

Seminar three: Critical infrastructure, critical capacities

The analysis here draws on documents published by the LEPs and top-tier local authorities. It looks at the economic opportunities and challenges facing the study area, and for both explicit evidence of shared and joint working and of implied shared priorities and perspectives.

1.1 Executive summary

The key observations arising from this study are:

Neither the LEPs nor the top-tier authorities make any consistent attempt to promote a regional strategy for all or part of our area of study. The lack of a coherent, shared strategy means they fail to present a strong, distinctive regional identity. That in turn may be hampering the ability of all these bodies to attract funding and investment to the area.

The lack of an obvious regional perspective from LEPs and local authority strategies masks key synergies that might underlie a broader regional approach. This study suggests that the published strategies have the potential to form a coherent regional strategy for at least part of the study area.

In this seminar we will examine the potential for projecting a stronger regional message on:

- A recognition of the region's 'gateway' role through airports and ports

The study area has a strong potential regional message about its gateway role and access to key airports and ports.

- A shared interest in critical infrastructure beyond the boundaries of individual organisations

The LEPs in our study area have a coherent overview of their own and strategic transport priorities, underpinned by a strong body of evidence. They would be given greater weight if LEPs endorsed shared priorities.

There is a significant ambition to become a leading exponent of 5G technology that could be extended throughout the region.

- A common interest in key critical capacities, including higher education and energy supply

Higher education is identified as a critical asset across the region. There is potential to develop coordinated regional messages around sustainability and renewable energy.

- Can we identify a region?

There is no single self-contained region with clearly defined boundaries. There are clearly three major centres of economic activity: east Dorset, southern Hampshire and north-east Hampshire/Surrey. These could be seen as a single economic region, three separate but linked regions, or a coastal region

and a north-east Hampshire-Surrey region. An alternative approach that placed more emphasis on public recognition than economic activity would focus on local authority boundaries.

The paper makes an initial analysis of the strengths and weaknesses of different ways of defining a region.

No single 'region' performs better than others on all our criteria. However, if the lack of a regional approach leaves the area without a distinctive and authoritative voice with which to speak to government it will be important to seek consensus on the most effective regional approach.

2.1 A gateway region?

Our study area contains ports at Poole, Southampton and Portsmouth, airports in Bournemouth, Southampton and Farnborough, and is close to Heathrow. Both Solent and EM3 stress the importance of the area's access to key global gateways:

'The port of Southampton provides a strategic hub and gateway to global markets for enterprises across southern and central England...the second largest and most efficient container port in the UK and the nation's busiest cruise port. Southampton port plays a critical role in enabling export-led growth in the UK...The two ports [Portsmouth and Southampton], alongside Southampton International Airport, are our three International Gateways, and represent significant economic assets and ensure that the Solent is globally connected.' **Solent LEP**

'Enterprise M3 sits at the heart of a transportation hub connecting UK business to the rest of the world. It is close to Heathrow, Gatwick and Southampton airports and its own Farnborough Airport is one of Europe's premier business aviation airports. The ports of Southampton and Portsmouth are linked via extensive road and rail connections...' **EM3 LEP**

Dorset has acknowledged transport problems, but the Dorset LEP has identified *'Dorset's position at the centre of the dynamic economies of southern Britain and its connectivity with...neighbours in Hampshire, along the M3 corridor... [and to London],'* along with the west of England and the M4/M5 corridors. With this geography, and with the port of Poole and Bournemouth airport, Dorset also has a potentially strong message as both part of a gateway region: *'The transport connections to and around Dorset make the county an excellent gateway to the rest of the UK, Europe and beyond.'* **(Dorset LEP)**

2.1.1 Analysis

The study area has a strong potential regional message about its gateway role and access to key airports and ports.

3.1 Transport

All three LEPs prioritise investment in improved transport, and with broadly similar approaches:

- Investment in key road and rail routes
- Solutions to local congestion/access problems that obstruct economic growth
- Increased utilisation of new low carbon and digital technologies
- Improved public transport

3.1.1 Strategic transport priorities

EM3 supports Heathrow expansion, improvements to the South Western rail corridor, and tackling congestion in north-east Hampshire/Surrey.

Solent highlights movement within urban south Hampshire, and improved access to the ports, airport and the strategic routes to the Midlands and London.

