns.
- Positioning the LEP area to become one of the 'spoke' centres for the intended longer term development of the Connected Digital Economy Catapult.
- Supporting the creation of clear links with education to ensure that schools are developing curricula that address the IT needs of businesses (both providers and users of the technologies).
- Promoting membership of the creative industries Knowledge Transfer Network.

Electronics with a potential focus on Sensors and vehicle Electronics

Local research strengths:

- The Vetronics Research Centre at the University of Brighton is the only academic centre of excellence in the UK focusing on vehicle electronics, with the ultimate goal of increased safety. The strength of the Centre is built on state-of-the-art facilities, sophisticated modelling and simulation, practical experimentation and key partnerships with industry.
- The Sir Harry Ricardo Engineering Laboratories at the University of Brighton is regarded as one of the foremost centres for automotive engine research in Europe and collaborates with over 40 academic institutions worldwide.
- The University of Surrey features in the QS world rankings for Electronics, Environmental Science and Materials Science. Within the Witty report, it is noted that Surrey has received research funds in relation to Energy Storage, Robotics and Satellites.

Actions proposed:

- Creating an innovation network for electronics and sensors and integrated with the Electronics Sensors and Photonics Knowledge Transfer Network based in Horsham but also linked to regional professional engineering bodies.
- Developing a regional Science Park/Technopole linked to established capability and the Industrial Strategy for Growth focused on the automotive sector, e.g. Vehicle electronics and engine performance (Ricardo link).
- Promoting strong collaboration between Sussex, Brighton and Surrey Universities to build a globally credible research capability focused on sensor technologies required to underpin the internet of things.
- Providing a focus for research and development funding bids.
- Identifying and promoting local supply chains.
- Promoting membership of the electronics, sensors, photonics Knowledge Transfer Network (headquartered in Horsham).

Bioscience and Medical Technologies

Local research strengths:

- The Brighton and Sussex Medical School is a collaborative venture which supports a range of research, including the development of advanced biomaterials for use in regenerative medicine. It has strong links the School of Pharmacy and Biomedical Science (University of Brighton), which had recent success in achieving a £200K research grant, and the Sussex Genome Damage and Stability Centre (University of Sussex), a research centre investigating the responses of cells to genome damage and their relationship to cancer and other aspects of human disease.
- At the University of Surrey, the Department of Health and Medical Sciences is affiliated with various research centres including the Centre for Toxicology, Surrey Sleep Research Centre, and the Surrey Materials Institute, and has developed new cancer detection tests.
- The Ion Beam Centre (IBC) is a National Facility based at the University. The IBC houses the world's first scanning focussed vertical nanobeam, developed in collaboration with the Gray Cancer Institute and underpinned by a £800,000 grant from the Wolfson Foundation in 2006/07. The University of Surrey also has links to the Surrey Research Park, which supports a range of companies active in the field biomedicine.

Actions proposed:

- Working with Kent, Surrey & Sussex Academic, Health & Science Network and South East health Technologies Alliance to develop a strong network of interest across the region effectively connecting industry with researchers and the NHS to promote areas of shared interest and bid effectively for funds to support innovative research and development activity.
- Developing a regional Science Park/Technopole linked to established capability, e.g. regenerative medicine, wound care (Blond McIndoe Research Centre), biomedical diagnostics, dementia treatments, medical technologies.
- Identifying and promoting local supply chains.
- Considering an issue based approach that focuses, for example, on the ageing population (active health, welfare, nutrition, dementia) or diabetes management.
- Promoting membership of the biosciences Knowledge Transfer Network.

Environmental/Renewable Technologies

Local research strengths:

- At the University of Brighton, research in the Faculty of Science and Engineering seeks to actively contribute to the sustainable future agenda, addressing global issues including water and energy supply, waste management and the development of technological solutions to sustainability concerns.
- The Sir Harry Ricardo Engineering Laboratories, a leading centre for automotive engine research at the University of Brighton, has over 30 researchers who work on areas such as increasing fuel and energy efficiency.
- Through the Brighton and Hove City Deal, the University of Brighton has been awarded substantial funds for the development of the Green Growth Platform. The Platform links the knowledge assets of the university with 1,000 high-growth-potential SMEs and private, public and third-sector partners, with the aims of supporting innovation, addressing skills shortages and improving growth in low-carbon environmental goods and services sectors.
- The University of Surrey is one of the UK's leading universities for energy storage by publications².
- Through involvement with the Rampion Wind Energy and Kent Wind Energy Projects, the University of Chichester's School of Enterprise Management and Leadership have developed significant understanding and specialist knowledge around supply chain development for the wind energy sector. Both the University of Surrey and the University of Sussex feature in the QS world rankings for Environmental Science.

Actions proposed:

- Stimulating involvement in the sector through the establishment of cluster activity potentially building on the University of Brighton's Green Growth platform.
- Sponsoring research to identify potential opportunities for research and innovation leading to the establishment of centres of excellence.
- Promoting and investing in a number of high profile projects and work with partners to support specific initiatives. Examples would be the combined horticultural and energy hub proposed by West Sussex Growers Association and the Clean-Tech hub proposed at Newhaven. These would have the benefit of developing expertise and local supply chains.
- Working with education providers on targeted skills development.
- Bringing together the three universities of Brighton, Sussex and Chichester to create a single renewable technologies network and research capability.
- Promoting membership of the environmental sustainability Knowledge Transfer Network.

² Sir Andrew Witty (2013) Encouraging a British Invention Revolution: Sir Andrew Witty's Review of Universities and Growth

APPENDIX 13: PROJECT ASSESSMENT FRAMEWORK

Core principles

Coast to Capital has developed a robust, transparent and consistent approach to the appraisal of investment proposals to support SEP delivery through the Local Growth Fund and EU funding. This builds on our established approach to the appraisal of projects under our Growing Places Fund and aligns with the assessment process undertaken by the Local Transport Body under the assurance framework for major transport projects.

Our Project Assessment Framework reflects the principles of the HM Treasury 'Green Book', focusing on:

- *Project effectiveness*, in terms of a contribution to SEP objectives and outcomes;
- *Project efficiency*, in terms of value for money based on cost and output projections.

The Assessment Framework seeks to ensure that project investments are prioritised on the basis of their net additional contribution to economic outputs in the LEP area, taking full account of deadweight, leakage, displacement and multiplier factors.

Approach to project appraisal

Project proposals under each of the themes of the SEP will form the basis of our delivery plan, with an initial focus on investments in 2015/16 for Local Growth Fund support but also developing a delivery 'pipeline' for future years. Project proposals will be subject to a formal appraisal process managed by Coast to Capital Executive through which investment prioritisation and decisions will be made. Project Business Cases will be structured around the HM Treasury Five Case model – strategic, economic, commercial, financial, management. The appraisal process will initially assess the quality and deliverability of projects on the basis of these business cases. Project submissions will be required to present a clear project overview, an evidence-based business case, demonstrable links to local and national economic growth policies and an effective approach to risk management.

The key appraisal considerations under the Five Case model are outlined below:

Strategic Case	<ul style="list-style-type: none"> • What is the rationale for the project in terms of a growth opportunity or barrier? • Does the project align with SEP objectives? • Does the project support LEP/national economic and sector priorities and strategy? • Does the project address a specific market failure?
Economic Case	<ul style="list-style-type: none"> • What economic/business needs will the project address? • What would be the likely project outcome in the absence of the investment –ie deadweight? • What are the direct and indirect employment impacts of the project? • For how long will employment impacts be sustained? • Have other additonality factors been taken into account ie leakage, displacement and multipliers? • What level of private sector investment will be levered directly as a result of the project?
Commercial Case	<ul style="list-style-type: none"> • What is the market outlook for the relevant sector within which the project will operate? • What competitive advantage will the investment provide the project with? • Is there any evidence of identified demand for the project?
Financial Case	<ul style="list-style-type: none"> • Is the amount of investment being sought the minimum necessary to deliver the project? • Are other required funding sources confirmed? • Does the project represent value for money based on net additional

	outputs created? <ul style="list-style-type: none"> • What is the Benefit Coast Ratio; does this fall in acceptable limits?
Management Case	<ul style="list-style-type: none"> • Is the project considered State Aid compliant? • Have key project risks been identified with appropriate mitigation measures? • Are the proposed governance and management arrangements considered appropriate and sufficient? • Will adequate monitoring arrangements be implemented?

Projects will be independently assessed using a multi-criteria scoring and weighting system. Headline appraisal criteria will include:

- Strategic fit with SEP objectives;
- Scale of contribution to SEP output targets;
- Value for money prospects;
- Match funding availability;
- Delivery timescale;
- Delivery risk management.

Additional weight will be given to 'delivery'- related criteria to secure early impacts from Local Growth Fund investments from 2015/16. Project promoters will be required to provide clear evidence that proposed investments meet these criteria and the appraisal process will ensure that full consideration is given to project risks in relation to each of the Five Cases.

Investment decision-making and delivery plan monitoring

The results of project appraisal and scoring will be reported to the Coast to Capital Board and any delegated delivery bodies for review and decision in terms of inclusion within the SEP delivery plan. Projects may be approved as investment priorities, conditionally approved or may be approved in principle subject to clarification points. Approved projects will be included in the SEP delivery plan either for 2015/16 Local Growth Fund support or as a pipeline project for future years subject to confirmed Local Growth Fund allocations. All project approvals will be subject to clear obligations in terms of performance and output monitoring / reporting to enable Coast to Capital evaluate SEP delivery progress on an ongoing basis.

Major transport projects will be assessed using the Assurance Framework adopted by the Local Transport Body (see [Appendix 1](#)).

APPENDIX 14: EU SIF FUNDING PROFILE

The 10 draft priorities in this table were developed through analysis of the results of the SWOT exercise and underpinning research in the main draft ESIF strategy document (www.coast2capital.org.uk) and consultation with over 70 partners and stakeholders who attended consultation events and/or submitted responses to the survey questionnaire in September 2013.

Fund	T.O	Activity	Total Funding	2014	2015	2016	2017	2018	2019	2020
ERDF	TO1	1. Promote SME/HEI/public sector collaborative research and innovation and commercialisation, including collaboration with HEIs and local business research and innovation institutes within and across our five priority sectors and our specialised technology futures.	7,202,783	216,083	1,037,201	1,037,201	1,058,809	1,087,620	1,361,326	1,404,543
ERDF	TO3	2: Develop growth capacity and ambition for SMEs and strengthen their supply chains in our priority sectors and clusters, among businesses exploiting our Technology Futures and in priority areas.	7,202,783	216,083	1,037,201	1,037,201	1,058,809	1,087,620	1,361,326	1,404,543
ERDF	TO3	3. Improve business support for all stages of SME development and growth including support for business start-up, leadership and management, innovation and internationalisation, using private and public sector providers and provide business start-up support focussed on the needs of underperforming areas and sections of the community.	8,643,339	259,300	1,244,641	1,244,641	1,270,571	1,305,144	1,633,591	1,685,451
ERDF	TO4	4. Support our LCEGS sector and develop its supply chains. Provide support for SMEs to innovate, develop and deploy low carbon solutions. Promote the transfer of low carbon technologies between sectors. Support SMEs to engage in knowledge transfer with HEIs and FEIs to commercialise low carbon solutions. Support the development and take up of low carbon and renewable energy in homes and businesses.	5,762,226	172,867	829,761	829,761	847,047	870,096	1,089,061	1,123,634
ESF	TO8	5. Develop innovative longer-term interventions from pre-work support for those in target groups and local communities, including rural communities, with high rates of disadvantage or unemployment through to sustained employment, including working with employers to understand and help them meet the needs of LTU, NEETs, NEETs 18+	2,881,113	86,433	414,880	414,880	423,524	435,048	544,530	561,817

		younger and older workers and others								
ESF	TO8	6. Assisting and supporting employment and self-employment and new employment models e.g. social enterprises and cooperatives for those in target groups including the long term unemployed young people and the disabled with few or no qualifications in rural, coastal and other areas with higher than average unemployment and deprivation.	4,321,670	129,650	622,320	622,320	635,285	652,572	816,796	842,726
ESF	TO9	7. Develop wrap-around, multi-agency support for the LTU, NEETs, NEETs 18+, younger and older workers, lone parents, disabled, families with complex needs and other target groups e.g. travel to work, in-work support, finance and debt management, alcohol harm reduction, basic skills training etc.	2,881,113	86,433	414,880	414,880	423,524	435,048	544,530	561,817
ESF	TO9	8. Increase social inclusion through developing innovative solutions including asset based community development, developing community leadership and capacity, supporting innovative business models e.g. social enterprises and promoting informal and community learning	4,321,670	129,650	622,320	622,320	635,285	652,572	816,796	842,726
ESF	TO10	9. Develop higher level skills in our five priority sectors and other sectors of importance or potential growth in our economy, working with businesses, HE, FE, Sector Skills Councils and specialist providers as appropriate including remote and virtual learning.	7,202,783	216,083	1,037,201	1,037,201	1,058,809	1,087,620	1,361,326	1,404,543
ESF	TO10	10. Develop intermediate skills and technical skills including STEM skills for industries driving growth and in targeted development areas or other priority areas and encouraging those from target groups e.g. women, BAME to enter sectors where they are currently underrepresented.	7,202,783	216,083	1,037,201	1,037,201	1,058,809	1,087,620	1,361,326	1,404,543
EAFRD		Priority 1. Building knowledge and skills in rural areas	1,341,326	40,240	193,151	193,151	197,175	202,540	253,511	261,559
EAFRD		Priority 2. Funding new and developing non-agricultural, micro, small and medium sized rural businesses	1,532,944	45,988	220,744	220,744	225,343	231,474	289,726	298,924
EAFRD		Priority 3. Supporting tourism activities in rural areas	958,090	28,743	137,965	137,965	140,839	144,672	181,079	186,828

ANNEX: COAST TO CAPITAL'S TRANSPORT INFRASTRUCTURE INVESTMENT PROGRAMME

Overview

The transport network in the Coast to Capital area has both strengths and weaknesses. The area has enviable road links and rail links, with a large section of the M25 and the whole of the M23 in its borders. The Brighton Main Line provides fast rail services from London to Gatwick Airport and the South Coast. The North Downs Line and East/West Coastway rail lines provide strong East-West rail links.

The area is unique in containing a London Borough, Gatwick Airport (the UK's second largest airport), a large number of strategically important towns, three cities (Chichester, Croydon and Brighton & Hove) and areas of considerable environmental importance, including the South Downs National Park.

However, these advantages have also caused or contributed to a number of severe transport problems. The relative wealth of the area and dispersed pattern of development has meant that the car is the most dominant mode of travel for many parts of the Coast to Capital area, with some very high levels of car ownership compared with the national average.

However, this pattern is by no means universal across the area. Brighton and Hove has some of the lowest levels of car ownership compared to regional and national averages. Some of the area's transport corridors also show a very high rail modal share, particularly for commuting journeys into London and access to Gatwick Airport.

Several of our road and rail links are operating over capacity. This causes frequent congestion, particularly as the network does not have spare capacity to cope with incidents such as vehicle crashes or adverse weather. Many of our businesses and residents tell us that congestion is their biggest transport concern.

This has caused substantial problems of poor journey time reliability and poor public transport reliability. Businesses and residents find it difficult to make best use of their time as they do not know how long a journey will take.

A further problem is that our urban spaces have not improved at the same pace as the growth in personal transport. Many of our towns have poor facilities for pedestrians and cyclists. This reduces the attractiveness of our towns as places to live, work, visit and shop. This must be addressed if the Coast to Capital area is to grow and thrive.

This has weakened business confidence in the area. Contrary to the popular impression of the prosperous south, several parts of Coast to Capital are performing considerably below their potential. Many towns are reporting high levels of business unit vacancies and a difficulty in building sufficient new houses. There are clear signs that we could create more growth within our towns by tackling congestion, improving the urban realm and making sustainable journeys easier. This will help to fill vacant business units and increase the completion rates for new homes.

Businesses can react to these problems in a number of ways. We have anecdotal evidence that the poor transport links and unreliable journey times are encouraging existing employers to move elsewhere. For some of our larger businesses, that could mean moving out of the UK to less congested roads overseas.

Poor transport links are also depressing retail sales for some of our towns. This can encourage residents to travel further to larger and more attractive shopping centres. This adds to the already high traffic volumes and congestion problems.

Transport aims and objectives

The Coast to Capital transport strategy is based on five overarching themes which aim to tackle these problems:

- Connectivity: "Can I get where I want to go?"
- Reliability: "Will I arrive when I expect?"
- Capacity: "Will I get a seat, a parking space, a clear road?"
- Quality: "Will my journey be healthy, safe, clean, sustainable and enjoyable?"
- Resilience: "Will transport be there when I need it – 24/7?"

These aims are fully consistent with the Government's strategic objectives for transport, the environment and the economy. They are based on what businesses tell us that they want from a transport network. We will know we have succeeded when businesses tell us that they can consistently answer yes to each of these questions.

The themes have been specifically chosen to tackle existing problems which are slowing or preventing economic growth. Each of the transport schemes and packages in the programme improves one or more of these themes in order to generate new jobs, homes and employment space.

Underlying all of these themes is the importance of tackling congestion across all modes of transport.

