

LEP Resources – Draft Pipeline Projects

2016/17 - Draft

Bid Title	Project Details	LGD Cont (£m)	Public Cont (£m)	Private Cont (£m)	Lead Officer	Project status/ Recommendations for LGD round 2
Itchen Riverside Regeneration Chapel Riverside Development	Key infrastructure requirements to unlock the development of this site including treatment of water tanks, archaeology and site remediation. Inland Homes as developer appointed.	£3.4m	£0.5m (+ £1.7m LGD Rnd 1 flood protect ion?)	£44.3	Alastair Dobson	<p>Location: Eastern side of City centre on Itchen Waterfront just north of Itchen Bridge.</p> <p>Description: Former Industrial site and City Depot largely vacated and currently used for open storage.</p> <p>Size: 3.6 Ha in Council's ownership inc. 500m of water frontage</p> <p>Proposed Development: 383 residential units, 4845sqm for marine commercial uses, 764 sqm for retail</p> <p>Estimated Start date: End 2016</p> <p>Estimated finish date: 2021</p> <p>Planning Status: Allocated in CCAP for landmark development to include mix of residential and commercial uses. Planning application from partner developer expected late 2015</p> <p>Developer: Inland Homes PLC</p> <p>Information in public domain: mid/late 2015</p> <p>Background Studies: Yes, recent and comprehensive to include all site conditions. Approx developer spend £300k</p> <p>No Jobs: Approx 250</p> <p>No Student: n/a</p> <p>Transport requirements: To connect the site with the city centre and the rest of Itchen Riverside - Cycle/pedestrian connections to city centre, Albert Road North (Saltmarsh junction to Chapel Road) cycle route, realignment of Elm Terrace through site and uplift to public realm on Albert Road North to make a less oppressive environment.</p>

<p>International Maritime Boulevard.</p> <p>Phase 1: Central Station to John Lewis</p>	<p>International Maritime Boulevard is a strategic continuous high quality pedestrian and cycle boulevard route that showcases Southampton’s maritime story, by uplifting the public realm to make the connection between several VIP projects encouraging people to walk or cycle between Central Station, West Quay, Ikea, Watermark West Quay to Royal Pier Waterfront and Town Quay.</p> <p>Phase 1 – Southampton Central Station to John Lewis entrance on Harbour Parade - could be delivered as a “quick win” in 16/17.</p> <p>Phase 2 - Upgrade of exiting route on Harbour Parade between West Quay Retail Park and links through to Watermark West Quay and City Walls</p> <p>Phase 3 – public realm works on Western Esplanade beneath the City Walls from Watermark West Quay to Royal Pier and Town Quay</p>	<p>£2M</p>			<p>Alastair Dobson</p>	<p>Location: Phase 1 - Direct route from Western Esplanade, south of Central Station via Toys r Us car park to John Lewis entrance off Harbour Parade.</p> <p>Description: Strategic continuous high quality pedestrian and cycle route from Central Station to retail core</p> <p>Size: approx. 200m in length</p> <p>Proposed development: Public realm improvement scheme including new paving, seating, lighting and associated landscaping.</p> <p>Estimated Start Date: 2016</p> <p>Estimated End Date: 2018</p> <p>Planning Status: Part of Station Quarter CCAP allocation. Major strategic link.</p> <p>Developer: Works to be undertaken by Council</p> <p>Information in Public Domain: Yes in principle, details to follow as part of planning application</p> <p>Background Studies: Yes, comprehensive</p> <p>No Jobs: linked to future development of Station Quarter</p> <p>No Students: as above</p> <p>Transport requirements: primarily a transport scheme.</p> <p>Linked to private sector lead improvement to IKEA/ West Quay car parks to better manage car park circulation and capacity by linking the car parks that will reduce impacts on the highway network at peak times (Oct 15). Improvements to the VMS system on West Quay Road will also be delivered. In addition a new pedestrian footbridge will be provided that will link the car parks to the shopping areas.</p>
<p>City Centre ITS Strategy</p>	<p>First phase of the implementation of the SCC ITS Strategy. The three strategic ITS corridors, which are the major gateways to the City and Strategic Road Network. They also link to major development areas including the Ford site (Northern), Royal Pier/ Watermark/ Western gateway (Western) and Itchen Riverside (eastern).</p>	<p>tbc</p>	<p>tbc</p>	<p>tbc</p>		<p>SCC ITS strategy to improve the dynamic management of the cities road network through Intelligent Transport Systems improvements.</p> <p>Location: Northern, Western, Eastern Strategic transport Corridors</p> <p>Description: The project will include:</p> <ul style="list-style-type: none"> - Integrated ITS packages for each corridor that supports LRN and SRN dynamic network management during peak hours, planned and un-planned events. - Variable Message Signing adaptive control (SCC/ HCC/ HE) – to support management of planned and unplanned traffic events, Port traffic control with a major focus on the interface between

