

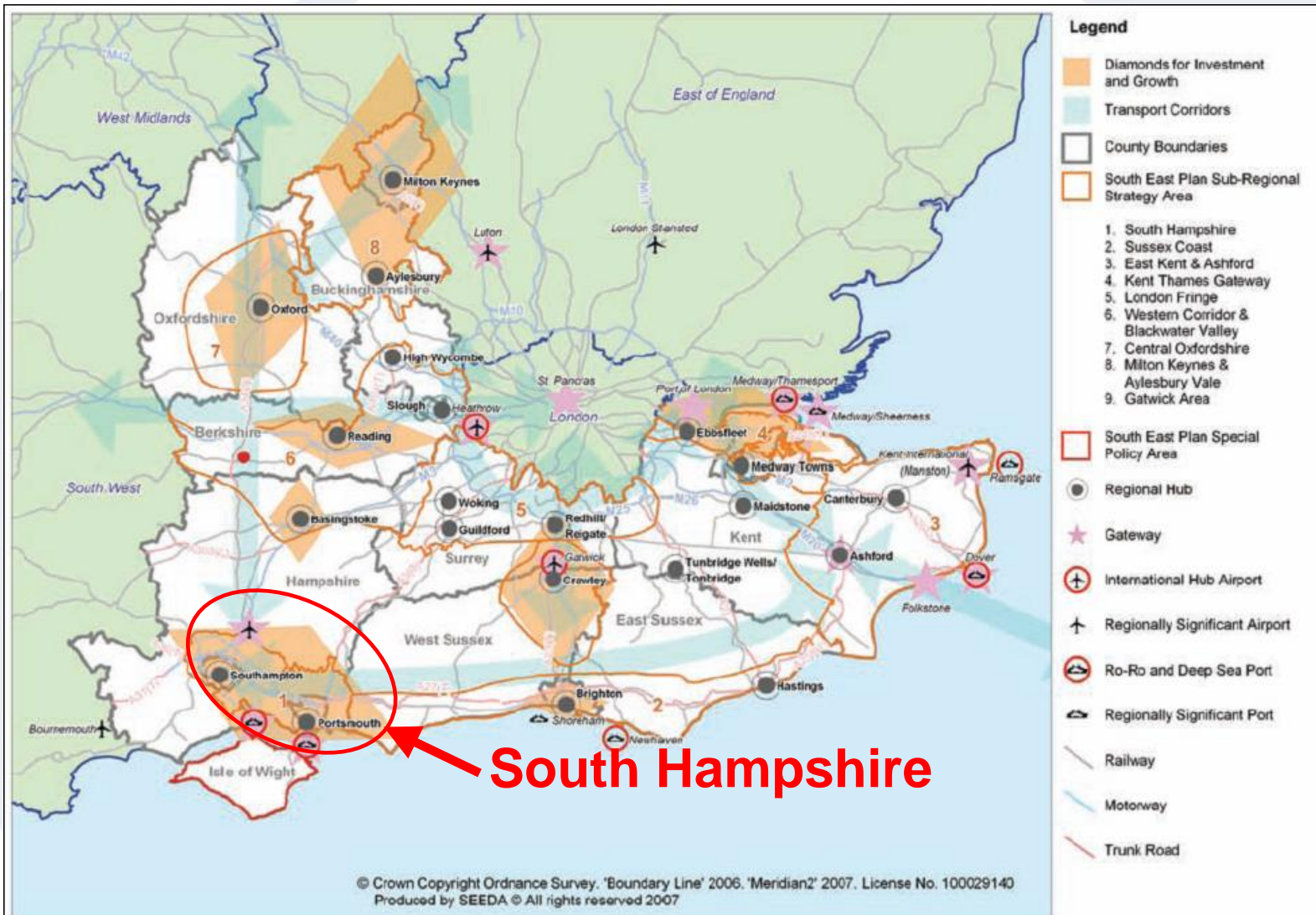
Cross-boundary partnership working: the experience of PUSH

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Chief Executives, Southampton
City & Eastleigh**