Several of the major schemes provide new **connections** to stalled or difficult developments for both housing and employment. Brighton and Hove's Valley Garden scheme will improve the urban realm for road and public/ sustainable transport and significantly enhance accessibility from a number of development sites into the city centre. Surrey's Kiln Lane Link joins together two existing employment sites allowing them to be redeveloped. West Sussex's A259 and A284 schemes provide new road links to Bognor Regis and Littlehampton to connect growth areas to the trunk road network.

Journey time **reliability** will be improved by schemes to reduce congestion and encourage the use of sustainable transport modes. The programme has more than 25 sustainable transport packages, as well as specific projects to improve traffic management. More reliable journeys will encourage businesses and residents to move to the Coast to Capital area, or to stay here.

Transport **capacity** will be improved by schemes to upgrade single carriageway roads to dual carriageways and by junction enhancements, such as Brighton and Hove's A27 junction improvement schemes and Croydon's A23 junction improvements. Public transport capacity

will be improved by bus measures at many of our towns, and by the addition of a second tramlink line in Croydon town centre.

The programme supports capacity enhancements of the national networks including the Brighton Main Line and the A23, M23 and A27 roads which are the responsibility of the Highways Agency.

Quality will be enhanced by sustainable transport packages in towns. These will improve the pedestrian, cycling and bus environment with the aim of making sustainable travel safer and more of a pleasure than a chore.

The importance of transport **resilience** has been highlighted by recent floodings in the Coast to Capital area. The programme includes a range of flood mitigation measures and the repair of vital structures, such as the Brighton and Hove seafront arches which support the A259 and are home to many independent businesses and attractions.

Our proposal is an ambitious and innovative programme spanning both local and national transport networks. It builds on existing tried and tested initiatives, such as the Government's Local Sustainable Transport Fund.

The programme would provide:

- More than 20 kilometres of new or upgraded roads
- Sustainable transport packages at more than 30 locations
- More than 50 improved junctions
- Over 100 kilometres of new or improved safe walking and cycling paths
- Safety improvements saving more than 50 casualties per year
- Improved access to more than 40 rail stations
- Improved sea defences and highway drainage to reduce the risk of flooding.
- Essential maintenance of key transport assets.

The overall impact of the scheme would have a transformative impact on the travel conditions for nearly every resident, visitor and business in the Coast to Capital area.

The programme has four elements:

- Improvements to the motorway and trunk road network and the rail network to improve **capacity** and **reliability**
- Specific schemes which unlock growth by improving **capacity** and **connectivity**
- Sustainable transport packages which will improve **reliability** and **quality**
- Schemes which aim to keep the transport network running 24/7 by improving **resilience** and journey time **reliability**.

The Motorway and Trunk Road Network

Motorways and trunk roads are fundamental to the success of the Coast to Capital area. They provide essential links between the capital and the coast via Gatwick Airport, along the A23/M23 corridor. Away from the rail routes, there are few alternatives for medium or long distance travel.

The M25 runs through our area, linking Coast to Capital to the rest of the country. Along the south coast, the A27 is a strategic link to the coastal towns, the cities of Chichester and

Brighton & Hove and the ports of Portsmouth, Southampton, Shoreham, Newhaven and Dover.

We want to extract the maximum benefit from our motorways and trunks roads, making them as efficient and reliable as they can be. At the moment, most of these links are operating at or above capacity especially at peak travel times. This leads to frequent delays and interruptions, with consequential problems for the local road network as drivers look for alternative routes.

The Department for Transport and Highways Agency are currently carrying out two studies to review the effective operation of their network in the Coast to Capital area:

- The **M25/M23 and South Central Route Based Strategies** will reach conclusions in the spring of 2015
- The **A27 corridor feasibility study** will conclude in the autumn of 2014.

Coast to Capital LEP, the local highway authorities and other partners are fully engaged with these studies. Our aim is to help the Department and Highways Agency to improve the capacity, reliability and resilience of their roads. We believe that we and our partners can support the Highways Agency in three distinct ways.

Firstly, we are providing background data about existing and future transport problems and growth proposals. This will help to ensure that the two studies will have a sound evidence base.

Secondly, as part of the consultation processes for the studies we are identifying a number of bottlenecks on the network which we believe should be priorities for action. These are listed below and are described in more detail in Annex 3a.

Thirdly, when these studies have identified their proposed schemes, we will look to adjust our Local Growth Fund proposals to support the Highway Agency schemes. This could include part funding a scheme where there is a funding gap or designing complementary measures on the local road network to help improve the effectiveness of a national road scheme. For example, we could look to develop sustainable transport and demand management measures in a town centre to complement a proposed new bypass or series of junction improvements.

At the time of writing, we do not know the outcome of these two studies because their timescales are not synchronised with the Strategic Economic Plan process. Our intention is that this Strategic Economic Plan and the associated improvements programme should be developed flexibly to respond to these studies and support their recommendations.

The recommended Highway Agency schemes and bottlenecks that we have identified are:

M25	Junction 9 (Leatherhead)	Congestion, capacity and interaction with local roads
	Junctions 8 to 7	Resilience to poor weather
M23/ A23	M23/A23 Hooley Interchange	Congestion and safety
	M23 junctions 9-9a (Gatwick)	Congestion and capacity
	M23 Junctions 10 (Crawley)	Congestion and capacity
	M23 Spur South Terminal roundabout	Congestion and reliability
A27	A27 Trunk Road Junction, Brighton	Congestion and connectivity

		to new growth areas
	A27 Chichester bypass improvements	Congestion and unsuitable traffic on local roads
	A27 Arundel bypass	Congestion and unsuitable traffic on local roads
	A27 Fontwell junction improvement	Congestion and reliability
	A27 Worthing & Lancing corridor (inc. new Sussex Pad junction)	Congestion and reliability
	A27/A26 access to Newhaven	Congestion and access to new developments.

These are described in more detail in Annex 3a.

The National Rail Network

Rail is a fundamental part of the Coast to Capital strategy. We want to lead a **rail renaissance** to make our already strong rail network into a nationally and internationally recognised example of excellence.

In particular, this will require capacity enhancements on the Brighton Main Line. Network Rail estimates that on existing trends the use of the Brighton main line will increase by 37% from 2010 to 2031. Capacity improvements beyond existing commitments are needed to cope with this forecast demand, but also to encourage greater use of this key rail line.

The area needs a high level of investment to ensure resilience. The Brighton Main Line has a large number of tunnels, deep cuttings and embankments, which increases the risk of failure especially in poor weather.

The North Downs line provides a strategically important link between Gatwick and the Thames Valley via many of the Surrey towns. However, the services on this line are not unlocking the full potential of this link. We would like to see this line transformed by full electrification along its length. This would not only enable faster and more reliable services, it would also allow new services to be run incorporating the North Downs line and the rest of the electrified network.

A more ambitious scheme for the North Downs Line is also possible, developing it into more of an "M25 for rail" and providing an attractive and direct rail connection between Kent, Gatwick, many Surrey towns and into Reading.

The East and West Coastway rail lines provide important East-West services along the coast. Journey times and service quality could be improved to encourage further investment. We would want to explore the case for infrastructure and enhancements, for example the case for an additional westbound passing loop at Worthing and a rail chord at Arundel to improve connections between the Coastway and Arun Valley lines.

The nature of the Brighton Main Line makes routes to the Coastway vulnerable to disruption, particularly during essential maintenance. While not a core element of this strategy, Coast to Capital recognises the essential nature of ensuring resilience of the routes from the East and West Coastways to London and further afield. In this regards Coast to Capital is strongly supportive of Network Rail's ongoing work to examine the viability of a direct east facing

chord between the Coastway and Arun Valley lines at Arundel and the reconnection of the railway between Lewes and Uckfield.

Level crossings can be a major cause of road congestion, both on the North Downs line and the Coastway. We will give ourselves a challenge of removing or bypassing at least one level crossing every five years, either by replacing them with bridges or underpasses or by diverting roads around them. The proposed A29 realignment scheme would remove the need to cross the Woodgate level crossing. The A284 Lyminster bypass would remove traffic from the Wick level crossing.

We are developing a programme of packages to improve access to rail stations across our area. This will help to stimulate the economy and encourage car drivers to switch to rail.

As with the Highways Agency, Network Rail is also in the process of studying the improvements which would be needed to their network. Their Sussex Route Study is examining rail improvements which could be implemented in the period from 2019 to 2024.

Our approach to Network Rail is similar to our relationship with the Highways Agency. We are fully engaging with their study process in order to:

- Provide them with background data and evidence
- Identify schemes and bottlenecks which we believe are a priority
- Adjust our programme of interventions to support the rail network and schemes emerging from the Sussex Route Study.

The improvements/ bottlenecks that we have identified on the rail network are:

Brighton Main Line	Committed schemes such as train lengthening and Redhill platform 0	Capacity and reliability
	Full grade separation of Windmill Bridge Junction	
	Remodelling of East Croydon station	
	Remodelling of Stoats Nest junction	
	Grade separation at Keymer junction	
	Extra platform capacity at Victoria or London Bridge	
	Gatwick Gateway station concourse improvements	Improve journey quality
	Rolling stock improvements	
	Maintenance and protection of embankments and tunnels	Resilience to poor weather
	Improved earlier morning connections to Gatwick Airport	Connectivity
North Downs Line	Electrification of missing sections (Wokingham-Ash and Shalford-Reigate)	Capacity and quality (will improve journey speeds and acceleration)
	Lengthening to 4/5 car	Capacity and quality

	Rolling stock improvements	Quality
	Platform enhancements at Reading and Redhill	Capacity
	Development of longer term "M25 rail" proposals	Capacity and connectivity
	Reintroduction of Kent-Gatwick service via the Redbridge-Tonbridge line	Connectivity
East and West Coastway	Passing loop for westbound trains at Worthing	Capacity, reducing journey times and reliability
	Examine viability of Arundel chord	Connectivity and resilience
	Remove level crossings	Reliability and quality (of road journeys)
	Rolling stock improvements	Improve journey quality
Uckfield Lines	Electrification of Uckfield Line	Capacity and reliability
	Reinstatement of Lewes-Uckfield line	Connectivity
	Reinstatement of Crowhurst chord	Connectivity
Crossrail 2	Support for Crossrail 2, regional variation	Capacity and connectivity

These are described in more detail in Annex 3b.

Coast to Capital Transport Programme

We have identified three types of transport schemes which would unlock stalled economic growth across the Coast to Capital area:

- **Connectivity and capacity** schemes to unlock new land by providing new and/or enhanced transport connections.
- **Sustainable transport packages**, which regenerate and intensify development by tackling congestion and improving journey quality and reliability
- **Resilience schemes** to help keep the network operating 24/7.

We believe that all three types of scheme are fundamentally important to the economic regeneration of the Coast to Capital area. Naturally, there is some overlap between these three categories. Some schemes, especially packages, would help to serve more than one objective.

In each case, we are looking to secure a large local contribution for the schemes and to leverage in a high ratio of private sector investment, both as financial contributions to the schemes and as investment in new homes and employment units.

Some of these schemes have already been approved in principle by our Local Transport Body, subject to satisfactory completion of a webTAG compliant business case and independent assessment.

Connectivity and capacity schemes

We have identified 20 schemes which would directly unlock new housing, jobs and/or employment floor space. These schemes provide the transport capacity or connectivity needed for one or more new developments to be viable. In many cases, these schemes would tackle problems that cause severance and delay.

The connectivity and capacity schemes are:

Scheme	Local Growth Fund contribution	Benefits
Brighton & Hove		
Valley Gardens	£8 million (phases 1&2) £6 Million (phase 3)	1,179 jobs, 100 homes and 9,000 sqm employment space. Tackles severance and improves connectivity to the city centre.
A259 Improvements	£27 million	2,528 jobs, 1,300 homes and 29,545 sqm employment space by improving connectivity and capacity along the coast
Toad's Hole Valley	£15 million	700 new homes and 2,380 new jobs and 25,000 sqm employment space by connecting to a new growth area
A23 Preston Circus	£3 million	1,300 jobs, 7,090 square metres of employment space and 450 homes, connected to the town centre
Joint Brighton & Hove and West Sussex		
Shoreham Harbour Regeneration Package	£13.77 million	2,320 new homes, 4,450 new jobs and 36,660 square metres of employment space. Provides connectivity within the development and along the coast road (A259).
Croydon		
East Croydon Station		Improves pedestrian capacity of the station concourses and connects to nearby housing and employment developments
West Croydon Station		
Junction improvement programme		Together with other projects, helps to deliver 7,300 new homes and 15,000 jobs in the Croydon Opportunity Area. Improves connectivity and reliability by upgrading a number of key junctions
A23 Improvement programme		Improves the A23 corridor and the A232 to improve connectivity to the Opportunity Area and

		journey time reliability.
Tramlink capacity enhancement		Improves the capacity of Croydon's tramlink by adding new lines and supports the improvement of poor public realm within the town centre.
Surrey		
Kiln Lane Link	£17.944 million	6,400 new jobs. Connects two industrial estates, allowing for intensification of use.
Epsom Plan E	£2.16 million	635 new homes. Improves connectivity within the town centre for pedestrians and cyclists.
Leatherhead Improvements	£7.12 million	Supports over 6,400 square metres of employment land at The Square and tackles congestion problems across the town centre. Improves the capacity of the gyratory system.
West Sussex		
A284 Lyminster bypass East Arun	£3 million	3830 homes, 5295 jobs and 27,000 square metres of employment land
A259 realignment East Arun	£4.2 million	3,830 new homes 27,000 square metres of employment land 4,695 jobs
Enterprise at Bognor Regis Link Road	£6 million	4,821 jobs, 2,000 homes and 140,000 sqm square metres of employment space,
A29 realignment	£13 million	
Crawley Town Package	£18.12 million	4,000 new homes and 5,750 jobs
West of Horsham, A24 junction improvements	£4.763 million	2,000 new homes and 1,600 new jobs by connecting new development to the A24
A2300 corridor, Burgess Hill	£12.08 million	5,000 jobs 2,600 new homes More than 200,000 square metres of employment land. Connects Burgess Hill to the A23.
East Sussex		
Newhaven Port Access Road	£10 million	750 homes, 5,200 jobs and 178,000 square metres of employment space.

A summary of each of these schemes is provided in Annex 3c.

Sustainable packages (Quality and reliability)

It is clear that unlocking new sites is only a part of the solution to delivering sustainable economic growth. Our programme also aims to deliver substantial regenerative benefits for towns which are not performing as strongly as they should. As well as unlocking new land for development, we also need to ensure that existing units are built and occupied as quickly as possible.

Contrary to the popular image of the prosperous South East, many of our towns have high levels of vacant office and retail units. For example, Epsom has more than 11,000 square metres of vacant office space and 5,000 square metres of vacant industrial space. Filling these vacant spaces in Epsom alone could generate more than 1,000 additional jobs.

This same pattern is repeated across the Coast to Capital area. One of the main barriers to securing tenants for these vacant sites is the current high levels of congestion.

The programme is also designed to help to deliver housing more quickly. Many of our towns are experiencing severe difficulty in delivering planned housing allocations. This is due, in part, to poor transport links, unattractive environments and high levels of congestion.

As a result, planned developments are not built out as quickly as they could be. Developers are therefore cautious about building new homes and new employment units. Housing completion rates are considerably below assessed needs for housing.

An associated problem is that some existing residents are understandably concerned about new development because they do not believe that the transport networks can cope with growth. Many of our road and rail links are heavily congested in the peak hours, due to a mixture of high traffic and passenger volumes, lack of sustainable alternatives, congestion pinch-points and out of date traffic management systems. The area also experiences considerable traffic problems when there is an incident on the motorway and trunk road network which causes drivers to look for alternative routes on the local road network.

To assuage these concerns, we urgently need to tackle the existing and future problems on our transport networks. These transport problems are putting a brake on growth and leading to a slowing down of growth.

To tackle these problems, we are bringing forward a number of **sustainable packages** to restore confidence in our towns and cities as areas which are ready and fit for growth. These will combine both transport and non-transport interventions.

Each package contains a number of core improvements which are common to most packages, as well as several tailor-made components to tackle the specific local problems of the area in question.

The measures which are core to nearly all transformational packages are:

- Improvements to walking and cycling links and the urban realm.
- Tackling the severance caused by busy roads, rivers, railway lines, level crossings and other physical barriers
- Improvements to junctions and traffic management systems to ease traffic flow and reduce congestion
- Improvements to rail stations, including better cycling and pedestrian access
- Improvements to public transport, such as bus and taxi priority measures and better interchanges

- Behavioural change measures, including improved information to the travelling public.
- Improving accessibility to rural areas.
- Improving road safety.

Local tailor-made solutions include:

- Redesigning and improving out of date one-way systems and gyratory roads, such as in Leatherhead, the Valley Gardens scheme in Brighton & Hove and Northgate gyratory in Chichester
- Mitigating the impact of level crossing downtimes on road traffic and pedestrian movements
- Easing traffic flow in narrow historic streets, such as Brighton & Hove, Dorking and Chichester
- Increasing the space for pedestrians at overcrowded rail stations, such as East and West Croydon
- Revitalising tired and unattractive retail areas
- Increasing capacity on overcrowded public transport networks, including Croydon's Tramlink

The benefits of these transformational packages will be both fundamental and long-lasting. They will all reduce congestion and increase the use of sustainable transport modes. Whilst they may not directly unlock development sites in the same way that a traditional road scheme would, the packages would help to regenerate town centres and deliver immense indirect benefits to the economy. Experience with initiatives such as the Local Sustainable Transport Fund has shown that these types of packages can offer very good value for money. Benefit: cost ratios of more than 4 to 1 are certainly possible.