						<p>the SRN and LRN. To support strategic traffic management of the sub-region during the next five years of planned highway investment especially on the strategic road network.</p> <ul style="list-style-type: none"> - Bus priority. - Traffic signal junction “pinch point” regions. - Bluetooth traffic monitoring. <p>Size: ITS improvements to the northern (A335), western (A33) and eastern (A3024) corridors.</p> <p>Proposed Development: Support the city centre development as identified in the City Centre Action Plan.</p> <p>Estimated Start date: 2016/17</p> <p>Estimated finish date: 2018/19</p> <p>Planning Status:</p> <p>Developer: Various</p> <p>Information in public domain: Some</p> <p>Background Studies: SCC ITS Strategy</p> <p>No Jobs: TBC</p> <p>No Student: TBC</p> <p>Transport requirements</p>
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2017/18 - Draft

Bid Title	Project Details	LGD Cont (£m)	Public Cont (£m)	Private Cont (£m)	Lead Officer	Project status/ Recommendations for LGD round 2
Eastern Docks Access	West Quay Road additional eastbound lane, development enabling highway works at Western Esplanade to provide more effective transport links from the west to the Port.	£30	£10	£1	Pete Boustred	The outline business case was submitted as part of the Maritime Strategy and was unsuccessful. No further work done on West Quay Road additional eastbound lane (will be considered alongside Royal Pier Waterfront transport assessment and city microsim modelling – 2026 reference case).
Western Docks Access	Capacity improvements at Redbridge Roundabout and maintenance at Millbrook Roundabout.	£3.85	£1.65	£0	Pete Boustred	LGD round 1 bid unsuccessful. Highways Agency now committed to deliver improvements at Redbridge budget available up to £20m. Solent LEP included Millbrook roundabout major maintenance scheme in its Local Growth Deal R2. SCC to continue to now develop design for Millbrook and will be expecting to submit full business case to Solent LEP at end of 2015/16. Additional transport modelling work considering the 2026 reference case (CCAP development targets) will be undertaken over spring/ summer. This is likely to identify the need for additional multi modal improvements along the corridor further east into the city to support the city growth where new pipeline projects will emerge.
Itchen Riverside Flood alleviation	Specific flood alleviation measures to support the development proposals at Itchen Riverside	£3 LGD rnd 1 £20 from next LGD rnd	£14 FCERM GiA	£tbc	Bernadine Maguire	LGD round 1 bid successful. LEP specifically asked for the flood alleviation to be separated out from the other infrastructure proposals. £3m funding secured from 2016/17 onwards to support the Itchen Riverside Flood mitigation programme.

