Annex A – Definitions and Challenges

- A1 – Map of the bid area – Connected Coastal City
- A2 – Context map - Greater Brighton City Region
- A3 – Context map – Connected Coastal City area within Greater Brighton City Region
- A4 – Context map – Coast to Capital Local Enterprise Partnership
- A5 – Context map – Transport for the South East
- A6 – Workday population and productivity
- A7 – Challenges for the Connected Coastal City
- A8 – Challenges map
- A9 – Intra-city travel to work map
- A10– Intra-city travel to work data
- A11 – Comparative increases in bus journey times
- A12 – Demand for Electric Vehicle charging points 2015-18
- A13– Noise hotspots (Important Areas)
- A14 - Carbon Emissions
- A15– Extent of seafront highway structures on A259

Greater Brighton

A1 - Connected Coastal City – bid area

Greater Brighton

A2 - Greater Brighton City Region

Greater Brighton

A3 – Connected Coastal City bid area within Greater Brighton City Region

A4 – Coast to Capital Local Enterprise Partnership (LEP) area

A5 – Transport for the South East area

A6 – Workday population and productivity

WORKDAY POPULATION (2011 census)

Total: **473,054**

Brighton & Hove: **267,938**

Adur: **53,984**

Worthing: **103,431**

Newhaven area: **47,701**

PRODUCTIVITY

The average GVA* per head for the England is **£26,159** and **£27,874** for the South East.
The average employment rate for England is **76%** and **£78.7%** for the South East.

Brighton & Hove

£24,989 GVA* per head

74.7% Employment Rate

+£2,000 Wage Difference

Adur

£18,236 GVA* per head

75.1% Employment Rate

+£570 Wage Difference

Worthing

£23,818 GVA* per head

79.6% Employment Rate

+£1,300 Wage Difference

Lewes

£19,361 GVA* per head

81.3% Employment Rate

+£3,700 Wage Difference

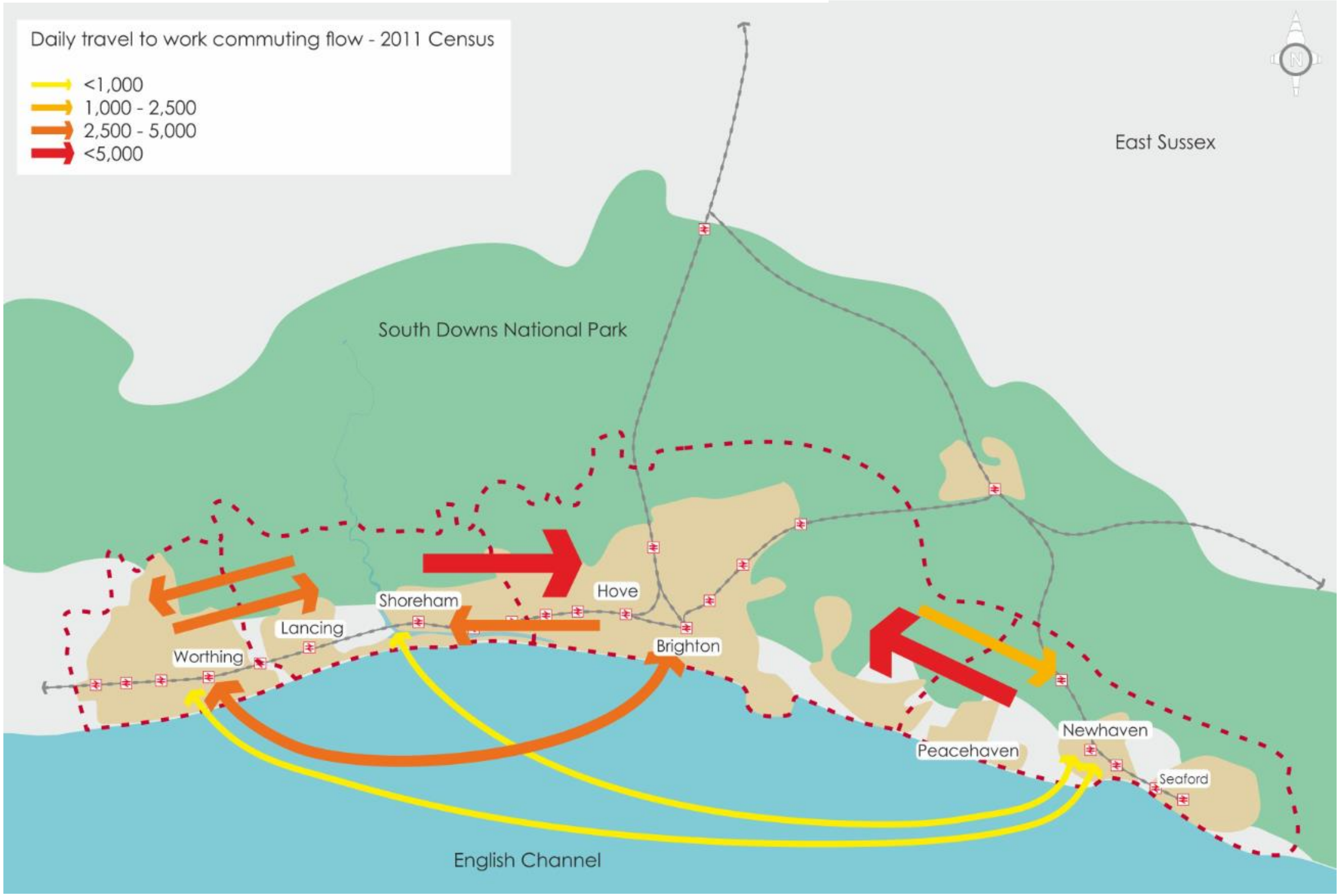
Wage difference – is the difference in median annual gross salary between commuters and the local workforce.
*Gross Value Added.