Together shaping the future of South Hampshire



South East England



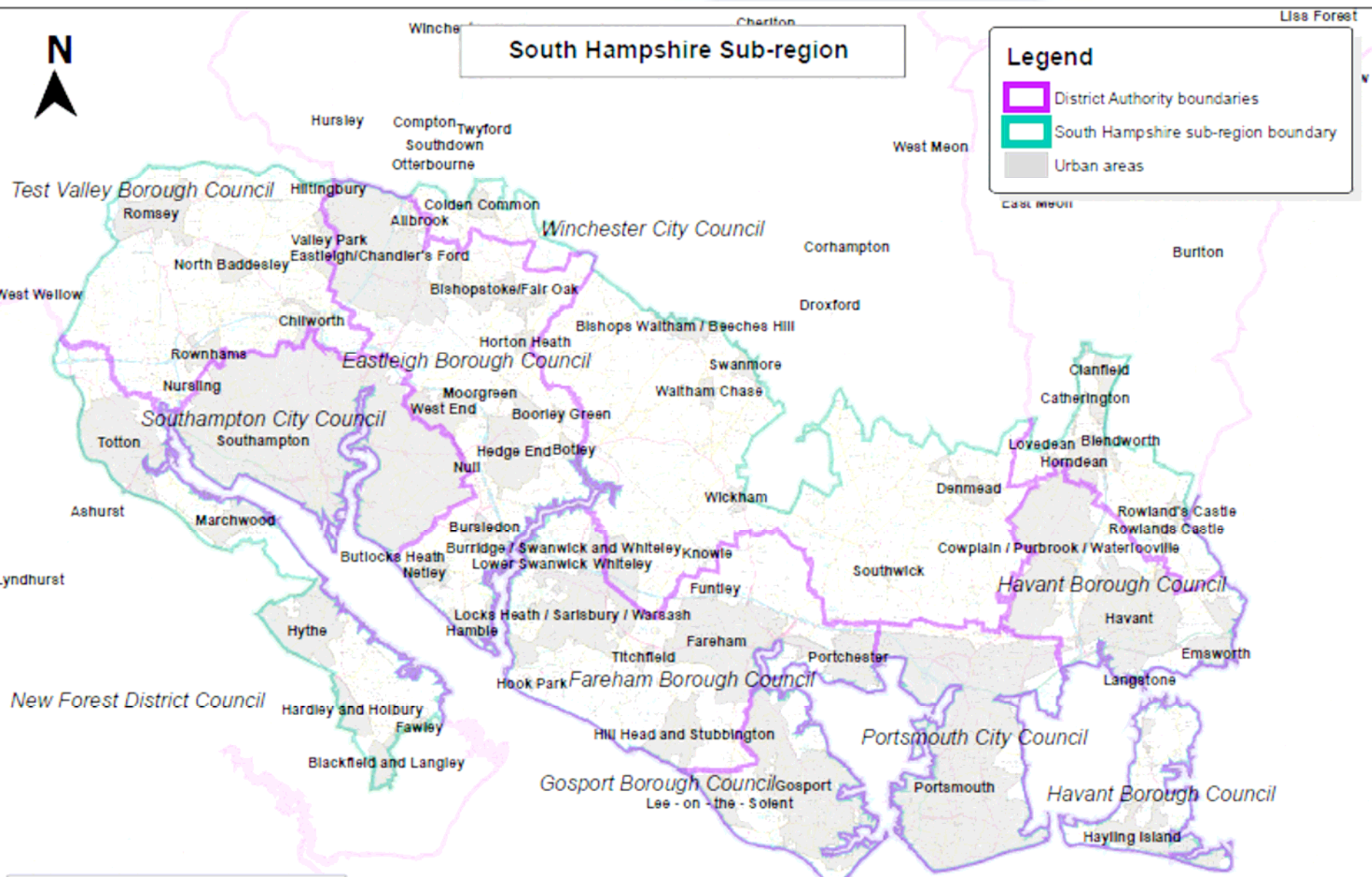
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South Hampshire Sub-region



Legend

- District Authority boundaries
- South Hampshire sub-region boundary
- Urban areas