						<p>Consultation is currently underway around two options for the construction of flood defences for Itchin Riverside.</p> <ul style="list-style-type: none"> • frontline option to replace and/or raise existing frontline defences - costs estimated between £35-40 million with a need for approx. £20 million funding contribution • set back option to introduce a raised floodwall typically behind the waterfront industry – costs estimated at £12.5 million which could be progressed now with existing funding allocations but large parts of employment land would not benefit from these defences <p>With existing funding allocations for the scheme the set-back is currently the only affordable option. Additional resources (to EA) needed for frontline option.</p>
Royal Pier Waterfront	Scheme viability is an issue to ensure the initial phases of the project (which are expensive due to abnormal infrastructure costs e.g. land reclamation) are viable and the scheme does not stall. Assistance needed for the early phases and to act as a catalyst to unlock significant private sector investment and jobs over a 10-15 year development programme	£10.673	£0.71	£321.46	Wendy Bennett/Alastair Dobson	<p>Location: Southern end of city, at the edge of the River Test, between the City Cruise and Ocean Cruise terminals. Adjacent to the city centre and just outside the Old Town. Incorporates Mayflower Park and the existing Red Funnel ferry terminal.</p> <p>Size: 14.33 ha (shared ownership between ABP, The Crown Estate and Southampton City Council).</p> <p>Proposed development: Reclamation and relocation of Red Funnel ferry to create mixed use development incorporating residential, offices, leisure, specialist retail, tourist attractions, extension to Mayflower Park and basin.</p> <p>Up to: office (B1a) = 47,195 m², retail (A1-A5) = 13,935 m², hotel (C1) (beds) = 250, residential (C3) (units) = 730, cultural and civic (D1-D2) = 10,219 m², leisure (D2) = 7,432 m², conference accommodation (D1) = 1,858 m², casino (sui generis) = 6,503 m².</p> <p>Estimated start and finish dates: 2016/17 – 2027/30</p> <p>Planning status / allocated in plan: Outline planning application submitted, September 2015 (15/01752/OUT).</p>

						<p>Developer: RPW (Southampton) Ltd Is information in public domain: Yes Any background studies completed, underway or planned (e.g. transport, masterplan): Masterplan completed December 2011 No. jobs: 6,200 No. students (where relevant): N/A Key transport requirements: TBC</p> <p>Land reclamation for the Mayflower Park extension (void state aid issues.)</p>
Centenary Quay – Echo Beach and Infrastructure	CQ is a seven phase project – Phase 4 requires an echo beach and infrastructure	£2M	£20M	£480	Barbara Compton	Crest Nicholson making application to LEP for funding for echo beach and associated infrastructure as part of 1600 home scheme of mixed use
Solent Transport Fund	A comprehensive programme of local sustainable, integrated transport and network resilience interventions across the Solent area	£5	£4	£1	Solent Transport – Phil Marshall	LGD round 1 bid unsuccessful. A Solent Transport bid on behalf of the 4 x LTAs. SCC should consider its own submission to support its integrated transport programme.

Future Projects post 2018/19 - Draft

Bid Title	Project Details	Est Cost	Public Cont	Private Cont	Lead Officer	Project status
Park and Ride	Park and Ride is being reviewed by the city council in light of the city growth plans in CCAP, air quality issues (scrutiny) and also to align with Highways Agency investment in the sub region on the strategic road network. SCC to progress viability work throughout 2015/15 to feed into its LTP4 update.	tbc	tbc	tbc		Treat as an emerging pipeline project. Work to progress through 2015/16 – A feasibility study is needed

Strategic Cycle Corridors	Funds to deliver the N-S and E-W Strategic Cycle route network. In particular Lovers Walk linking to Chandlers Ford (N-S) and the A33 cycle route from Southampton to Totton/ New forest (E-W).	£1-2m per corridor	£250-£750k (subject to HCC cross border contribution/ joint bid).	tbc	Pete Boustred	<p>SCC developing cycle strategy update and audit of new routes needed. To complete by autumn 2015. Both routes present an opportunity to promote a cross border strategic cycle corridors and could be promoted cross border between SCC and HCC as LTAs but also impacting on a number of district authorities (NFDC, TVBC, EBC). Opportunities for bid to pool local public contributions. Due to lack of round 1 sustainable transport support this may either be rejected or LEP may like this to enhance their "sustainable credentials". Need to discuss with HCC and seek a SLEP view on cycle projects to understand what resource SCC should invest in developing as a pipeline. This does not present an opportunity to unlock development etc but does relate to seeking to address the issues relating to development and growth the city/ SLEP is seeking to achieve. It also links very strongly with the health agenda due to health associated issues of inactivity. Could be a component of Solent Transport Fund or standalone as listed here.</p>
A3024 Eastern Access	New Northam Rail bridge to address the capacity constraints along with ITS improvements along A3024 corridor	tbc	tbc	tbc		<p>Ongoing liaison with NR over the bridge maintenance liability. NR funding likely to not be forthcoming. Highways Agency continuing to show strong support for the project with a real possibility for a significant HA contribution. Scope for a LGD round 2 bid that would support/ match the HA contribution. Could be presented as a joint bid with HCC (Windhover/ J8 improvements). Needs to be linked to Itchen Riverside regeneration enabling works. See Itchen</p>