*Peacehaven, Newhaven, Seaford areas

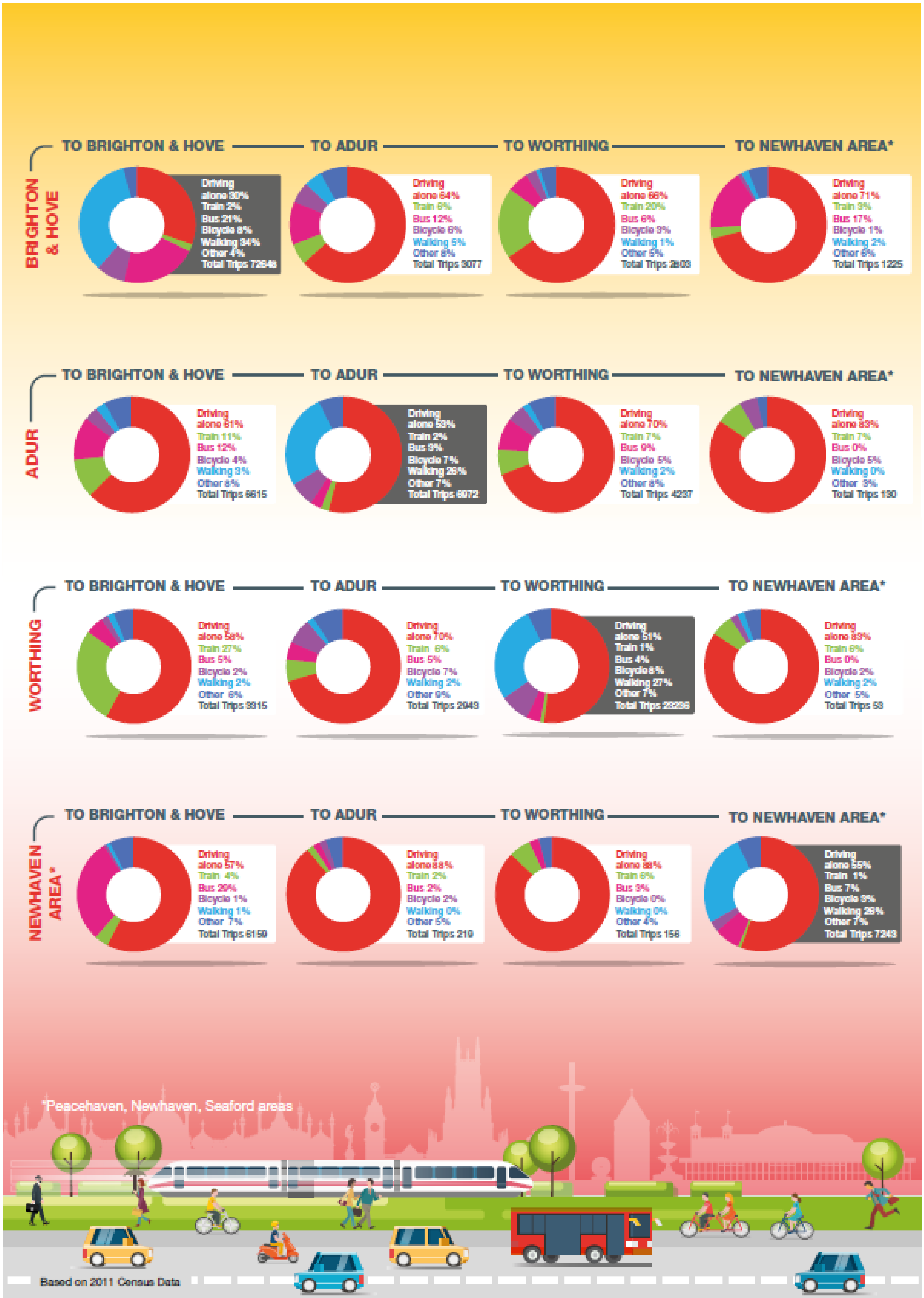
A 7 – Challenges for the Connected Coastal City

