



ADUR & WORTHING
COUNCILS

Joint Strategic Committee
6 March 2018
Agenda Item 8

Key Decision No

Ward(s) Affected: All

Brighton Mainline Alliance - supporting our Regional Infrastructure properties

Report by the Director for the Economy

Executive Summary

1. Purpose

- 1.1. The Coast to Capital LEP area, which runs from South London to Brighton and across the coast to Chichester, needs significant long-term rail investment to support a growing regional economy and maintain its competitive advantage, protecting the economic potential of the region and the contribution it makes to the wider economy.
- 1.2. Network Rail has identified the Brighton Mainline (BML) as the top priority for investment in the region and proposed upgrades that include enhancement to the Windmill Bridge Junction, just outside East Croydon Station, and a major redevelopment for the station itself.
- 1.3. The Windmill Bridge Junction scheme would deliver a significant increase in regional rail capacity. Unlocking the bottleneck at Windmill Bridge Junction will enhance connectivity, capacity and resilience, and drive growth and productivity through the region. Greatly improving links to London as well and international connectivity.

- 1.4. Coast to Capital LEP is leading a regional campaign to target Government investment in the rail infrastructure in Croydon, specifically targeting a Government commitment to the detail of the project at Budget 2019. The campaign, called the Brighton Mainline Alliance, has strong cross-party support and is backed by regional businesses and business organisation. Included within these is the Greater Brighton Economic Board.
- 1.5. The Scheme is costly, complex and of national significance, and Government has recently commissioned further work to develop the business case. Funding cannot be taken for granted, with many other regions in the UK proposing their own railway schemes for development. A joined up commitment to the development of the region through local authority and business voices, via the BMA, will encourage the Government to support economic growth in the Coast to Capital area.

2. Recommendations

- 2.1. That Adur & Worthing Councils adds its support to the Brighton Mainline Alliance in their advocacy for vital investment to infrastructure through the Windmill Junction Scheme.
- 2.2. There are no resources required in the Councils' support of the Brighton Mainline Alliance.

3. Context

- 3.1. With a population of 1.9 million and a contribution of £49.7bn GVA to the UK economy, the Coast to Capital area is the 7th largest regional economy in the country. Greater Brighton forms a significant part of both the LEP area's population and output, with a population of around 820,000 and GVA contribution of £21.1bn. As a key part of the net-contributing South-East economy, the Greater Brighton City Region and wider LEP region are vital to overall UK growth and prosperity.
- 3.2. Part of the reason for this high economic contribution is the LEP region's high levels of employment, with around 90,000 businesses offering more than 800,000 jobs to a well-educated workforce (45% of

the working age population is educated to degree level or above, compared to a national average of 38%).

- 3.3. Businesses in the Coast to Capital region currently benefit from several competitive advantages. As well as an educated workforce, businesses also benefit from the international connectivity provided by Gatwick Airport. Proximity to London and a mobile population (33% commute over 10km to get to work) also contribute to the region's economic success.
- 3.4. The London-Gatwick-Brighton Growth Corridor has been recognised as one of nine corridors in England that have been at the heart of growth over the last decade and are likely to maintain a pivotal role in shaping growth in the future. The Corridor, which stretches along the BML and M23/A23 routes, creates key strategic linkages between Croydon, Crawley, Gatwick and Brighton & Hove – the benefits of which cascade across to Adur and Worthing.
- 3.5. However, recent growth has been slower than other parts of the South East, with 16.5% GVA growth since 2010, compared to 19.5% across the South East. Raising GVA per head from £24,900 to £28,000 (South East average) would add around £5.7bn to the Coast to Capital (and national) economy. There is strong evidence to suggest poor rail infrastructure is suppressing growth in the region and negatively influencing strategic investment decisions from business.
- 3.6. Achieving the Coast to Capital region's economic potential depends on securing fit-for-purpose rail infrastructure and services that will drive growth.
- 3.7. Passenger journeys on Southern and Thameslink services have risen by 10% to 105 million per annum in the past five years and Network Rail predicts increasingly severe crowding on trains, driven by the region's growing economy.
- 3.8. The BML is central to the infrastructure of the region, with passengers accessing key interchange points. The line acts as a commuter route, but also as a driver of economic growth for the entire region.
- 3.9. Railways are always complex but the service in the Coast to Capital region suffers particularly badly from disruption caused by operational, maintenance and renewal issues (as highlighted in the Gibb Report).

