

The socio-economic dimension of the MMO's first planning work

Jesse Honey, URS/Scott Wilson, advising the MMO

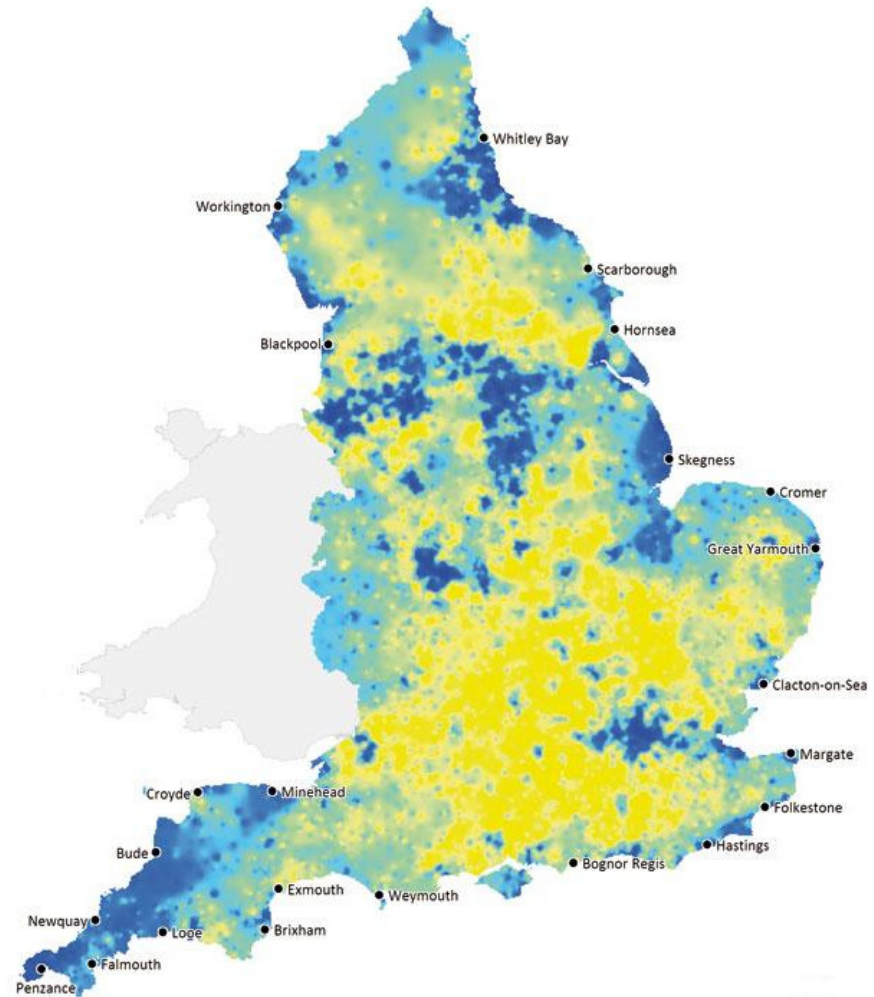
The context

- MMO Plan Area Selection (PAS) decision announced late October 2010
- August-October 2010- researching the evidence base for that decision
- Number of criteria upon which the decision was made (environmental, social, economic, operational)
- My part of the work: Recommending Plan areas based on where marine planning might best address socio-economic deprivation at the coast



The context

- Indices of Multiple Deprivation (IMD) 2007
- Most coastal areas deprived to a greater or lesser extent
- Most pressing problems in general terms: Cornwall & Devon, East and North East and North West
- Not all coastal deprivation is specifically coastal
- Peripherality- can marine planning help overcome this?
- Assumption: All kinds of planning can help address deprivation



The context- literature review

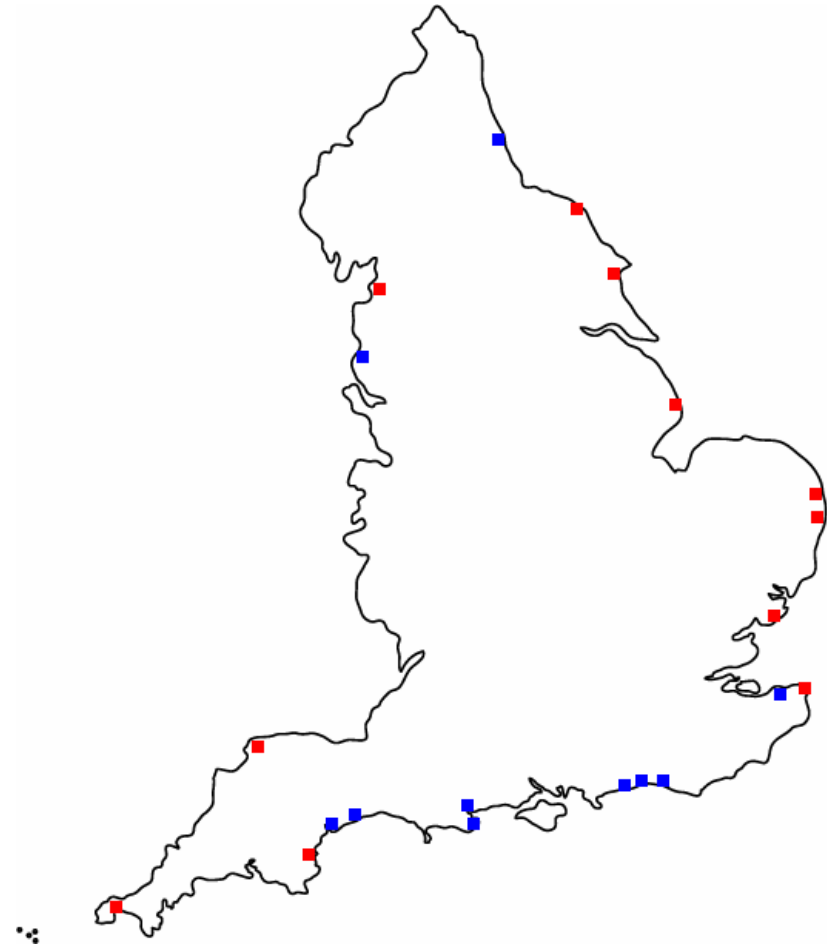
- Three key documents on coastal deprivation
 1. The Seaside Economy
 2. House of Commons Coastal Towns Committee Report
 3. England's Seaside Towns- a benchmarking study
- Definition of 'seaside town' and 'deprivation'- tend to be resorts and deprivation based on unemployment
- Detailed discussion of tourist industry and opportunities for diversification

