

# SOLENT LOCAL ENTERPRISE PARTNERSHIP TRANSFORMING THE SOLENT ECONOMY

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# Strategic Economic Plan

An ambitious £2.4bn investment plan for the Solent which brings together

- Local assets to be re invested in growth including the Southampton-Portsmouth City Deal ( a £953m investment plan)
- EU Structural Investment Funds of €92 million, including €46 million of ESF, ERDF and EAFRD allocated to Solent LEP area
- Local growth deal – initially a £1.38 bn proposal, seeking circa £200 million from the Local Growth Fund as well as new flexibilities and freedoms to support local growth. This is likely to be revised for the final submission on 31 March 2014

# Strategic Economic Plan – Key Priorities

- Supporting new businesses, **enterprise** and ensuring SME survival and growth.
- Enabling **infrastructure** priorities
- Establishing a single **inward investment** model
- Investing in **skills** to establish a sustainable pattern of growth
- Developing **strategic sectors** and clusters (interconnected groups and businesses) of marine, aerospace and defence, advanced manufacturing, engineering, transport and logistics businesses, low carbon and the visitor economy
- Building on our substantial knowledge assets to support **innovation** and build innovative capacity in the Solent - particularly linked to our HE excellence.

# Strategic Economic Plan – The Proposal to 2020

During the period to 2020, we will:

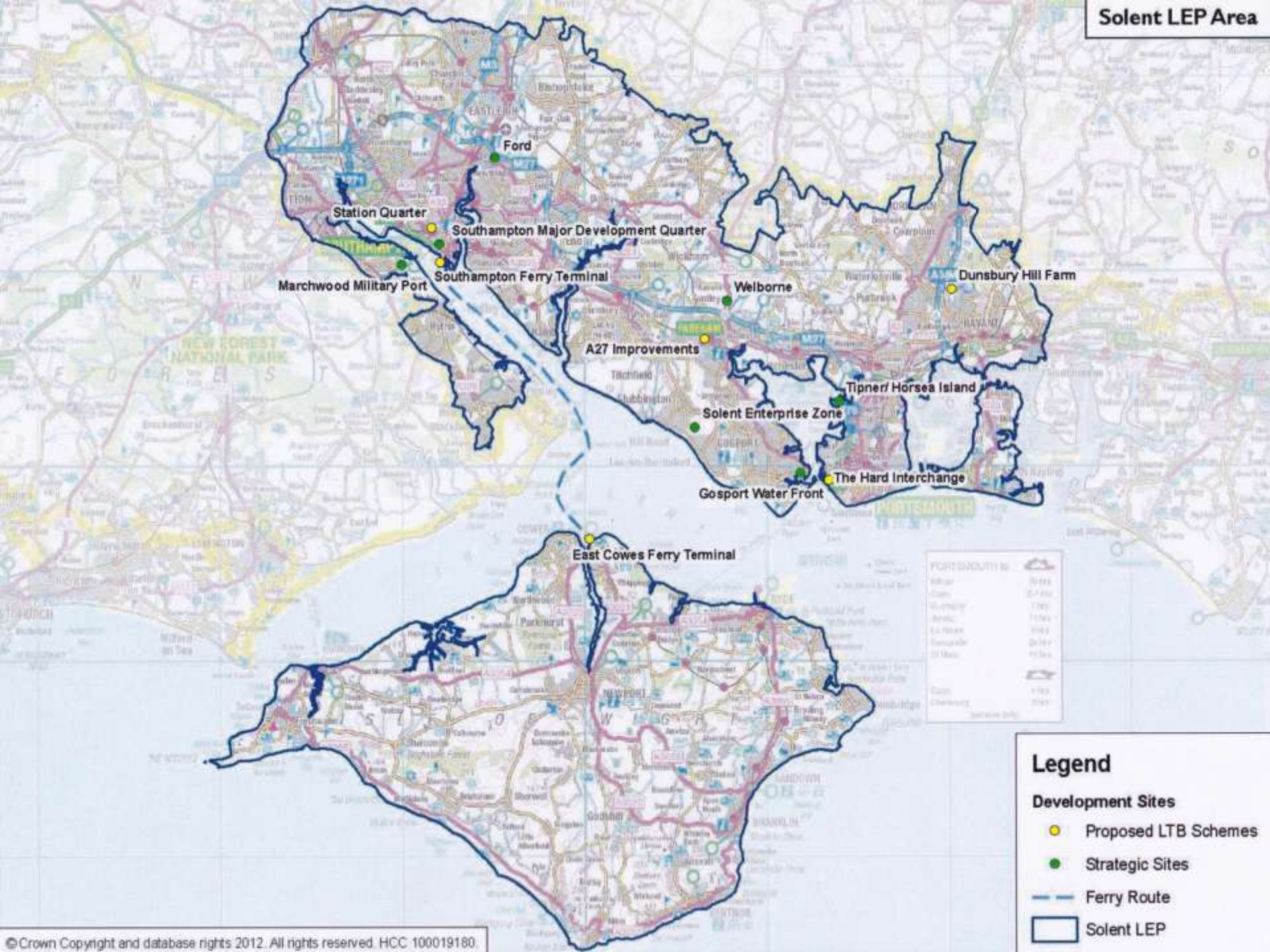
- Create an additional 15,500 new jobs
- Unlock an additional 500,000 sq metres of new employment floor space with a focus on supporting growth in the marine, maritime and advanced manufacturing sectors.
- Deliver an additional 24,000 new homes
- Support the creation of 1000 new small and medium enterprises
- Leverage in over £1 bn of private sector investment into the area.
- Upgrade 51,000 square metres (m<sup>2</sup>), of the Further Education College estate
- Raise the number of residents with a Level 4+ qualification by 4 percentage points (+37,000 people).