A further benefit of transformational packages is that because they contain several smaller schemes, the packages are scalable. This means that they can be accelerated or slowed down to fit available resources.

Ideally, all of the towns and cities in the Coast to Capital area would receive a sustainability package. However we recognise that this will not be possible within the limited funds available. Our intention is therefore to prioritise the packages according to the level of funding provided for the Local Growth Fund.

Our strong recommendation is that sustainability packages should be funded as a mixture of capital and revenue funding, as the Government's Local Sustainable Transport Fund has been. Infrastructure improvements (funded by capital expenditure) are often more effective when accompanied by locally tailored travel behavioural change initiatives (funded by revenue). Accordingly, revenue funding is one of the freedoms and flexibilities that we are requesting.

A list of 23 potential sustainable packages is shown in annex 3d, together with a brief description of the problems that the packages aim to tackle.

Resilience

It is not enough simply to improve the area's transport networks. We must also ensure that our transport systems are sufficiently resilient so that they continue to support businesses at all times.

Businesses tell us that disruption to transport can have a major impact on their operations. All organisations need reliable transport to get their employees into work and customers to their premises. Retailers rely on 24/7 availability and reliability, particularly of the road network, in order to keep shops and supermarkets fully stocked. Industrial and light industrial companies rely on the flow of raw materials and finished products by both road and rail. Air passengers need to be able to arrive at the airport in time for their flights.

Customer and business confidence in the Coast to Capital area is severely damaged when our transport networks fail. Recent and ongoing problems include the impact of flooding and coastal erosion, for example during the winter of 2013-14. On an almost daily basis, traffic problems on our overloaded roads cause delays, sometimes lasting for several hours.

It is not uncommon for rail services to be badly affected by poor weather. In January 2014, flooding in the Balcombe Tunnel near Brighton brought the Brighton Main Line to a standstill. To compound the problem, sections of the A23 were also closed for flooding on the same day.

Whilst travellers will make some allowances for the most unusual of circumstances, it is becoming evident that extreme weather events are becoming more common. Our overloaded network is also failing on a more regular basis due to less extreme situations. A vehicle crash on the M25 can cause transport disruption more than 20 miles away. Traffic signal failures and roadworks can bring an entire town to a standstill. Our overloaded rail networks struggle to catch up if there is a train fault, or leaves on the line or the infamous 'wrong kind of snow'. This is a particular problem for the Coast to Capital network to the third rail direct current (DC) electrification.

The Airports Commission has quite rightly identified resilience as a major factor when considering the UK's aviation capacity. We believe that this applies to all modes of transport and not just aviation. It is not sufficient to have just enough capacity to cope with normal demands for travel. We should aim to have sufficient capacity and resilience to be able to cope with unusual or extreme situations. That may mean providing more transport capacity than we need on a daily basis to allow us to cope with peaks in demand.

Our programme therefore includes several schemes designed to improve the resilience of the transport networks. In some cases, this would need the co-operation of bodies such as the Highways Agency and Network Rail. Our programme has identified a number of measures which would improve the capacity and the resilience of the rail and motorway/trunk road network – see Annex 3a and 3b for more details of these.

On the local networks, traffic management has a huge part to play in managing traffic flows and responding to traffic incidents. Our programme therefore includes investment in traffic management systems such as Surrey's Network Management Information Centre. Many of the sustainable packages and unlocking schemes include traffic management measures as part of a bundle of improvements.

The programme includes a number of maintenance schemes. For example, Brighton and Hove has a number of seafront structures in urgent need of repair. These seafront structures, built in the late 1800s, include retaining walls and arches which support the upper seafront promenade and the A259 carrying more than 30,000 vehicles per day. Failure of these structures would lead to immense disruption to the flow of traffic and economic viability of Brighton and Hove. Surveys have shown that a number of the

structures need urgent repair within the next five years. As the majority of the arches are also used as business and retail premises, the refurbished arches will also offer the prospect of new and continued use as commercial/employment units to boost trade and provide jobs.

Away from the coast, the programme includes a number of flooding mitigation and road maintenance schemes on important roads such as the A24 and A217.

To increase the resilience of the area, our proposed programme includes schemes which would:

- Repair and maintain critical transport structures
- Prevent or mitigate the risk of flooding
- Reduce the number of traffic incidents (such as crashes and roadworks) and help the network to recover quickly after such incidents.
- Provide resilience from adverse weather conditions, such as heavy snow fall.

Our intention is to set aside a proportion of the Local Growth Fund to be allocated to resilience schemes. We would then invite local highway authorities and other stakeholders put forward schemes for these funds. The most cost effective and beneficial schemes would be funded from this process.

The long list of resilience schemes in our programme is:

Surrey: wider network benefits (approved by LTB)	Upgrading traffic management system to handle the congestion caused incidents and planned events	Reliability and resilience
Brighton & Hove seafront structures (Free Shelter Hall Site)	Renewing seafront structures supporting the A259 coast road	Resilience and quality
Surrey: A24 corridor safety scheme	Improving safety on two sections of the A24 between Holmwood and the Surrey border	Reliability and quality. Reduces casualties and congestion.
Intelligent Transport Systems (Brighton & Hove and West Sussex)	New and upgraded traffic management systems	Resilience and reliability
Flood alleviation schemes (several routes)	Improving highway drainage and embankments to reduce the risk of flooding	Resilience
Coastal defences (several)	Upgrading and strengthening sea and harbour defences	Resilience
Regeneration packages (several)	Sustainable packages in corridors or areas which are not priority growth areas (eg rural)	Quality and reliability

Priority Location Programmes

Subject to the availability of funds, our proposal is to combine individual schemes and packages to form coherent programmes for priority locations and/or corridors.

Bognor Regis

- A29 realignment
- Enterprise @ Bognor Regis link road

Greater Brighton:

- Valley Gardens
- A259 Improvements
- Toad's Hole Valley
- A23 Preston Circus
- Shoreham Harbour package (jointly with West Sussex County Council)
- Sea front structures, former Free Shelterhall Site
- Sustainable Transport and traffic management packages

Burgess Hill:

- A2300
- Sustainable transport package

Chichester:

- Chichester package

Crawley:

- Crawley town package

Croydon (to be funded by Transport for London):

- East and West Croydon stations
- Tramlink enhancements
- A23 Fiveways junctions
- Junction improvements
- Sustainable transport package (cycling network)

East Grinstead:

- East Grinstead package

Epsom:

- Kiln Lane Link
- Plan E
- Ewell and Stoneleigh Package
- Banstead, Epsom and Ewell Package
- A240 corridor package
- Epsom Creative Industries Hub (non transport scheme)

Haywards heath

- Haywards Heath package

Horsham:

- West of Horsham, A24 junction improvements
- Horsham sustainable transport package

Leatherhead:

- Leatherhead gyratory improvements
- Plan L
- Wider Leatherhead sustainable transport package

Littlehampton:

- A284 Lyminster Bypass
- A259 realignment

Oxted:

- Oxted gas holder (non transport scheme)
- Caterham enhancement package
- A25 corridor package
- A22 corridor and Caterham

Reigate and Redhill:

- Greater Redhill sustainable transport package
- Reigate Road network improvements
- A23 corridor programme
- A217 corridor programme

Worthing:

- Worthing town package

Governance and scheme assessment

In developing this programme of improvement measures, we have adopted a number of key principles and processes. The main principles are:

- The decision-making processes should be fair, open and transparent.
- In order to maximise the value from public money, only the best schemes should be funded. Priority would be given to schemes which met economic goals, such as the creation or protection of jobs, homes and employment floorspace.
- Priority would be given to schemes with high levels of local contributions and which levered in substantial amounts of private sector investment.
- All schemes should be subject to thorough and independent assessment.
- Transport business cases should be developed to full WebTAG standards and assessed as rigorously as if bids were being considered by the Department for Transport.
- Guidance from the Department for Transport and other Government departments, such as the guidance on Local Transport Bodies, would be followed in full.
- Where possible, the cost of developing schemes would be kept to a reasonable minimum so that the maximum level of funds can be invested in the delivery of improvements.

Coast to Capital has decided to retain its Local Transport Body as part of its governance structure.

We have developed an annual decision-making processes based on four key stages:

When	What	How
March/April	Guidance	Coast to Capital issues formal guidance to local authorities and other stakeholders

		inviting them to apply for funds. This guidance reflects Government requirements such as WebTAG.
April to Sept	Business case drafts	Promoting authorities draft business cases in negotiation with Coast to Capital LEP and its advisers.
Sept to Nov	Business case assessment	Business cases are independently assessed
Nov to Jan	Decision-making	The Local Transport Body makes funding recommendations to the LEP board.

In the early years of the Local Growth Fund, there may be merit in running a twice annual programme, with decisions made in Spring and Autumn about successive tranches of scheme bids.

The process starts with formal **guidance** to give promoting authorities the information that they need to produce effective and successful business cases. This guidance sets out the policy context for the Strategic Economic Plan and explains the processes which would need to be followed. Our intention is that promoting authorities should be clear about their prospects of being allocated funds, so as to avoid abortive work on bids which do not meet Coast to Capital's criteria.

The guidance also follows our principle of openness in that it shows stakeholders, businesses and residents how individual schemes will be developed and assessed, and what role they can play in the development of interventions.

The Coast to Capital transport guidance has been based closely on Department for Transport guidance on major schemes and WebTAG. A copy of the latest draft guidance will be sent separately to the Department for Transport.

It is for promoting authorities and organisations to **draft business cases** which meet the requirements of the guidance. We would like this to be an iterative and negotiated process. Coast to Capital officers will work with the local authorities to help ensure that the guidance is followed and that effective and successful schemes are brought forward. We emphatically do not want this to be a closed bidding process where promoting authorities do not discuss schemes until they are submitted.

We also expect that the consultants appointed to assess business cases will be able to provide advice to authorities during the preparation of business cases. This advice will mostly be about the technicalities of complying with the guidance and with national requirements such as WebTAG.

Business case assessment will take place for approximately three months before each decision-making meeting of the Local Transport Body. This assessment will consist of three different elements:

- Public consultation on business cases carried out by Coast to Capital in addition to consultation undertaken by promoting authorities;
- A value for money assessment undertaken by Coast to Capital officers and signed by the Chief Executive of the LEP;
- An independent assessment of the business cases by transport consultants appointed by Coast to Capital.

Except where commercially confidential information is involved, these assessments will be made public.

Decision-making: scheme business cases will be considered by the Local Transport Body in a public meeting. For each scheme, the Local Transport Body will have:

- The business case, produced by the promoting authority
- A report of the consultation process
- A value for money statement (consistent with DfT guidance) from Coast to Capital.
- The independent assessment produced by Coast to Capital's consultants.

The Local Transport Body will make recommendations for funding to the Board of Coast to Capital who will make ultimate decisions. The Board may delegate some or all of this decision-making to the Local Transport Body or to the Coast to Capital Infrastructure Committee.

Annex 3a: Highways Agency schemes

M25

The M25 is a crucial transport asset for the Coast to Capital area. It provides for East-West movements around London, as well as linking the area to the rest of the country's motorway network.

Problem/ market failure

Junction 9 of the M25 is a vital transport node for Leatherhead, Dorking and Epsom. It provides a key link between the M25 and the North-South A24, which also runs to Horsham and the coastal towns of Worthing and Littlehampton.

This junction is particularly important as the town of Leatherhead is located very close to the junction, causing substantial interaction between local and motorway traffic.

The Route Based Strategy Evidence report for the London Orbital and M23 to Gatwick area (February 2014) identified several congestion problems at or near this junction:

- "Congestion impacts on potential development sites" (page 56)
- "Severe local traffic impacts from diversionary routes" (page 67)
- "One of the highest ranked motorway links for accident rates" (page 71)

The congestion problems at this one junction are affecting the resilience of the M25 as a whole. The report notes that access to the Highways Agency's depot at Leatherhead can be difficult "particularly during incidents when the local roads and junctions are congested". (page 33).

Junctions 8 and 7: In addition, the nearby section of motorway between junction 8 and 7 is vulnerable to severe weather. The route based strategy found that snowfall and ice formation on Reigate Hill can cause traffic to tail back onto the M25 (page 34).

The combination of these problems creates frequent congestion problems in the area, leading to a loss of business confidence.

It is also important for the economy of the Coast to Capital area that the M25 operates effectively throughout its length, including sections which are outside our area. We are therefore supportive of proposals to improve neighbouring sections and junctions, including proposals for improvements at junction 10 (Wisley) in the Enterprise M3 area.

Recommended solutions

We would ask the Highways Agency to develop a congestion mitigation scheme for junction 9 as part of its London Orbital and M23 to Gatwick route based strategy. The problems of poor weather resilience, such as on the section between junctions 8 and 7 of the M25 should also be addressed with joint working between the Highways Agency, Coast to Capital and the Local Highway Authorities.

M23/A23

The M23 is the core North-South motorway running through the Coast to Capital area. It links Croydon in the North, the M25, Gatwick Airport, Crawley and Brighton and Hove, as well as serving many of other communities and towns across the area, such as the coastal towns.

Problem/ market failure

The Route Based Strategy Evidence report for the London Orbital and M23 to Gatwick area (February 2014) reported several congestion problems along this motorway:

- The M23 between junction 8 and junction 9 is one of the 10 least reliable sections in the M25-M23 study area, with a reliability measure of 55.8% (page 11)
- There are severe problems with diversion routes associated with the M23 (page 33)
- "Congestion throughout A23 and M23 north of M25, including its junctions, impacts on Croydon growth with little technology to control it." (page 56)
- "Congestion throughout M23 including its junctions, impacts on Gatwick growth with little technology to control it" (page 56).
- "The M23 has particular issues on Fridays and Sundays and in holiday periods, which are related to it serving Gatwick and the Sussex coast, and all of its junctions have problems with congestion. These issues will become more acute as Gatwick expands, and makes the smart motorway pipeline project particularly important." (page 63)
- "No CCTV despite congestion and safety issues on the route." (page 67).
- "Unreliable journeys due to congestion" (page 70).
- "Over capacity leading to local congestion ... some of [the] junctions might facilitate nearby growth areas."
- A23 Trunk Road: "[One of the} highest ranked A road links for accident rates."

The A23/M23 junction at Hooley is a major congestion problem. The towns of Reigate and Redhill are relatively close to the M25 and M23 motorways at junction 7 and 8 of the M25. However the design of the road network makes it difficult for traffic from Reigate-Redhill to access the two motorways. Some traffic is forced to make a sharp U turn where the A23 becomes the A23 Trunk Road, in order to access the M23. This creates severe congestion and increases the risk of collisions.

Recommended solutions

The Highways Agency have identified a "smart motorway" scheme for M23 junctions 8 to 10, to complete post 2020. Whilst this is welcome, we would want it to be implemented more quickly and to be extended, for example to include the A23. This would help to address the deficiencies in CCTV and technology coverage noted in the Route Based Strategy evidence report.

We would ask the Highways Agency to consider whether it is sensible to have all lane running for this section. Rapid recovery from incidents is vital to the successful operation of Gatwick Airport, as well as the economy of the area as a whole. In the interests of resilience it may be more pragmatic to enable hard shoulder running but not to implement it until an incident requires the additional capacity.

In particular, we would ask the Highways Agency to develop junction improvements for the following junctions which are currently very congested at peak times:

- M23 junctions 9 (Gatwick)
- M23 Junction 10 (Crawley)
- M23 Junction 9a (South Terminal roundabout)

A23/M23 Hooley: the Highways Agency have designed a number of junction improvement schemes to improve motorway access and reduce the risk of collisions at this site. The most effective of these should be developed and delivered.

A27

- **A27: Chichester bypass**
- **A27 Trunk Road Junction, Brighton & Hove**
- **A27 Arundel bypass**
- **A27 Fontwell junction improvement**
- **A27 Worthing & Lancing corridor (inc. new Sussex Pad junction)**
- **A27/A26 access to Newhaven**

The A27 is the only major east-west road along the coastal corridor providing connections between a string of priority business locations in Brighton & Hove, Shoreham, Worthing, Littlehampton and Bognor Regis. The economy of the coast currently underperforms and this contributes to social deprivation issues. The A27 also provides strategic links to the major ports of Portsmouth and Southampton to the West and Shoreham, Newhaven, Folkestone and Dover to the East.

The geography and topography of the Coast to Capital area provides a particular challenge for East-West movements. Apart from the M25 and A25 near London and the A27 on the coast, there is little capacity for East-West movements. The A25 passes through the centre of a number of towns such as Reigate, Dorking and Guildford.

The alternative routes to the A27, such as the A259 and A272, are limited in capacity. They are mostly single carriageway and largely rural. The A259 in particular passes through Brighton & Hove, Shoreham and Worthing. This slows down traffic and adds to the congestion and air quality problems in these urban areas.