Dorset prioritises movement within the east Dorset conurbation and links to Hampshire, London, and towards the West of England.

The individual strategies can now be read in conjunction with **Transport for the South East Economic Connectivity Review**. This study identifies key transport corridors for the South East. In our part of the region, these mirror LEPs' strategic priorities and so would underpin their more local priorities. (The study only covers transport links to the east of BCP, so cannot reflect Dorset's priorities, which will be covered by an equivalent study for the West of England.)

Corridor	Rank (of 20)
A27-M27/West Coastway line	3
M3/South Western Mainline	4
A34/CrossCountry Manchester-Bournemouth	6
A3/Portsmouth Direct Line	8
A33/CrossCountry Manchester-Bournemouth	10



A complementary analysis has been undertaken by the Dorset, Wiltshire and Bath and North East Somerset Councils for routes from BCP and Southampton towards the Bristol Conurbation and the western M4 corridor. This will feed into the South West equivalent of the South East study.

'There is a lack of suitable north-south connections in the strategic network covering large parts of southern England; formed by a 'box' bounded by the M5 to the west, A34 to the east, M4 to the north, and the A31, A35 and Dorset coast to the south.'

Within this area, north-south connections are made either by the A36/A46 through Bath, or the A350 and A338 primary routes.

These routes experience considerable congestion and road safety problems, and their increasing unreliability is significantly constraining development and business growth across the region, including plans to grow the Port of Poole and Portland Port.' (South of England: north-south connectivity)



Many of the key corridors (for example A31-M27-M3/South Western mainline) benefit all our LEPs. Improved connectivity within LEP areas (for example, urban south Hampshire and BCP) would benefit businesses and employees in the neighbouring area.

However, there is relatively little cross-referencing of regional priorities in the different LEP strategies, and little attempt to integrate the aspirations of Dorset (and of east Dorset in particular) with those of the Solent/Enterprise M3/Hampshire areas.

It is also striking how few references there are to the study area in the National Infrastructure Delivery Plan 2016-21: Bournemouth's 5G pilot, Heathrow infrastructure and support for a regional route to Southampton Airport are among the few. While the region is clearly receiving investment (e.g. the current M27 'smart motorway' programme), there is little sense that the region is identified as a national economic priority.

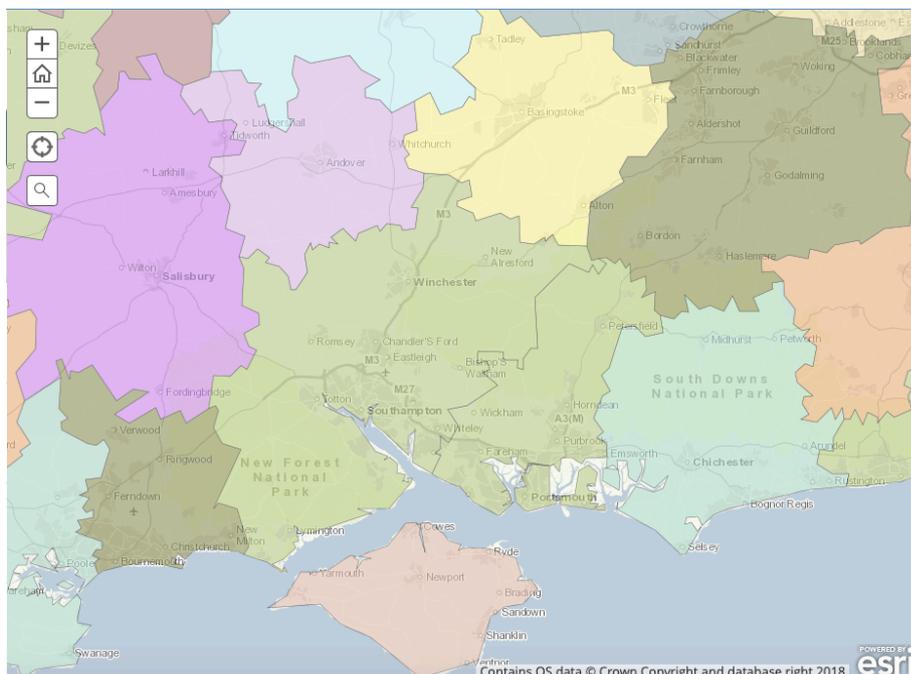
The Partnership for Urban South Hampshire (PUSH), which brings together 11 upper- and lower-tier councils, has carried out some analysis of the sub-region's priorities for strategic transport infrastructure. Their Spatial Position Statement (published in 2016) shares the more recent focus of LEPs on the importance of the sub-region's ports and airports, and identifies the same priorities for investment in highways infrastructure as do the LEPs (the PUSH sub-region covers most of the Solent LEP and the southern edge of EM3, but does not include Dorset).