# Strategic Economic Plan – Growth Deal 2015-17

## Unlocking Strategic Housing and Employment sites:

### - Summary of commitments

Our ask – central government commitment	Our offer – Solent commitment
<ul style="list-style-type: none"> <li>Bring forward an agreed date for the disposal of Marchwood to the open market in 2014– an MOD site declared surplus to requirements in 2010</li> </ul>	<ul style="list-style-type: none"> <li>Work to support the planning application subject to full compliance with planning policies and statutory requirements to enable the expansion of Port facilities at Port of Southampton</li> <li>£150 m private sector investment in Port expansion</li> <li>5000 additional jobs in the period to 2025</li> <li>Expansion of global import and export hub for UK automotive industry facilitating increase in vehicle exports to 1,000,000 per annum by 2016/17</li> </ul>
<ul style="list-style-type: none"> <li>Provision of £80m from Local Growth deal (of which £30m will be a revolving fund to support further site development – eg Ford site) to deliver the new Welborne development , North of Fareham and the continued expansion of the Solent Enterprise Zone</li> </ul>	<ul style="list-style-type: none"> <li>6000 new homes and 140,000 sq m new employment floorspace adjacent to M27</li> <li>4,700 jobs in the period to 2020</li> <li>Unlocking £900m private sector investment</li> </ul>
<ul style="list-style-type: none"> <li>Business regulation and environmental impact. Provision of £15.7m from local growth deal to support improvements to flood risk management and environmental mitigation</li> <li>DEFRA agreement to strategic mitigation measures at a Solent wide level</li> </ul>	<ul style="list-style-type: none"> <li>Delivery of Solent mitigation disturbance project to ensure permitted development of 13,000 homes can proceed without delay, by removing barriers and simplifying processes</li> <li>Flood defences secured for key Waterfront sites for maritime sector including Trafalgar Wharf, Gosport Waterfront, Town Depot Southampton</li> </ul>



Station Quarter  
Marchwood Military Port  
Southampton Major Development Quarter  
Southampton Ferry Terminal  
Ford  
A27 Improvements  
Welborne  
Dunsbury Hill Farm  
Tipner/ Horsea Island  
Solent Enterprise Zone  
The Hard Interchange  
Gosport Water Front  
East Cowes Ferry Terminal

### Legend

**Development Sites**

- Proposed LTB Schemes
- Strategic Sites
- Ferry Route
- Solent LEP

# Strategic Economic Plan – Growth Deal 2015-17

## Transforming regional connectivity:

### - Summary of commitments

Our ask – central government commitment	Our offer – Solent commitment
<ul style="list-style-type: none"> <li>Acceleration of managed motorways scheme for M27, M275 and M271 to include commitment to complete feasibility work in 2014/15 with a phased implementation from 2015 (with agreement by Highways Agency to bring forward budgeted provision)</li> </ul>	<ul style="list-style-type: none"> <li>Improved connectivity between residential and employment areas adjacent to the M27 and improvement in East West connectivity (city to city, Portsmouth-Southampton) unlocking key sites such as the Ford site, Welborne and the potential growth of the international gateways</li> <li>Commitment of local resources through Local Transport authority team to support development of scheme</li> </ul>
<ul style="list-style-type: none"> <li>East-West (city to city, Portsmouth-Southampton) rail transformation project – we want to negotiate wider powers and influence with Network Rail to shape and influence planned investment for the area with a commitment to prepare the business case to support funding for this key link in the next CP</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in journey times between the two cities</li> <li>Unlock direct access from the East of the area to Southampton International port area and airport with the potential to unlock further private sector investment in this key gateway.</li> <li>Further commitments to be identified as part of business case preparation</li> </ul>
<ul style="list-style-type: none"> <li>M3 Junction 9 improvement to be brought forward to 2015 in agreement with Highways Agency</li> </ul>	<ul style="list-style-type: none"> <li>Support planned expansion in the automotive industry in the Midlands and facilitate export of an additional 250,000 vehicles per annum (from 2016) to far East markets through the port of Southampton</li> <li>Unlock additional £150m private sector investment</li> <li>2,000 jobs</li> </ul>
<ul style="list-style-type: none"> <li>Solent Transport Fund - £5m capital to contribute to a Solent Transport Fund, intended to support a range of transport interventions across the Solent area, in order to maintain and improve the effectiveness of the existing transport networks in their essential role to support the Solent economy.</li> </ul>	<ul style="list-style-type: none"> <li>The Fund will be managed for the LEP by TfSHIoW, with the four LTAs of the LEP area pooling funding into this strategic fund to a level at least 100% of the LGF ask. Investments will be prioritised on a strategic basis on the basis of their fit with the LEP strategic priorities.</li> </ul>

