

Report to the Transport for South Hampshire and Isle of Wight Joint Committee

Date: 27 February 2014

Report by: Phil Marshall

tel: 01962 847122

email: philip.marshall@hants.gov.uk

Subject: TfSHIoW Evidence for the Solent Local Enterprise
Partnership Strategic Economic Plan

1. Summary

1.1 The following decision(s) is/are sought:

That the Joint Committee ratify the TfSHIoW transport evidence to be submitted to the Solent Local Enterprise Partnership (LEP) to help the development of its Strategic Economic Plan (SEP), which will be submitted to Government in March 2014.

2. Reason

2.1 In order to provide the Solent LEP with a list of the transport evidence and list of interventions needed to support the economic growth aspirations of the SEP and to provide the necessary information to allow the Solent LEP to bid for funding to deliver these interventions from the Local Growth Fund.

3. Other Options Considered and Rejected

3.1 Taking no action – The Solent LEP would not have the information required to identify all the transport interventions needed to support its Strategic Economic Plan and to bid for funding from the Local Growth Fund, to deliver these interventions.

4. Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.

5. Dispensation granted by the Conduct Advisory Panel – None.

Agenda Item 10

6. Reason(s) for the Matter being dealt with if Urgent – None.

Approved by: Date:

Councillor - Chairman
Transport for South Hampshire and Isle of Wight Joint Committee

Report to the Transport for South Hampshire and Isle of Wight Joint Committee

Date: 27 February 2014

Report by: Phil Marshall

tel: 01962 847122

email: philip.marshall@hants.gov.uk

Subject: TfSHIoW Evidence for the Solent Local Enterprise
Partnership Strategic Economic Plan

Purpose of the Report

This report provides comprehensive details of TfSHIoW's transport evidence to the Solent LEP, outlining the range of transport interventions required to support the economic growth aspirations for the Solent area over the period to 2021, outlined in the SEP.

Recommendations

- 1. That the Joint Committee ratify the TfSHIoW transport evidence to be submitted to the Solent Local Enterprise Partnership (LEP) to help the development of its Strategic Economic Plan (SEP), which will be submitted to Government in March 2014.**

Introduction

1. This report outlines the transport evidence and interventions provided by TfSHIoW in support of the Solent Local Enterprise Partnership's Strategic Economic Plan, the final version of which will be submitted to Government in March 2014.

Background

2. Following the publication of the Lord Heseltine Review "No Stone Unturned", in March 2013, Government has taken his recommendation to create a Local Growth Fund (LGF), which will be used for investment in transport, housing and skills to support economic growth. The LGF pools existing budgets into a single, unringfenced pot, with a total budget of around £2 billion per annum. In order to secure funding from the Local Growth Fund, each Local Enterprise Partnership (LEP) is required to produce a Strategic Economic Plan (SEP), which outlines the economic growth aspirations for their area and their required funding for transport, housing and skills, which would be needed to deliver this

Agenda Item 10

economic growth. The SEP is effectively a bidding document for LGF monies.

3. The LGF is supported by a number of existing transport budgets as follows, with anticipated funding levels in 2015/16:
 - Local Authority Transport Majors (£819m);
 - 43% of the Integrated Transport Block (£200m);
 - Local Sustainable Transport Fund (£100m)
4. Prior to the LGF being established, Local Authority Transport Major funding was prioritised by Local Transport Bodies (LTB), which mirror LEP areas and include LEPs as voting members. The Government has subsequently confirmed funding allocations to LTBs on a formula basis and guaranteed this funding through the LGF to each LEP, with an expectation that the LEPs will use this funding to implement the LTB's prioritised schemes. All other LGF funding must be secured by the LEPs on a competitive bidding process, through the Growth Deal.
5. The Solent LEP submitted its draft SEP to Government in December 2013. Following comments from Government, the final SEP will be submitted in March 2014. The Solent LEP will then negotiate with Government over the period to July 2014, when the Growth Deal is signed. This will define the funding the Solent LEP will receive from the LGF for transport, skills and housing. The Solent LEP's SEP will also incorporate a report from the Marine Task Force, which was established by Government to specifically address issues arising from the impact of the recently announced shipbuilding job losses in Portsmouth Dockyard.