PUSH's Position Statement focuses on modal shift and the wider economic and housing growth the sub-region seeks:

'The aim is to encourage a modal shift to more sustainable transport. Councils should investigate the opportunities to do this through the Local plan process and joint working.'

'PUSH, Solent Transport and the local authorities will work together to deliver highways improvements to support new development, particularly through targeted improvement to address key capacity pinch points on the road network.'

3.1.2. Local/sub-regional priorities



Within the LEP/local authority areas, there are also locally strategic schemes, such as the Solent LEP assessment of priorities in 2016:

	PROMOTING DUAL CITY LINKAGES	FACILITATING CLUSTERING OF EMPLOYMENT	PROMOTING SUSTAINABLE DEVELOPMENT NODES	INTEGRATING THE TRANSPORT NETWORK	IMPROVING STRATEGIC CONNECTIONS	PROVIDING TRANSIT ORIENTATED DEVELOPMENT (TOD)
Strategic Highway Package (inc. Ports surface access, local and strategic roads)		✓✓			✓✓	
Strategic Railway Package	✓	✓	✓✓	✓✓	✓✓✓	✓✓
Solent Transit (inc. Rail and Bus Rapid Transit and Fast Ferry Service)	✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓
Airport Surface Access (inter-city rail and airport access)	✓	✓✓		✓✓	✓✓	

This was subsequently reflected in the **Solent Strategic Transport Investment Plan**:

‘Transform east/west connectivity through the delivery of Solent Metro - an integrated multi-modal public transport network connecting our two cities and larger towns. In the delivery of Solent Metro is Phase 1, between Southampton and Eastleigh Town Centre, via Town Quay and Southampton Airport - transforming access to Southampton through fast and reliable public transport. Alongside this, opportunities to further develop the Bus Rapid Transit (BRT) through delivery of further phases of BRT remain a priority.’

3.1.3 Funding

Capital infrastructure funding comes from a number of sources, including Highways England, Homes England, regional investment funding such as Transforming Cities, and the Department of Transport, with varied requirements for private sector and matching public sector contributions.

It may be delivered through LEPs, local authorities, directly by government agencies, through private sector franchisees, or combinations of these.

Much of the funding obtained by locally-based agencies has been an outcome of competitive bidding processes:

‘Much of the funding for these improvements has been secured through competitive bidding, and the County Council’s expertise and successful preparation has directed national investment to Hampshire.’ **CLlr Rob Humby, Hampshire County Council**

Portsmouth, Southampton and Bournemouth all successfully competed to be in the ten cities shortlisted to receive ‘Transforming Cities’ funding. If ultimately successful, Southampton will:

‘...focus on three key corridors into the city from the surrounding area:

Western - A33 Waterside and Totton to Southampton, 58,000 vehicles/day & 12 buses/hr

Northern - A33-A335 Eastleigh and Chandlers Ford to Southampton; 66,000 vehicles/day & 24 buses/hr

Eastern - A334-A3024 Hedge End to Southampton; 33,000 vehicles/day & 25 buses/hr

This would include transforming public transport connections and interchange between various modes, in continuing to deliver the Southampton Cycle Network, making the city centre a better place to live, and using smart infrastructure to make people's journeys to work more reliable.'

Bournemouth will deliver:

Sustainable/Digital Transport Corridors; *providing attractive, high-speed, direct bus connectivity with greater priority to outlying areas, and fibre optic cabling to enable Intelligent Transport Systems and Smart City technology;*

Cycle Highway Corridors; *providing direct, safe and continuous cycle routes;*

Transport Hub Improvements; *enabling easier transfer between transport modes;*

Technology; *real-time traffic management co-ordination including a comprehensive travel app and electric bus infrastructure.*

Portsmouth's initial bid was for a mass transit scheme within the Portsmouth City region

Although the Portsmouth and Southampton bids were supported by the PUSH-backed Solent Transport, the overall process leaves cities in our study area competing for funding, with the possibility that only some will be ultimately successful. It should be noted that city-regions with combined authorities received this funding automatically.