# Strategic Economic Plan – Growth Deal 2015-17

## Business support – Investing in the business base:

### - Summary of commitments

<b>Our ask – central government commitment</b>	<b>Our offer – Solent commitment</b>
<ul style="list-style-type: none"><li>• RGF programme support to create the Solent Growth Fund (SGF), with an allocation from the Growth deal to Solent LEP of £3m per annum commencing in 2015/16</li></ul>	<ul style="list-style-type: none"><li>• Support the creation of 400 new small and medium enterprises by 2020 ( circa 100 per annum)</li><li>• Create 600 new jobs by 2017</li><li>• Unlock £32 m additional private sector investment (circa £8 million per annum)</li></ul>
<ul style="list-style-type: none"><li>• Revenue support from the Local Growth deal of £1.5m over two years to support the creation of the Solent Leadership and Management programme for Solent based SME's</li></ul>	<ul style="list-style-type: none"><li>• £1.5m private sector match</li><li>• Delivery of 200 new Leadership and management (level 4/5) qualifications over a two year period (including in Lean manufacturing)</li><li>• 200 new/safeguarded jobs</li><li>• 100 new apprenticeships</li></ul>

# Strategic Economic Plan – Growth Deal 2015-17

## Innovation:

### - Summary of commitments

<b>Our ask – central government commitment</b>	<b>Our offer – Solent commitment</b>
<ul style="list-style-type: none"><li>• Recognising the development of the Solent Maritime supplement, agreement to the designation of a Solent University Enterprise Zone</li><li>• £12.2m revenue Support from the Local growth deal for the Marine and Maritime arrowhead project</li></ul>	<ul style="list-style-type: none"><li>• Creation of the Marine Autonomous Systems (MAS) innovation centre , based at the National Oceanographic Centre, Southampton</li><li>• Delivery of the Composites Innovation Shed, potentially as a satellite hub to the Bristol based National Composites Centre</li><li>• Delivery of the Marine Greening Virtual Incubator, to commence with mapping of current SME eco system</li><li>• 1000 new jobs in the period to 2020</li></ul>

# Strategic Economic Plan – Growth Deal 2015-17

## Skills for Growth:

### - Summary of commitments

<b>Our ask – central government commitment</b>	<b>Our offer – Solent commitment</b>
<ul style="list-style-type: none"><li>• £23.5m in the period 2014-2020 (£4.7m annually) Match funding from the SFA under the growth deal to support the Solent LEP EU Structural and Investment fund programmes</li></ul>	<p>Delivery of strategy and supporting programme outputs;</p> <ul style="list-style-type: none"><li>• 2300 apprenticeships (technical and higher level)</li><li>• Opportunity for 3050 to access employer responsive skills programmes</li><li>• 2100 traineeships for young people</li><li>• Additional IAG for 4200 young people</li></ul>
<ul style="list-style-type: none"><li>• £44m from the Local growth deal in the period 2015-17 to upgrade the existing FE College estate</li><li>• £18m to support the construction of 2 new STEM Centres of excellence in the Solent LEP area</li></ul>	<ul style="list-style-type: none"><li>• Upgrade existing category C and D FE estate in the Solent LEP area (51,154 sq m)</li><li>• Unlock £78m other capital investment (FE/Employer)</li><li>• 1600 jobs</li></ul>

# NEXT STEPS

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# Feedback to date – general to all LEP's

- Plans need to be transformational: this cannot be business as usual, and government want to see clear prioritisation of projects.
- LEP's need to demonstrate that what will be delivered is additional (eg faster pace of new homes built, new jobs).
- Government should understand what it is buying. There needs to be a compelling case around value for money and delivery capability.
- Where resources are sought for 2015/16 there needs to be clear evidence of a systematic and recognised appraisal framework in operation, strong risk management framework and monitoring and evaluation.
- LEPs that show the most plausible private sector leverage are likely to have stronger and more credible bids.
- Evidence of working with neighbouring LEP's is required
- Governance arrangements must be binding