A8 – Challenges map

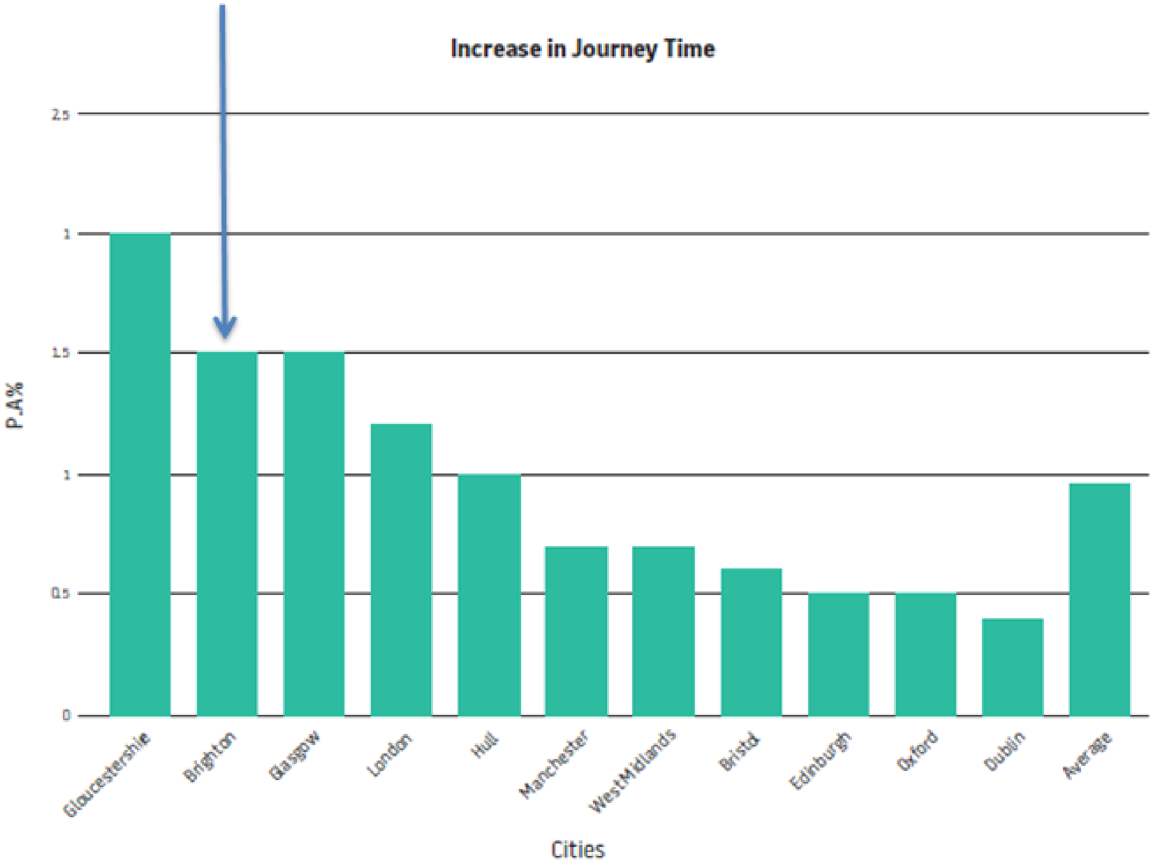
A9 – Intra-city Travel to Work map



A10 – Intra-city Travel to Work data

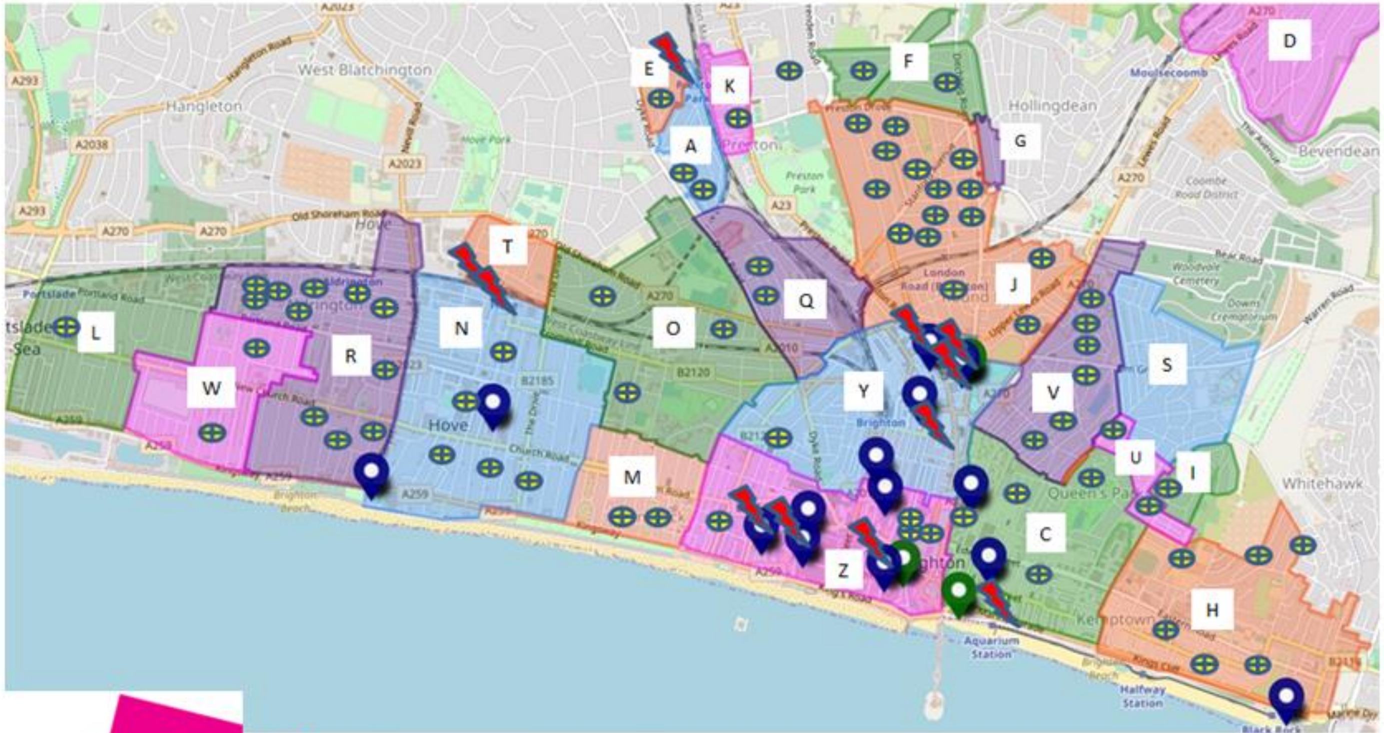


A11 – Comparative increases in bus journey times



Source: Greener Journeys: The Impact of Congestion on Bus Passengers, https://greenerjourneys.com/wp-content/uploads/2016/09/TTBusReport_Digital-FINAL-With-Changes-1.pdf

