

Coast to Capital Board meeting No. 30 14 July 2016	
Report Title: Proposal to Board for Reshaping Infrastructure Committee	Ref No 30.11
Report by: Martin Heffer	
Presented by: Martin Heffer	
Recommendations: 1. That the Board agrees the principle of reshaping the Infrastructure Committee. 2. That Coast to Capital focuses the Infrastructure Committee on: <ul style="list-style-type: none"> • Delivery and tracking of engagement strategies for emerging and committed infrastructure schemes in our area (noting that this may be in a support role in some cases); • Development and delivery of engagement with key infrastructure studies affecting our area; and • Ongoing assessment of Local Growth Fund business case applications and engagement with the Local Transport Body. 3. The Infrastructure Committee returns with a proposal by end September 2016 on a preferred way forward for both digital infrastructure and Newhaven related infrastructure arising from delivery of the Enterprise Zone.	

Summary: 1. This paper reviews recent stakeholder engagement with the LEP's Infrastructure Committee; 2. It recognizes there are challenges with this engagement and recommends a change of focus onto current topic areas and the LGF; and 3. It recognizes that a way forward with the LGF and transport activity is more clear cut than with digital infrastructure and area based needs such as Newhaven.

Background

1. The LEP's Infrastructure Committee (hereafter simply 'the Committee'), was reviewed in 2015 when there was last a change in chair. In the last year the Committee has concentrated on assessment of applications to the LGF, the redevelopment of Gatwick Railway Station, the future of the Brighton Mainline railway, the A27, a joint study with neighbouring LEPs on future infrastructure needs in the South East and engagement with the Local Transport Body (LTB).
2. With the emergence of the devolution debate and uncertainty over later iterations of the LGF, it has been difficult to galvanise partner and stakeholder engagement in the LEP area infrastructure debate. It is the Committee Chair's view that this will only become more challenging as the debate on the need for a wider area transport body in the South East gains momentum and other stakeholders such as Gatwick Airport lead the call for wider lobbying on infrastructure and development. This drives the need for a clear purpose and remit for the committee and which is bought into by stakeholders.

3. The last Board meeting (May 2016) was presented with a proposal for greater advocacy on the part of Coast to Capital Board members promoting the work of the LEP. This is to take the form of a more active engagement role by Board members with businesses in our area and with Government. It is suggested that given the challenges outlined in paragraph 2 above now is a sensible time to review the work of the Committee and to align its activities so that they encompass both emerging infrastructure issues of importance to the LEP and the partner bodies in its area as well as the broader advocacy outlined above.

Proposed Course of Action

4. The proposal is for the Committee to reshape its activities into four distinct activities and two watch areas. The activities are:
 - Leadership and development of the LEP's campaigning in support of strategically important infrastructure in the LEP area. Specifically, the new runway in the South East, Network Rail's plans for the upgrade of the Brighton Main Line (including improvements to the North Downs Line) and support to Highways England A27 upgrade plans. Such activity is to look for opportunities to join with parallel and mutually supportive infrastructure campaigning activity as seen with our engagement with the recent 4 LEP study;
 - Advocacy of the LEP's business voice in major transport studies affecting our area particularly: DfT's SW Quadrant Study; HE's Strategic Economic Plan; The new Mayor for London's transport plan and next steps in the 4 LEP strategic transport study;
 - Continuing assessment of business cases supporting applications to the Local Growth Fund; and
 - Acting as the interface with the Local Transport Body.

The two watch areas are campaigning for digital infrastructure in our area and infrastructure support required by our partners' various Newhaven projects. Throughout all this it is implicit that the Infrastructure Committee will conduct horizon scanning for future infrastructure requirements for Newhaven resulting from the development of the Enterprise Zone.

5. Following agreement to this re-shaping the Committee Chair proposes calling for main Board and co-opted LEP members to join (in the first instance) two groups operating under the Committee to agree and then pursue campaign activity for the BML (including the North Downs Line) and A27 in order to move these two projects forward. Engagement with HE; DfT and neighbouring LEPs and member Upper Tier authorities on studies would continue with the LEP's staff and Board members taking the lead on Coast to Capital input on behalf of the Committee. Progress with these matters will be reported to the Board and support for new campaigning activity canvassed as required at Board meetings.
6. This activity to be the subject of a clear engagement plan as part of the wider communications activity discussed at the last Board meeting. Assessment of LGF business cases would continue ad hoc as at present as would advice from the Committee to the board on infrastructure related devolution matters.

Martin Heffer
June 2016