Because of this, the performance of the A27 corridor, including parallel routes such as the A259, is essential for the economy of the Coast to Capital area.

Without fail, every consultation with businesses has brought up investment in A27 improvements as a top priority for growth.

Problem/ market failure

Some of the issues include:

- Peak hour congestion at key bottlenecks at Chichester, Arundel, Worthing and Lancing
- Unreliable journey times caused by congestion, poor resilience and very slow recovery from any incident
- Inadequate capacity acts as a constraint to growth
- Conflicts between strategic and local traffic movements making end to end journeys unattractive
- Severance where the route bisects employment and housing areas
- Perceived and actual transport problems act as a deterrent to investment and also creating issues for planning consents

Despite the case being made over many years, there has been considerable under-investment. The announcement in the Budget in March 2013 that six roundabouts in Chichester will be addressed is very welcome and there is a need to develop detailed implementation plans for this scheme.

As an overall planning aim, we would want to see the entire A27 upgraded to dual carriageway standard. This would help to stimulate business confidence along the coastal corridor and create a vibrant and resilient growth area.

Recommended solutions

The Highways Agency has started a feasibility study to examine potential improvements along this route. Coast to Capital and the local highway authorities are playing a full part in that study.

The improvements in the short and medium term we would see as a critical factor in unlocking growth in the Coastal Corridor are:

- A27 Trunk Road Junctions, Brighton and Hove
- A27 Chichester bypass junction improvements
- A27 Arundel bypass
- A27 Fontwell junction improvement
- A27 Worthing & Lancing corridor (inc. new Sussex Pad junction) improvements
- A27/A26 access to Newhaven

The five junctions of the A27 with the main arterial approaches that lead to and from Brighton and Hove will require some relatively small scale improvement to enable more safe and efficient movement through them as a result of additional development-generated traffic.

The A27 Chichester bypass junction improvements are needed because although the A27 is already dual carriageway at Chichester, long distance strategic traffic conflicts with local trips to/from the City where there are substantial commuter flows at peak times. The A27

at Chichester also provides access to Bognor Regis which suffers from poor connectivity due to congestion on the A27 – this contributes to underperformance of the economy and is a deterrent to investment. Where possible, junction improvements at Chichester need to separate the local and strategic movements through grade separation.

The A27 Arundel bypass is needed because the existing single carriageway section through Arundel cannot be improved to dual carriageway standard due to the alignment and gradient of the existing route. The design of a partial or full bypass will need to minimise environmental impacts, particularly on the South Downs National Park. There may also be a need for interim minor improvements at Arundel to allow planned growth, although these should not prejudice implementation of a comprehensive long term solution for Arundel.

The A27 Worthing and Lancing corridor improvements are needed to manage the conflict between local and strategic trips, improving the reliability of journey times through Worthing and Lancing. Although this section is already dual carriageway at Lancing, peak traffic flows exceed junction capacity and require improvements to reduce congestion. A new junction is also required at Sussex Pad to provide access to strategic housing and employment development at Lancing/Shoreham Airport. At Worthing, there is need for additional capacity on the remaining single carriageway section due to the confluence of local and strategic trips where the A27 and A24 meet.

Annex 3b: National Rail schemes

Brighton Main Line

Along with the parallel A23/ M23, the Brighton Main Line is the core North-South corridor which defines the Coast to Capital area. The line literally runs from Coast to Capital, linking the city of Brighton and Hove with Crawley, Gatwick Airport, Reigate, Croydon and central London. More than that, the line is also of fundamental importance to several other towns along the coast and on key corridors such as the A25 and A284. Many of Coast to Capital's strategic locations are served by this line.

The Brighton Main Line is simultaneously an important commuter route, a link to the UK's second largest airport and an important line for leisure and tourism.

Problem/ market failure

Services on the Brighton Main Line are heavily used and can experience severe overcrowding in the peak. Network Rail predicts that passenger numbers could grow by 37% by 2031. This growth in usage is having a number of different impacts on the network:

- Trains are crowded, which makes journeys unpleasant;
- Services are unreliable as the network does not have sufficient capacity to cope with incidents;
- Rail station car parks are full by early morning. There is an unmet demand for additional car parking.
- There is a need for better pedestrian, bus and cycle access to stations to provide an alternative to car journeys.
- The lack of car parking and poor non-car accessibility can increase the number of "kiss and ride" car journeys to stations (a family member driving to drop off a commuter at a rail station). This can increase the amount of local car movements as two "kiss and ride" journeys can involve twice the distance driven as a car parked at the station.
- Some stations have insufficient pedestrian space in their concourses to cope with current and forecast numbers of passengers.
- Some rail journeys are too long, particularly along the coast (East and West Coastway) and North Downs Line, where they connect with the Brighton Main Line.
- Increased level crossing down times on Coastway and North Downs Line are causing considerable road congestion.
- There is a lack of early morning rail services to Gatwick Airport allowing connections with early morning flights from the Brighton Main Line to the south and to the coast.

The net result is that several of our policy themes are under threat:

- Capacity: train companies are having to balance different capacity requirements – for example to find a good balance between the needs of commuters and the need to improve the Gatwick Express
- Connectivity: a lack of line capacity inhibits the ability to provide new services and stations.
- Reliability/ resilience: there is insufficient spare capacity to cope with unforeseen incidents. Rail engineering works can close the line for several days at a time, with consequential impacts on passenger satisfaction. This is a particular problem when weekend closures impact on leisure/ tourism travel.
- Quality: the resulting rail journeys are unpleasant, reducing the number of people willing to travel by rail. This can increase levels of car traffic and can also serve as a disincentive for visitors and new employers to come to the Coast to Capital area.

We are working closely with Network Rail as part of their Sussex Route Strategy. The initial evidence gathering for this study has supported these issues and concerns. The study has found:

- Additional capacity is required to meet existing needs and future growth predictions
- Connectivity (total journey times) between some destinations needs to be improved
- There are specific leisure, retail and tourism needs for weekend and off peak travel
- Access to Gatwick and Heathrow are important
- There should be improved strategic interchanges for rail

The overall picture is that a rail infrastructure which ought to be one of the area's defining strengths needs investment if it is not to fall behind competing international business areas.

Recommended solutions

Network Rail's Sussex Route Strategy is looking at infrastructure improvements which could unlock additional capacity on the Brighton Main Line. We would expect these to include some or all of these:

- Committed schemes to increase capacity and improve signalling, such as train lengthening and Redhill platform 0
- Full grade separation of Windmill Bridge Junction to remove conflicts between London Bridge and Victoria services
- Remodelling East Croydon station with additional platforms to allow the pairing of fast lines either side of an island platform
- Improvements at Stoats Nest junction
- Grade separation of Keymer junction.
- Extra platform capacity at Victoria and/or London Bridge stations.

In addition to supporting the need for additional Brighton Main Line capacity, the Airports Commission have also recommended the introduction of paperless ticketing as well as improvements to Gatwick express rolling stock to cater for air passengers' luggage. We endorse these recommendations.

It is clear that not all of the problems affecting the rail network can be addressed by Network Rail and the rail companies. Improvements to station access and level crossings can also be made as part of the single growth fund process.

Our proposed transport programme includes a number of schemes which would help to improve rail travel. The East and West Croydon station schemes would improve pedestrian capacity within the stations. Many of our sustainability packages improve pedestrian, cycling and bus access to stations. Some of the packages under development would focus specifically on rail station improvements, such as Surrey's strategic stations improvement package and West Sussex's Arun Valley station improvements package. These are described more fully in Annex 3d.

North Downs Line

The North Downs Line is an important but sometimes overlooked rail service between Reading and Gatwick Airport via Guildford and Reigate. It provides a unique link between the Thames Valley, Enterprise M3 and Coast to Capital LEP areas without the need for interchange in London.

The line caters for some unusual commuter journeys and linkages, including access to Gatwick Airport from the Thames Valley and commuting to the Thames Valley from eastern Surrey towns to access high technology jobs in the Reading and Blackwater Valley areas.

Access to Gatwick Airport is particularly important for this rail line. There is a common misconception that air passengers use either Heathrow or Gatwick airport depending on which is closest to them or easiest to access. The reality appears to be that travellers more often choose their airport according to the destinations that it serves. This means that air passengers close to Heathrow may choose to fly from Gatwick and vice versa. The North Downs Link is strategically important because it offers access to Gatwick Airport from the Thames Valley. With improved rail links to Heathrow (eg Western Link and the proposed southern access to Heathrow), it could also offer access to Heathrow Airport from the Coast to Capital area.

Problem/ market failure

As with other rail lines in the Coast to Capital area, peak services are crowded especially between Guildford and Reading. This is expected to worsen following employment and housing growth at several towns along the line.

Journey times are relatively slow, with Reading to Gatwick typically taking between 75 minutes and 90 minutes. The frequency of trains is generally less than four per hour.

Because of these speed and frequency issues, some travellers may opt to make the journey via central London, adding to capacity problems on those services. The car alternative to the North Downs line is mainly via the busiest South Western section of the M25 or a more tortuous cross country route which would include roads like the A25 and the Blackwater Valley Route (A331) which are not ideal for long-distance journeys.

The North Downs Line therefore offers an excellent alternative to already congested road and rail routes for an important and growing economic corridor. We believe that it is a sorely under-used asset which could become a much more popular and important route.

Recommended solutions

The goal should be to increase the capacity, speed and frequency of services along the North Downs Line. This could be achieved by:

- Electrification along its length. At the moment, the line is electrified between Reading and Wokingham and between Reigate and Redhill.

- Train lengthening to 4/5 car.
- Improvements to rolling stock to make them more suitable for commuting journeys.
- Platform enhancements at Reading and Redhill.

This would help to increase the connectivity of Coast to Capital towns with London, Gatwick Airport and destinations to the west such as Hampshire, the Blackwater Valley and the Thames Valley.

A more ambitious and long-term approach would be to develop the North Downs line into part of an M25 for rail. The line could be linked to the proposed new service between Reading-Oxford-Bedford and also to Kent via Tandridge. The extension into Kent is already subject to development and business case work by Kent County Council.

This option would improve orbital connectivity within several LEP areas around London. It would also bring relief to London stations as passengers would be able to use this orbital route as an alternative to radial journeys into and out of London.

The concept of an M25 for rail is probably beyond the 2015-2021 timeframe of the Strategic Economic Plan. However, we believe that it could have a transformative impact on rail journeys in the South East. We would urge the Government and Network Rail to commission research into this option.

East and West Coastway

The East and West Coastway rail lines provide important East-West services along the coast, linking Southampton in the West to Ashford International in the East via the coastal towns and Brighton and Hove. The lines are important for East-West movements, as well as for journeys to and from London and Gatwick via the Brighton Main Line.

Because of this the line is critical for planned growth and business locations along the coast including Bognor Regis, Littlehampton, Worthing, Shoreham, Brighton and Hove and Newhaven. This is especially important given the congestion problems on the parallel A27 and A259 roads.

The track layout at Arundel allows Arun Valley line services to travel West to Chichester but not East to Brighton.

Problem/ market failure

Services along the line mostly stop at all stations and so are relatively slow. A typical journey between Brighton and Portsmouth takes between 80 and 90 minutes. This limits the attractiveness of the route for commuting and for leisure journeys, especially as some of the older rolling stock on the line do not have modern facilities such as air conditioning and toilets. This creates a poor impression of the rail service and is not compatible with its role as both a commuter service and a leisure/tourism line.

There are 51 level crossings on the line between Havant and Brighton causing severance and traffic disruption especially during the peak hours.

The line appears to have relatively poor resilience, especially to adverse weather conditions. Overnight and weekend closures for engineering works inhibits leisure and commuting journeys.

There are limited late evening services to some stations – eg the Arun Valley line. This reduces the opportunities for evening leisure journeys to London and also affects some journeys to work.

The lack of a chord at Arundel prevents West Coastway services to coastal towns such as Worthing from running up the Arun Valley line (and vice versa) to the heart of the Gatwick Diamond. It also stops the Arun Valley line being used as a diversionary route when there are disruptions on the Brighton Main Line.

Recommended solutions

The capacity and resilience of the line would be improved by a passing loop for Westbound trains, for example at Worthing.

We are strongly supportive of Network Rail's ongoing work to examine the viability of a direct east facing chord between the Coastway and Arun Valley lines at Arundel and the reconnection of the railway between Lewes and Uckfield.

The proposed A29 realignment scheme would remove the need to cross the Woodgate level crossing. The A284 Lyminster bypass would remove traffic from the Wick level crossing.

Upgraded rolling stock is urgently required. It is not acceptable to have 90 minute long train journeys in carriages without toilets or air conditioning.

Uckfield and East Grinstead Lines

Improvements to rail services in Tandridge district could increase passenger numbers and reduce reliance on the car.

The Uckfield Line begins at Hurst Green in Tandridge where the Oxted line splits providing services to East Grinstead, Uckfield and London to the North.

Problem/ market failure

The current line is only part double track and is not electrified. This causes capacity problems with overcrowding at peak times.

The viability of the redevelopment of the Oxtend Gas Holder site is reduced because of the lack of rail connectivity and capacity.

Recommended solutions

We would ask Network Rail to investigate the cost effectiveness of schemes such as:

- Electrification of the Uckfield Line
- Reinstatement of the Lewes-Uckfield line
- The Brighton Main Line 2 proposal.
- Reinstatement of Crowhurst Chord

Crossrail 2

The proposed Crossrail 2 (regional variation) scheme could bring major capacity and reliability improvements for the rail network to the south of London. This scheme would be

of significant benefits to the stations proposed to be connected to the new line (such as Epsom). The scheme could also provide substantial extra capacity to services out of Waterloo, which could have knock-on benefits to the wider rail network by allowing more connections to be made across a number of LEP areas.

Annex 3c: Capacity and connectivity schemes

Brighton and Hove: Valley Gardens (phases 1, 2 and 3)

Costs	Local Growth Fund £8 million (phases 1 & 2) £6 million (phase 3)	Contributions £1.6 million, and £1.25 million	Total £16.85 million
Timetable	Business case Spring 2014	Start of main works Phases 1 & 2: 2015-16 Phase 3: 2017-18	Completion 2016-17 2018
Economic benefits	Homes Due to its central location, the scheme will facilitate access to several housing schemes across the city, including the adjacent Circus Street development.	Jobs Will help to support and regenerate nearby commercial and retail areas, such as NEQ and London and Lewes roads.	Employment floor space None directly.
Other Benefits and outputs: Reducing congestion, tackling severance, improving urban spaces, reducing casualties, increasing the use of sustainable transport.			

Valley Gardens is an underperforming area within Brighton and Hove, approximately 1.4 km in length. It incorporates a number of green spaces running through the heart of Brighton city centre between the Level and the seafront. The area is where the main transport routes into and across the city converge.

Problems/ market failures

The existing character of the area is dominated by overly complex transport infrastructure of an inappropriately “inter urban” style. Complex junctions and constantly changing traffic arrangements make it more difficult and dangerous for pedestrians and cyclists to cross the road.

Guard rails have been installed to improve safety, but these have also had the dis-benefit of creating severance. Valley Gardens is now a place to drive through as quickly as possible rather than as a city centre environment or public green space.

In the 36 months between August 2008 and July 2011, there were:

- 185 collisions, including 32 serious and 1 fatal
- 249 casualties, including 32 cyclists and 54 pedestrians.

Valley Gardens is served by an average of 87 buses per hour running each way through the corridor. The number and quality of bus stops is poor.

Cycling infrastructure is inconsistent and patchy.

Journeys on foot are complicated, lengthy and dangerous, taking between 27 minutes (observing traffic signals) and 17½ minutes (ignoring signals) to cross the area. A north to south journey involves crossing 16 formal signalised crossings.

The area has poor air quality. Nitrogen Dioxide concentrations are typically five or six times rural background levels.

The low grade environment and resulting severance is reducing the viability and public perception of nearby housing and retail areas.

Proposed scheme(s)

The proposed solutions will be delivered in three phases. The aim is to create:

- an attractive, flexible and safe space that enhances the city centre's environment;
- a place that will attract residents and visitors at all times of the day and year;
- a meeting place, connecting the city efficiently and safely

The scheme will simplify the transport infrastructure, making it easier to navigate for all forms of travel.

It will incorporate an increased number of accessible and safe bus stops.

A segregated seamless north-south cycle route on the western side of Valley Gardens will help to make cycling journeys safer, faster and more enjoyable.

The scheme will improve the green spaces and the public realm. It will tackle perceptions of crime through a more open landscape and improved lighting.

Air quality will be improved.

Brighton: A259 Improvements

Costs	Local Growth Fund £27 million	Contributions £3.9 million	Total £30.9 million
Timetable	Business case 2016	Start of main works 2016-17	Completion 2025
Economic benefits	Homes Facilitates several developments along the coast, including the King Alfred site (400 units).	Jobs Improves retail and leisure offer of entire seafront, including the Waterfront developments and provides direct access to Shoreham Harbour	Employment floor space None directly.
Other Benefits and outputs: Reduces congestion, improves safety, tackles severance, upgrades urban realm.			