A12 – Demand for Electric Vehicle (EV) charging points

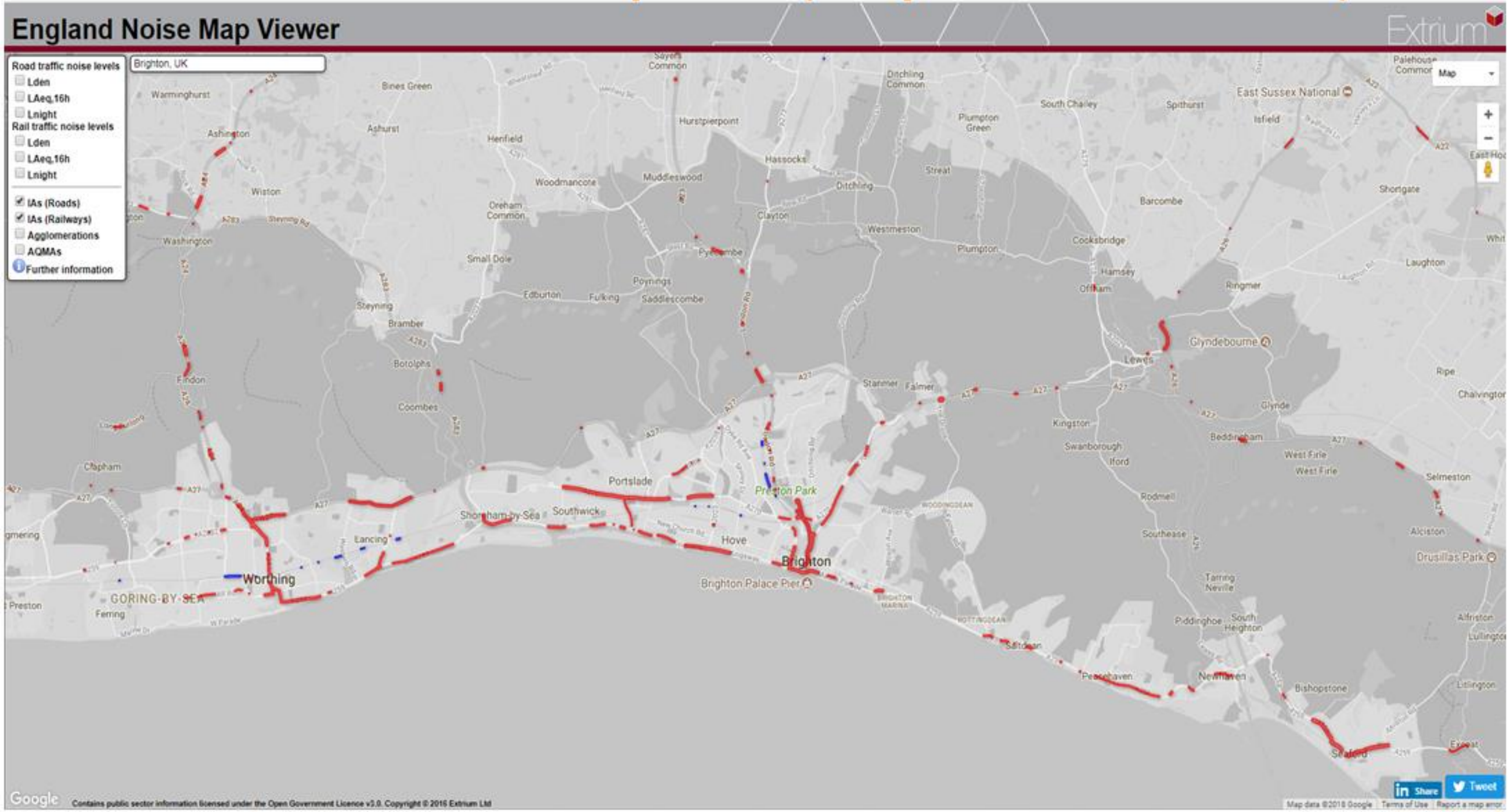


Existing Public EV Charging points

Areas where on-street charging has been requested

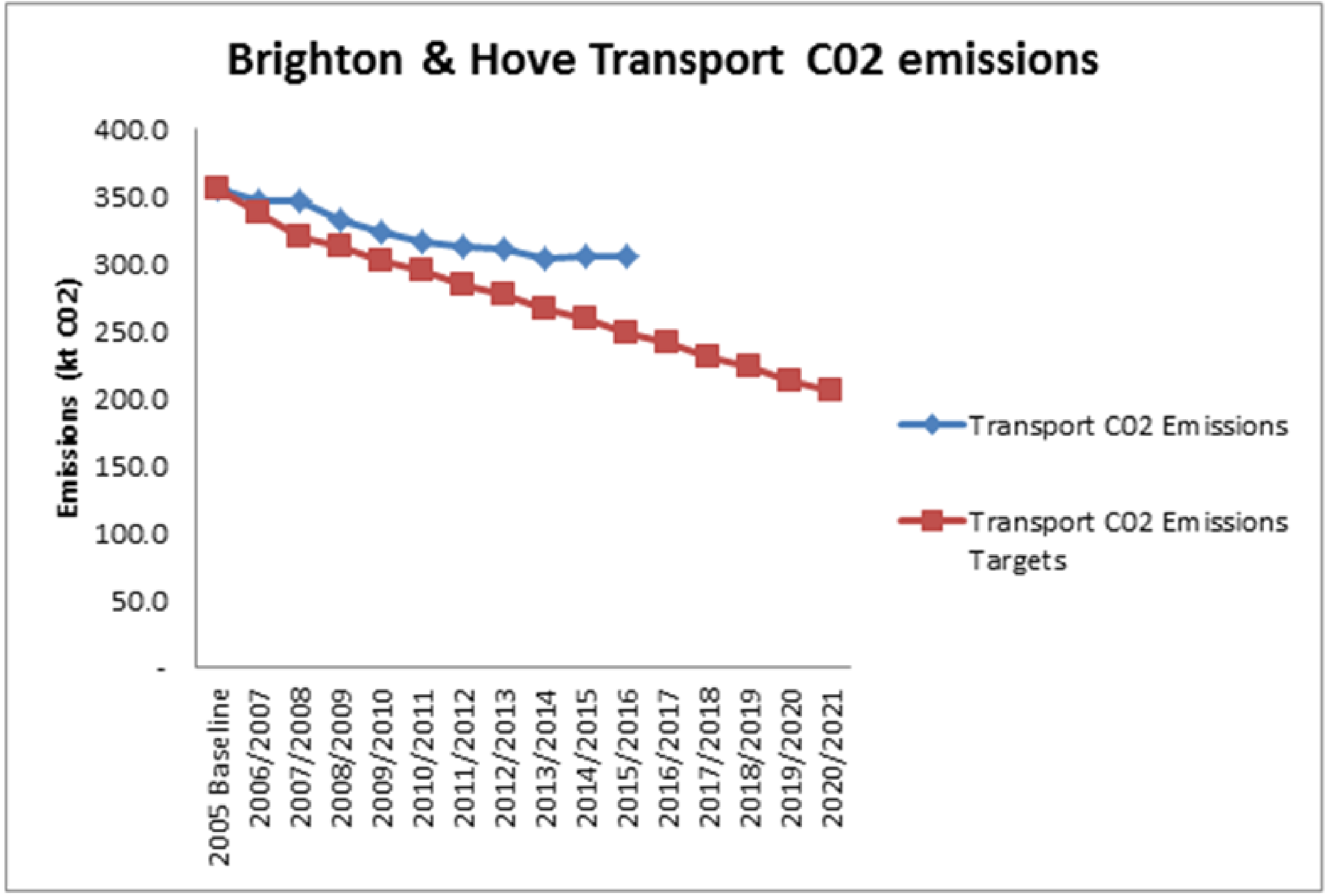
Source: Brighton & Hove City Council, data from 2015 - 2018

A13 – Noise hotspots (Important Areas)