3.1.4 Analysis

The LEPs and local authorities in our study area have a coherent overview of their own and strategic transport priorities, underpinned by a strong body of evidence. They would be given greater weight if LEPs endorsed shared priorities. For example, Enterprise M3's support for Heathrow could be mirrored in the other LEP strategies, as could Solent's priority of links to the port of Southampton.

There is a need to draw out clearer links between Dorset's priorities and those of the rest of the study area.

Much of the available funding is subject to competitive bidding. Stronger collaboration between bidders might increase the overall resources won by the region.

3.2 Digital connectivity

Since the publication of the initial LEP strategies it appears that significant progress has been made on the delivery of ultrafast broadband and 4G coverage. Both do remain an issue in some rural communities.

Both Dorset and EM3 have plans to be early leaders in the development of 5G technology, utilising the world-leading position of the University of Surrey.

Dorset aims to *'...establish a 5G testbed environment in our city by the sea that could be further rolled out to other major centres and industrial areas in Poole, Christchurch and wider Dorset. Economic advantage can be gained from the early deployment of 5G technology. It will open up considerable new opportunities for Dorset's digital SMEs and enable our existing advanced manufacturing sectors and new businesses to exploit the opportunity in the new marketplace to lead on the manufacture of 5G and digitally enabled machines'.*

5G strategy and planning tool –The government will also support development of a network planning tool, to be trialled in **Bournemouth**'. **National Infrastructure Delivery Plan**

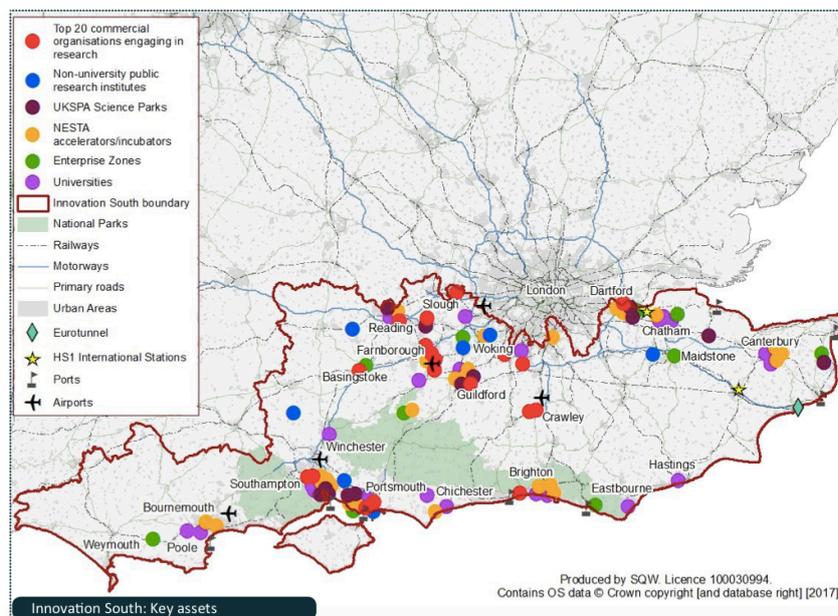
Enterprise M3 aims to be 'A trail blazer in the adoption and commercial exploitation of 5G technology' and to 'become Europe's first 5G Region – a leader in wide access to 5G technology by building a world class digital infrastructure linked to our 5G test beds.'

5G is not mentioned explicitly in Solent's strategy. There is, however, a heavy emphasis on the digital capabilities of business and higher education in the area and its ambitions on 5G need to be explored further.

3.2.1 Analysis

There is a significant ambition to become a leading exponent of 5G technology that could be extended throughout the region.

