

## **Report to Cabinet Member for Support Services and Economic Development**

**March 2022**

### **Endorsement Growth Programme funding: Littlehampton Public Realm Improvements, Terminus Road Phase**

**Report by Director Place Services**

**Electoral divisions: All in Littlehampton**

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### **Summary**

In August 2018 the Arun Growth Deal, identified Littlehampton Public Realm Improvements (LHPRI) in the town centre as a priority for the regeneration of the West Sussex coastal economy, aligning with the [Economic Reset Plan \(2020-24\)](#) and '[Our Council Plan](#)' (2021-25). The LHPRI scheme responds to some of the economic challenges posed by the COVID-19 pandemic and supports growth of the Littlehampton visitor economy and hospitality sector. It also promotes sustainable travel options and connectivity by enhancements to Littlehampton station as a key gateway into the town improving access and connectivity to seaside amenities and providing upgrades to digital capability.

**Recommendations:** That the Cabinet Member for Support Services and Economic Development

- (1) approves the allocation of £1.253m as contribution towards the delivery of Littlehampton Public Realm Improvements project at Terminus Road, from the remaining £5m agreed in February 2021 in the County Council budget for Growth Programme; and
  - (2) the appointment of Arun District Council (ADC) as the delivery body for the LHPRI Terminus Road capital project.
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### **Proposal**

#### **1 Background and context**

- 1.1 In August 2018 the [Arun Growth Deal](#), identified Littlehampton Public Realm Improvements (LHPRI) in the town centre as a priority to support regeneration of the West Sussex coastal economy and became part of the Arun Growth programme.
- 1.2 The regeneration of Arun seaside town centres is a core strand of the [West Sussex Economic Reset Plan](#). West Sussex County Council (WSSCC) has been working in partnership with Arun District Council (ADC) for many years supporting

regeneration through the Coastal West Sussex Partnership and improving the visitor experience through initiatives such as our Experience West Sussex Partnership.

- 1.3 The key objective of the Growth Programme is to champion the growth of jobs and growth of enterprise. The West Sussex [Our Council Plan](#) underpins this and sets out the council's priorities for the future and is enshrined in all of the activities and investments made by the County Council .
- 1.4 One of the key priorities for this project is creating 'a prosperous place.' The key message is that the County will create an environment where businesses will thrive, support a skilled workforce, with infrastructure to support business, and a place where people want to live and work. WSCC investment in LHPRI is strategically aligned and reflects the key themes outlined in the Economic Plan (2021-24):
  - Theme 2: Protect and Revive the Coastal Towns
  - Theme 6: Protect and Revive Tourism and the Visitor Economy
  - Theme 8: Capitalise on Digital Infrastructure and Technology
- 1.5 Investment in improvements to town centre station gateways and public realm has proven regeneration benefits for town centre business recovery, creating safe engaging public spaces, increases footfall and provides employment opportunities, and encourages private investment, enterprise and innovation. It has also been shown to provide growth benefits for the visitor economy that is fundamental for the area.
- 1.6 The scheme will improve traffic flow, access and drop-off and pick up at the station, and provide suitable alternative sustainable routes for walking and cycling in the town centre, connecting the rail station to the Littlehampton seafront and West Green and will support Arun regeneration scheme which has recently attracted Levelling Up Funding.
- 1.7 ADC secured initial partnership funding of £3.5 million (2019/20) which has supported LHPRI design works for three phases and then has funded two phases of delivery that are currently progressing on site. The proposed WSCC capital contribution (£1.253m) would support the third and next phase of regeneration of Littlehampton town at Terminus Road.

## **2 Proposal details**

- 2.1 The LHPRI Terminus Road project creates attractive, sustainable, and accessible public spaces, enhancing key gateway to the town around Littlehampton station. Designs adjust vehicular access to the station to improve safety and sustainable transport interchanges and enhance connectivity and walking routes to the High Street and beyond to Beach Road – creating a safe environment and healthy community spaces with carbon reduction and wellbeing benefits.
- 2.2 LHPRI construction work on the initial two phases has already started (January 2022) on High Street and Beach Road, illustrations of plans for all phases including the Littlehampton Terminus Road phase, is available at:  
[Littlehampton town centre public realm improvements | Arun District Council](#)
- 2.3 The LHPRI project provides a significant opportunity to design people centred urban spaces with multiple social and economic benefits including:

- Creation of quality landscapes at destination and arrival points
- Making great gateways with clear routes and desirable places
- Improving the safety of the public realm
- Supporting sustainable travel and building healthy environments
- Building strong local support by engaging stakeholders and partners

2.4 West Sussex investment alleviates the impact of Covid-19 on local businesses and visitor economy, by providing higher quality spaces for businesses to thrive in and aids town centre recovery.

2.5 The delivery of LHPRI (Terminus Road Phase) would be overseen by the Arun Growth Partnership governance, made up of representatives from WSCC and ADC, with approval of expenditure within an approved £1.253m budget.