# Prioritisation Framework

<b>Strategic fit</b>	<b>The extent to which a site supports one or more of the key objectives in Solent LEP: ‘Transforming Solent’ Solent LEP SEP Strategic Overview (published January 2014).</b>
<b>Deliverability</b>	The ability to demonstrate that the development is deliverable including: the extent to which it has planning permissions and other legal consents in place; the adequacy of the funding package; and the risks to timely delivery for 2015/16 and 2016/17. These criteria will also be monitored on an on-going basis to facilitate a pipeline of development through to 2020.
<b>Start Dates</b>	Priority will be given to sites/projects that are able to come forward in the short-medium term.
<b>Private sector leverage</b>	The ability to lever other funding, in particular, private sector funding and the scale of the investment.
<b>Jobs</b>	The value (quality i.e. permanent vs. temporary jobs) and number of the jobs created.
<b>Homes</b>	Delivery of new housing provision.
<b>Additionality</b>	The extent to which a site’s benefits will be realised without the funding (deadweight); the impact of the funding on the speed of delivery of the economic benefits; and the extent to which the funding will shift economic activity from other areas (displacement).
<b>Wider economic impact</b>	The wider impact on the economy of the Solent LEP area (i.e. will it help unlock or bring forward other development sites or economic activity; will it help grow the marine sector of the economy; and the knock-on impacts to other companies in a supply-chain).
<b>Social Impact</b>	The extent to which the project will have wider social or environmental benefits to the Solent (e.g. providing employment opportunities in deprived city areas, supporting people into work through apprenticeships and other access to employment routes).

# Work Underway

1. Prioritisation of schemes against framework
2. Dedicated consultation meetings with key partners:
  - Universities
  - Local Authorities
  - Business Representative Organisations
3. Preparation of business cases for major infrastructure investments to demonstrate value for money case, delivery capacity and risk assessment framework
4. Completion of Solent Maritime Forum Supplement
5. Governance requirements

# Feedback and Work Underway - TRANSPORT

- More needed on greener transport
- Stronger evidence base to support asks around flexibilities – eg managed motorways
- Government would welcome more detail on the opportunity to to develop and articulate a strategy for the improvement of the East West corridor between Portsmouth and Southampton to support Solent Growth
- It is important to remember that all of the Government's capital budgets for local authority transport schemes and local sustainable transport schemes up to 2020/21 are included within the Local growth fund. There is no additional funding available for such schemes not funded through this route.... SO

# Infrastructure proposals: transport

## Transformational Schemes - Local Growth Fund

### Local Transport Body Prioritised Schemes

Dunsbury Hill Farm Link Road	Total Cost: £8.54m LGF Ask: £4.54m	Provide new access road to unlock strategic employment development.
Southampton Station Quarter, North	Total Cost: £7.87m LGF Ask: £4.19m	Interchange improvements to this key transport gateway to increase accessibility to the city centre and supporting city centre regeneration.
The Hard Interchange, P'mth	Total Cost: £6.83m LGF Ask: £4.83m	Key interchange improvements to this key transport gateway to increase accessibility to the city centre and supporting city centre regeneration.
A27 Corridor, Phase 1, Fareham	Total Cost: £6.61m LGF Ask: £4.96m	Junction improvements at Station Roundabout and Gudge Heath Lane to improve accessibility to development areas including the Solent EZ.

### Competitive Element

Cross-Solent Ferry Interchange's	Total Cost: £29.94m LGF Ask: £14.86m	Provide new ferry terminal interchange facilities in Southampton and Isle of Wight to facilitate major regeneration schemes at Royal Pier Waterfront and East Cowes. Work on Southampton Red Funnel terminal could start in 2015/16.
Gosport - Fareham Growth Package	Total Cost: £80.00m LGF Ask: £80.00m	Two core components: firstly a raft of schemes to facilitate access to Welborne in Fareham, based around an upgraded M27 Junction 10; and secondly a raft of schemes to facilitate improved access to the Fareham and Gosport Peninsula and the Solent Enterprise Zone based around the provision of a new bypass for Stubbington.  Funding is required to deliver a multi-year capital programme to support the new Strategic development at Welborne, unlocking 6000 new homes and 4500 jobs and the Solent Enterprise Zone, creating a further 3000 jobs by 2026.  £30m of this funding would form a revolving fund for re-investment in other key infrastructure schemes to unlock strategic development opportunities.

## Transformational Schemes - LGF Freedoms & Flexibilities

### M3 Junction 9

- The M3 connects to A34 at junction 9 and provides a key strategic national freight corridor between the Solent and the north, used by key UK exporters such as Jaguar Land Rover;
- 45% of imports from the Far East into the UK pass through the Port of Southampton;
- Suffers significant congestion, which impacts on the competitiveness and productivity of the Solent economy;
- Identified as a key challenge in the draft HA M25 to Solent Route Based Strategy and "should act as a priority for the Agency to look into further;"
- HCC and HA refining options for a significant improvement to this junction providing free-flow movement between A34 and M3 (south of J9);
- Need to ensure this scheme is funded by HA in the early part of the 2015-21 period.