The A259 is the road which links all of the coastal communities from Eastbourne in the East to Chichester and Havant in the West.

In Brighton and Hove, the road also forms part of the seafront promenade. It has an essential role to play in linking new developments into the city centre. The scheme therefore has strong enabling links to developments such as Shoreham Harbour, King Alfred, i360, Churchill Square, Black Rock and the Brighton Marina.

Problems/ market failures

The A259 is heavily congested at peak times, especially during public holidays. Traffic management systems are out of date and ineffective.

Poorly designed pedestrian and cycling crossings create severance. Residents and visitors report that the road acts as a barrier, making it difficult and unpleasant to access the sea front.

The public realm is tired and unattractive.

New developments such as Shoreham Harbour and Brighton Marina can feel isolated from the City Centre.

Proposed scheme(s)

The new scheme is a major package of improvements which are designed to:

- Improve public transport infrastructure
- Improving walking and cycling facilities
- Upgrade the public realm
- Improve traffic management and circulation.

Brighton: Toad’s Hole Valley

Costs	Local Growth Fund £15 million	Contributions £5 million	Total £20 million
Timetable	Business case 2017	Start of main works 2018-19	Completion 2020-21
Economic benefits	Homes Supports a development of 100 new homes by 2019 and more than 700 by 2030.	Jobs Supports 475 new jobs by 2019 and 2,380 by 2030	Employment floor space 25,000 square metres
Other Benefits and outputs: Improve and realign existing road corridor, tackle congestion, reduces severances, encourages more walking and cycling.			

Toad’s Hole Valley is a proposed new greenfield development site on the northern edge of Brighton and Hove. If successful, this new site would create up to 700 new jobs and 2,380 new homes by 2030. The first phase of this site would deliver 100 jobs and 475 new homes by 2019. The site will also include significant new commercial/ employment floorspace (25,000 square metres) and a school.

Problems/ market failures

It is possible that the development site may not be viable without Local Growth Fund investment.

New road alignment and junctions are needed to link the site to the existing road network more safely without causing additional congestion.

The site would be accessed from an already congested local road network with relatively poor traffic management technology.

Proposed scheme(s)

The scheme would consist of a package of measures to make the greenfield site viable and to accelerate its delivery.

The alignment of the A2038 (King George VI Avenue) would be improved and a new junction provided to give a safe access to the site.

Walking and cycling facilities would be implemented in order to give the new site strong access to the city centre and to create good links with neighbouring communities. Without

these improvements, the new development could feel isolated and become a barrier to local movements, especially from the adjacent residential areas of Hangleton and Goldstone Valley.

Traffic management improvements would help to reduce congestion, both on the existing roads and within the new development.

Brighton: A23 Preston Circus

Costs	Local Growth Fund £3 million	Contributions £725,000	Total £3.725 million
Timetable	Business case 2016	Start of main works 2016-17	Completion 2017-18
Economic benefits	Homes 450 by 2019 1130 by 2030	Jobs 926 by 2019 1688 by 2030	Employment floor space 20,000 square metres
Other Benefits and outputs: Reduces congestion, tackles congestion, improves bus journey times and reliability, reduces severance for pedestrians and cyclists			

The A23 Preston Circus corridor serves the New England Quarter and Brighton station areas, both of which are priority business locations for growth. The eight individual sites in the New England Quarter would deliver 20,000 square metres of new office/ light industrial space, 926 jobs and 450 housing units by 2019.

Problems/ market failures

This section of the A23 is heavily congested due to competing demands for space by cars, buses and pedestrians/ cyclists, as it converges with the main East-West A270.

The A23 acts as a barrier for pedestrians, causing severance.

In the summer months, congestion can cause substantial delays for bus, coach and taxi operators leading to unreliable services.

Proposed scheme(s)

The scheme is at an early stage of design.

The package is expected to include a range of sustainable transport improvements, including support for walking and cycling and bus priority measures. Traffic management improvements including redesigned junctions and traffic flow are also envisaged.

Brighton and West Sussex: Shoreham Area Transport Package

Costs	Local Growth Fund £13.78 million	Contributions £0.5 million	Total £14.285 million
Timetable	Business case Spring 2016	Start of main works 2020-21	Completion Not known
Economic benefits	Homes 1,450 up to 2031	Jobs 2,200 at Shoreham Harbour 1,254 at Shoreham Airport	Employment floor space 36,500 square metres
Other Benefits and outputs: Reduced congestion, encouraging sustainable transport, tackling severance, reducing delays to bus services. Anticipated BCR of more than 2 to 1.			

This package covers three linked areas: Shoreham Town Centre, Shoreham Airport and Shoreham Harbour. The package is being developed jointly by West Sussex County Council and Brighton & Hove City Council.

The proposed developments in this area would deliver 1,450 new homes and 3,454 new jobs by 2031.

Problems/ market failures

Whilst east-west journeys are generally good along the A259, the road acts as a considerable barrier for north-south movements, especially for pedestrians and cyclists. The A259 also severs regeneration sites to the south from the local services, such as Southlands Hospital to the north.

In Shoreham town centre the retail core is severed by heavy traffic volumes, particularly approaching the A259/A283 junction. This can lead to unequal trading conditions for businesses and an unattractive environment which discourages walking and cycling.

The local road network suffers from significant congestion at peak times, leading to unreliable and poor travelling conditions.

Transport modelling indicates that the A27/A283, A259/A283 and A27/ Coombes Road (Sussex Pad) junctions are also experiencing severe delays and will be operating at unsatisfactory levels by 2031.

The traffic congestion and delays are having a negative impact on the reliability of bus services locally.

Level crossings are a major source of delays, congestion and pollution due to long barrier down-times.

Proposed scheme(s)

The new scheme would deliver a package of measures along the A259, A283 and A293, including:

- New access to Western Harbour Arm and Southwick Waterfront from A259
- Junction capacity enhancements at A259/A283 and A27/A283
- Safety improvements
- Bus priority measures along the A259
- Dedicated cycle lanes along the A259 and improvements to the National Cycling Network at Southwick
- Improved crossing facilities for pedestrians and cyclists
- Access to Southwick station
- Public realm improvements
- Traffic and network management improvements.

Croydon: West Croydon station concourse capacity enhancement

Costs	Local Growth Fund	Contributions	Total £5 million
Timetable	Business case	Start of main works 2018-19	Completion 2019-20
Economic benefits	Homes Supports the delivery of 7,300 homes in the COA	Jobs	Employment floor space
Other Benefits and outputs: Improves capacity of West Croydon station concourse, enabling more passengers to use rail rather than car.			

West Croydon station is one of two gateways to the Croydon Opportunity Area. Usage of the station has increased dramatically since the arrival of the London Overground.

Problems/ market failures

The existing station main entrance and ticket hall are of poor quality and capacity. The entrance/ exit is also away from the primary desire line into the town centre and leads to a congested footway. The ticket hall concourse is unpleasant and there is overcrowding as passengers attempt to exit through the barriers. The situation is critical at current levels of usage and will only get worse.

The footways around the station are also congested.

The capacity of the overground trains is being increased from four cars to five to accommodate rising demand. This will place additional pressure on the station concourse area and surrounding footways.

The low quality of the station and surrounding environment is depressing business and resident confidence in the area.

Proposed scheme(s)

The proposal is to accelerate a scheme originally designed with Network Rail to create a significant increase in station concourse capacity and passenger throughput. The existing buildings within Network Rail ownership and Station Road would be remodelled to provide new, expanded and higher quality station passenger facilities.

The primary entrance, ticket hall, ticket office and toilets would be relocated to create a more immediate connection with the town centre, retail core, tram stop and bus station. This would help to create an "interchange corridor".

The existing footbridge would be retained across the railway lines but the deck level would be raised to remove the steps. New stairs and lifts would replace existing stairs and ramps to provide access to the platforms.

This would facilitate increased housing nearby, planned as a series of tall blocks clustered around the station.

Croydon: East Croydon station – Eastern Link Bridge

Costs	Local Growth Fund	Contributions	Total £5.6 million
Timetable	Business case	Start of main works 2016-17	Completion 2017-18
Economic benefits	Homes	Jobs	Employment floor space
Other Benefits and outputs: Improves pedestrian access to the station to tackle severance and increase passenger capacity. Includes the construction of a 160 space secure parking hub.			

East Croydon station is the borough’s primary transport hub, currently receiving 20 million passengers per year. It is the town’s front door and one of Britain’s busiest railway stations with direct links to Gatwick Airport, London Victoria and London Bridge in 15 minutes.

Problems/ market failures

The station concourse is congested with a level of footfall that is predicted to increase substantially over the next 10 years as passenger numbers increase. The concourse is cluttered and unattractive.

The rail line and station act as a barrier to pedestrian and cycling movements, creating severance.

A new pedestrian/ concourse bridge has recently been built across the platforms towards the north of the station. This has brought some additional capacity for passengers, but it only has pedestrian access from the west.

There is limited and poor quality cycling parking at the station.

Proposed scheme(s)

The new scheme would construct an elevated walkway to create a new eastern entrance to the new station bridge and achieve the planned pedestrian movement corridor. This would provide a new east-west link from Cherry Orchard Road in the east, across the pedestrian bridge into Lansdowne Road in the west and the town centre’s retail and commercial quarters. The elevated walkway would also provide access for those who use wheelchairs

from the rail station to the bus and tram interchange at the front and the taxi rank to the east of the station.

The construction of the elevated walkway allows the construction of a 160 space cycle parking hub to be delivered underneath the walkway as part of a separate project.

Croydon: junction improvement (including A23 Improvement programme)

Costs	Local Growth Fund	Contributions	Total
Timetable	Business case	Start of main works 2015-16	Completion 2019-20
Economic benefits	Homes Supports the 7,300 homes in the COA (jointly with other projects)	Jobs Supports the 15,000 jobs in the COA (Jointly with other projects)	Employment floor space
Other Benefits and outputs: Congestion relief at a series of junctions around Croydon.			

The Croydon Opportunity Area (COA) would deliver 7,300 new homes and 15,000 jobs.

This proposal is for a series of junction improvements on the approaches to and within the COA, including on the A23.

Problems/ market failures

A series of junctions in the borough of Croydon are at or over capacity. As a result they are prone to severe congestion, unreliable journey times and an inability to cope with traffic incidents. These conditions will worsen as the COA delivers housing and jobs and increases traffic volumes in the area.

This is impacted on bus reliability, leading to passenger dissatisfaction with late running services.

The junctions have limited pedestrian and cycling access, leading to severance and inhibiting the growth in sustainable travel.

As a result, the COA's ability to grow will be constrained. Vacant units and office space will remain unfilled.

Proposed scheme(s)

This project is at an early stage. The borough council propose to carry out a study into these junctions to ascertain the most effective way to improve them. The study is expected to start in May 2014 and could lead to a rolling programme of junction improvements for five years starting from May 2015-16.

The individual schemes will aim to reduce congestion and improve reliability.

Croydon: Tramlink Capacity Enhancement

Costs	Local Growth Fund	Contributions	Total £29.7 million
Timetable	Business case	Start of main works 2017-18	Completion 2020-21
Economic benefits	Homes Supports the COA	Jobs	Employment floor space
Other Benefits and outputs: Increases the capacity of the Croydon Tramlink by			

The Croydon tramlink is a major transport asset for the borough. It provides high quality, reliable and frequent public transport services east-west to and through the borough.

Problems/ market failures

Tramlink ridership has increased in the last ten years from 20 million passengers per annum to 30 million. As a consequence, the system is already well beyond its original design capacity. Trams are crowded, which is reducing their attractiveness.

Recently Croydon Council helped fund the acquisition of 6 additional trams by Transport for London. Track capacity is being increased on one of the lines to Wimbledon. However, the core of the network (the metropolitan centre loop line) is the prime limiting factor on the network.

In order to enhance the public realm and improve pedestrian routes, there will be a rebalancing of the tram speeds through parts of the town. This will lead to a reduction in the tram network capacity.

Modelling has shown that additional tram capacity is required to meet rising demand. This capacity cannot be achieved by adding more trams per hour (beyond 25 per hour) due to the impact this would have on bus journey times.

The overcrowding presents a risk to resilience, as there is no spare capacity to cope with unforeseen incidents.

The existing tramlink signalling is outdated and inadequate.

Proposed scheme(s)

A second town centre tram loop line will be constructed. This will provide additional capacity and resilience by allowing more trams per hour.

At the same time, the tramlink signalling will be upgraded with SCOOT compatible equipment providing further capacity and resilience.

Public realm improvements will be carried out at the same time to improve the pedestrian environment around the tram line.

The proposed new second loop will take trams through the office quarter, helping to boost the attractiveness of this area and help to occupy some of the vacant units.

The additional capacity will help to continue Croydon's reputation as a destination of choice for both residents and visitors from further afield.

Surrey: Kiln Lane Link

Costs	Local Growth Fund £17.94 million	Contributions £4.49 million	Total £22.43 million
Timetable	Business case Spring 2016	Start of main works 2017-18	Completion 2019-20
Economic benefits	Homes None directly	Jobs 6,400	Employment floor space None, directly
Other Benefits and outputs: Improves access to two industrial estates, removes traffic (including HGV traffic) from Ewell Village and Epsom Town Centre, improves bus reliability and so encourages more sustainable travel.			

The Kiln Lane area of Epsom and Ewell district has two key employment sites: the Longmead and Nonsuch industrial estates. This major scheme would deliver a new single carriageway road to link Blenheim Road, Ewell. This would link the two sites together and allow for an intensification of land use on both sites.

The intention is a dysfunctional, congested, ageing industrial estate into a high prestige business location with a particular emphasis on fostering a digital cluster of knowledge based industries.

Problems/ market failures

The Longmead business park is accessible only through unsuitable and congested local roads. It is severed from the Nonsuch industrial estate by the Epsom to Waterloo railway line. This leads to unreliable journey times, particularly for heavy goods vehicles accessing both industrial estates.

Because of this, both industrial estates are occupied by businesses with relatively low intensity land uses such as mainstream industrial, light industrial, car showrooms and retail warehousing. There are also a number of vacant and under-utilised sites and buildings.

Epsom and Ewell has a lack of sufficient high quality employment space to meet demand.

The high levels of congestion are also affecting the Ewell village conservation area, which suffers from traffic-related severance, HGV traffic and air quality problems.

Proposed scheme(s)

The scheme would build a new single carriageway road underneath the railway line to link the two industrial estates.

This would provide substantial access to both sites and therefore increasing their usefulness to new occupants.

The scheme would also improve bus reliability along the route, offering residents and businesses a realistic alternative to the car. The scheme would help to remove unsuitable HGV traffic from both the centre of Ewell Village and Epsom Town centre. This would help to improve air quality and the urban realm.

By replacing low intensity land uses with knowledge based companies, the scheme could generate 6,400 additional jobs.

Surrey: Epsom Town Centre Plan E

Costs	Local Growth Fund £2.16 million	Contributions £0.54 million	Total £2.7 million
Timetable	Business case Q3 2014	Start of main works 2015-16	Completion 2016-17
Economic benefits	Homes 635	Jobs 14 construction jobs Uptake of vacant floorspace could create up to 1,187 jobs	Employment floor space 6,000 square metres
Other Benefits and outputs: Reducing congestion, improving walking and cycling, rejuvenating tired street scene, improving links to the rail station.			

The economy of Epsom town centre is currently underperforming against its potential. The town has an excellent location. It is within the M25 and close to London whilst still offering access to a high quality environment. However, feedback from larger local companies and from the Gatwick Diamond has highlighted the lack of suitable office space as a major weakness in the borough.

This package aims to tackle the infrastructure problems which are holding back the development of high quality office space within Epsom.

Problems/ market failures

The town centre is divided by the A24 - a busy dual carriageway. Guard rails create severance and inhibit pedestrian crossings. Pedestrian and cycling links are of variable quality, with some narrow pedestrian walkways and a tired urban realm.

The Epsom Town Centre Conservation Area Character Appraisal described the streetscene of the town centre as having the overall effect of one of clutter and incoherence, with a large number of metal railings, bollards and barriers littering the high street.

The local planning authority has identified that the town centre has the capacity to deliver around 700 new residential units in the period between 2010 and 2026. The town centre could also deliver around 6,000 square metres of new employment floorspace. The town

already has 11,000 square metres of vacant office floorspace, as well as 5,200 square metres of vacant industrial and 2,300 square metres of vacant retail floor space.

The poor infrastructure and low quality urban environment is contributing to the difficulty in filling these vacant units and will slow down the delivery and take-up of the proposed new homes and offices.

Proposed scheme(s)

The proposed scheme is a sustainable transport package which will encourage the use of sustainable modes of travel and reduce the impact of traffic congestion on the town.

The aim is to make the town into a more vibrant shopping destination by widening footpaths, improving crossings and creating new cycle links.

Pedestrian footways will be widened at key locations, including High Street, Spread Eagle, Ashley Road, South Street and Hook Road.

Several of the junctions will be redesigned to improve traffic flow and provide easier and safer crossings for pedestrians and cyclists.

The Urban Traffic Control (UTC) system will be upgraded to improve journey time reliability and reduce congestion, especially on the busy one-way gyratory system. This will also help to improve air quality.

Street scene improvements will create a more attractive retail and business environment.