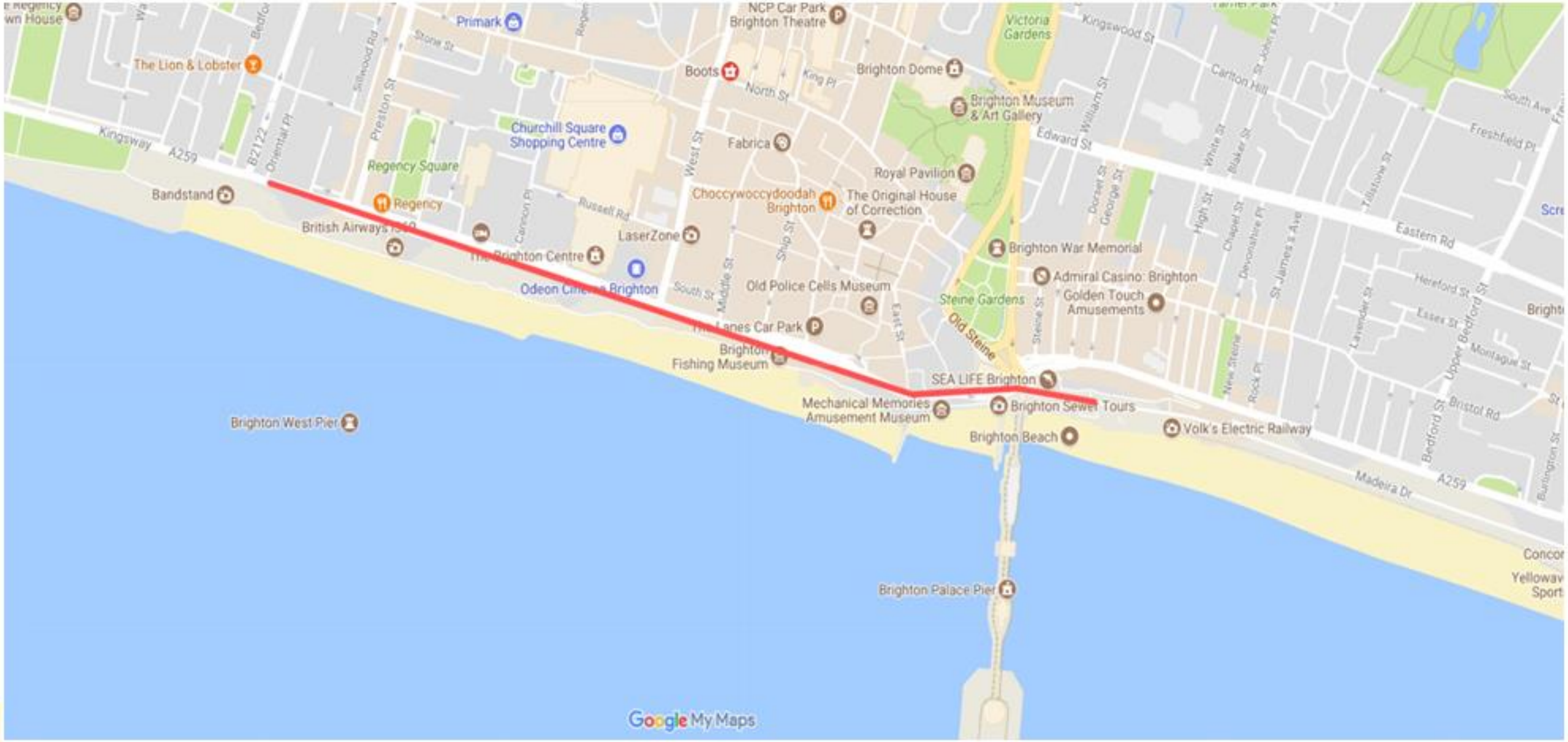
Source: Defra strategic noise mapping

A14 – Carbon Emissions – Brighton & Hove against national target



Source: DECC carbon emissions data

A15 – Extent of seafront highway structures on A259



Source: Google maps

Annex B – Who & Where

- B1 – Main corridors for investment
- B2 – Existing congestion map
- B3 – Key employers map
- B4 – Rail station passenger numbers
- B5 – Rail stations map
- B6 - TfSE future congestion map
- B7 – Major housing & employment Development Areas
- B8 – Recognition of local user needs
- B9 - User satisfaction - NHT survey results

B1 – Main corridors for investment (road names highlighted in blue)

B2 – Existing traffic congestion

Source: **Source: DfT Trafficmaster data.** Date range:01/09/2013 to 31/12/2016 for Worthing, 1 September 2015 to 31 December 2017 for Brighton & Hove and Lewes District

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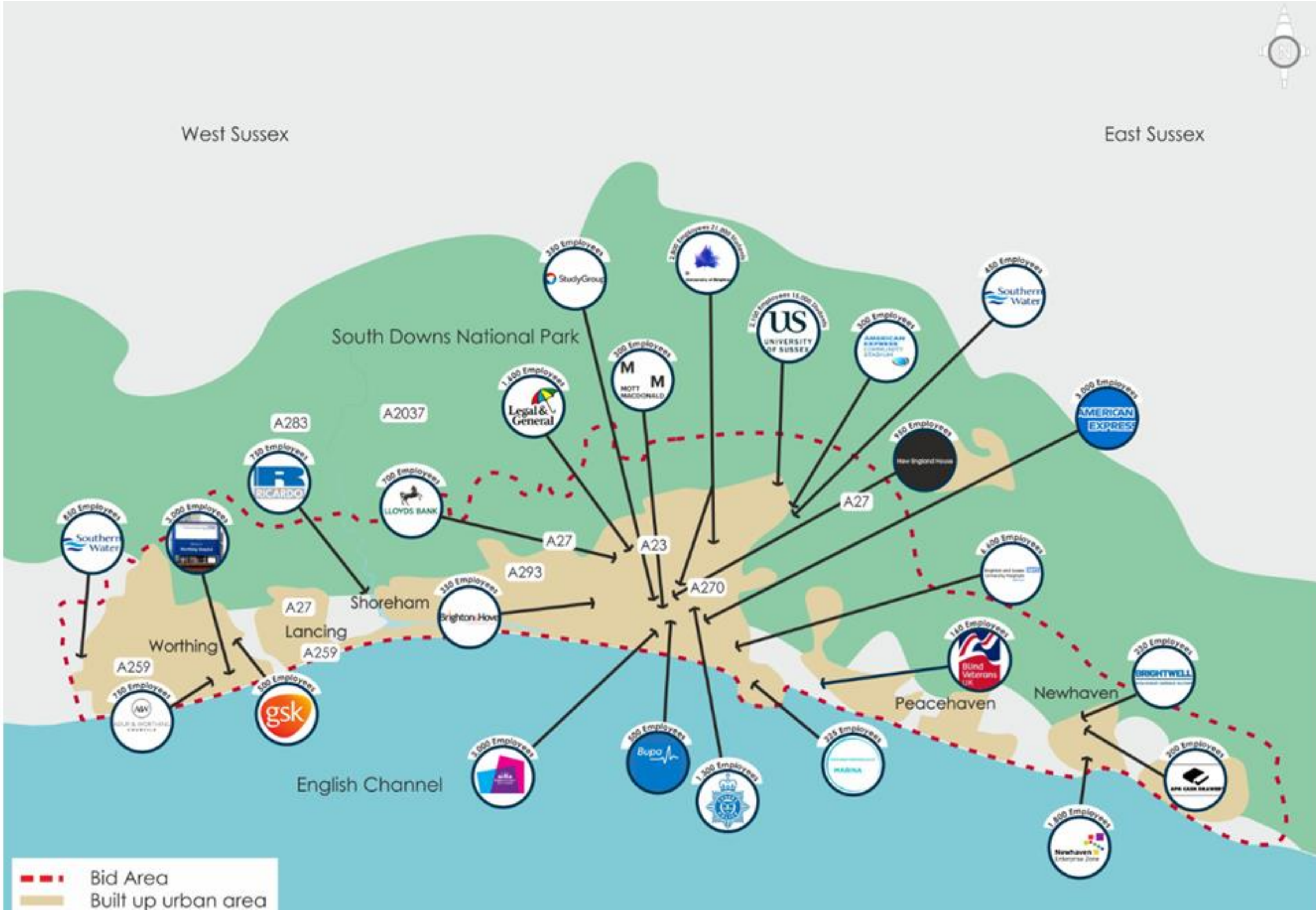
B3 – Key employers



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B4 – Rail station passenger numbers

Stations	Total entries / exits 2016/17
Worthing Borough (Goring-by-sea, Durrington-on-sea, West Worthing, Worthing, East Worthing)	4,081,534
Adur District (Lancing, Shoreham-by-sea, Southwick, Fishersgate)	2,243,952
Brighton & Hove (Portslade, Aldrington, Hove, Preston Park, Brighton, London Road Brighton, Moulsecoomb, Falmer)	21,591,768
Newhaven area (Seaford, Bishopstone, Newhaven Harbour, Newhaven Town, Southease)	861,584
Total	**28,778,838**

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Source: Department for Transport station usage estimates 2016/17

