

REPORT OF THE
Cabinet
PART I

319. PARTNERSHIP FOR URBAN SOUTH HAMPSHIRE AND TRANSPORT FOR SOUTH HAMPSHIRE BUSINESS PLANS (2011-2013)

1. The Cabinet, at a meeting on 24 September 2012 resolved to recommend for approval by the County Council the Business Plans of Partnership for Urban South Hampshire (PUSH) and Transport for South Hampshire (TFSH). The Cabinet supported both Business Plans but made clear its continuing concerns regarding PUSH's proposed housing and commercial floorspace targets.

2. As a member of PUSH, the County Council must formally ratify the Partnership's business plan on an annual basis. Although substantially unaltered, the areas of greater emphasis in the revised Plan are its work with the Solent Local Enterprise Partnership (LEP), the City Deals agenda and the revised PUSH Spatial Strategy. It also shows that PUSH has reduced its capacity and is focussing on fewer core activities, however these continue to be based on levels of growth and development that the Cabinet regards as unrealistic in the timescales proposed.

3. The key points from the PUSH Business Plan are outlined below:

- Executive support for the Solent LEP was provided by PUSH until recently. The LEP Board will move to an executive structure independent of PUSH. The Business Plan reflects the separate identities and includes transition plans for transferring work to the LEP during 2012/13.
- The Government is increasingly using LEPs and multi-LEP areas as the natural geography for devolving policy and funding.
- In the Plan, PUSH expresses the view that its Joint Committee could form the bedrock of a City Deal for the Solent area, with the two City Councils.
- The emerging new Spatial Strategy continues the 'cities first' regeneration policy and incorporates revised PUSH targets to be achieved by 2026 for house building (55,800) and commercial floorspace (1.13m sq m).
- Funding (£1.3m revenue and £1.5m capital) is composed of carry-forwards from 2011-12 and seems unsustainable. There are direct costs to the County Council (annual subscription - approximately £90,000 for 2012/13) and indirect costs (time committed by Members and officers to PUSH business).

4. The TFSH Business Plan seeks to provide a mechanism through which solutions across boundaries and partners can be developed and funding secured. It covers all of urban South Hampshire and will extend to include the Isle of Wight when its membership is formally confirmed.

5. The key points from the TFSH Business Plan are outlined below:

- TfSH has had a successful year and was awarded £17.89m from the Local Sustainable Transport Fund, £4.5m from the Better Bus Area Fund, and is working with South West Trains and Network Rail to investigate options for reopening the Waterside rail line to passengers, and helped deliver the Bus Rapid Transit phase 1a.
- The budget for 2012-13 (£3,054m revenue and £7,168m capital) includes allocations from the recent grant awards, as well as contributions from member authorities (£100,000 from the County Council) and income from use of the Sub-Regional Transport Model.

The full Cabinet report can be found at www.hants.gov.uk/councilmeetings.htm by typing in the relevant reference number:

- Updates on the PUSH and TfSH Business Plans 2011 – 2013 (search item reference 4287)

RECOMMENDATION

That the County Council:

- (a) supports for 2012/13 the Partnership for Urban South Hampshire (PUSH) Business Plan, but that the County Council makes clear its continuing concerns about the level and credibility of the proposed housing and commercial floorspace targets in the South Hampshire Spatial Strategy, and affirms that the regeneration of the two cities should take priority in the PUSH Business Plan,
- (b) approves the mid-term review of the 2011-13 Transport for South Hampshire (TfSH) Business Plan, and
- (c) endorses the Isle of Wight Council as a full member of Transport for South Hampshire.