4.1 Skills and Higher Education



4.1.1. Skills

All three LEPs have prioritised local skills strategies from their formation. All have been successful in bidding for funding for capital investment in local education and training centres. For example:

'Two world class skills centres, delivering more apprenticeships in STEM and Advanced Manufacturing on the Isle of Wight and in Eastleigh'. **Solent LEP**

'£17 million to support six leading-edge skills centres across the Enterprise M3 area, in partnership with Brooklands College, Farnborough College of Technology, Whitehill & Bordon, Brockenhurst College and Sparsholt and Andover College'. **Enterprise M3 LEP**

The three LEPs share similar priorities, broadly:

- Higher levels of skills

- Apprenticeships
- STEM
- Young people with low levels of qualification

The development of local skills strategies has taken place against a background of reductions in funding for further education, a government-led review and reorganisation of further education colleges, and the introduction of the Apprenticeship Levy. The Levy marked a sharp shift towards apprenticeships as the primary route for vocational training but, initially at least, has not delivered the planned apprenticeship numbers. Recent work by the Southern Policy Centre showed how few 16-17 year olds were in apprenticeships in Southampton (7.2%), Portsmouth (6.7%) and Hampshire (8.6%).

These changes have largely been outside the control of local authorities and LEPs; it is not surprising that greater control over skills funding features in all the devolution proposals made by local authorities within our study area.

Despite their limited powers, LEPs and local authorities across the study areas have shown the ability to form partnerships to develop innovative approaches to skills delivery. For example:

Young people

'The Solent Apprenticeship Hub – an ESF-funded partnership supported by Southampton City Council, Portsmouth City Council, Hampshire County Council, Isle of Wight Council, Solent Local Enterprise Partnership, Portsmouth University, Solent University.....the essential resource for employers wishing to find out how apprenticeships can benefit their organisation and where to find advice and guidance'. Solent LEP and partners

'Supporting Young People (aged 15-24) furthest from the labour market. A single grant of about £2.8m covering the whole LEP area to engage with at least 700 young people. Stated priority groups, although not exclusive, are: young carers, those with mental health/health issues and those in rural areas.

'Supporting disadvantaged groups facing barriers to work and inclusion. Locally-set priorities are working with those with poor physical and mental health, people in rural areas and long term unemployed'. Dorset LEP with European, central government and Big Lottery funding

Site-based skills provision

'The Skills Escalator, part of the Bournemouth International Growth (BIG) Programme, has been established to help cater for the current and future skills needs of a range of key employment sectors based at Bournemouth Airport and the surrounding area.' Dorset LEP

Building the future has begun at Whitehill and Bordon's brand new Future Skills Centre providing its comprehensive range of vocational training courses in the construction sector, including apprenticeships. Enterprise M3 LEP with support from Homes and Communities Agency, Local Growth Fund and Hampshire County Council

Meeting future skills needs

The Innovation South Virtual Campus (ISVC) concept brings together universities, further education colleges and businesses to deliver training in an innovative accessible way. The ISVC aims to meet

the need for specialist digital skills identified in the Government-sponsored Innovation South Science & Innovation Audit (SIA).

The Innovation South Virtual Campus Steering Group, includes **Enterprise M3**, Brooklands College, Royal Holloway University, University of Chichester, Sparsholt & Andover College, Basingstoke College of Technology and East Surrey College.

4.1.2 Analysis

Despite lacking control over significant resources, the local stakeholders have shown the ability to work in partnerships to deliver innovative approaches to skills needs.

In reality, the local authority and LEP areas do not operate as discrete skills and labour markets. It is possible that collaboration across a wider area might improve the effectiveness of local skills strategies and increase the chance of gaining the devolution of skills funding in the future.

4.2.1 Higher Education

Dorset LEP makes frequent references to its ‘two world class universities’ (Bournemouth and Arts University Bournemouth) in support of its economic vision and in attracting talent to the county. It includes both universities and its FE colleges amongst its list of assets.

Enterprise M3 has four (Surrey, Winchester, Royal Holloway and University of Creative Arts) universities within its own area, although Winchester is small (c.7,000 undergraduates) and the University of Creative Arts is a specialist institution. However, the LEP also stresses its accessibility to nearby universities and its own FE colleges:



OUR EDUCATORS & INNOVATORS	
01 Royal Holloway - Uni. of London	10 Sparsholt College
02 Brooklands College	11 University of Winchester
03 Pibright Institute	12 Southampton Science Park
04 Farnborough College of Tech.	13 University of Southampton
05 Basingstoke College of Tech.	14 Brockenhurst College
06 University of Surrey	15 Solent University
07 Surrey Research Park	16 University of Portsmouth
08 Guildford College	17 University of Reading
09 Uni. for the Creative Arts Farnham	

According to **Solent LEP** ‘...the three universities based in the Solent are places of transformation. They are major employers and major economic assets, generating new businesses, supporting existing businesses and bringing significant revenues to the local economy. Innovation and the exploitation of new knowledge by the private sector is fundamental to future growth and the Solent is fortunate that three of its HEIs have strength in strategic sectors’.

