



Report to Solent Transport

Date: 25 June 2014

Report by: Phil Marshall, Principal Transport Manager

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Subject: PUSH Spatial Strategy

1. Summary

1.1 The following decision is sought:

That the Joint Committee endorses Solent Transport's important role in developing the PUSH Spatial Strategy 2016.

2. Reason

2.1 To ensure that Solent Transport provides the necessary strategic transport input and advice into the development of the PUSH Spatial Strategy 2016.

3. Other Options Considered and Rejected

Taking no Action

3.1 The PUSH Spatial Strategy 2016 will identify the strategic development requirements over the period to 2036, to support the economic growth aspirations for the Solent area. It is important that Solent Transport is integrally involved in the development of the spatial strategy, to ensure that transport is a key consideration and that the transport impact and interventions necessary to support the strategy are fully understood. Taking no Action would not therefore be a recommended option.

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

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

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

Approved by: Date:

**Councillor Seán D T Woodward
Chairman
Solent Transport**



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Purpose of the Report

To ensure that Solent Transport provides the necessary strategic transport input and advice into the development of the PUSH Spatial Strategy 2016.

Recommendation

1. **That the Joint Committee endorses Solent Transport's important role in developing the PUSH Spatial Strategy 2016.**

Introduction

1. Following authorisation at its Joint Committee on 25 March, PUSH has recently appointed a consultant team, led by GL Hearn, to undertake the Spatial Strategy 2016 project. This will create a new spatial strategy for the Solent area, looking forward to 2036, which is consistent with both the Solent Local Enterprise Partnership's Strategic Economic Plan (to 2020) and the PUSH Business Plan.
2. The work to develop the adopted Spatial Strategy is expected to take around two years. This will include the development of options for consultation in Summer 2015, followed by consultation and adoption of the final preferred Spatial Strategy in 2016.
3. Solent Transport will be a key member of the PUSH Spatial Strategy Working Group, in order to provide the necessary strategic transport advice, supported by evidence from the Sub-Regional Transport Model (SRTM).

Transport Implications of the Spatial Strategy

4. It is important that land use and transport strategies are integrated. The location of new development has a significant influence on how and where people travel, determined by the relationship and location of different land uses (residential, employment, education, retail and leisure) and the transport options available for the journeys people need to make.
5. The quantum of additional development being considered by the Spatial Strategy for the Solent area potentially has significant transport implications, in an area that already suffers from congestion. It is therefore important that the location of development identified through the Spatial Strategy minimises additional transport impact. Solent Transport can provide advice on this, including use of the SRTM as appropriate.
6. Following the consultation in Summer 2015, a preferred Spatial Strategy will be identified. More detailed work will then be undertaken to refine this strategy. This will include more detailed transport assessment work which, at a strategic level, will identify the impact of the development proposals and the range of transport interventions which will be needed to ameliorate this impact. The SRTM can provide a suitable evidence base to undertake this work.

Summary and Conclusions

7. Solent Transport will have an integral role in the development of the PUSH Spatial Strategy 2016, providing strategic transport advice to the project team. This should ensure that transport will be a key consideration in the development of the Spatial Strategy and that transport implications of the preferred strategy will be fully understood.

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