Improved pedestrian and cycling links will increase connectivity with East Street, Station Approach and town centre car parks.

Surrey: Leatherhead gyratory

Costs	Local Growth Fund £7.13 million	Contributions £1.77 million	Total £8.9 million
Timetable	Business case Spring 2017	Start of main works 2017-18	Completion 2019-20
Economic benefits	Homes Up to 400 new homes (Plan L) Consultation on up to 3,300 homes around the town centre and wider catchment area	Jobs 700-800 town centre jobs Supports up to 780 jobs in the surrounding area	Employment floor space 21,500 square metres
	Outputs shared with Wider Leatherhead sustainable package		
Other Benefits and outputs: Reduces congestion on the town's gyratory system with consequential benefits for the nearby M25, improves the public realm, encourages walking and cycling, improves air quality. Could encourage uptake of existing vacant floorspace (14,675 square metres).			

Leatherhead town centre is located less than a mile from junction 9 of the M25. This creates a synergy between local roads and the motorway where congestion on the M25 can spill over into Leatherhead and vice versa. See also junction 9, M25 in Annex 3a.

This transport project directly supports Leatherhead's Plan L regeneration project (estimated investment between £121 million and £153 million).

Problems/ market failures

The town centre has an ageing and dated shopping centre, resulting in reduced retail footfall. There is a widely held perception amongst residents and local businesses that the town centre offer is poor and out of line with the quality of the business and residential catchment.

The town's one way gyratory acts as a barrier to walking and cycling journeys and is a major cause of congestion and delay. Because of the town's proximity to the M25, congestion on the gyratory can create queues back to the M25 slip-roads. The town's roads

can also become overloaded when an incident on the M25 causes drivers to divert via junction 9.

There are several business areas close to the town centre which are impacted by the delays on the gyratory. The Square development scheme, in particular, will deliver 6,400 square metres of modern, energy efficient Grade A offices.

The town's railway station is popular for rail journeys to London. However, access to the station is via the gyratory, adding to the existing congestion problems.

Proposed scheme(s)

The project aims to improve the Leatherhead gyratory system through traffic management measures, junction modifications and signal enhancements.

The scheme is at an early stage of development. More details of the proposed measures will be available when the business case is prepared in 2017.

East Sussex: Newhaven Port Access Road

Costs	Local Growth Fund £10 million	Contributions £16.8 million	Total £26.8 million
Timetable	Business case Summer 2014	Start of main works Mid 2015	Completion Early 2017
Economic benefits	Homes Supports 750 new homes	Jobs Supports up to 5,200 jobs	Employment floor space 178,000 square metres
Other Benefits and outputs: Facilitates re-development of the port and development of surrounding areas. Improves accessibility to the port and employment, and removes traffic from unsuitable residential roads.			

The port of Newhaven is an important South Coast harbour providing cross channel connections to the continent for both private passengers and commercial vehicles.

A new port access road is being built in two phases. Phase 1 will be implemented by the developer of a mixed housing/ employment development. It will consist of 750 metres of single carriageway link road running from the A259 Drove Roundabout to the proposed Pargut roundabout.

This proposal is for phase 1A of this road, which would extend it by a further 650 metres from the Pargut roundabout to a new roundabout linking it into the port.

Problems/ market failures

A relative shortage of local jobs has meant that there is a high degree of out-commuting.

The limitations of the road network are hampering the economic development of the port area.

Mill Creak and Coastway rail line cause severance between the port area, the Beech Road development and the town.

The existing road infrastructure is not fit for purpose, with current access for industrial and port traffic along unsuitable residential roads and across a level crossing. This hinders any re-development of the port and further development of the surrounding area.

Proposed scheme

Phase 1A of the Newhaven Port Access Road will allow direct access over Mill Creek and the railway line to the existing industrial development within the Beech Road area. This will provide the Port Authority with opportunities to review its current footprint and increase development potential.

The road will also provide new access to the operations and maintenance facility which will serve the Rampion Wind Farm should planning permission be granted.

By providing faster and more reliable journeys into the port, the road will help to re-establish Newhaven as an important gateway to Europe.

West Sussex: A29 realignment north of Bognor Regis

Costs	Local Growth Fund £13.5 million	Contributions £17 million	Total £30.5 million
Timetable	Business case Spring 2016	Start of main works Unknown	Completion Unknown
Economic benefits	Homes Up to 2,720 new homes	Jobs Up to 4,289 jobs	Employment floor space Indirectly supports up to 30.5 hectares
	<p>Note: Some outputs shared with A284 Lyminster Bypass and Enterprise Bognor link road.</p> <p>Members are being invited to support housing development at Eastergate that would deliver 2,500 homes.</p>		
Other Benefits and outputs:			

This scheme would improve access to and from Bognor Regis and the trunk road network via the A27.

The current alignment of the A29 passes through the villages of Woodgate, Westergate and Eastergate. These villages are an almost contiguous built-up settlement three miles north of Bognor Regis.

Traffic levels are predicted to increase substantially following development in Bognor Regis, especially the 30 hectare site at Enterprise @ Bognor Regis.

The scheme would provide a 6.5 km bypass of these villages from a new junction on the A29 north of Shipney to the A27 at the Fontwell West junction.

Problems/ market failures

The A29 does not provide a direct route from Bognor Regis to the A27. It passes through several villages, includes a number of tortuous bends and is hampered by the level crossing downtimes at Woodgate. The level crossing is closed on average 8 times in the hour.

This leads to unreliable journey times, which in turn depresses the economic vitality of Bognor-Regis and other communities along the coast.

It also brings unsuitable heavy traffic through the villages, creating problems of severance, noise and poor air quality. The current A29 carries in excess of 1,800 vehicles in the section through Woodgate.

Proposed scheme(s)

The new bypass would provide a high quality route from Bognor Regis to the A27, avoiding the villages of Woodgate, Eastergate and Westergate. This would allow the level crossing at Woodgate to be closed or replaced with a simpler crossing for non-motorised traffic. Network Rail has indicated that it could make a financial contribution to the remedial work at the level crossing.

Traffic management measures on the old A29 through Westergate would help to improve local journeys especially for pedestrians and cyclists.

Removing unsuitable heavy traffic from the villages would reduce severance and noise and improve air quality.

Journey times from Bognor to the trunk road network would be reduced.

Accident rates on the A29 are expected to fall by 50-70%. There would be safer conditions for pedestrians and cyclists in the villages.

This scheme is at an early stage of development. The current cost estimate of £30 million may be reduced. It is not currently certain whether the scheme could be deliverable in the Local Growth Fund period. More precise costs and timetable estimates will be provided when the business case is prepared.

West Sussex: A284 Lyminster Bypass

Costs	Local Growth Fund £3 million	Contributions £7.282 million	Total £10.282 million
Timetable	Business case Outline Q3 2014 Full Q4 2015	Start of main works Q3 2016	Completion Q4 2017
Economic benefits	Homes 1,980 new homes	Jobs 700 jobs	Employment floor space Over 2 hectares
Note: some outputs shared with A259 corridor scheme			
<p>Other Benefits and outputs:</p> <p>Tackle congestion, removes unsuitable through traffic from the villages of Wick and Lyminster, allows for the closure of Wick level crossing, improves air quality, reduces journey times and delay.</p>			

Littlehampton is the second largest built up area in Arun District and provides 46% of the jobs in Arun.

The A284 links the coastal town of Littlehampton with the A27 trunk road to the north.

Problems/ market failures

The route is tortuous and slow, with several tight bends. The level crossing at Wick is closed on average eight times an hour, causing considerable delay and poor journey time reliability.

The road passes through Lyminster and Wick villages, adding additional delay to through traffic and causing severance, noise and air pollution in those villages.

The route has a relatively poor safety record, with 5 serious and 13 slight casualties reported in 2010-13 for the A284 and approaches to the level crossings.

Strategic modelling indicates that if the A284 bypass is not completed in full the road will not be able to cope with predicted traffic levels.

Proposed scheme(s)

A new 1.8 km north-south road will link Littlehampton to the A27 without passing through the villages of Lyminster and Wick.

The Wick level crossing would be closed, reducing congestion and improving safety.

The journey along the new bypass would be both shorter and quicker, especially as it would no longer involve passing the Wick level crossing.

Through traffic would be removed from the villages of Wick and Lyminster, making them more pleasant environments and encouraging more walking and cycling journeys.

The attractiveness of Littlehampton would be increased substantially, both as a residential area and as a location for employment.

The scheme has a high level of private and public sector contributions. Of the total cost of £11.5 million, £7.5 million is being provided by developers. There is a further £1 million contribution from Network Rail for the remedial works at the Wick level crossing.

West Sussex: A259 Corridor capacity enhancement, East Arun

Costs	Local Growth Fund £7.5 million	Contributions £4.85 million	Total £12.35 million
Timetable	Business case Outline: Q1 2015 Full: Q2 2017	Start of main works Q3 2017	Completion Q1 2019
Economic benefits	Homes 3,830 new homes	Jobs 4,695 jobs	Employment floor space 27 hectares of employment space
Note: shares some outputs with A284 Lyminster bypass			
Other Benefits and outputs: Reduces congestion, improves poor journey time reliability, reduces rat running on unsuitable local roads, improves walking and cycling links.			

The A259 provides an east-west route along the coast. At Littlehampton, it passes to the north of the town and offers access to the coastal towns of Bognor Regis (to the west) and Worthing and Brighton (to the east). The road also provides access to the A27 trunk road, via the A280 or A284.

Problems/ market failures

The A259 corridor is of critical importance to Littlehampton, Worthing and Bognor Regis. The section to the north of Littlehampton is a single carriageway in parts and passes through a large number of junctions. As a result the road suffers from severe congestion and delay, which in turn makes Littlehampton a less attractive location for homes and jobs.

Because of the frequent delays on the route, there is a large amount of rat-running on unsuitable local roads as drivers look for ways to avoid queuing. This rat-running causes congestion, noise and air pollution on local roads and reduces the quality of the public realm.

Pedestrian and cycling facilities along the route are poor, creating severance.

Strategic modelling indicates that if these improvements are not made (as part of a wider area improvement package), road network performance will be significantly impaired by high traffic levels.

Proposed scheme(s)

The proposed scheme would upgrade a 6 mile stretch of the A259 to dual carriageway. This would increase capacity along the route and improve safety and journey time reliability.

Rat running would be reduced because drivers would find quicker journeys on the A259. This would help to reduce congestion and environmental problems on local roads currently used as rat runs.

Capacity and safety enhancements would be made at these junctions:

- A259/B2187 Bridge Road
- A259/A284 Wick Street
- A259/B2187 "Body shop" junction

There would be major capacity improvements, including facilities for pedestrians and cyclists, at these junctions:

- A259/A280/B2140 Angmering Bypass
- A259/ A2032 Goring Road

This would reduce accidents through improved junction design and a better match of capacity with travel demand.

Additional link carriageway capacity would be provided by dualling the A259 Roundstone Bypass north of Rustington between C2140 Station Road and A280 Angmering Bypass, including facilities for cyclists and pedestrians.

The proposed scheme also includes dualling of the A259 Worthing Road between the new A284 Lyminster Bypass junction and the B2187 Body Shop junction.

West Sussex: Enterprise at Bognor Regis Link Road

Costs	Local Growth Fund £6 million	Contributions £7.6 million	Total £13.6 million
Timetable	Business case Outline: Autumn 2015 Full: 2017	Start of main works 2018-19	Completion Not yet known
Economic benefits	Homes Not yet known	Jobs 4,289	Employment floor space 30 hectares of office and light industrial
Other Benefits and outputs:			
Provides a direct link to the Airfield site, unlocking 9,400 square metres of floorspace and 800 jobs. This site would otherwise have no road access.			
Improves access to other sites in the Enterprise @ Bognor Regis area. Reduces congestion on alternative routes.			

This is a proposal for a new north-south link road to provide access to the former LEC airfield site as part of the Enterprise@Bognor Regis Enterprise Zone.

Problems/ market failures

Bognor Regis suffers from a lack of available plots suitable for local businesses to build their own premises. There is a strong perception locally that the existing building supply is holding back the land values in the area.

The routes between Felpham and the proposed Bognor Regis Relief Road and the A27 are currently indirect and congested.

The LEC Airfield site (9,400 sqm floorspace and 800 jobs) currently has no road access.

Bognor Regis as a whole suffers from relatively poor connectivity by road and rail which has discouraged businesses from investing in the area. As a result, the area has a relatively poor economic performance compared with the rest of West Sussex and the wider South East region.

Proposed scheme(s)

The proposal is for a 2km north-south link road to provide direct access to the former LEC Airfield site. The road would also improve access to the wider Enterprise @ Bognor Regis area, avoiding local congested roads. Without this road, the predicted levels of growth could not be realised.

The scheme is expected to reduce severance and congestion on existing roads.

This scheme is at an early stage of development.

West Sussex: Crawley Town Package

Costs	Local Growth Fund £18.1 million	Contributions £25.7 million	Total £43.8 million
Timetable	Business case Spring 2016	Start of main works 2018-19	Completion Beyond 2021
Economic benefits	Homes 4,000	Jobs 5,700	Employment floor space 30,000 square metres
Other Benefits and outputs: Improves bus journey time reliability, encourages sustainable transport, enhances the public realm, reduces severance caused by the Boulevard, allowing development to happen to the north, improves bus, walking and cycling links to and through the Manor Royal Business District.			

Crawley is the largest town in West Sussex and Gatwick Diamond with a population of 106,600. It enjoys an excellent strategic location, with fast mainline rail services into London, Gatwick Airport to the north and the M23 motorway to the south and east.

The town is one of the main economic centres of the Gatwick Diamond area with significant employment provision in the Manor Royal Business District (the largest such site in South East England). It is also the main shopping area for the wider sub-region.

Crawley experiences high levels of in-commuting with the main corridor of access from the M23 at junction 10.

Problems/ market failures

The town is currently underperforming against its economic potential. The public realm is tired and unattractive with excessive signage and street furniture. There are a high number of vacant retail units.

The Boulevard causes a considerable amount of severance, with relatively few pedestrian crossings. This restricts pedestrian access to the north of the town, which in turn makes it harder to redevelop that area.

High levels of car traffic dominate the town, discouraging sustainable transport. At the moment, 74% of traffic is single occupancy car trips.

Bus journey time reliability is poor, particularly as a result of conflicts with cars. The exit to the bus station is a particular issue.

Several of the road junctions in the town are becoming increasingly unreliable. Modelling identifies that 7 junctions and main links (B2036, A23, A2219, A2004 and A2220) are expected to operate above an acceptable ratio of flow to capacity by 2029.

The Manor Royal business district is not well connected to the town or to Gatwick airport by bus, walking or cycling links.

Proposed scheme(s)

A package of measures will tackle specific infrastructure requirements, reduce congestion and encourage sustainable transport.

Bus priority in Manor Royal will build on the successful Fastway service, with a focus on access to and through the Manor Royal Business District for cycling, walking and public transport. This will help to reduce car reliance.

Alterations will be made to the traffic signals at the junction of Friary Way (Crawley Bus Station) and Station Way, to give buses priority to the bus station.

The 25 existing Fastway junctions in the town centre will be reviewed and refreshed. Bus priority will be provided at six further junctions to improve journey time benefits.

Real time passenger information screens will be provided at five bus stops in the Manor Royal Business District.

Public realm improvements will improve walking and cycling facilities, especially to tackle the severance caused by the Boulevard. This could include full or partial pedestrianisation.

A programme of decluttering will remove unnecessary street furniture and create a more cohesive town centre with clearly defined accessibility corridors, including better access and links from the town's rail station to the shopping areas.

The package will improve the public realm and reduce severance, leading to the unlocking of stalled development sites and attracting new businesses to the town centre.

West Sussex: Burgess Hill

Costs	Local Growth Fund £14.07 million	Contributions £16.332 million	Total £30.402 million
Timetable	Business case Spring 2016	Start of main works 2018-19	Completion Beyond 2021
Economic benefits	Homes 4,665	Jobs 3,600	Employment floor space 20-30 hectares
	Some outputs shared with A2300 corridor scheme		
Other Benefits and outputs:			
Links the Northern Arc development into the town, reduces congestion, improves east-west movements (particularly for buses), encourages walking and cycling, upgrades tired public realm, tackles casualty hotspots for vulnerable road users by improving crossings.			

Burgess Hill is a market town in Mid Sussex District with a population of around 29,000. It is well connected, being close to the A23 and on the Brighton Main Line. The Mid Sussex District Plan has identified Burgess Hill town centre as an area designated for growth with large-scale residential and employment developments.

Problems/ market failures

Burgess Hill experiences a high degree of out-commuting. The local road network suffers from congestion at peak times, discouraging inward investment and the retention/ growth of jobs.

The Mid Sussex Transport Study has highlighted three junctions and two links in Burgess Hill which are highly congested and will achieve an unacceptably high ratio of flow to capacity by 2031.

East-west journeys are a particular problem, particularly for buses.

There are a number of casualty hotspots within the town.

The public realm and streetscape is tired and cluttered. This encourages residents to shop at larger centres nearby, such as Crawley and Brighton, leading to reduced footfall and a depressed retail offer.

