

Coast to Capital Board meeting No. 25 24 September 2015	
Report Title: Update on Coast to Capital Infrastructure Study	Ref No 25.11
Report by: Martin Heffer	
Presented by Martin Heffer	
Recommendation: 1. That the Board agrees the principles listed at paragraph 5 in the paper. 2. That Coast to Capital carries out a short review of all the ongoing studies and completes a short Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of each. 3. The Infrastructure Committee develops proposed next steps and a way forward for the LEP's engagement in these studies (including potential funding). 4. That this feeds into forthcoming meetings with BIS/DfT/DCLG and the ongoing devolution debate.	

Summary: 1. This paper updates the Board on progress with the LEP's infrastructure study. 2. It recognizes there are multiple similar studies underway currently or planned and a risk of duplication of effort and confusion among stakeholders exists. 3. It proposes a course of action to clarify who is doing what and to develop a future plan for the LEP's engagement in and support to these workstreams.
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Background

1. Coast to Capital completed a review of key infrastructure (transport, water and digital) in July 2015. This review was initiated in order to inform the Coast to Capital Board of medium to long term infrastructure challenges to strengthen its engagement in:
 - Forthcoming government studies;
 - The outcome of the Davies Commission;
 - The autumn 2015 spending round; and
 - The next round of the Growth Deal.

2. Since the last report to the Board it has become clear that in addition to our Upper Tier partners' studies relating to the Davies Commission the following studies are underway or proposed and will overlap with Coast to Capital's infrastructure study:
 - Infrastructure implications of developing Gatwick airport (joint between WSCC and SCC);
 - Surrey Infrastructure Study (SCC);
 - West Sussex Infrastructure Study (WSCC);

- Greater Thames Valley Study (Berkshire TV, EM3, Solent, C2C LEPs and ESCC);
- M25 South West Quadrant Study (DfT); and
- Brighton Main Line / Lewes – Uckfield study (DfT).

3. It is clear that the previous background to our own study and the joint work on Gatwick has been overtaken to some degree by both the findings of the Davies Commission and the emergence of the devolution aspirations of Brighton City region and the '3 Counties' (East and West Sussex and Surrey). This is driving the commissioning of the above studies for Sussex and Surrey and an aspiration for the same for the Brighton City region.

4. The Infrastructure Committee met on 7 September and partners agreed that:

- No LEP partner wanted to see duplication of effort;
- It is critical that studies have a common baseline for data;
- It is beneficial to have the 'drivers for growth' such as housing developed and agreed in a bottom up process (i.e. owned by local planning authorities);
- Wherever possible it is critical to present central Government Departments with a consensus opinion; and
- Partners' studies need to recognise and engage with concurrent and proposed Government Department led studies.

It is suggested that the need for these studies to follow recognised Government methodologies (such as Treasury's 'Green Book' and DCLG development assessment methodologies) should also be included in this list.

Proposed Course of Action

5. The Infrastructure Committee proposes that the LEP undertakes a short review of all the ongoing and proposed studies and reports to the Executive Committee initially and then the main Board on:

- Purpose, duration and extent of the relevant studies (including a SWOT analysis and an understanding of the risks of duplication, redundancy and inconsistency); and a
- Proposed course of action for role of LEP in these studies going forward and our engagement, funding and other support in and for the studies.

Martin Heffer
September 2015