### **3 Other options considered (and reasons for not proposing)**

3.1 The Council and ADC Growth Partnership have reviewed several potential projects to clarify which would have maximum impact on recovery of the Littlehampton town centre economy and provide benefits to the local community against the current growth deal.

3.2 Other options within the programme would require further investigation to form business cases for assessment before they could draw down funding.

3.3 Delivery the third phase of a LHPRI scheme would enable ADC to vary its contract in place for the first two phases, to secure continuity of project delivery, and avoid additional costs of either retendering or remobilisation, attaining best value through opportunity cost savings.

### **4 Engagement and advice**

4.1 ADC has actively engaged stakeholders including local members, town council, businesses, and residents who overwhelmingly supported proposals to improve the Littlehampton public realm. ADC has been advised by a professional project and programme management team (F+G) and appointed Design and Build contractor (Edburton and their consultants Project Centre) to project manage the detailed design process. The LHPRI Project has been over seen and supported by the Littlehampton Public Realm Improvements Advisory Board (LPRI) that is formed of the lead councillors and Officers from the two authorities and is part of the Growth Deal.

4.2 ADC has started work onsite at the initial two phases and is in the process of finalising the third phase detailed design for Terminus Road, by putting in place legal agreements with Network Rail around improvements to the station land and enhancements to access and Terminus Road to be signed-off by WSCC as the Highways Authority.

4.3 A further decision by the Arun Economic Committee will be required (scheduled on 29 March 2022) to accept WSCC capital funding for delivery of LHPRI Terminus scheme to meet key objectives identified through engagement with local stakeholders including, residents, businesses, landowners, district, town and county councils.

## 5. Finance

- 5.1 ADC has carried out all of the detail design work for this project and the proposed capital funds from the County Council of £1.253m will complete the project.
- 5.2 This scheme will be funded from the current approved allocation of £5.0m for the Growth Programme that sits within the pipeline of the current approved Capital Programme. The remainder of this programme (c£3.747) will be used to support future growth programme projects.
- 5.3 The LHPRI Terminus Road Phase total project budget of £1,253,000 is based on estimates produced by ADC professional quantity surveyor and project advisors (F&G - 08/11/2021).
- 5.4 WSCC and ADC have agreed to enter into a collaboration Agreement, to manage partnership funding arrangements and the release of WSCC funds to ADC. Subject to the agreement being signed, it is proposed that WSCC will reimburse ADC on a quarterly basis for project costs incurred, as stages of work complete, within the capped amount of £1.253m. Any additional funding above the capped amount required for the project will be met by ADC through grant funding and/or CIL allocations.
- 5.5 ADC management of project costs on LHPRI Station Terminus Rd phase will be overseen by LHPRI Project Board, including WSCC and ADC partnership officers and reported monthly through WSCC Highways capital governance to ensure control and management within budget.

### 5.6 Table of Proposed Expenditure

	<b>22/23 £'m</b>	<b>23/24 £'m</b>	<b>&gt;Later</b>	<b>Total £'m</b>
<b>Profiled Cost</b>	0.877	0.376		1.253
<b>Corporate Funding/Borrowing</b>	0.877	0.376		1.253
<b>Total</b>	<b>0.877</b>	<b>0.376</b>		<b>1.253</b>

- 5.7 The effect of the proposal:

#### (a) **How the proposal represents good value**

The LHPRI Terminus Road Phase currently meets key criteria and has a positive Benefit Cost Ratio and as result ADC previously received a LEP funding contribution for design stages of the project. The scheme will benefit from ADC being able to vary its contract in place for the first two phases, to secure continuity of project delivery, and avoid additional costs of either retendering or remobilisation, attaining best value through opportunity cost savings.

(b) **Future savings/efficiencies being delivered**

The proposed WSCC financial contribution will also support the match funding requirement for Arun Levelling up funding (27/10/2021) draw down of the £19.4m for Littlehampton and Bognor Regis regeneration.

(c) **Human Resources, IT and Assets Impact**

Reduction of future highway asset maintenance is anticipated, as improvements will have defect and warranty periods, and use materials that extend life of assets which reduces need for maintenance interventions.