B5 – Rail station map

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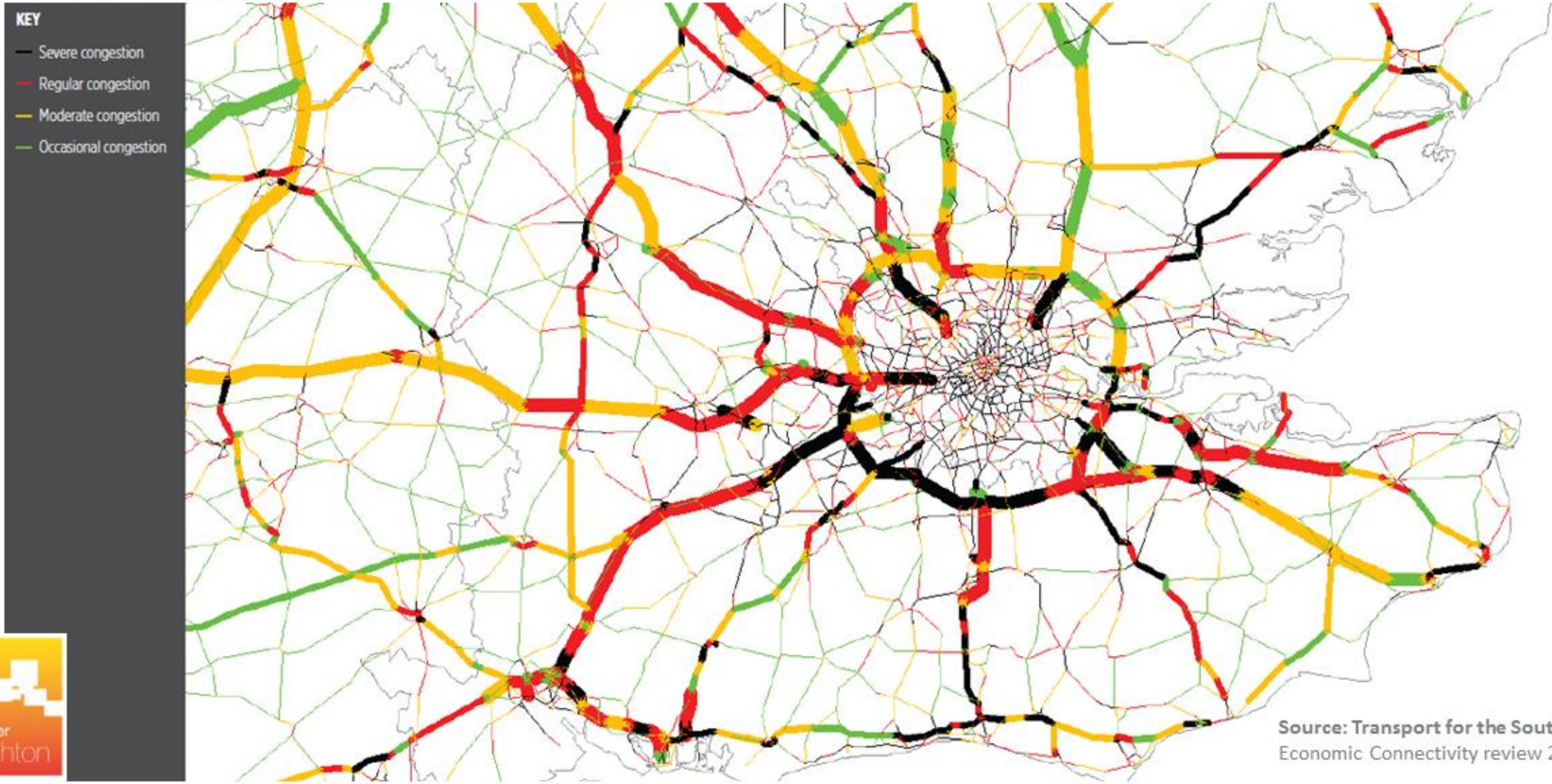
B6 – Strategic and Major Road Network stress map for 2040 – 'Scenario 3' with all Road Investment Strategy (RIS) 2015-2020 schemes delivered



Source: Transport for the South East
Economic Connectivity review 2018

B7 – Major housing and employment Development Areas

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B8 – Recognition of local business user needs

Recognition and understanding of business user need is vital in order to maintain and grow business presence in the coastal city. Wider issues experienced by businesses have been identified in a number of key publications and through participation in various fora and consultations. These include:

- Coast to Capital **Strategic Economic Plan** (SEP) documents (2014, emerging 2018 document)
- **Background papers – Housing, Economy, Transport** (Greater Brighton & Coastal West Sussex) (2015)
- Greater Brighton City Region **Inward Investment & Trade Strategy** (2018)
- **Economic Strategies** – Brighton & Hove (2018), Adur & Worthing (2018)
- **Devolution prospectuses** – 3 Southern Counties (3SCs) and Greater Brighton City Region (2016)
- Brighton & Hove **Industrial Estate Audit** (2017)

Fora for engaging businesses and understanding user needs include

- Local **Strategic Partnerships**
- **Active Travel & Health** Partnership (Brighton & Hove)
- **Economic** Partnerships
- **Chambers of Commerce**

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B9 – Transport user satisfaction

Key Benchmark Indicators (KBI's)			Satisfaction Score							Change from last year	Change in the last 5 years	2011 to 2017 change
			2011	2012	2013	2014	2015	2016	2017			
01 General KBI	KBI 01	Overall (local)	59.21	59.23	57.1	56.6	57.6	57	56	-1	-1	-3
	KBI 02	Overall (national)	58.91	59	56.8	56.4	57.4	57	56	-1	-1	-3
02 Accessibility KBI	KBI 03	Ease of Access (all)	79.09	79.09	77	75.9	77.9	75	77	+2	0	-2
	KBI 04	Ease of Access (disabilities)	70.62	74.33	68.4	66.8	71.8	67	63	-4	-5	-8
	KBI 05	Ease of Access (no car)	79.02	81.71	80.5	76.6	79.2	77	80	+3	-1	1
03 Public Transport KBI	KBI 06	Local Bus Services	76.64	73.12	71.1	69.2	68.5	69	72	+3	-1	-5
	KBI 09	Taxi/ mini-cab services	75.69	74.82	73.2	73.5	70.6	71	71	0	-2	-5
	KBI 10	Community Transport	57.76	57.59	54.8	57.6	58.6	56	58	+2	3	0
04 Walking/ Cycling KBI	KBI 11	Pavements & Footpaths	61.46	59.59	57.2	53.8	58.6	56	56	0	-1	-5
	KBI 12	Pavements & Footpaths (aspects)	57.8	58.03	55	56.5	61.0	59	60	+1	5	2
	KBI 13	Cycle routes & facilities	58.44	56.25	53.4	54.0	54.6	59	56	-3	3	-2
	KBI 14	Cycle routes and facilities (aspects)	55.49	55.88	54.4	55.0	55.8	58	55	-3	1	0
	KBI 15	Rights of Way	62.29	63.19	60.1	61.0	63.3	61	60	-1	0	-2
05 Tackling Congestion KBI	KBI 17	Traffic levels & congestion	43.77	45.22	43.3	40.6	40.9	42	41	-1	-2	-3
	KBI 18	Management of road works	48.23	45.25	46	47.5	47.4	51	52	+1	6	4
06 Road Safety KBI	KBI 20	Road safety locally	58.56	60.37	58.5	60.0	61.9	62	60	-2	2	1
	KBI 21	Road safety environment	59.17	57.84	52.2	51.2	54.3	58	56	-2	4	-3
	KBI 22	Road safety education	57.84	53.16	46.5	48.2	50.1	52	53	+1	7	-5
07 Highway Maintenance/ enforcement KBI	KBI 23	Condition of highways	47.75	47.75	43	41.7	48.5	46	43	-3	0	-5
	KBI 24	Highway maintenance	52.94	53.01	51.2	51.7	46.9	55	56	+1	5	3
	KBI 25	Street lighting	68.95	69.53	67.6	67.1	60.7	68	67	-1	-1	-2
	KBI 26	Highway enforcement/obstructions	55.61	52.67	48.2	47.2	50.0	51	51	0	3	-5