HCC Spatial strategy Group, TP, May 07

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Scale 1:180,000



South Hampshire - Introduction

- Population ca 1 million – largest urbanised area in Southern England outside London
- Clearly defined sub-region in SE Plan, endorsed by EiP Panel
- Economic assets: include advanced manufacturing, marine, bio-sciences, aviation, business services, logistics
- Portsmouth Naval Base, Port of Southampton
- 3 universities + other excellent HFEI
- Environmental assets: the Solent, SSSIs, SPAs, Ramsar Sites, bordered by New Forest NP and proposed South Downs NP
- Two vibrant cities, cultural, heritage, retail offer

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PUSH's Vision

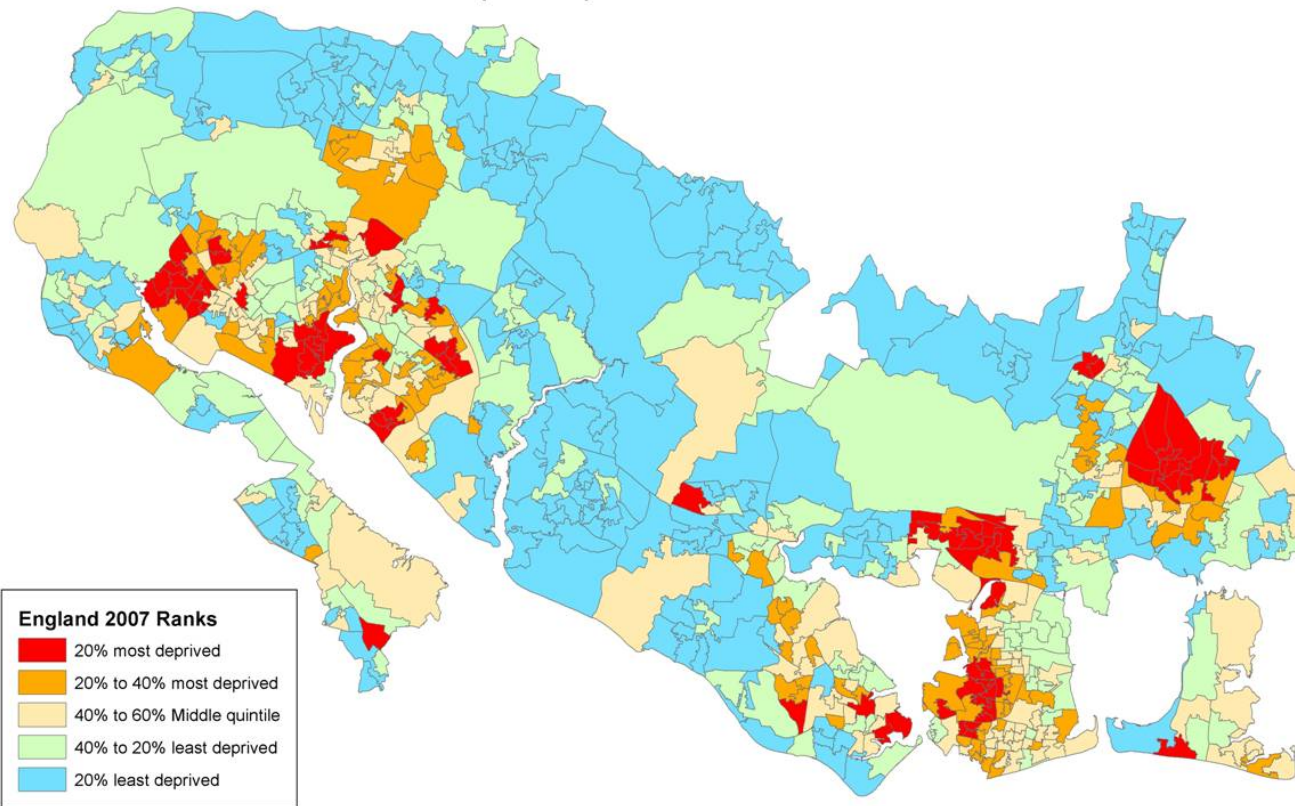
Delivering sustainable, economic-led growth and regeneration to create a more prosperous, attractive and sustainable South Hampshire, offering a better quality of life for all who live, work and spend their leisure time here.