### M27 / M3 Managed (Smart) Motorways

- The M27 and the southern section of the M3 (Junctions 9 - 14) performs both a strategic and local distributor function;
- These sections of motorway have been identified as key capacity challenges in the draft HA Solent to Midlands Route Based Strategy;
- Significant congestion is experienced in the peaks and several links and junctions are operating at or close to their design capacity;
- This results in unreliable journey times and impacts on the productivity and competitiveness of businesses in the Solent and reduces the attractiveness of the areas for inward investment;
- Congestion on the SRN is forecast to increase and will constrain economic growth;
- Research by Atkins indicates a total cost of congestion of up to £0.4bn p.a. in the Hampshire and £0.1bn p.a. in each city and a 'loss' of potential GVA of at least 1.3% by 2025;
- Need to ensure Smart Motorways is funded by HA in the period 2015-21 period.

### Portsmouth - Southampton Rail Link

- Direct rail connection between the two cities is provided by the slow and circuitous Netley Line;
- The Botley Line connects Portsmouth with Eastleigh, but requires trains to reverse down to Southampton International Airport and Southampton. The Botley Line also has sections of single-track;
- The distance between Southampton and Portsmouth is 20 miles. The journey by road takes 30-45 minutes in the peak hour. However, it takes 45-65 minutes by rail, with only 2-3 direct connections per hour and two services requiring a transfer in Fareham;
- As a consequence, the majority of east / west journeys across the Solent are made by car on the M27, resulting in chronic congestion, which has an economic impact through increased and unreliable journey times, greater transport costs, deterring inward investment, and constraining labour mobility;
- Significant infrastructure improvement to direct connectivity and service frequency between the two cities needs to be identified and prioritised for funding in CP6 (2019-24).

# Solent transport fund and future scheme pipeline

## Solent Transport Fund

A range of sustainable transport interventions and network enhancements to support future economic growth and to retain the existing productivity of the Solent LEP area through the provision of resilient, efficient, safe, accessible and well maintained transport networks. Potential interventions include:

- City and town centre accessibility improvements by all modes;
- Enhancement measures on key corridors to improve accessibility and tackle congestion;
- Strategic Cycle Network;
- Technology, Innovation, Behavioural Change and Safety Improvements;
- Access to Stations.

### Funding Mix (p.a)

- £5m LAs (Cap)
- £5m LGF (Cap)
- LSTF Revenue Bid

## Pipeline of Indicative Transport Infrastructure Schemes

Access to Eastern Docks (West Quay Road & Station Quarter South) - Southampton

Estimated Cost: £35m

Capacity improvements to West Quay Road and key interchange improvements to this important transport gateway to increase accessibility and release land for regeneration in the city centre.

A27 Corridor Improvements

Estimated Cost: £15m-£20m

Junction improvements and network enhancements in the Fareham area to improve accessibility to the development areas, including the Solent Enterprise Zone.

Access to Western Docks, Southampton

Total Cost: £5.5m  
Funding Gap: £3.9m

Strategic capacity and maintenance improvements to access the Port of Southampton to support further growth.

Newport Traffic Improvements

Total Cost: £20.0m  
Funding Gap: £6.0m

Highway infrastructure improvements to improve traffic flow, reduce congestion and unlock potential housing and economic development sites.

Portsmouth Park & Ride

Est. Cost <£5m

Extension of Tipner Park & Ride to support future city centre development.

Access to Eastleigh Riverside / Southampton International Airport / Former Ford Site

Est. Cost: £50m-£80m

Access improvements from M27 Junction 5 to Eastleigh Riverside / Airport / Ford sites.

Marchwood Military Port Access

Est. Cost: Eunknown

Scheme to be developed following sale of the site.

Portsmouth City Centre Road Scheme

Est. cost £20m+  
Funding gap £6m

Reconfiguration of city centre road layout to improve network operation, support regeneration sites and provide pedestrianised area and bus interchange.

Southampton Eastern Access

Est. Total cost £35m+

Improvements from Windhover along Eastern Access Corridor to improve accessibility to Southampton city centre and Itchen Riverside regeneration areas.

Portsmouth BRT

Est. cost £10m - £20m

Improvements to bus infrastructure in Portsmouth to accommodate BRT services improving public transport accessibility.

Southampton City Centre Bus Interchange

Est. cost under £5m

Bus interchange improvements in city centre to accommodate additional travel demand from city centre regeneration.