The proposed new Northern Arc development (3,385 homes) would add considerable pressure to the existing transport network. Without suitable mitigation, journeys between the Northern Arc and town centre would be difficult, especially for pedestrians and cyclists.

Proposed scheme(s)

The package of measures includes both sustainable transport improvements and junction improvements. It is split into three elements:

- **Town centre access** will include upgrading the public realm in the Civic Way/ Station Road corridor plus Church Road. New pedestrian and cycling routes through the town centre will make sustainable journeys possible. Interchange will be improved at Burgess Hill station, improving facilities for pedestrians, cyclists and bus users.
- **Town wide improvements** will provide capacity enhancements at six road junctions, improvements to east-west movements by creating a new link road at Victoria Road, upgraded interchange at Wivelsfield station and completion of the Green Circle pedestrian and cycle network to provide safer and more direct routes for cycling and walking.
- **The Northern Arc development** will be integrated into the town with a new link road to serve strategic development and conversion of A273 Sussex Way and part of Jane Murray Way to a sustainable corridor.

The new west-west Victoria Road link would significantly reduce journey times for buses. It will allow a circular bus route to be created, improving public transport and reducing reliance on the car.

Improving sustainable transport will reduce carbon emissions and so have a positive impact on air quality, including for the Hassocks air quality management area.

Alterations to road junctions and pedestrian/ cycling crossings would make it safer to cross and reduce casualties.

The Green Circle Network will provide a coherent, safe and attractive network of cycle and pedestrian routes around town. This will encourage more walking and cycling and help to reduce congestion.

The improvements are considered essential to the successful unlocking of the new homes and jobs at the Northern Arc development

The package links to and supports the Haywards Heath town package and A2300 dualling scheme.

West Sussex: West of Horsham

Costs	Local Growth Fund £4.763 million	Contributions £8.299 million (between 2015 and 2021) £19.286 million prior to 2015.	Total £13.062 million (Part of a £32 million wider package)
Timetable	Business case Autumn 2014	Start of main works 2016-17	Completion 2018-19
Economic benefits	Homes 2,000 new homes	Jobs 1,600 new jobs	Employment floor space
Other Benefits and outputs: Provides direct access to the residential and employment/ retail developments from the A24. Provides a new bus link from the development sites into Horsham town. Expected to have a Benefit Cost Ratio of more than 2 to 1.			

Horsham is a large market town with a population of 51,000. It is located to the west of the main A23/M23 corridor, and is served by the north-south A24 dual carriageway.

The town is identified as having the capacity for further growth but needs significant infrastructure improvements, particularly to improve junctions with the A24.

Problems/ market failures

Several of the junctions are in need of modernisation. They lack the capacity to cope with the new 2,000 home development to the west of Horsham. Congestion levels are high, leading to unreliable journey times.

Because of the high numbers of vehicles using these junctions, there is a high number of rear-end shunts. Between 2010 and 2013 there were 39 slight injuries and 9 serious at the A24 junctions, in addition to a much higher number of unreported damage-only incidents. These crashes can cause considerable delay at the junction, adding to existing congestion problems caused by high levels of traffic.

Pedestrian and cycling links from the new developments to Horsham town are poor, with several difficult road crossings and a risk of injury.

There is generally poor access from the new residential and employment/retail developments to the A24.

Poor journey time reliability on the main roads leading to the A24 is causing rat running on unsuitable residential roads (especially through Broadbridge Heath junction) as drivers look for alternative routes.

The area has a poor bus service which currently operates on an hourly frequency and does not run through the development site.

Proposed scheme(s)

The proposal is for a package of measures to tackle individual problems and create a more harmonious integration of the new development into Horsham town centre.

Junction improvements will include:

- **A24/B2237 Robin Hood roundabout:** partial signalisation, improvements to the circulating carriageway, pedestrian and cycle crossing facilities.
- **A24/A264 Great Daux roundabout:** full signalisation of all arms, capacity improvements on approaches and circulating carriageway.
- **Five Oaks Road:** improved roundabout junction
- **Farthings Hill interchange:** part signalisation, pedestrian and cyclist facilities.

These will help to improve traffic flow, increase journey time reliability and reduce the number of rear-end shunts. Improving the main routes will help to reduce the level of rat running on residential roads.

A 30 minute bus service will be introduced, with associated infrastructure.

Sustainable transport measures will include better crossings, a behavioural change programme, improved walking and cycling links. A signalised crossing at Robin Hood roundabout and a new Tanbridge footbridge will help to enhance connectivity between the new developments and the town. This will encourage more trips to be made by walking and cycling to work, school and leisure destinations.

West Sussex: A2300 corridor, Burgess Hill

Costs	Local Growth Fund £12.08 million	Contributions £6.61 million	Total £18.6 million
Timetable	Business case Autumn 2015	Start of main works 2018-19	Completion 2019-20
Economic benefits	Homes 4,665 new homes	Jobs 3,600	Employment floor space 20-30 hectares
	Some outputs shared with Burgess Hill package		
Other Benefits and outputs: Reduces congestion along the A2300 corridor.			

The A2300 is a single carriageway road which links the town of Burgess Hill to the A23 trunk road.

The A2300 corridor has been identified as key to unlocking over 4,000 houses and more than 50 hectares of employment land.

Problems/ market failures

Burgess Hill has a highly skilled and educated workforce, but suffers from a high proportion of out-commuting. Around 65% of workers travel out of Burgess Hill.

The A2300 is the town's main link to the trunk road network and the critical north-south A23. The A2300 is currently severely congested with current traffic flows of 19,250 which are expected to rise to 35,000 by 2031.

The A23/A2300 Hickstead junction is currently heavily congested, leading to unreliable journey times.

Proposed scheme(s)

This scheme is at an early stage of development. Feasibility work is currently under way to determine the most appropriate solution, including:

- Localised junction improvements
- Partial dualling of the A2300
- Full dualling of the A2300 between the A273 and A27.

Options under consideration for improving the A2300/A23 junction include full signalisation or a full grade separation to replace the existing dumbbell layout.

The costs shown above are for the largest potential scheme. The actual cost may be lower when the design is finalised.

Part of the scheme could include an enhanced bus network connecting the rail stations to residential areas and employment sites, including the Business and Science Park sites.

The intention is to deliver the scheme alongside other proposed interventions for Burgess Hill.

Annex 3d: Sustainability packages (quality and reliability)

In addition to connecting to new growth areas, we urgently need to reinvigorate and regenerate existing town, district and local centres and rural areas. Many of our towns have large numbers of vacant employment premises, retail units and buildings/ land which could be converted into homes. Improving the urban realm around these vacant units would help to make them more attractive and lead to a transformational intensification of use.

Anecdotal evidence from businesses is that much of the vacant employment stock is unattractive and poor quality. In some of our towns, the surrounding environment is often seen as tired and unattractive. Congestion and a lack of sustainable travel is often cited as a major barrier to economic growth.

The schemes in this section aim to regenerate existing areas with the express aim of encouraging employers to take up vacant units and for new housing to be delivered more quickly. Many of these schemes would reduce congestion and improve accessibility by encouraging sustainable and healthy travel (walking, cycling and public transport).

There is some overlap with the connectivity and capacity schemes already listed. Some of those schemes include elements of sustainability and regeneration.

Almost all of the packages focus strongly on improvements to walking and cycling links, including better and safer road crossings, cycle parking, clearer signing and wider/ less cluttered footways. The programme is unashamedly "green" – it puts sustainable transport at the heart of everything that we do.

Motorists (car drivers and commercial vehicles) are also catered for. Several of the urban packages include junction remodelling and traffic management upgrades to help traffic to flow better and to reduce journey time unreliability.

The majority of sustainable packages are for urban areas across the Coast to Capital area. The list also includes a number of packages aimed at the needs of smaller settlements, villages and rural area. Some of the packages are themed along corridors.

The estimated costs of individual packages vary between £1 million and £10 million. However, as these packages contain a large number of individual projects, the overall packages are scaleable and can be adjusted to fit a given budget level.

Our intention is to work with local authorities to develop the strongest of these proposals into business cases, and to negotiate an appropriate level of funding for the successful schemes in order to leverage the greatest economic benefits for a given level of funding.

Some of the proposed packages are at a very early stage of development. The precise measures to be funded by these packages will be developed later, for example through the preparation of station access plans or through local consultation.

Some of the packages build on previous experience, such as Surrey County Council's successful Local Sustainable Transport Fund schemes in Guildford, Woking and Reigate/Redhill.

Due to the high number of schemes in this section and their similarity to each other, the majority of the packages have not been described in detail. Further information of individual packages can be provided on request.

Surrey: Dorking Sustainable Transport Package

Costs	Local Growth Fund £3.95 million	Contributions £0.99 million	Total £4.94 million
Timetable	Business case Autumn 2016	Start of main works 2016-17	Completion 2017-18
Economic benefits	Homes 900 new homes	Jobs 396 jobs	Employment floor space 5,998 sqm
	Economic benefits shared with A24 Holmwood to Surrey boundary scheme		
Other Benefits and outputs:			
The scheme would reduce congestion bringing improvements in journey time reliability, safety and security.			

Problems/ market failures

Dorking is considered a 'latent' location at risk of underperforming economically.

A number of accessibility problems have been identified in the Dorking area and surrounds; these have an impact on the economic vitality of the area, affecting ease of movement through and around the town, and business and economic growth.

The town suffers from traffic congestion, particularly during peak hours, on the main roads serving the town: the A24, A25 and A2003. This is caused, in part, by the town's historic narrow streets and also by traffic diverting from the M25 when an incident affects the motorway.

High traffic flows on the town's one-way system lead to congestion through the town centre with 65% of local residents rating traffic congestion as quite poor or very poor. The A2003 Station Road and A25 Westcott Road have been identified as roads suffering congestion.

Proposed scheme(s)

The project aims to relieve traffic congestion and the impact of through traffic in the town centre through the implementation of traffic management measures. It also aims to deliver specific improvements to the provision of sustainable transport in and around Dorking to encourage travel by sustainable modes, thereby decreasing traffic congestion.

The project will improve traffic and pedestrian flow in Dorking town centre, improving network performance and benefitting all users of the town centre. The impact of traffic through the town centre has affected the environment and character of the town and reduced the attractiveness of the shopping centre, affecting the town's ability to compete as well as it should with other centres and facilities. Bus service reliability is affected by the high level of traffic in the town centre.

The project will deliver sustainable transport measures using the tried and tested Travel SMART approach to supporting public transport and other sustainable modes of transport. See www.travelsmartsurrey.info for further information.

Residential areas will be connected with key retail and business locations in Dorking town centre, helping to boost the economic performance of Dorking town centre, and ease congestion on the local road network. Measures included will aim to close gaps in the existing cycle network (e.g. on the A24 north and south of Dorking (main) station).

This investment will unlock potential for economic growth in Dorking town centre and improve the key LEP-identified corridors of the A24 and the A25/North Downs Line.

Improved connectivity will increase the attractiveness of the town and wider area as a good place for businesses, and maintain its appeal to visitors. Significant attractors to the town include its location close to the North Downs and the Denbies estate (vineyard).

The Dorking town centre traffic management scheme will seek to improve network performance within the town centre.

Surrey: Greater Redhill Sustainable Transport Package

Costs	Local Growth Fund £3.92 million	Contributions £0.98 million	Total £4.9 million
Timetable	Business case Q1 2015	Start of main works 2015-16	Completion 2018-19
Economic benefits	Homes Up to 6,900 new homes to 2027 (borough wide) Including 500-700 new homes in SW Reigate urban extension 731 new homes in Redhill	Jobs 2,665 jobs	Employment floor space 3,600 sqm new office floorspace (A25/A217) 4,500 sqm new retail (A25; Cromwell Road)
Other Benefits and outputs: Additional employment benefits of scheme include encouraging uptake of existing vacant floorspace (17,900 sqm) resulting in up to £136.6m additional GVA.			

Problems/ market failures

Reigate and Redhill are considered 'prime' and 'latent' locations respectively.

A number of problems have been identified in the Redhill-Reigate area and surrounds; these impact on the economic vitality of the area, affecting business and economic growth. Restricted accessibility for sustainable travel modes has a number of causes in the area, which can reduce footfall in the town centres and associated economic activity. These problems include:

- Redhill suffers peak time congestion in the town centre concentrated on the town centre ring road. This has the effect of reducing the efficiency of bus services and the attractiveness of walking connections.
- Walking and cycling links in Redhill are fragmented, of varying quality, do not take the most direct route and in some instances are unsafe.
- If the M25 is closed due to an incident, traffic can filter on to the A25 via the A217, heavily increasing the congestion and air pollution in and around Redhill.
- The trains and bus station (Redhill) are severed from the town by the A23/A25

- Banstead experiences a number of accessibility problems, including congestion and pedestrian safety issues on the A240 Fir Tree junction in Banstead; and poor pedestrian and cyclist accessibility to Banstead rail station.
- In Woodhatch, the A21/A2044 traffic signalled junction is a congestion hotspot at peak times.

Proposed scheme(s)

This scheme is a package of improvements to the local transport network in the areas of Redhill, Reigate, Woodhatch, and Banstead. It aims to deliver sustainable/public transport measures to improve accessibility, encourage use of sustainable modes and improve safety, with goals to reduce congestion, increase modal shift, increase accessibility to economic centres and reduce road accidents. It will deliver increased bus reliability and patronage to major employment sites, town centres, hospitals and Gatwick Airport.

The package would build on the innovation and reputation of TravelSmart, already present in Redhill, by extending the existing sustainable transport infrastructure to the north, south and west of Redhill and connect with infrastructure in Reigate and Woodhatch to provide a holistic sustainable transport network within the Greater Redhill area.

- A23 between Redhill and Horley – toucan crossing: improve accessibility for pedestrians and cyclists, connecting cycling routes either side of the A23
- A23 between Redhill and Horley – Improved off road cycle route (NCN 21)
- A23 between Merstham and county boundary – improved off road cycle route (NCN 21)
- A217 between Lower Kingswood and Banstead – new off road cycle route
- Smithy Lane (A217 to Green Lane) – new off road cycle route

As part of the scheme, additional bus infrastructure would be provided to significantly improve links between Reigate and Redhill town centres as well as the surrounding areas such as Woodhatch.

- S direction from Redhill TC/A23 Horley/Gatwick airport corridor (including East Surrey hospital routing): services 100/400/420/460/424/430/435 (Metrobus / Southdown)
- N direction from Redhill TC/A23 Merstham corridor: services 405 (Metrobus / TfL)
- N direction from Reigate TC/Epsom corridor to Tadworth: services 420/460 (Metrobus)
- W direction from Reigate TC/Dorking corridor: service 32 (Arriva)
- E direction from Redhill TC/Godstone corridor (including Park 25): services 400/410/100 (Metrobus / Southdown)

- Redhill to Reigate TC connecting corridors: services 420/460/430/435 (Metrobus)
- Redhill to Reigate TC north circular connecting corridors: service 424 (Southdown)

Redhill to Reigate TC south circular connecting corridors: services 430/435/424/32 (Metrobus / Southdown / Arriva).

Surrey: Wider Leatherhead Sustainable Transport Package

Costs	Local Growth Fund £3.4 million	Contributions £0.85 million	Total £4.26 million
Timetable	Business case Q3 2017	Start of main works 2017-18	Completion 2019-20
Economic benefits	Homes Support for 400 new homes* Consultation on up to 3,300 homes around the town centre and wider catchment area *same figure shared with Leatherhead gyratory. Subject to consultation.	Jobs 700-800 jobs* *same figure shared with Leatherhead gyratory	Employment floor space 21,500* sqm *same figure shared with Leatherhead gyratory
Other Benefits and outputs:			
Reduces congestion and increases journey time reliability by improving bus, walking and cycling facilities.			

Leatherhead is currently a 'latent town' and does not reach its economic potential, without improved transport links the town centre will not reach its potential of a vibrant retail and employment centre.

Problems/ market failures

Leatherhead suffers from congestion and poor journey time reliability caused by an outdated road and public space layout.

Cycling infrastructure in Leatherhead is fragmented making it difficult to cycle safely to/through the town. This prevents people from choosing to cycle instead of drive, adding to the town's congestion issues.

The town's one-way system is a barrier to walking and cycling in Leatherhead, reducing footfall in the town centre and affecting businesses.

Proposed scheme(s)

This scheme is a comprehensive package of cycling and walking measures. They support existing designed schemes to link Ashted and Leatherhead town centres. Included in the existing schemes are an off road cycle route and a series of bus priority and corridor improvements. Real Time Passenger information and transport media screens are included. Additionally, it will use a localism-inspired approach called 'participatory budgeting', which is already tried and tested in Surrey. Local communities and businesses will help decide upon new initiatives and infrastructure. This will help promote sustainable travel options and improve access to jobs and skills. This success of this unique approach is depicted by the Travel SMART programme which has delivered over 100 transport-related projects. It strengthens the role of local residents and businesses in their places.

The outcome of implementing the package will be to connect residential areas with key economic locations, revive local high streets and enable housing development.