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Deprivation in South Hampshire

2007 English Index of Multiple Deprivation
Lower Super Output Area Rank Score for PUSH area



Note: LSOA areas straddling the PUSH boundary are only partially shown.
Produced by Gareth Henry, Hampshire County Council. Source DCLG IMD 2007

- 83 local 'Super Output Areas' in 20% most deprived
- Clusters in the two cities, Gosport & Havant

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South Hampshire - challenges

- Economy performing less well than rest of SE
 - GVA (2.8% vs 3.1%)
 - Skills of working population (NVQ 4 25% vs 30%)
- Historic lack of investment in infrastructure – transport and non-transport
- Shortage of Affordable Housing
- Significant areas of multiple deprivation - particularly in Southampton, Portsmouth, Havant & Gosport
- Environmental assets are also constraints – flood risk, waste water discharges

Headline objectives by 2026

- **A more successful economy**
 - 3.5% GVA pa (from <2.8% now)
 - 85% economically active, 45% level 4 qualification (working age population)
 - 59,000 net new jobs, especially knowledge-based
- **Sustainable regeneration: “Cities and towns first” approach**
 - 2 million square metres of employment space
 - 80,000 new homes, 28,500 affordable
- Ensure **infrastructure** investment is in place – managed, conditional growth
- Protect **quality** of life and ensure quality of design
- Tackle **climate change** – adaptation and mitigation
- **Reduce inequalities** - close the gap

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What PUSH does

Sub-regional collaboration on economy, housing, planning, transport, environment, social inclusion, infrastructure, place making

↳ Develop sub-regional strategy

↳ Translate into Business Plan (& MAA)

↳ Support delivery

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Delivering economic growth

- **Economic Development Strategy focusing on transformational actions to ‘close the gap’:**
 - Raising skills & participation in the labour market
 - Promoting enterprise, innovation & effective business support
 - Strengthened inward investment & business retention
 - Providing the sites & premises businesses need to grow
- **Cross-cutting issues:**
 - Supporting key sectors & clusters
 - Engaging the business community
 - Improving coordination of public sector activity (Learning & Skills Council, Job Centre Plus, Business Link, SEEDA, Local Authorities)
 - Sustainability
 - Ensuring capacity to deliver
 - Equalities & targeting

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Delivering sustainable communities

- Sustainable communities, not housing estates
- Balanced housing market, mixed communities
- Highest quality standards: environmental sustainability, design, accessibility
- Water efficiency measures and renewable / low carbon energy
- Common principles – affordable housing, sustainability, design codes
- Cultural vibrancy, good quality and accessible services and facilities