- SMF PRESENTATION FOR TFSHIOW  
MEETING 27<sup>TH</sup> FEBRUARY 2014

# Agenda

- Background
- Methodology
- Timescales
- Outputs
- Linked themes insights and recommendations
- Current progress

# The request from Minister for Business

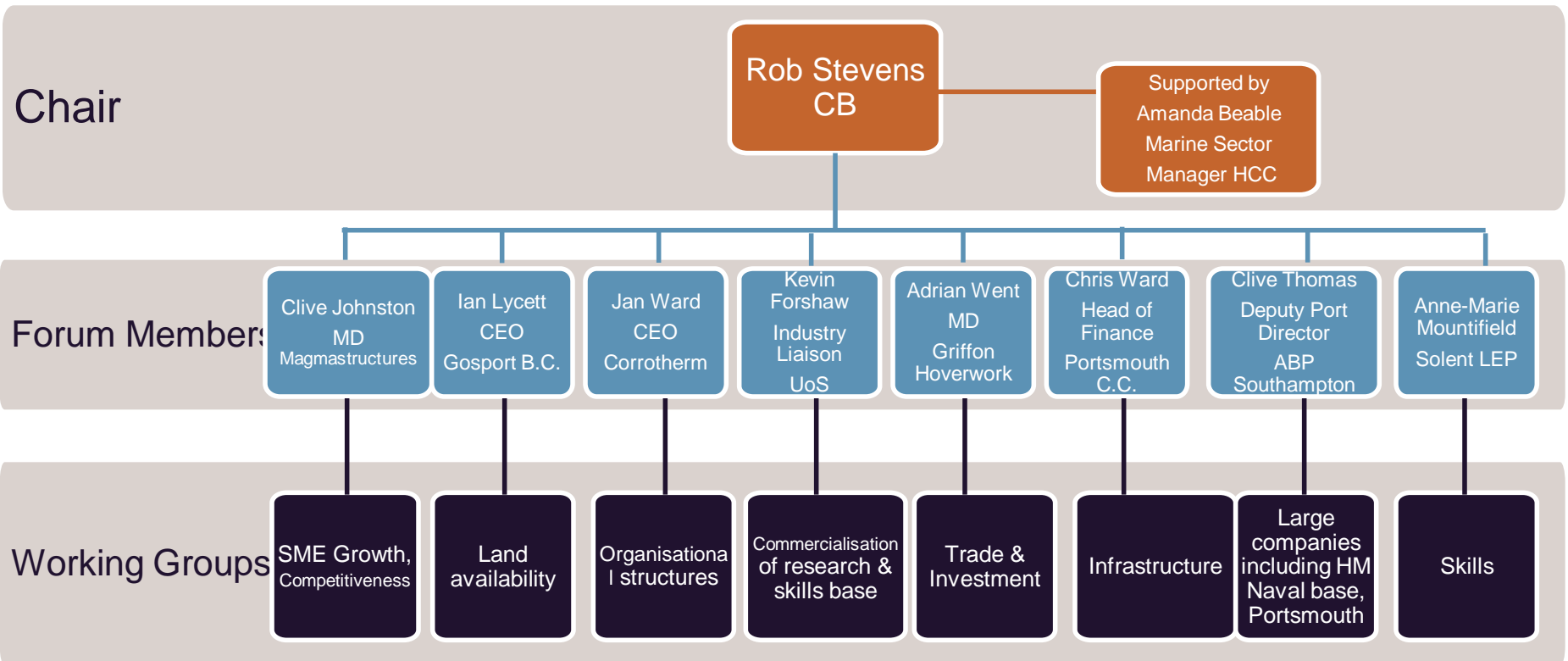
## Context

- The strong potential for jobs and economic growth in the marine & maritime sector in the Solent area, set against the announcement in November 2013 by BAe Systems that they will be closing their Portsmouth shipbuilding operation, with the loss of 940 jobs
- The area is incredibly rich in Maritime strengths – the deep water coastline, the proximity to the global highway between Shanghai and Rotterdam and the centres of marine technological excellence