**6. Risk implications and mitigations**

6.1 Summary of Key Risks and Mitigation.

<b>Key Risk</b>	<b>Mitigating Action (in place or planned)</b>
Risk of remobilisation cost	Cost avoidance by continuation of project phases avoids risk of re-mobilisation of existing contractor on site LHPR.
Financial Risk Management	ADC holds this risk. Collaboration Agreement to be drawn up between partners to manage transfer of WSCC funds to ADC on quarterly return basis, up to a maximum capped sum, ADC claims backed up with receipts associated with completion of project construction stages.
Delivery Timescales	ADC has advanced negotiations with landowners of Littlehampton Station (Network Rail and GTR) and Highways Authority around improvement to junctions onto Terminus Road, landscape and boundary treatments. By ADC adding Station-Terminus Rd Phase to their existing contract with Edburton, the partnership reduces uncertainty of supply chain.
maintenance revenue implications	The new scheme is designed to improved quality and sustainability of materials and expected to reduce short-medium-long term maintenance with revenue implications. The Highways Authority will approve final scheme design and take on management of Highway following an agreed defects period, with extended warranties to cover certain materials. Any non-standard items will require ADC to provide an agreed commuted sum for WSCC to maintain, and or an agreement for ADC to take on a responsibility under licence for non-standard items.
Buried Utilities Impacting Scheme	Utility records backed up by trial holes and radar surveys – engagement with Network Rail for station utility information
Objections from Residents and Business Users	Engagement and Meetings with key stakeholders and businesses and licencing teams – adjustment to design and upgrades to street lighting
Objection to Traffic Regulation orders	Advanced notice and discussion through the engagement process and sufficient timings of publishing TROs. Allowing for objection/review period concerning any changes to parking and taxi areas that might impact on construction programme

## 7 Policy alignment and compliance

- 7.1 **Our Council Plan:** The proposal contributes to the aim of Our Plan and Economic Plan, by creating an environment where businesses will thrive, infrastructure to support business and skills, and a place where people want to live and work. WSCC investment in LHPRI Terminus Road Phase is strategically aligned and reflects the key themes outlined in the Economic Recovery Plan (outlined in section 1 of this report):
- 7.2 **Legal Implications:** The majority of the area of LHPR Terminus Road is within WSCC Highways Adoption areas, therefore ADC and technical advisors are preparing relevant documents associated with the detail design, for the Highways Authority approval, before the works can proceed on site. ADC is responsible for legal issues relating to working close to and on land in the control of Network Rail (Landowner) and GT Rail (Operator) therefore ADC will enter into a Basic Asset Protection Agreement (BAPA) with Network Rail and GT Rail. WSCC and ADC are to enter into a collaboration agreement to control the release of the WSCC funding to ADC and govern how the funding will be spent on the project. WSCC will reimburse ADC for invoices provided on a quarterly basis up to the maximum WSCC allocation of £1.253m.
- 7.3 **Equality Duty and Human Rights Assessment:** Most people in the area will benefit from an improved design of public realm and town centre environment. ADC project team have considered Equality Impact of the scheme and concluded that no group or groups are discriminated against by the Project and that through an improved environment, including an upgrade of materials and provision of sustainable routes for travel, for those who use non-motorised transport, the scheme has a positive social impact.
- 7.4 The rights of those living near to an improved Terminus Road and Littlehampton station have been considered and not been interfered with. ADC has engaged stakeholders on the development of designs, to support health and well-being of vulnerable users.
- 7.5 **Climate Change:** This is an existing area of public road and pavement space which is to be upgraded. Where possible, existing materials are being reused and reworked to make them suitable and extend the life of the asset presenting opportunities to reduce the scheme carbon footprint by removing the need to import new materials.
- 7.6 Improving the walking and cycling connections to the rail station will help remove some motorised vehicles from the area and reduce air pollution and CO<sup>2</sup> emissions.
- 7.7 The introduction of planting areas will help “green” the area and introduce new biodiversity planting to support ecology and help to clean air pollution. These measures will have a positive impact on the reduction of carbon.
- 7.8 **Crime and Disorder Reduction Assessment:** At this point no implications relating to the Crime and Disorder Act have been identified. A redesign and upgrade to the access and lighting around the station, areas where people park cycles, and or wait to be picked up, aims to improve security and safety.
- 7.9 **Public Health:** The scheme provides new footway and cycleway connections which would enable residents to make journeys by foot or bike which would support improvement to their health and wellbeing.

7.10 **Social Value:** The proposed scheme will:

- Directly and indirectly provide improved access to both housing and employment through providing improvements to the public realm areas at the front of the railway station at Littlehampton, improving the look and feel of the area which in turn will hopefully encourage more sustainable access to the rail network.
- Improve residents, employee's health, and wellbeing through the provision of sustainable transport modes including improved footways, crossing facilities, cycle way links to the town centre will also help to encourage sustainable travel.
- This will have positive impact on non-motorised users including the disabled who will be afforded better access to services without necessarily having to use vehicular transport. This will also contribute to greater independence in later life as well as generally improved health and well-being for the local community.
- Promoting social integration and community engagement through involving residents.
- Where possible using local suppliers and supporting a local supply chain
- Promoting initiatives which retain, protect, or enhance the local natural environment. The design will feature areas of planting, with new street trees, increasing the overall biodiversity net gain, along with sustainable urban drainage features to mitigate flood risk, are also benefits of the scheme
- Reducing energy and fuel consumption and using environmentally friendly material to minimise pollution

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**Appendices**

None

**Background Papers**

None