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

- 3.10. Significant work from Network Rail, backed up by independent analysis commissioned by the Government, confirms the strong business case for investment in the Brighton Mainline: The upgrade programme is the “highest priority investment in the corridor” and should be progressed during a window of opportunity in Control Period 6 (from 2019) Central Croydon is developing quickly, and land needed to deliver the necessary scheme is under pressure for alternative development. Without beginning the Transport and Works Act process, it is possible that the land will be lost to developers Long lead times for schemes of this nature mean if key decisions are taken now, the main works could commence in the early 2020s. Increasing demand to travel will exceed capacity of the new rolling stock within 10 years, unless improvements are made. Commuters along the route will increasingly need to stand, and demand will quickly reach 150% of available capacity at key stations in Croydon, Surrey and Sussex.
- 3.11. The fundamental obstacle to increased capacity and resilience on the BML is the bottleneck in the Windmill Bridge Junction area to the North of East Croydon Station. With the lines from Victoria and London Bridge joining a number of suburban lines, the complexity of the junctions in the Selhurst Triangle area means that trains are often required to stop and wait for each other before continuing their progress. This adds delays to existing services and inhibits the capacity of the entire line.
- 3.12. Therefore, the main focus of the upgrade programme is the Windmill Bridge Junction redesign, which would introduce grade separation (flyovers) for the major junctions and increase throughput and efficiency on the line. Further, the addition of two new platforms at East Croydon will reduce congestion there and provide a major development opportunity above the station.
- 3.13. Upgrading the line will result in a number of direct and tangible benefits:

Capacity:

- More trains per hour at peak times (from 36 today increased to 42-44)

- More trains at peak times would result in a significant increase in capacity

Connectivity:

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

Resilience:

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

Productivity:

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

4. Issues for consideration

- 4.1. The Brighton Mainline is the key transport and infrastructure priority for Greater Brighton. Council presence at like-minded forums ensures a continuity in our message through a series of channels.
- 4.2. The alternative option is for Adur & Worthing Councils not to lend its support to the Brighton Mainline Alliance. As stance which would see the council as odds with our regional and business cousins. The Windmill Bridge Junction scheme offers a fit-for-purpose solution through much needed, new infrastructure with the Brighton Mainline Alliance being the voice through which regional investment may be secured by Coast to Capital LEP.

5. Engagement and Communication

- Details of the recommendation have been discussed with Martin Randall - Director of Economy and Alan Higgins - Chief Executive's Policy Officer.
- Greater Brighton Economic Board tabled an agenda item (28) at the 6 February 2018 board meeting recommending their support for the Brighton Mainline Alliance
- The Adur & Worthing Councils' decision will be communicated to the Coast to Capital LEP.

6. Financial Implications

- 6.1. There are no direct financial implications arising from supporting the campaign.

7. Legal Implications

- 7.1. s1 of the Localism Act 2011 empowers the Council to do anything an individual can do apart from that which is specifically prohibited by pre-existing legislation.
- 7.2. Under Section 111 of the Local Government Act 1972, the Council has the power to do anything to facilitate or which is conducive or incidental to the discharge of any of its functions.

Background Papers

- Coast to Capital LEP Campaign - Unlocking The Brighton Mainline [Link here](#)
- Greater Brighton Economic Board - 6 February 2018, Agenda Item 27 Page 56, Subject Brighton Mainline Alliance [Link here](#)
- Southern Rail Network: Gibb Report [Link here](#)

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Sustainability & Risk Assessment

1. Economic

- In lending support to the Brighton Mainline Alliance, in particular the Windmill Junction scheme, the vital improvements to rail infrastructure should positively impact Adur and Worthing's regional economy.

2. Social

2.1 Social Value

- Improved rail connectivity and capacity would further support the positive effects of the longshore drift in improved well-being for regional commuters.

2.2 Equality Issues

- Matter considered and no issues identified.

2.3 Community Safety Issues (Section 17)

- Matter considered and no issues identified.

2.4 Human Rights Issues

- Matter considered and no issues identified.

3. Environmental

- Network Rail's resultant improvements to infrastructure may result in a positive contribution to the environment by promoting and enabling a cleaner travel option within the region.

4. Governance

- Supporting better connectivity through the Brighton Mainline Alliance evidences a commitment to business sector growth across Adur and Worthing. In addition it enhances our role as a 'trusted partner' for local business. Platforms for our Places - Platform 1, Our Financial Economies

Appendix One

Current members of the Brighton Mainline Alliance:

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

Appendix Two

MPs who have confirmed their support for the Brighton Mainline Alliance:

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