

Connected Coast

This position is taken by the Coastal West Sussex Partnership; we should lobby and gain support for this position from all local MPs and Local Authorities to help deliver sustainable growth across the Coastal West Sussex area.

“Good transport infrastructure does not just reduce delays; it can raise productivity by enabling towns and cities to achieve agglomeration effects, and so support the rebalancing of our economy.

Better connected towns and cities have deeper labour markets, greater competition and greater economies of scale, leading to higher growth and living standards.

Good digital infrastructure also opens up new opportunities for growth, for example through better connected business and consumers”.

Building our Industrial Strategy Green Paper; HM Government; 2017

Our Connected Coast Position Statement:

- **We will advocate solutions that ultimately lead to the A27 being dual carriageway across the whole of West Sussex from Portsmouth to Brighton.**
- **We will seek investment for our train infrastructure.**
- **We will campaign to secure ultrafast broadband and 5G mobile coverage across Coastal West Sussex.**

Why this is important nationally

- 94% of businesses believe that the quality of infrastructure is a decisive factor when planning future investment¹. However, the World Economic Forum ranks the UK 24th globally in the overall quality of its transport infrastructure - the second lowest of the G7².
- 90 per cent of businesses are concerned that trains are full, 96 per cent believe that roads are too congested, and 59 per cent are dissatisfied with the reliability of digital connections³.
- The total cost of UK road congestion between 2013 and 2030 has been estimated at £307m, and in the UK's most congested cities 30% is added to average journey times because of delays⁴.
- An increase of 10 % in broadband penetration contributes in 1.21 percentage points of GDP⁵ and increased broadband speeds could add £17 billion to UK output by 2024⁶.
- Government infrastructure investment will rise by almost 60 per cent between 2016/17 (£14 billion) and 2020/21 (£22 billion)⁷.
- The UK Industrial Strategy sets out the Government's aim to ensure that transport projects are more closely linked with economic priorities.

¹ Infrastructure Survey; Confederation of British Industry; 2015

² Global Competitiveness Index Report; World Economic Forum; 2017

³ Infrastructure Survey; Confederation of British Industry; 2015

⁴ The Economic Effect of Road Investment; Centre for Economics and Business Research (CEBR); 2017

⁵ Qiang, Christine Zhen-Wei, Carlo Rossotto, and Kaoru Kimura. 2009. "Economic Impacts of Broadband." In Information and Communications for Development. Washington D.C.: World Bank. http://siteresources.worldbank.org/EXTIC4D/Resources/IC4D_Broadband_35_50.pdf.

⁶ UK Broadband Impact Study: Impact Report; SQW; 2013

⁷ Building our Industrial Strategy Green Paper; HM Government; 2017

Why this is important to Coastal West Sussex

- The capacity of the transport system to support local growth is constrained by the capacity and reliability of the A27 and limitations of the local rail network⁸. At peak times, it can take 60 minutes to travel by car between Worthing and Brighton and 90 minutes to travel between Chichester and Brighton. The lack of express rail services makes train journeys across Coastal West Sussex less attractive for work⁹.
- Average peak speeds on West Sussex 'A' roads fell from 31.3 mph in July 2007 to 30.1 mph in December 2014¹⁰. Four stretches of the A27 are single carriageway, two of which (Arundel and Worthing/Lancing) are in Coastal West Sussex. In 2013, the annual average daily traffic at Arundel was 15,300 vehicles at Arundel and over 17,800 at Worthing/Lancing, against a recommended single carriageway capacity of 13,000.
- There is also significant congestion around Chichester at peak times and unless the Government's reverses its decision to cancel the proposed Chichester bypass improvement scheme this congestion will continue.
- A bypass at Arundel and significant improvements at Worthing/Lancing could reduce journey times and accidents, as well as improve journey time reliability.¹¹
- Southern Trains delivered 50.4% of its train journeys on time in 2014, compared with an average 'right time' rate of 65% nationally and ticket pricing can make it difficult for people on lower incomes to travel to work¹².
- Improving ultrafast broadband and 5G mobile coverage in Coastal West Sussex's commercial centres is a priority in all the local Place Plans¹³.

What we will do

- Work with others to robustly lobby Highways England and other stakeholders to take a holistic approach to the A27 improvements that ultimately lead to it being dual carriageway across the whole of West Sussex. .
- Secure ultrafast broadband and better 5G mobile connectivity in key business locations and promote their benefits to local businesses.
- Work with partners to ensure that new employment and residential sites are supported by the right transport and digital communications infrastructure.
- Work with train operating companies and others to improve journey reliability, reduce journey times between key commercial centres, and develop flexible ticket pricing systems that make train journeys more accessible to lower paid workers.
- **Our Connected Coast Champion:** CWS Board Member – Geoff Edwards and Henry Powell

⁸ A27 Corridor – Feasibility Study Summary; Department for Transport; 2015

⁹ Greater Brighton & Coastal West Sussex Background Papers - Background Paper 3: Transport System; Nathaniel Lichfield & Partners; 2015

¹⁰ *ibid.*

¹¹ A27 Corridor – Feasibility Study Summary; Department for Transport; 2015

¹² Greater Brighton & Coastal West Sussex Background Papers - Background Paper 3: Transport System; Nathaniel Lichfield & Partners; 2015

¹³ Coastal West Sussex Economic Plan (2016-2020), Coastal West Sussex Partnership; 2016