Transport Evidence

6. Working closely with colleagues at the Solent LEP, TfSHIoW has developed a comprehensive list of transport interventions that would be needed to support the economic growth aspirations in the SEP. An initial version was submitted to the Solent LEP in advance of its Draft SEP submission and this has now been refined to reflect further work on the SEP, including the inputs from the Marine Task Force. The latest version is attached to this report as an Appendix together with a map showing the locations of the schemes. The transport evidence has been broken down into four different sections.
7. **Transformational schemes** covers the larger scale transport interventions. These are focussed on:
 - **Improving accessibility to/from the Solent area** on the strategic road and rail networks (M3 Junction 9 Improvements, Portsmouth and Southampton to London Rail Improvements);
 - **Improving the strategic road, rail and ferry links and networks within the Solent area** (Cross Solent Ferry Interchanges,

Agenda Item 10

M27/M3/M275 Managed Motorways, East-West Public Transport Corridor); and

- **Improving accessibility to strategic sites** within the Solent area (Access to Strategic Sites in Gosport & Fareham Area, Access to Eastleigh Riverside/Ford, Tipner to Horsea Island Bridge Link, Marchwood Military Port Access).
8. It is anticipated that funding for transformational schemes on the strategic road and rail networks will largely come from national budgets controlled by the Highways Agency and Network Rail respectively, rather than the LGF.
 9. **Local Transport Body Prioritised Schemes** covers the four schemes identified as a priority by the LTB (Dunsbury Hill Farm Link Road, Southampton Station Quarter North, The Hard Interchange and A27 Corridor Phase 1).
 10. **Pipeline Major Schemes to 2021** outlines a range of major transport schemes and interventions to be delivered over the lifetime of the SEP, which will support the economic growth aspirations of the SEP. A large proportion of these schemes directly support economic regeneration and redevelopment across the Solent area.
 11. **Solent Transport Fund** covers smaller scale transport interventions, which are important to **maintain the effectiveness of the transport network** across the Solent area, in order to **safeguard the existing economy** and **support future economic growth**. The Local Transport Authorities will be asked to match monies to the anticipated £5m annual contribution from the LEP. TfSHIoW will manage the fund, identifying the interventions to be implemented by the Fund and monitoring their impact.

Summary

12. This report provides comprehensive details of TfSHIoW's transport evidence to the Solent LEP, outlining the range of transport interventions required to support the economic growth aspirations for the Solent area over the period to 2021, outlined in the SEP.
13. Following the submission of the final SEP in March 2014 and further negotiations with Government, it is anticipated that the Solent LEP will sign a Growth Deal in July 2014. This will confirm the levels of funding available for transport interventions in the Solent area.

Agenda Item 10

Section 100 D - Local Government Act 1972 - background papers

The following documents disclose facts or matters on which this report, or an important part of it, is based and has been relied upon to a material extent in the preparation of this report.

NB the list excludes:

1. Published works.
2. Documents which disclose exempt or confidential information as defined in the Act.

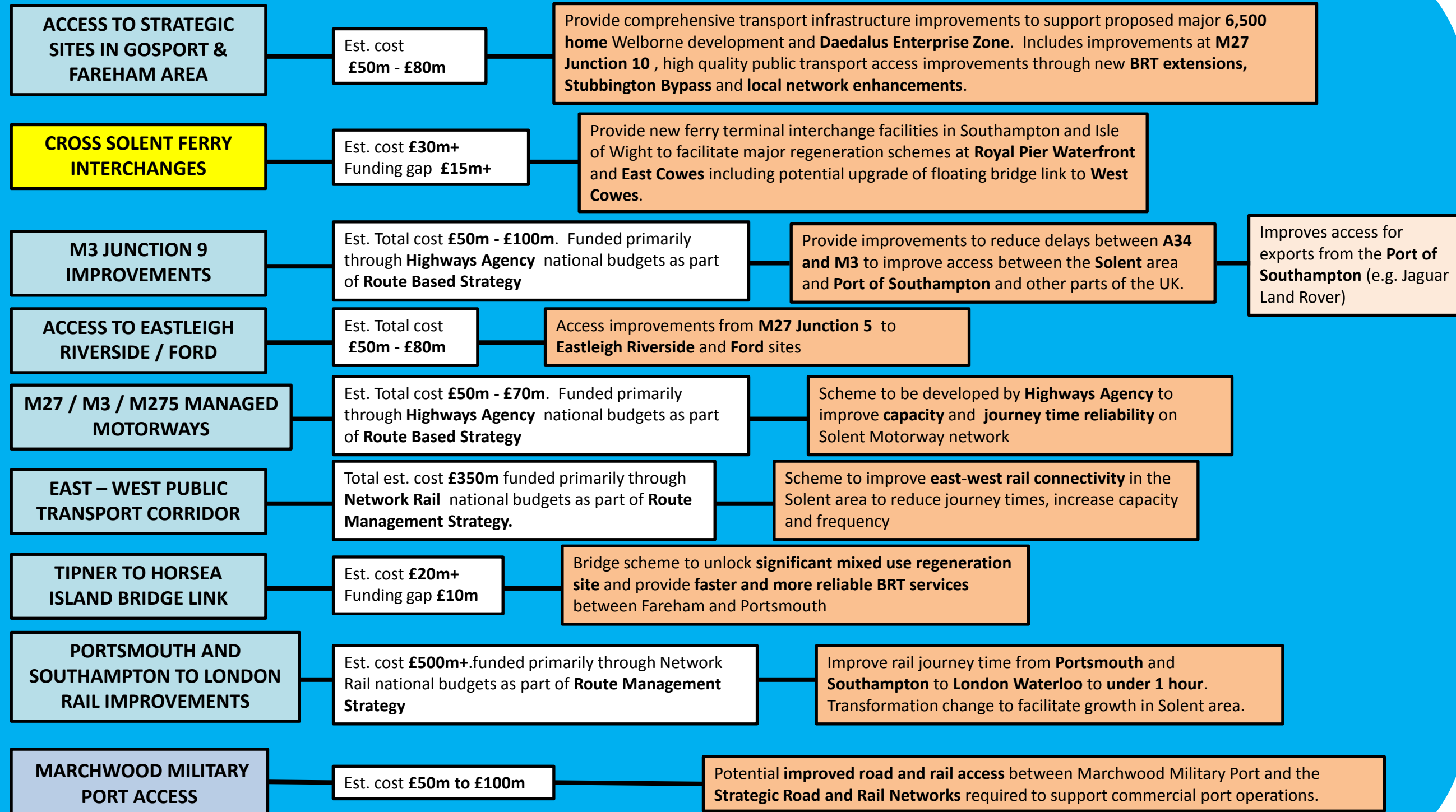
TITLE

LOCATION

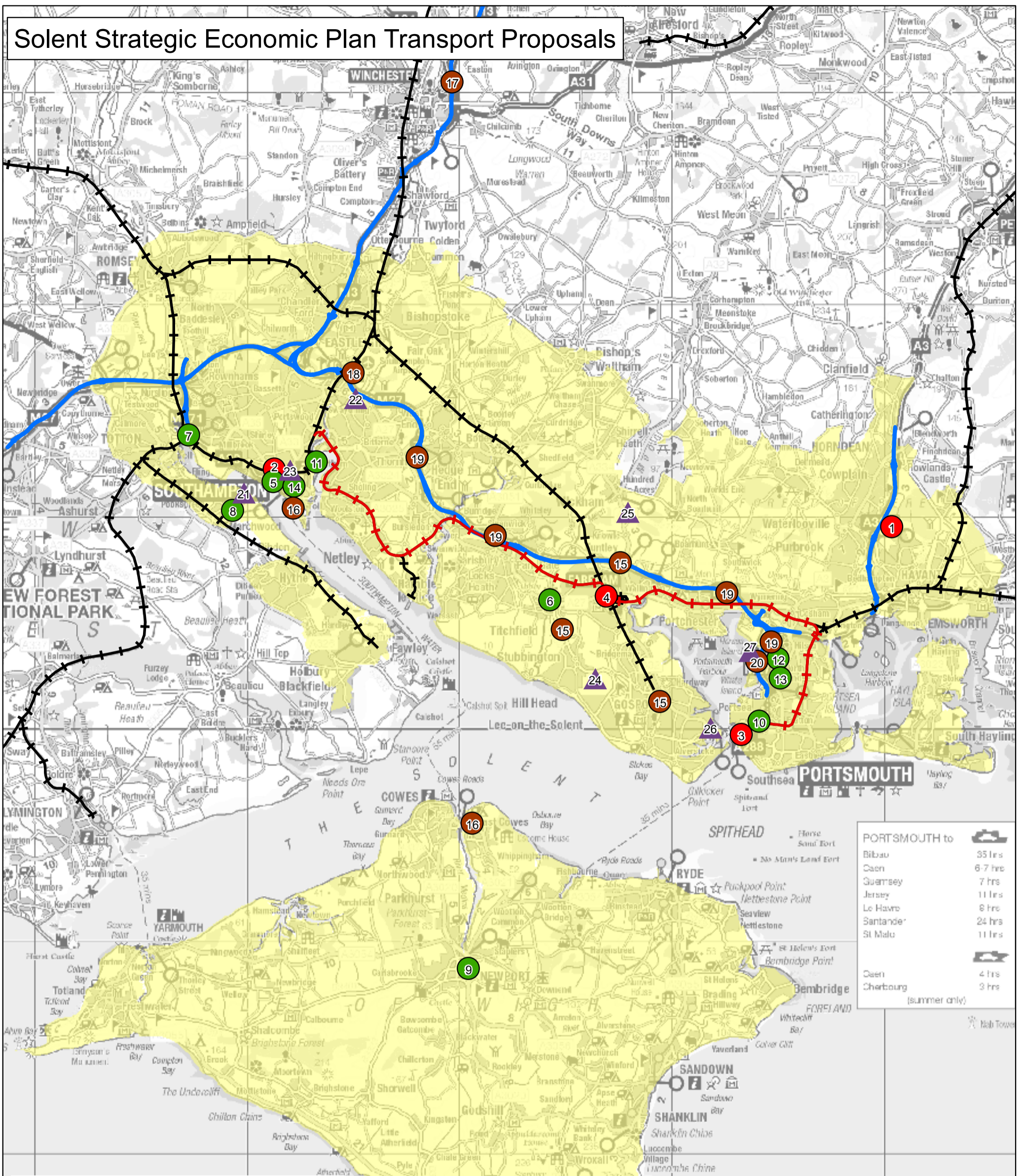
To be completed

Solent Strategic Economic Plan - Transport Proposals

TRANSFORMATIONAL SCHEMES



Solent Strategic Economic Plan Transport Proposals



PORTSMOUTH to	
Bilbao	35 hrs
Caen	6-7 hrs
Guernsey	7 hrs
Jersey	11 hrs
Le Havre	8 hrs
Santander	24 hrs
St Malu	11 hrs
<hr/>	
Caen	4 hrs
Cherbourg	3 hrs
(summer only)	

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> Solent LEP Strategic Sites Local Transport Body Pipeline Major Schemes Transformational East West Public Transport Corridor Railways Motorway Solent LEP | <p>Local Transport Body</p> <ul style="list-style-type: none"> 1 Dunsbury Hill Farm Link Road 2 Southampton Station Quarter North 3 Portsmouth The Hard Interchange 4 A27 Corridor Phase 1 <p>Pipeline Major Schemes</p> <ul style="list-style-type: none"> 5 Southampton West Quay Road and Station Quarter Stn 6 A27 Corridor Enhancements for Growth 7 Southampton Port Access 8 Marchwood Military Port Access 9 Newport Traffic Improvements 10 Portsmouth City Centre Road 11 Southampton Eastern Access 12 Portsmouth Park and Ride 13 Portsmouth BRT 14 Southampton City Centre Bus Interchange | <p>Transformational</p> <ul style="list-style-type: none"> 15 Access to Strategic Sites in Gosport and Fareham 16 Cross Solent Ferry Interchanges 17 M3 Junction 9 Improvements 18 Access to Eastleigh Riverside / Ford 19 M27/ M3/ M275 Managed Motorways 20 Tipner to Horsea Island Bridge Link <p>Solent LEP Strategic Sites</p> <ul style="list-style-type: none"> 21 Marchwood Military Port 22 Ford 23 Southampton Major Development Quarter 24 Solent Enterprise Zone 25 Welborne 26 Gosport Waterfront 27 Tipner / Horsea Island |
|---|---|---|