And...‘we have a network of high-quality Further Education colleges’.

The study area also has significant centres of private sector research, development and innovation.

Innovation South, which includes the our three LEPs but also stretches to Kent, stresses the key role of universities in its innovation strategy.

'Innovation South has 16 universities - a powerful diversity including Southampton, the UK's number 1 for engineering, and Surrey's internationally renowned 5G Innovation Centre. High-profile research institutions include the Atomic Weapons Establishment and TRL, the Transport Research Laboratory in Berkshire.'

Innovation South also identifies those universities that are particularly strong in the key activities that support its strategy.

Although universities frequently have close links with business in their immediately hinterland, business-HE links are as likely be built upon the areas of knowledge transfer and research expertise most relevant to the individual company, rather than immediate geography. For that reason, those documents that stress the strength in depth offered by all the regions' universities make the most presentation of these critical assets.

Dorset and **Solent** LEPs both identify graduate retention as an issue, although recent work by the Southern Policy Centre has suggested that as much attention needs to be paid to the ability to attract graduates (whether returning or otherwise). Dorset and Enterprise M3 suggest that high house prices are a significant obstacle. There is surprising little mention of other measures to attract young talent, including ensuring the vibrancy of urban centres.

4.2.2 Analysis

Higher education is identified as a critical asset across the region. There is potential to develop coordinated messages around the region's HE strength.

4.1 Energy policy and climate change

There is well-developed strategic collaboration between LEPs on energy policy, albeit one that does not follow a central South geography. In response to BEIS funding for energy strategies (designed to address the climate change/low carbon agenda) EM3 is working with Coast-to-Capital and South East LEP (calling themselves the 'Tri-LEP region') to prepare a Local Energy Strategy. However, BEIS have also sought to drive national policy forward by creating five Energy Hubs across England - EM3 was originally placed in South West, along with Solent and Dorset, but opted to move to Greater South East alongside C2C and SELEP.

'This local energy strategy has two main goals: the first is that the tri-LEP region will play a leading role in the United Kingdom's decarbonisation efforts by making targeted interventions to reduce emissions in the electricity, heat and transport sectors. The second is that we will foster 'clean growth' by supporting public and private sector investments in novel low carbon technologies to take advantage of the opportunities presented by the emerging low carbon economy.' - **Energy South2East: Towards a Low Carbon Economy**

The same government-driven process has led to Dorset working with Cornwall and Heart of the SW LEPs, whilst Solent also appear to be closer to the South West LEPs.

'In 2017, in partnership with Cornwall & Isles of Scilly (CloS) and Heart of the South-West (HoSW) LEPs, [Dorset LEP] bid for and was awarded a £100k grant from the Government to develop an Energy Strategy for the area covered by these LEPs badged the 'South West'...we will create an energy future that is low carbon and more affordable, maximising and retaining benefits in the region.' **Dorset LEP Strategic Economic Plan**

Councils share the same aspirations to reduce carbon emissions by, *inter alia*, increased use of renewables:

'[The] Carbon Management Programme identifies the following five areas as priorities...to increase the production and use of energy and fuel from renewable sources.' **BCP Council**

'As part of the city's bid to reduce its carbon footprint, new development will have to make the most of sustainable design and construction techniques as well as exploiting opportunities for generating and incorporating renewable energy technologies.' **Portsmouth City Council (Portsmouth Plan 2012)**

'[We will] encourage the use of renewable energy technologies...[and]...will encourage appropriate renewable or low carbon energy schemes that offer a saving in greenhouse gas emissions.' **North Dorset District Local Plan**

Most local planning authorities have a similar suite of policies on energy conservation and renewables, but, with the exception of the Partnership for Urban South Hampshire (PUSH - see below), there is no evidence of a wider energy strategy to join-up thinking and planning. Work in Energy Hubs may deliver that, albeit over an odd set of geographies.