The proposed walking and cycling schemes in the package include:

- Cycle and walking routes to link Fetcham to Leatherhead railway station
- Leatherhead railway station to the north of the town
- Improved connectivity around the town centre gyratory
- Improved connectivity through the town centre shopping area
- Improved connectivity Great Bookham-Fetcham – Leatherhead (Business Parks)

These routes will join up a fragmented cycle infrastructure making a continuous cycle network of off-road and the use of quiet streets from the residential areas to the business parks, retail areas and transport hubs.

The proposed bus priority and corridor improvements to be delivered as part of this package include:

(all routes are via Leatherhead town centre)

- SW-NE Effingham to Ashstead corridor: services 479/489 (Buses Excetera)
- N-S Malden Rushett to Dorking corridor: service 465 (Quality line/TfL)
- NE-NW Ashted to Cobham corridor: service 408 (Quality line)

The scheme will assist in tackling congestion, journey time reliability, safety and reduced journey times.

Surrey: Reigate Road Network Improvement Scheme

Costs	Local Growth Fund £4.04 million	Contributions £1.01 million	Total £5.05 million
Timetable	Business case Spring 2018	Start of main works 2018-19	Completion 2019-20
Economic benefits	Homes Supports 6,900 new homes across the borough by 2027, including 500-700 new homes in the SW Reigate urban extension	Jobs 933 jobs	Employment floor space 3,600sqm on A25/A217 London Road
Other Benefits and outputs: Reduces congestion by improving key junctions and road layouts in the town centre, encourages sustainable transport, improves the public realm. The scheme would encourage the uptake of existing vacant floorspace (6,077 square metres) which could create up to £44.25 of additional GVA.			

Problems/ market failures

- Reigate’s one-way system is a barrier to movement and suffers from congestion.
- The A25 is a diversionary route for when problems arise on the M25, and there is little alternative for west-east traffic movements. This results in congestion and unreliable journey times.
- Air quality is an issue in Reigate town centre
- Level crossing down times (A217 London Road) cause congestion

Proposed scheme(s)

This scheme is a package of improvements to the local transport network in Reigate and aims to deliver reduced congestion on the road network, encourage the use of sustainable modes of transport, improve road safety and help mitigate poor air quality in designated areas. The A25 and A217 are key roads that pass through Reigate. Transport measures will aim to reduce the transport issues such as congestion and limited movements on these roads.

Sustainable transport measures will provide a means of improved access for the local workforce and encourage sustainable travel to employment. Further highway measures will improve vehicle movement and public realm within the town centre, increasing the attractiveness of the employment sites and encouraging their use.

The scheme includes:

- Re-configuring the road network around the town centre to reduce congestion at pinch-points.
- Improvements to the public realm in the town centre.
- Measures to deliver toucan crossings, pedestrian and cycle routes and other cycle facilities to improve accessibility within the main retail destinations.
- The delivery of public transport measures including; improved bus routes, bus stops, rail facilities and interchange facilities to improve accessibility to the town centre and encourage the use of public transport and changes between public/sustainable transport.
- Safety measures within Reigate including; pedestrian junction/crossing improvements and addition CCTV coverage and lighting.
- The extension of Urban Traffic Control (UTC) to include traffic signals and real time pollution monitoring.

Brighton & Hove

Sustainable Transport Package

Public transport infrastructure, walking and cycling improvements across the city, to improve connectivity between new developments, the City centre and more local/ district centres.

Cycle Ambition Network

Extending and completing sections of two strategic cycle routes (Old Shoreham Road and Marine Parade).

Croydon

Cycling in support of growth

A network of high quality cycling routes to and through the Opportunity Area, building on the Connect2 route and the A23 and junction improvement schemes.

Surrey

Banstead, Epsom and Ewell

Walking, cycling and bus improvements to promote sustainable travel between residential and employment areas in and around Banstead, Epsom and Ewell. Access to rail stations will be improved.

Ewell village and Stoneleigh

Improving access to Ewell High Street and the rail station, including a widening of Ewell High Street and rephasing traffic signals to improve traffic flow. Improving the streetscene of Stoneleigh, with improved car parking.

A240 corridor

Reducing congestion on the A240 in Epsom and Ewell district by junction remodelling and improved cycling links.

A25 corridor

Reducing congestion on the A25 by junction remodelling and improved pedestrian crossings.

A22 corridor & Caterham

Improving access to Caterham along the A25 by junction improvements, better footpaths, cycleways and safety measures.

Rural Tandridge

Improving junction access to Lingfield Racecourse, the settlement of Dormansland and two industrial parks.

Wider Leatherhead

Walking and cycling improvements to link Ashted and Leatherhead town centres and improve access to rail stations.

A23 corridor programme

Pedestrian and cycling crossings along the A23 corridor, plus safety improvements and junction remodelling. Improving access to Salfords and Earlswood railway stations.

A217 corridor programme

Improving sustainable transport and reducing congestion along the A217 corridor by improving walking and cycling facilities, bus priority measures, safety improvements and junction capacity enhancement.

West Sussex

Arun Valley Line station improvements

Access improvements to rail stations following the production of station access plans. Measures could include car and cycle parking improvements, better waiting facilities and improved walking and cycling links.

Rural economy destinations support package

Access improvements to rural sites (eg employment sites and leisure/ tourism destinations), including car and cycle parking, bus stops, signing and lighting. Measures to be determined following a programme of site by site access plans.

NCN2 strategic cycle route

Completion of key National Cycling Network routes in the West Sussex coastal towns to encourage more cycling for journeys to work, school, shops and for leisure.

Chichester

Improvements to public realm and traffic flow through improved junctions, traffic management measures, bus priority schemes, real time passenger information and walking/ cycling improvements.

East Grinstead

Improving the town's attractiveness as a destination through junction improvements, public realm improvements, bus/rail interchange and improved walking and cycling routes.

Hayward's Heath

Improving the South Road/Broadway/ Sussex Road retail core of the town through improvements to the public realm, bus improvements and better walking and cycling links. Improvements to the Muster Green gyratory/ Sussex Road junction will improve access to businesses.

Horsham

Tackling severance and reducing congestion, particularly to the North of Horsham, by junction improvements, improved pedestrian and cycling facilities and better bus priority measures. Study work to take place in spring/summer 2014 to identify further complementary measures in Horsham town centre.

Worthing

Improving the attractiveness of the town centre and reducing congestion through better connectivity for pedestrians and cyclists, public realm enhancements, bus priority and junction improvements.

Annex 3e: Resilience schemes

One of our five overarching transport aims is that the transport networks must be resilient. Whether privately or publicly operated, our transport systems should be able to withstand the effects of adverse weather, traffic incidents and road works. This will help to build business confidence in our area, as it will assure employers, visitors and residents that they will be able to complete their journeys. Businesses should be able to get goods to market, employees to their place of work, customers to their shops and showrooms, and visitors to cultural and recreational/ leisure destinations.

We recognise that there will occasionally be unforeseen and unavoidable incidents which will cause disruption to transport. These disruptions should be kept to an absolute minimum, but it would not be possible or sensible to guarantee that the transport networks will never be disrupted. However, we believe that the level of resilience should be substantially increased, so that major disruptions become the exception rather than the norm.

This should be a place where businesses are confident that their work will continue uninterrupted. It should be an area that visitors can enjoy and will want to return to,

We have therefore assembled a programme of schemes designed to improve transport resilience. In addition, a level of resilience has also been built in to other programmes, such as the sustainability packages and the priority schemes to unlock growth.

There are three types of resilience schemes in this programme:

- Maintenance of critical infrastructure
- Flood mitigation
- Traffic management and the ability to respond to severe road incidents (crashes, poor weather, roadworks, events).

Maintenance of critical infrastructure is important because of the disruption that would be caused if the infrastructure were to fail. For example, the Brighton and Hove scheme to renew the seafront arches is needed to prevent the collapse of a section of the A259 - the main coast route which connects the coastal towns. Failure of this section would result in substantial amounts of disruption, severance, loss of retail income, reduced visitor numbers and a reduction in business confidence.

The winter of 2013-14 has demonstrated the importance of **flood mitigation**. As both a coastal and rural area, we are at risk from both coastal and river flooding. Some of this can be tackled or mitigated through effective highway drainage works.

Traffic management is one of the hidden strengths of our transport network. Facilities such as Surrey's Network Management Information Centre at Leatherhead can play a vital role in reducing the effects of a traffic incident, including by giving accurate information to drivers about road closures and delays.

As with sustainability packages, our intention is to develop a funding stream for resilience schemes. Local highway authorities and other transport providers/ organisations would be

invited to apply for resources for resilient schemes. We would negotiate with promoter to help develop business cases to identify the schemes which offered the best value for money.

There is a substantial funding gap for resilience schemes. Local highway authorities in the Coast to Capital area have identified more than £150 million of improvements which could be made. Our intention would be to prioritise the most effective and urgent interventions from this wider list.

Two of our resilience schemes are sufficiently important that we have also identified them as priority schemes to unlock growth. Surrey's "Wider network benefits" scheme has already been approved in principle by the Local Transport Body.

Brighton & Hove

Seafront structures (Former Free Shelter Hall site)

Costs	Local Growth Fund £7 million	Contributions £500,000	Total £7.5 million
Timetable	Business case 2014-15	Start of main works 2016-17	Completion 2018-19
Benefits: Renews and protects a critical section of the A259. Prevents road collapse and closure, leading to disruption and loss of business confidence. Tackles congestion and improves road safety. Improves pedestrian and cycling access to the seafront.			

Brighton and Hove has a number of seafront structures in urgent need of repair. These seafront structures, built around 1880, include retaining walls and arches which support the upper seafront promenade and the A259 carrying more than 30,000 vehicles per day. The route is also part of the National Cycle Network Route 2.

Capital renewal Repair is needed to a significant length and depth of these sea front structures. Many of the arches are occupied by existing businesses which form an important part of the seafront economy.

This project is for the most urgent and critical section – the former Free Shelter Hall Structure at the bottom of West Street at its junction with the A259.

Failure of this structure would lead to the collapse and closure of the A259. This would cause immense disruption to the flow of traffic and economic viability of Brighton and Hove. The junction above the Free Shelterhall structure provides direct access to a number of well-used city centre car parks. In the event of a closure, potential diversion routes (especially from the East) would be significant in terms of congestion, air quality, journey times and impacts on unsuitable routes and other communities.

Surveys and inspections have shown that the structure needs urgent renewal. The new structures would have a design life of 120 years.

As part of the scheme, there would be 'pinchpoint' improvements including access to the seafront for pedestrians and cyclists. This would help to improve safety at the site. Between 2010 and 2013 there were 16 collisions (5 serious and 11 slight) resulting in 19 casualties (including 12 pedestrians).

An added bonus is that the arches offer the prospect of being retained as (or becoming) employment/retail units to boost visitor numbers, trade and provide jobs. The scheme will include refurbishment of the internal space to make the units more commercially attractive. This will help to improve the attractiveness of the public realm by complementing nearby development proposals such as the i360 viewing tower and the proposed redevelopment of the Brighton Centre site and extension of the Churchill Square shopping centre.

Surrey

Wider Network Benefits

Costs	Local Growth Fund £2.4 million	Contributions £0.6 million	Total £3 million
Timetable	Business case September 2014	Start of main works 2016-17	Completion 2018-20
Benefits: Reducing congestion through enhanced traffic management. Increasing the resilience of the road network enabling it to respond to unforeseen incidents (such as adverse weather) and planned events (such as the Epsom Derby and Oaks).			

This programme would improve traffic management systems in Surrey, initially focussing on the A24, A217, A23, A240 and A22.

The aims of the scheme are to:

- Reduce average delays and congestion on the key route corridors
- Improve journey time reliability for car-borne traffic, buses and goods vehicles, reducing costs to businesses and increasing competitiveness
- Enable better response times to incidents on the network resulting in reduced delays during incidents
- Reduce delays during planned events through more efficient network management

- More reliable connections to international destinations including London to Gatwick Airport and Dover and Folkestone ports
- Secure greater throughput at signal-controlled junctions through signals upgrade/implementation
- Improve accessibility to planned housing and employment sites along the route corridors, facilitating housing and employment growth
- Provide more efficient real time travel information to a wide range of travellers, providing them with early travel choice opportunities
- Improve cooperation with the Highways Agency through communications upgrade leading to better network management across both networks
- Improvements to car park operation and traffic circulation in areas such as Reigate through the car park guidance system upgrade, enhancing the attractiveness of Reigate to businesses, employers and shoppers

This would be achieved by procuring a range of network management equipment to monitor/inform and control traffic on the network. The purpose of this equipment would be to:

- better manage the impact of planned events on the highways, e.g. the Epsom Derby and Oaks
- Better and more proactive response to incidents on Surrey's Network
- manage the impact of traffic diversions from the M25 during incidents on to the A24, A22 and A217 tactical diversion routes in east Surrey

The equipment could include:

- Variable Message signing at the local level
- CCTV equipment – potential for new sites and provision of dedicated traffic management CCTV
- Dial up strategic control (DUSC) which allows a series of intersections to be controlled in a synchronised manner via a dial up connection
- upgrade existing equipment to reduce ongoing maintenance costs e.g. use of broadband
- Upgrade to the car park guidance systems in Reigate
- Automatic number plate recognition (ANPR) cameras

The project will also consider improved network management strategies including:

- Pre-determined signal strategies to deal with planned events
- Investigation the potential purchase of real time travel information
- Information sharing with neighbouring authorities including the Highways Agency

Reducing congestion and improving journey time reliability in the areas covered by this scheme would help to increase the attractiveness of the area. It would also support planned housing sites in the Preston regeneration area, Banstead town centre, Reigate, Redhill.

There is the potential for the technology to be extended to other corridors. There could be income generation through personalised travel planning.

Surrey: A24 Holmwood to Surrey boundary corridor improvements

Costs	Local Growth Fund £4.88 million	Contributions £1.12 million	Total £5.6 million
Timetable	Business case Spring 2017	Start of main works 2017-18	Completion 2020-21
Economic benefits	Homes 900 new homes	Jobs 396 jobs	Employment floor space 5,998 square metres
Economic benefits shared with Dorking sustainable package			
Other Benefits and outputs:			
<p>The scheme would reduce accidents on the local road network, resulting in an estimated cost saving of £0.5 million cost savings per annum.</p> <p>The scheme will improve the A24 corridor which provides a strategic link between Dorking/ Leatherhead and Horsham, and will help to support planned development in those towns.</p>			

Problems/ market failures

The A24 Capel to Surrey boundary corridor experiences a high frequency of personal injury accidents (PIA).

The Capel to Horsham section of the A24 has an accident rate three times the national average and the principle cause of the accidents is the interface between high-speed/high-volume main road traffic and lower speed side-road traffic. Closure of gaps in the central reservation and provision of new roundabouts will address the speed differential problems.

Proposed scheme(s)

The project aims to improve road safety for all users, and improve traffic flow and journey time reliability along this stretch of the A24. This will be achieved through providing new roundabouts at Mill Road and Old Horsham Road, delivering extensive improvements to North Holmwood and Beare Green roundabouts, and realigning the carriageway.

The proposed transport scheme would provide support to the local economy supporting the creation of more than 2,000 FTE jobs with full uptake of the available floorspace in Dorking and Horsham. It is estimated that this would generate an additional £92.2 million GVA which will give an economic boost to the west area of Gatwick Diamond.

Other resilience schemes

Other resilience schemes under development include:

Brighton & Hove: Intelligent Transport Systems (ITS) package

A programme to extend and improve Brighton and Hove's traffic management systems to tackle congestion, improve journey time reliability, manage events and incidents and reduce delays. This could include:

- Expansion of Urban Traffic Management Control (UTMC) system.
- Variable message signs
- Automatic Number Plate Recognition and CCTV
- Real Time passenger information to improve bus journeys
- Parking sensors and information.

Benefits could include a 12% reduction in delay at upgraded traffic signal junctions, as well as the ability to respond to events and unforeseen incidents.

Brighton & Hove: Other structural maintenance

An enhanced and accelerated programme of maintenance and structural improvements to assets including seafront structures other than the Free Shelter Hall site.

Surrey: strategic maintenance and congestion relief: A22, A217 and A23

A programme of maintenance and upgrade schemes to reconstruct the worst of the local road network - designated as roads in critical condition. The schemes would prolong the life of the roads for a 10 year period, improve flood mitigation and drainage, strengthen retaining walls and tackle congestion problems. By improving the road network, the attractiveness of the area will be enhanced for potential employers and residents.

Surrey: Flood alleviation packages, A240 (north), A24, A23 (south of M25), A217 (north & south of M25) and A22 (north of M25)

A programme of strategic maintenance and flood alleviation measures along key roads. There is a significant risk of severe flooding along these roads, with multiple incidents of recent highway flooding. Minimising flooding would help to improve resilience and journey time reliability to key destinations such as work, shops and hospitals.

West Sussex: ITS traffic management package

A county wide programme to upgrade real time passenger information displays, provide variable message signs, CCTV and a variety of Intelligent Transport System tool to monitor and manage the strategic road network. The programme would provide improved

information to the travelling public to tackle congestion and reduce journey time unreliability.

West Sussex resilience package

A programme of flood defences and drainage schemes across West Sussex including drainage improvements to the A29 at Chichester, improvements to sea walls and inland harbour defences. These schemes would help to reduce flooding and so increase resilience across a number of growth areas.