PUSH Structure & Governance

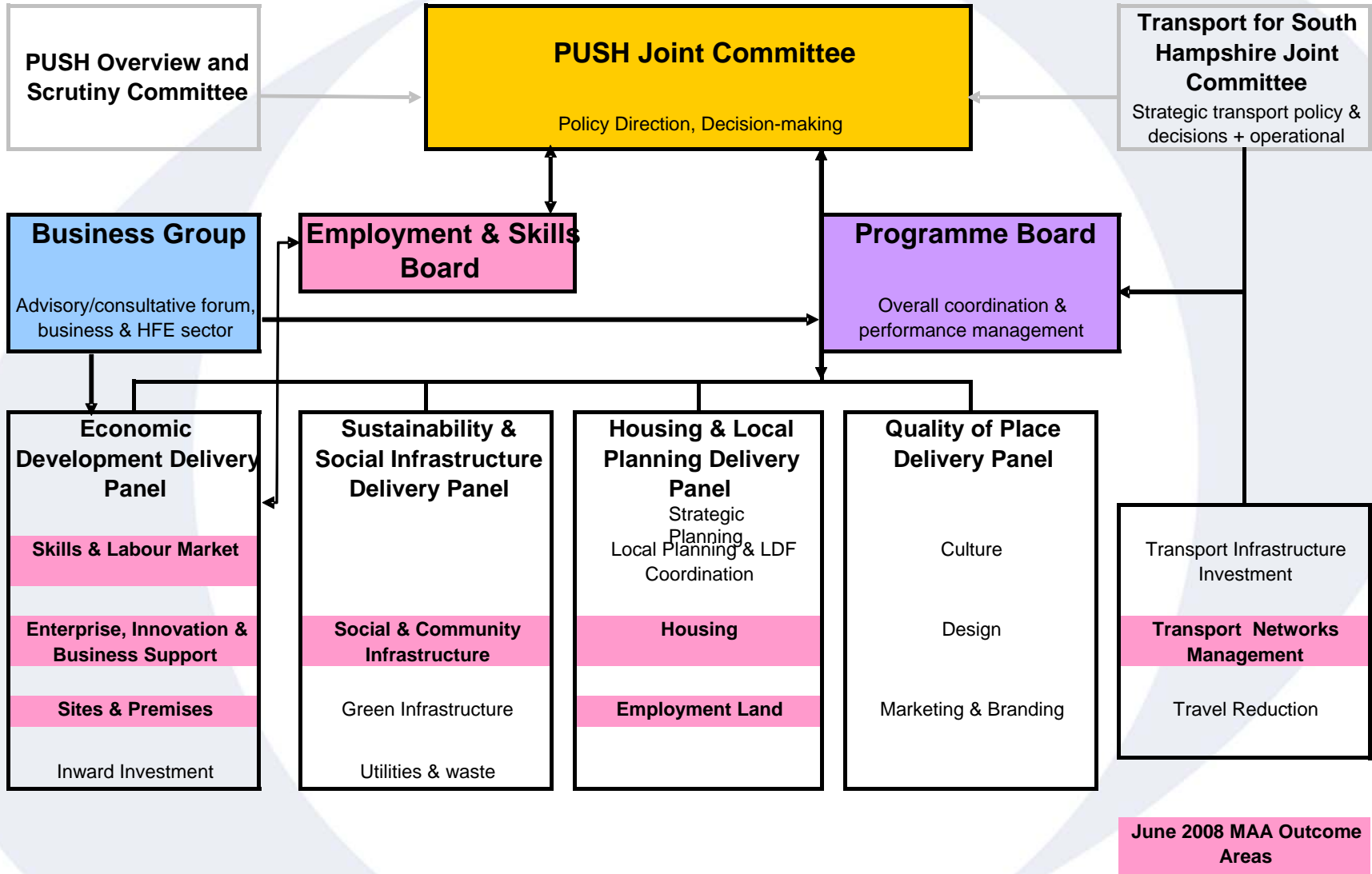
- Current:
 - Joint Committee of local authority Leaders (Chaired by Leader Fareham BC)
 - Separate *Transport for South Hampshire* Joint Committee involving Hampshire, Portsmouth & Southampton as highways authorities
 - Officer theme groups overseen by Member Panels
- Future:
 - Shift from planning to delivery focus
 - New Programme Board and Business Group bringing in other agencies, business and HFE sector
 - Delivery Panels to drive activity in Business Plan

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Figure 3

PUSH PROPOSED GOVERNANCE ARRANGEMENTS JUNE INCLUDING SOUTH HAMPSHIRE AGREEMENT (MAA)



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PUSH Strategic Plans

- Common adopted policies:
 - Business Plan (approved by Joint Committee in March 2008)
 - MAA (June 2008)
 - Programme of Development (Sept 2008)
 - Economic Development Strategy (Sept 2008)
 - Sub-Regional Housing Strategy
 - Common Sustainability Policy Framework (March 2008)
 - Common Affordable Housing Policy Framework (Jan 2008)
- (Each supported by commissioned research)

PUSH – MAA – Main Elements

- Collaboration in delivery of Push Objectives *
- Employment & Skills *
- Innovation
- Delivering land for economic development & regeneration
- Increased effectiveness of business support *
- Sustainable highways interventions *
- Non Transport Infrastructure *
- Delivering housing to support economic growth *

- * = supported by Enabling Measure

PUSH Partnership Progress

- Clear shared vision as the basis for strategic public interventions
- Democratically accountable
- Opportunities for partners to work in new ways across an economic area that makes sense
- Thematic approach bound together by Programme Board – cross-cutting issues
- Engagement of other agencies, businesses and sectors
- Inclusive structure focussed on delivery

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PUSH Partnership basis

- Criteria for partnership working
 1. Common understanding of needs and ability to meet those needs
 2. Understanding organisational limits - this is built into working arrangements
 3. Partnership working at a personal level – strong personal relationships which reflect a degree of trust
 4. The partnership needs to make sense and be logical