						Riverside above – scheme should improve access and public realm around north side of Stadium and to enable the redevelopment of the gas holder site (at present don't know enough about the costs of remediation here so may be premature to bid this time)
City Streets: Civic Centre Place	Major Public realm changes to city centre at civic centre.					Concept design complete. Potential to consider a trial. Unlikely to work as a stand alone project due to limited job creation. Likely to only be supported by LEP if linked to Station Quarter.
City Streets: Kingsbridge Lane	Public realm improvements to Kingsbridge Lane that links Station Quarter North with Civic Centre Place.					SCC concept design progressing in 2015/16.No design work completed. May need to be linked with Civic Centre Place (station quarter) to ensure an adequate business case is presented. Might be weak in isolation.
Millbrook & Maybush open space improvements	Improvements to support estate regeneration. Improvements to Green Park & Mansel Park including green trails, dog walks, and better connections through the parks	£1M	TBC	TBC	Danielle Friedman-Brown	<p>Consultants working towards a regeneration framework for the estate which would firm up proposals for the open space</p> <p>Presently There are 5/6 sites being considered in the framework, delivering approximately 380 additional dwellings. Site sizes not confirmed as yet.</p> <p>3 of the sites will include retail / community uses in the proposals.</p> <p>Start dates TBC but not likely to begin until 2017.</p> <p>Pending allocation in Local Plan, the proposed sites are in the public domain and have been consulted upon. No further detail is available at this stage.</p> <p>The cost estimate is indicative only.</p>

<p>Millbrook and Maybush- general road & parking improvements</p>	<p>Road improvements to support estate regeneration- green verges converted into new parking area, new parking bays along wide roads and new road access to individual homes</p>	<p>£2.5M</p>	<p>TBC</p>	<p>TBC</p>	<p>Danielle Friedman-Brown</p>	<p>Consultants working towards a regeneration framework for the estate which would firm up proposals for roads/ parking</p> <p>Presently There are 5/6 sites being considered in the framework, delivering approximately 380 additional dwellings. Site sizes not confirmed as yet. 3 of the sites will include retail / community uses in the proposals. Start dates TBC but not likely to begin until 2017.</p> <p>Pending allocation in Local Plan, the proposed sites are in the public domain and have been consulted upon. No further detail is available at this stage.</p> <p>The cost estimate is indicative only.</p>
<p>Townhill Park- open space improvements inc, play area provision</p>	<p>Improvements to support estate regeneration.</p>	<p>£1.7M</p>	<p>TBC</p>	<p>Tbc</p>	<p>Sue Jones</p>	<p>Location: south east Southampton (location plans provided) Size: estate 30Ha/redevelopment sites 10.7Ha Proposed development: residential comprehensive regeneration to include redevelopment of blocks to provide new residential development highways and environmental improvements and 500m2 convenience store Estimated start and finish dates: 3 phases start 2016 to 2015 Planning status: Planning application submitted Sept 2015 Phase 1 detail Phase 2 and 3 outline</p>

						<p>Developer: Southampton City Council Is information in public domain: Yes Any background studies completed, underway or planned (e.g. transport, masterplan): planning documents available including Transport Assessment No. jobs: not know, will be construction related and in new retail facility Key transport requirements: junction improvements, traffic calming, improved public transport</p>
Townhill Park road and parking improvements	Road improvements to support estate regeneration Road improvements, traffic calming to Meggeson Avenue, junction improvements, parking improvements	£2.2M	TBC	TBC	Sue Jones	<p>Location: south east Southampton (location plans provided) Size: estate 30Ha/redevelopment sites 10.7Ha Proposed development: residential comprehensive regeneration to include redevelopment of blocks to provide new residential development highways and environmental improvements and 500m2 convenience store Estimated start and finish dates: 3 phases start 2016 to 2015 Planning status: Planning application submitted Sept 2015 Phase 1 detail Phase 2 and 3 outline Developer: Southampton City Council Is information in public domain: Yes Any background studies completed, underway or planned (e.g. transport,</p>

						masterplan): planning documents available including Transport Assessment No. jobs: not know, will be construction related and in new retail facility Key transport requirements: junction improvements, traffic calming, improved public transport
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