Source: National Highways & Transport network (NHT) survey data 2011 – 2017 – Brighton & Hove

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Annex C – Ambition for Change

- C1 - Vision for improved connectivity
- C2 – Bid development – Stakeholder Workshop
- C3 - Letters of Support
- C4 – Examples of funding sources
- C5 – Behavioural change interventions
- C6 – Major intra-city bus routes
- C7 – Bus passenger growth & QBP
- C8 – Record of transport awards received (Brighton & Hove)
- C9 – Transport background
- C10 – Plans and strategies
- C11 – Coast to Capital LEP priority growth locations

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C1 - Vision for improved connectivity

C2 - Bid development – Stakeholder Workshop

A bid development workshop was held with key stakeholders in order to inform the emerging bid. This was held 9 May 2018 2pm – 4pm at Hove Town Hall. Invitees were:

- **Coast to Capital Local Enterprise Partnership** (LEP)
- **West Sussex County Council**
- **East Sussex County Council** (Transport and Economic Development)
- **Brighton & Hove City Council** (Transport, Economic Development, Public Health and Strategic Policy)
- **Brighton & Hove Bus** & Coach Company
- **Stagecoach**
- BTN **Bikeshare** (Hourbike)
- South Downs **National Park**
- Ricardo (local business and **research institution**)
- **Legal & General**

Workshop agenda:

- Introductions
- Objectives of the workshop
- Introduction to the Transforming Cities Fund
- Part 1 – A Definitions and Challenges
- Part 1 – B) Who & Where
- Part 1 – C) – Ambition for Change
- Part 2 – Project Development
- Where next? Developing the bid and afterwards

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C3 - Letters of Support

- Please see separate document for Annex C3

C4 – Examples of Funding Sources

- Community Infrastructure Fund - DfT
- Local Sustainable Transport Fund - DfT
- Better Bus Area Fund - DfT
- Sustainable Travel Transition Year - DfT
- Access Fund – DfT
- Highways Maintenance Challenge Fund – DfT
- Local Growth Fund – Coast to Capital and South East LEPs
- Housing Infrastructure Fund - MHCLG
- EV Charging Infrastructure - OLEV

Recent funding successes – Brighton & Hove City Council:

Project/Funding Bid	Value
Local Sustainable Transport Fund (LSTF) 1 (including Lewes Road)	£4.9m
Better Bus Area (BBA) (Edward St/ V. Gardens)	£3.4m
CIVITAS (EU funding)	£2.4m
Community Infrastructure Fund (CIF) (DCLG links to Shoreham)	£1.7m
Cycle Towns (DfT)	£1.2m
Green Bus Fund (DfT)	£750k
South Downs National Park (SDNP) (DfT – Transport Links)	£400k
Cycling Links (SUSTRANS)	£330k
Cycle Safety Fund (SUSTRANS)	£300k
Bikeability (DfT/ SUSTRANS)	£280k
SDNP2 (DfT)	£240k
Valley Gardens (LTB/LEP)	£8m + £6m
LSTF 2 (including Valley Gardens Area)	£850k
Sustainable Travel Transition Year (STTY)	£485k
Access Fund for Sustainable Travel (DfT)	£1.485m (Brighton & Hove) £1.2m (East Sussex County Council)
Local Growth Fund (BTN Bikeshare)	£1.16m
Office for Low Emission Vehicles (OLEV)	£300k

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C5 – Behavioural change interventions in Brighton & Hove

Personal Travel Planning

- 24,089 residential properties visited, 3,959 in depth travel conversations, with 284 individuals receiving intensive support to access employment and training since 2015.

Workplace Travel Planning

- 76 Travel events held with employees since 2015, with 2,463 employees receiving travel to work advice.

School Travel Planning

- In 2017/18 for Primary Schools intensively worked with:
  - Children being driven all the way to school, has decreased – 36.4% to 33.5%
  - Whilst park & stride has increased from 6.3% to 11.8% (91 to extra pupils using park & stride)
- Secondary schools in 2017/18 Percentage of children walking to school has increased by 2.5% compared to less than 1% city-wide
- Secondary Schools in 2017/18 Percentage of children being driven to school has dropped from 20.5% to 16.8%, compared to less than 1% for Brighton & Hove
- Secondary Schools in 2017/18 Cycling to school has doubled 2016/17 to 2017/18 (29 to 62 pupils). Cycling is now so popular at this school that they have asked for more cycle storage

Cycle Training

- Since 2015, 1,521 adults trained in cycle maintenance, 386 adults Bikeability trained.
- 1,270 cycles fixed in Dr Bike Sessions

Cycle Challenges

- 83 organisations participated, with 1039 employees and 152 new riders.

Source: Brighton & Hove City Council

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C6 – Major intra-city, high frequency bus routes

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C7 – Bus passenger growth and Quality Bus Partnership

Quality Bus Partnership members – Brighton & Hove

- Brighton & Hove Bus Company
- Big Lemon
- Stagecoach
- Compass Travel
- Metrobus
- Brighton & Hove City Council

Bus passenger growth – Brighton & Hove

- 2009/10 – 40.9million bus journeys
- 2016/17 – **49.7million** bus journeys **(22% increase)**

Source: DfT, Passenger Journeys on local bus services by Local Authority

C8 – Record of Transport Awards received (Brighton & Hove)

- National Transport Awards
  - **Improvements to bus services** (2014 – Lewes Road)
  - **Transport Local Authority of the Year** (2005, 2010, 2016)
- Uk Bus Awards
  - **Local Authority Project** (Lewes Road) (2014)
  - **Bus in the Countryside** (Breeze) (2009)
  - **Transport Authority of the year** (2005, 2006)

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Source: Brighton & Hove City Council

C9 Transport background

Cycling to work in Brighton & Hove has **more than doubled** between 2001 and 2011 (from 1.8% to 5%)

Cycling to work in the surrounding areas:

Adur	Newhaven area*	Worthing
4.3%	1.7%	5.1%

4.04%

Growth in the number of cyclists recorded in Brighton & Hove from 2016-2017

BUS TICKET

Bus travel for work is **3.5 times higher** in Brighton & Hove than for neighbouring coastal corridor areas

Travel to work: Bus, minibus or coach %

Brighton & Hove	Adur	Worthing	Newhaven area*
14.9	4	3.8	4.8

Nearly **twice as many people walk to work in Brighton & Hove** compared with the rest of the UK.