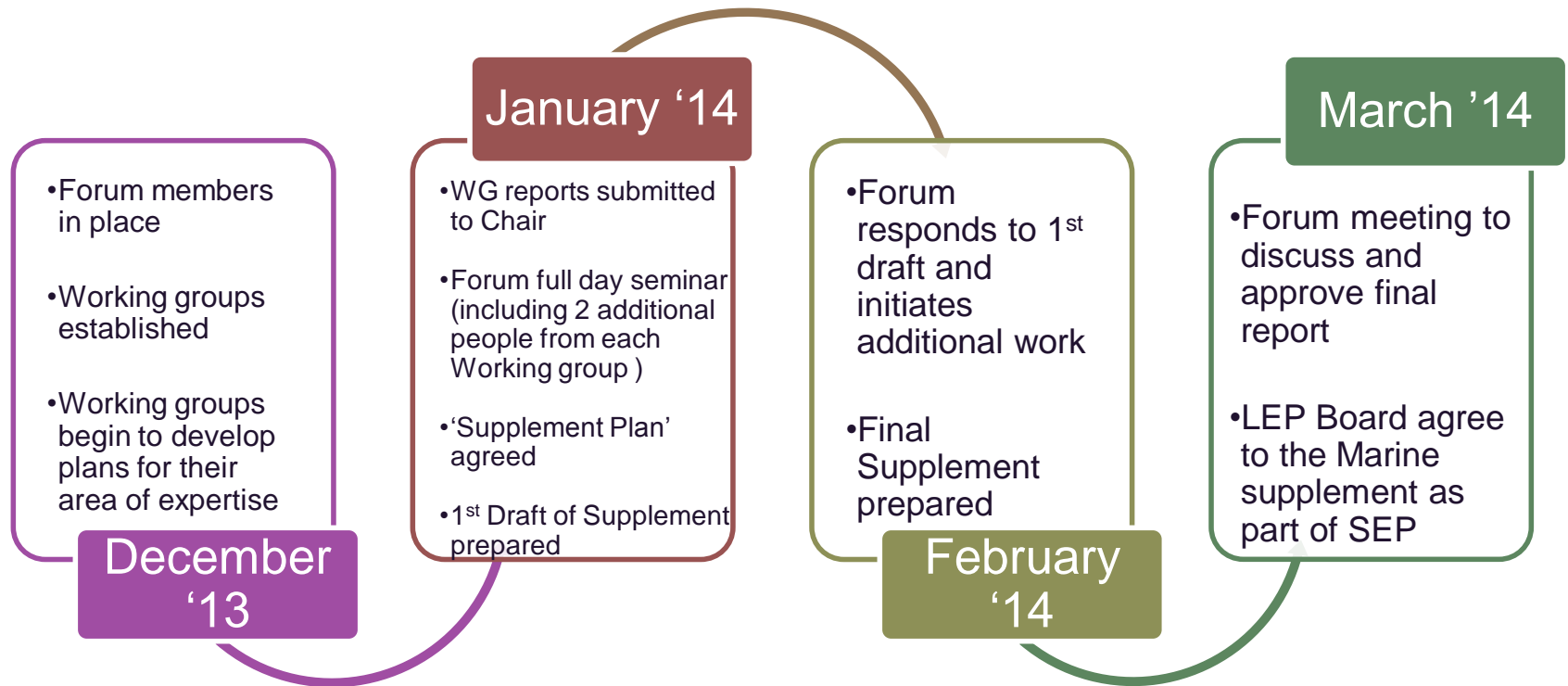
## Remit

- The Solent Maritime Forum will draw together expert input from industry, the public sector and academia in order to produce a maritime supplement to the Solent LEP Strategic Economic Plan. The supplement will:
- Set out clear steps to creating a climate for the marine sector in the Solent to grow, building on the core capability, skills, industry base and academic excellence
  - Influence the work of the locally led Taskforce
  - Provide a compelling case to Government for funding, freedoms and flexibilities

# The Chair, Forum Members and Working Groups



# Timescales



# Output

## The Marine & Maritime Report

**A unified Marine and Maritime plan for sustainable growth in the whole Solent region delivered as an annex to the Strategic Economic Plan for the Solent LEP**

Report will identify the **Solent inherent strengths and opportunities** in sectors of global growth:

- Globally renowned technology & regulatory organisations
- Geographically advantaged and accessible ports
- Cruise industry
- Offshore renewables and support craft
- Marine leisure boat and equipment manufacture
- Defence equipment – for non sensitive exports

# Output (continued)

The report will also **identify constraints and opportunities** and **propose** short term and transformational **remedies** with delivery authority, partners, funding routes, time lines and job creation numbers

The key themes emerging are:

- The Marine industry is the largest sector in the region (20% GVA & 40k jobs) and needs a unified leadership (LEP) and a voice in infrastructure planning
- Ports and associated logistics are nearing capacity and need land and investment to grow.
- Globally renowned technology & regulatory organisations need to work more closely together and further improve access and support to SMEs in the region using opportunity of a satellite of National Composite Centre
- Infrastructure improvements are needed to support flow of people and goods within the area to improve productivity and competitiveness
- Waterside industrial properties need to be protected for Marine industrial development
- An early decision is required on the ownership and use of the BAE shipbuilding facility and route to market
- Skills should have element of local industry demand embedded in curriculum

# Themes, Insights and Recommendations

Eight themes that cross the Solent region, with Leadership at the centre



# Maritime Services (Port growth)

## Insight

- World class ports in superior location...but they are near capacity
- There is a global move to Port - centric logistics

## Developing recommendation

- Marchwood sale/lease or co-locations
- Port logistics centres needed (Ford, Dunsbury hill farm, Adanac Park)
- Portsmouth new quay investment
- Associated road & rail improvements

# Waterside Sites (Ship and Boatbuilding)

## Insight

- Marine employment waterside sites are vital to the region's economic advancement – however they are being lost to residential development

## Developing recommendation

- A regional planning policy to ensure waterside sites are developed in line with the regional marine plan
- Early decision required on ownership, use and 'route to market' for BAe Systems' Shiphall in Portsmouth Naval Base

# Technology Hubs

## Insight

- We have world-leading strength in marine & maritime research, and regulation including marine-use composites
- Our facilities strengthened through the creation of the SMMI but gaps still exist
- Through collaboration companies and universities can commercialise research and grow our product capabilities
- Unique co-location of companies, research organisations and regulators

