

<b>Coast to Capital Board meeting No. 31 22 September 2016</b>	<b>Ref No 31.10</b>
<b>Report Title: Infrastructure Committee</b>	
<b>Report by: Martin Heffer</b>	
<b>Presented by: Martin Heffer</b>	
<b>Recommendation:</b>  That the Infrastructure Committee focuses on three campaigns over the next 12 months, concentrating on rail issues (especially the Brighton Main Line Upgrade), strategic road issues (especially the A27 and M25), and local transport (especially sustainability and resilience and the role of the Local Transport Body).	

### Summary:

This paper proposes that the Infrastructure Committee launches three campaigns in support of:

1. The **Brighton Main Line Upgrade**, one of the most significant infrastructure schemes which could benefit the Coast to Capital region. Other rail issues are also current, including the improvement of the North Downs Line and industrial actions on Southern Rail services.
2. Highways England proposals currently under development for **strategic road schemes**, including improvements to the A27 and M25.
3. **Local transport schemes**, such as local roads, sustainable transport and resilience schemes that can bring substantial benefits to the economy. There is a need for the Infrastructure Committee to work with the Local Transport Body, including looking at ways to develop the governance of local transport issues.

### Background

1. At its meeting on 14 July, the Board agreed that the Infrastructure Committee should focus on:
  - Delivery and tracking of engagement strategies for infrastructure schemes
  - Engagement on key infrastructure studies
  - Assessment of Local Growth Fund applications and engagement with the Local Transport Body.
2. This paper proposes three new campaigns and sub groups to deliver on these areas of focus.

### Rail, especially Brighton Main Line Upgrade

3. The Brighton Main Line Upgrade has reached a critical point in its development. Network Rail have drawn up plans for a scheme which they believe is both deliverable and effective. By tackling poor junction layouts (especially in Croydon) the scheme would deliver up to six additional train paths per hour, which would provide a much needed boost in rail capacity.

4. However, the Government has not yet committed funding for this schemes. There is a short term need for development funds to develop the scheme further, and a longer term needed for the capital costs of building the upgrade. The LEP could have a critical role to play in turning the scheme from a concept to a committed scheme.
5. There are also a number of other rail issues where the LEP could play a key role, including lobbying for improvements to and/or electrification of the North Downs Line.
6. We therefore recommend the creation of a sub-group to look specifically at rail issues, especially the Brighton Main Line Upgrade scheme. This sub-group could have a Board Member Chair and would include representatives of businesses and local authorities along the route. We would also invite Network Rail, the train operators and the Department for Transport onto this group.
7. This group would report to the Infrastructure Committee. One its first actions would be agree its terms of reference.

### **Strategic Road Infrastructure**

8. As with the Brighton Main Line Upgrade project, there are also a number of key strategic road projects and studies which could affect the Coast to Capital economy. These include a Highway England study into the M25 South West Quadrant, proposals for improving the M23/ A23 and key projects along the A27 at Chichester, Worthing, Arundel and East of Lewes.
9. We also recommend a sub-group to develop the LEP's position on these schemes and to respond to the Highways England studies. This would also have a Board Chair and a bespoke membership of local authorities, businesses and stakeholders along the route.

### **Local Transport**

10. The third sub-group would focus on local transport issues. Working with the Local Transport body, this would include:
  - Oversight of existing and new growth deal schemes
  - Sustainability and resilience schemes, including the Department for Transport's new Access Fund.
  - A review of the Local Transport Body, including consideration of whether it should be retained or merged into other committees.

**Iain Reeve/ Martin Heffer**  
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