Life BTN

Bikeshare for commuters – 68.7% of journeys to / from the Hove station bikeshare dock were made in the Mon-Fri peak hours, for Brighton station this is **50.7%**

Congestion (vehicle travel times) in Brighton & Hove during the main travel peak hours is **3.54 minutes per mile** compared to a south east England average of **2.21 minutes per mile.**

One Third of Brighton & Hove households don't own a car. If this trend was replicated into the surrounding areas it could equate to the following reductions of households without cars:

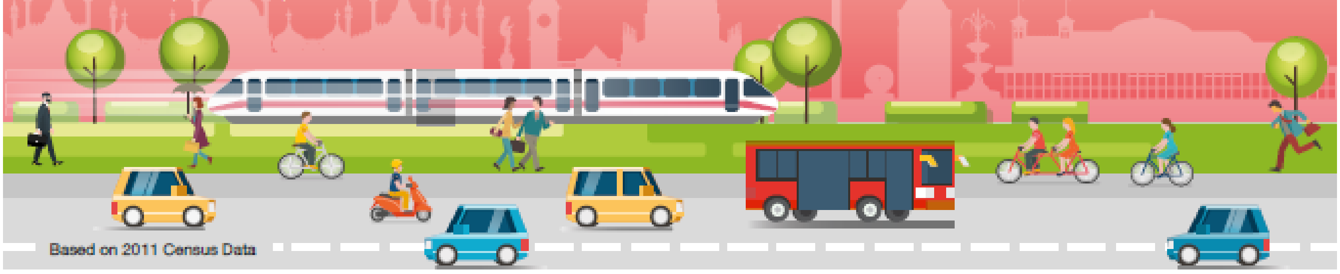
- **–9,000** Adur
- **–14,600** Worthing
- **–8,500** Newhaven area*

Station

22 Rail Stations in bid area

Over 28million station entries & exits

*Peacehaven, Newhaven, Seaford areas



Based on 2011 Census Data

C10 Plans and Strategies

- Worthing Borough Council Core Strategy - 2011
- West Sussex Local Transport Plan - 2011
- East Sussex Local Transport Plan - 2011
- Coast to Capital LEP SEP - 2014
- South East LEP SEP – 2014
- Brighton & Hove Local Transport Plan - 2015
- Brighton & Hove City Plan Part 1 - 2016
- Lewes Local Plan - 2016
- Adur Local Plan – 2017
- Shoreham Harbour Joint Area Action Plan - 2018

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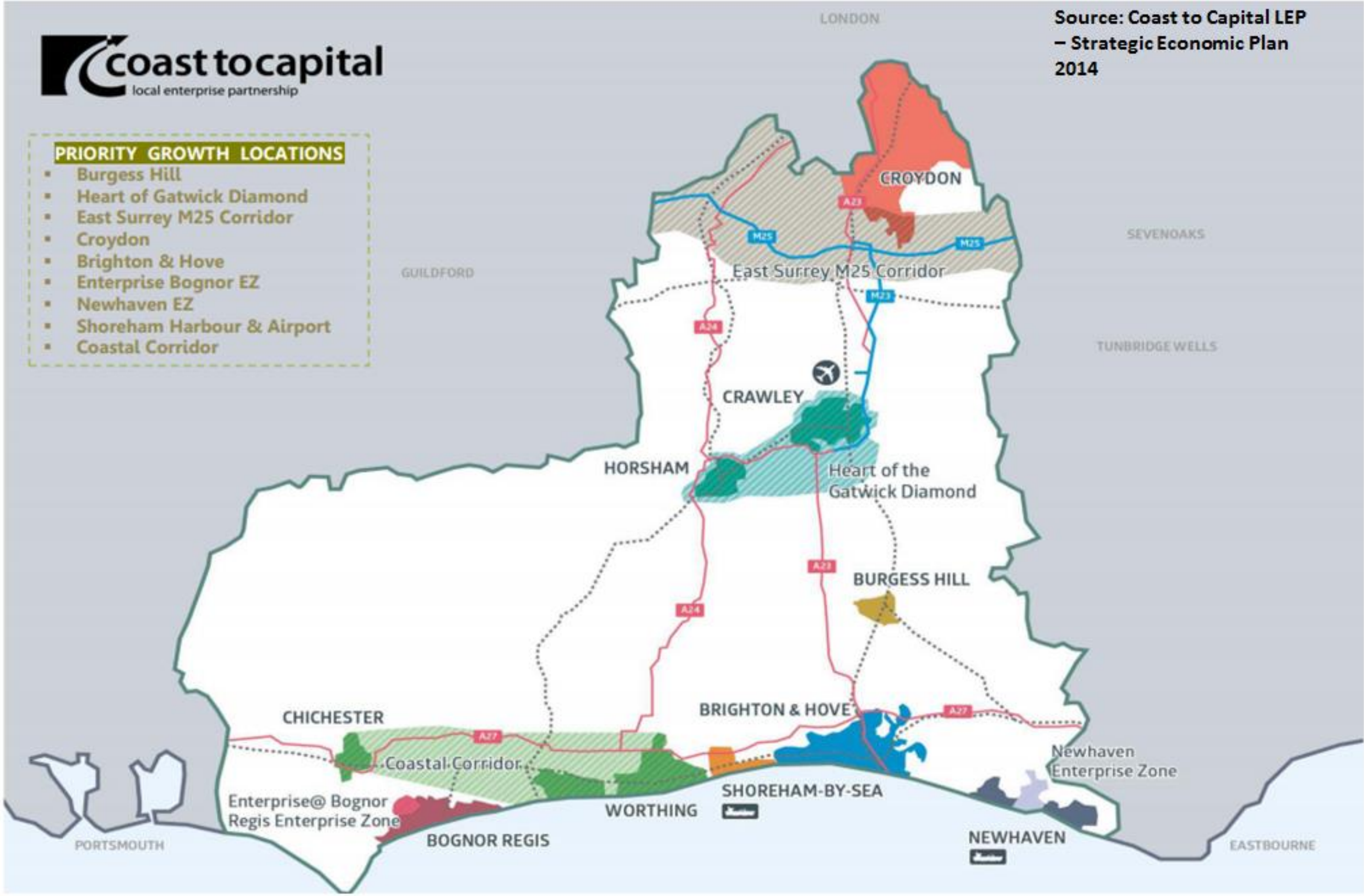
C11 – Coast to Capital LEP Priority Growth Locations



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