## Developing recommendation

- A Marine-biased Composites centre (satellite to the NCC) provided sufficient demand
- Strengthen marine research facilities at the UoP
- Support greater access to specialist research facilities at SMMI, NOC, QinetiQ Haslar, and UoP
- Develop SME research club

# Infrastructure

## Insight

- Current capital planning systems for strategic networks (highways agency and network rail) are developed in isolation structured around current demand not potential demand
- Infrastructure for Portsmouth to Southampton connectivity is inadequate
- There are specific pinch points that reduce the flow of traffic both into and out of the region
- To maximise the Solent region's capabilities we need to ensure there is greater road/rail connectivity both within the region and to other economic regions
- Broadband capability needs improved

## Developing recommendation

- \* Integrate LEP into strategic transport network capital spend decision making processes
- Create improved intra-connectivity through ...
- Pool 1 (Non confirmed - all in SEP)**
- Portsmouth – Southampton rail link (2019 - 24)
- Stubbington by-pass (2017 -18)
- M3 Junction 9 (2015 – 20)
- Managed motorways (2015 -20)
- Cross Solent interchanges (Red Funnel) (2016 - 17)
- Pool 2 (Specific Marine sector requirements)**
- Access to Marchwood port (available Dec 2014 – earliest road improvements 2017 – 2018)
- Access to Southampton port - Eastern docks (2017)
- Access to Southampton port - Western docks (2015 – 2016)
- Royal Pier Southampton (2016-17)
- Itchen riverside (2016-17)
- Logistics sites (complex ownership – strategic study)
- Create super fast Broadband

# Marine and Maritime Skills

## Insight

Careers advice limited and not supported by industry

Aging workforce replacement demand outstrips supply

Curriculum too rigid doesn't take local industry or strategic requirements into account

Talent retention process effective

## Developing recommendation

- Companies should offer encouragement for marine careers

- More autonomy over curriculum to take local requirements into account

- Marine based labour market information needed to predict and meet future skills demand

- Requirement for greater employer involvement

# Exports and Inward investment

## Insight

- Solent has all ingredients for global recognition as marine & maritime centre of excellence
- Our businesses are known for producing innovative, high quality and reliable products
- Promotion of the Marine excellence brand for the area and companies and export initiatives are disparate and under resourced.
- There are no unified measures or incentives to bring in potential overseas customers or investors
- Inward investment to the Solent is one of the lowest in the UK

## Developing recommendation

- Establish Marine as a separate Sector within UKTI
- Identify and properly resource an organisation to propose and implement a regional marketing plan (including inward missions) - accountable to the LEP
- Make better use of the UKTI/BCC export support initiative to help SME exports
- Offer financial incentives to companies open up new export markets-

# Marine Enterprise Hubs

## Insight

- This was key to the success of the Cambridge LEP with their Bio- science and IT park
- Daedalus with CEMAST centre FE college first step

## Developing recommendation

- Need to build capabilities at Daedalus
- Replicate model Portsmouth / Southampton / Isle of Wight

A Marine Enterprise Hub is a collection of marine prime and supply chain companies working together to improve productivity. It should have financial incentives to move into the area and a formal working relationship with the local FE colleges and research centres. Integral financial advice support, business mentoring and export advice would be an advantage

# Leadership

## Insight

- Marine strongest sector (20% GVA and 40k jobs) in the region
- Current system of 12 councils does not have natural marine leadership capability.
- There are 90+ business support organisations in the region
- The LEP (8 business and 5 council reps) has recently established a Marine and Maritime WG accountable to the LEP

## Developing recommendation

- LEP create and manage binding Solent Marine and Maritime strategic plan
- Augment the LEP M&M WG with local Marine companies representatives
- LEP monitor use of waterside properties to ensure marine industry availability
- LEP should be part of the strategic transport capital spend decision process
- Alliance of business support organisations formed to support the LEP

# Progress summary

- Working Groups established and 57 proposals produced
- Seminar with 35 key influencers and experts graded and prioritised opportunities
- Widespread support for the concept of a binding Solent LEP Marine and Maritime strategic plan
- Group identified need for more marine influence over transport capital infrastructure plans
- Plan has potential to unlock difficult planning issues around waterside industrial properties
- Skills should have element of local industry demand embedded in curriculum
- Strong support for Composite Centre in area – Southampton university agreed to lead and fund the centre provided government assistance available.

# Progress continued

- Insufficient proposals from Portsmouth because of indecision on use of shipbuilding facility
- Insufficient proposals from I o W meeting with companies last to seek additional initiatives.
- Some proposals need more work to establish practicality and financial credibility
- MOD responsiveness to commercial proposals poor and inflexible (Marchwood, Tipner, Portsmouth Shiphall)
- Transport capital planning systems for strategic networks (highways agency and network rail) are developed in isolation and rail plans are structured around current demand not potential demand
- Report writing underway and being integrated with strategic growth plan

Thank you