Local authorities across the central South recognise the challenge that climate change presents to our communities. Their Local Plans contain policies supporting renewable energy, energy efficiency and, in some instances, reductions in in vehicle usage. Hampshire County Council's Transport Plans recognise the need to tackle the impact of vehicle emissions on the climate:

'There is also a need to be constantly mindful of the impact that meeting all of our transport needs can have on the environment, both in terms of carbon emissions and adaptation to climate change.' **Hampshire Local Transport Plan 2011-31**

There are examples of innovative approaches at a local level: for example, Bournemouth Borough Council signed the United Nations Climate Summit's *Compact of Mayors*, a coalition of city leaders from across the world pledging to reduce their greenhouse gas emissions. Eastleigh Borough Council is taking steps to address emissions associated with food.

There is also some localised partnership working: for example, Bournemouth, Dorset & Poole, before the recent reorganisation bringing councils together, prepared joint Renewable Energy and Energy Efficiency Strategies to support efforts to tackle climate change. Hampshire County Council has sought to develop a county-wide consensus on measures to address this shared problem, working with a range of stakeholders. However, where they are seen, such joint initiatives usually focus on policy rather than practical delivery, which is left to local action.

Most councils focus on their own efforts to tackle climate change, whether through energy use, vehicle emissions or by behavioural change. Given the clarity of the shared objective, and commonality of options they have for guiding change, it is perhaps surprising that there is not more collaboration across a wide geography.

An exception is collaboration amongst the eleven councils who are part of PUSH's energy and the green economy. They have prepared a Solent Energy Strategy and Sustainability Guidance on Energy. The Energy Strategy sets out four objectives: improving energy efficiency, increasing the use of renewable energy resources, maximising the uptake of business opportunities locally, and ensuring focused, integrated delivery and implementation. Partner authorities have drawn on the Strategy in preparing their Local Plans. However, it is not clear how the Strategy integrates with that of local LEPs.

4.1.1. Analysis

While there are many objectives in common, collaborative working amongst LEPs on energy policy is based on geographies which seem to be guided by government policy and funding regimes rather than locally-shared objectives. As a result, there are common aims across the central South, but this leads to only limited collaboration.

There is a widespread commitment to tackling climate change: local authorities have adopted similar policies, sometimes based on shared research. However, beyond the collaboration we see through PUSH, there is little in the way of practical collaboration.

5 Can we identify a region?

There is no family of documents which identify housing, economic, infrastructure or other needs across the wider geography of the central South. The nearest we have are those prepared by PUSH, and these are limited to the administrative boundaries of PUSH's member councils.

As a result, it is difficult to articulate and so resolve issues which go beyond administrative boundaries: for example, whether housing allocations within the Bournemouth/Christchurch/Poole, Southampton or Portsmouth travel-to-work areas will meet need, or what is the demand for employment land along key transport corridors. Nor do we have the forum for dialogue to facilitate that wider strategic discussion.

If there is value in understanding the needs of our area from a wider perspective than those of individual local authorities, then the question becomes 'what is the appropriate geography on which to plan for strategic infrastructural needs, to manage our natural environment, or plan to tackle major challenges such as climate change?'

Our first seminar in this series, '*The Economic Challenge*', identified several different 'regions' that could be the basis of a regional strategy. These are not proposals for local authority or LEP reorganisation. It is simply assumed that the existing organisations would cooperate by describing and promoting the region in a consistent and coherent way. That seminar considered six options:

1. **Small areas/sub-regions** – smaller and discrete areas: for example, individual cities (BCP, Southampton, Portsmouth, Winchester and their hinterlands), and areas of high economic importance (such as north-east Hampshire and Surrey). A variation on this approach would focus Southampton and Portsmouth city regions (as reflected by PUSH).
2. **Coast and hinterland** - the coastal strip (Poole to Portsmouth) and its surrounding strong TWAs (reaching into mid-Hampshire and mid-Dorset)
3. **LEP boundaries** - the existing LEP boundaries, with local authorities orientating their own material to reflect these boundaries
4. **Local authority boundaries** - upper-tier local authority boundaries, (Dorset & BCP; Hampshire, IoW, Southampton and Portsmouth) with LEPs reflecting this geography in their own material
5. **The study area** - the three LEPs and their associated local authorities as one region
6. **The wider south/south east** - the larger region covered by Innovation South and (broadly) the former South East Plan.