The context- literature review

- Diversification hampered by peripheral location/transport connections
- Geographical location less of an issue when inland economy is doing well (Brighton, Portsmouth, Worthing, Southend)
- Offer quality of place to inland commuters
- North and east of England worst places for seaside towns
- Suggests diversification in terms of IT, creative industries etc.

The context- literature review

- Summary of results
- Best- Bognor Regis, Exmouth, Bournemouth, Brighton, Worthing, Sidmouth, Southport, Swanage, Whitley Bay, Whitstable
- Worst- Bridlington, Clacton, Great Yarmouth, Ilfracombe, Lowestoft, Morecambe, Penzance, Skegness, Thanet, Torbay, Whitby

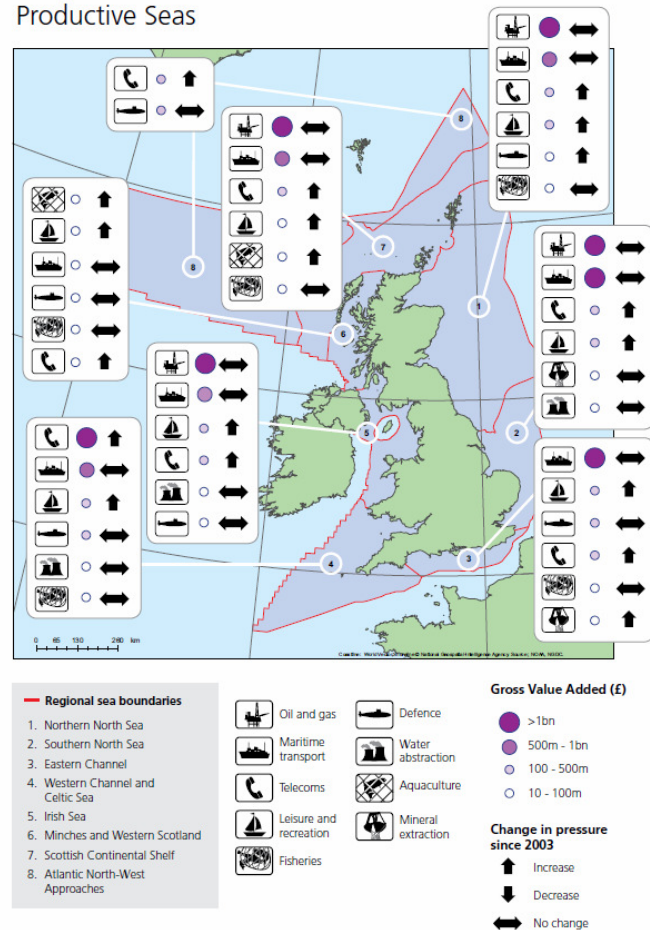


Something missing?

- All very interesting, but.....
- Good example of 'terrestrial-only' thinking
- No consideration of marine industry or marine linkages
- Look at the Marine Policy Statement (ten industrial policy areas)
- Look at Charting Progress 2: Productive Seas Feeder Report

Something missing?

Productive Seas



- Need to consider major urban areas on the coast with industrial base and local socio-economic deprivation
- E.g. Tyneside, Teesside, Hull, Grimsby, Ipswich, Portsmouth, Southampton, Plymouth, Bristol, Merseyside, Barrow.....
- Just those named above have a combined population of over 5 million (10% of England as a whole)

Bringing it together

- Coastal towns debate is not 'wrong', just limited
- Needs more than tourism, and needs marine dimension
- Some towns are in both 'seaside' and 'industrial' camps....



Further analysis

- Analysis of economic strategy and policy in major coastal industrial cities
- Some seem to be moving away from a marine focus
- E.g. Portsmouth, Plymouth, Bristol
- Key growth sectors identified include education, health, business and financial services
- Example: 520 new marine jobs in Plymouth over next 20 years- but 8,500 in Business Services (source: Core Strategy)

Further analysis

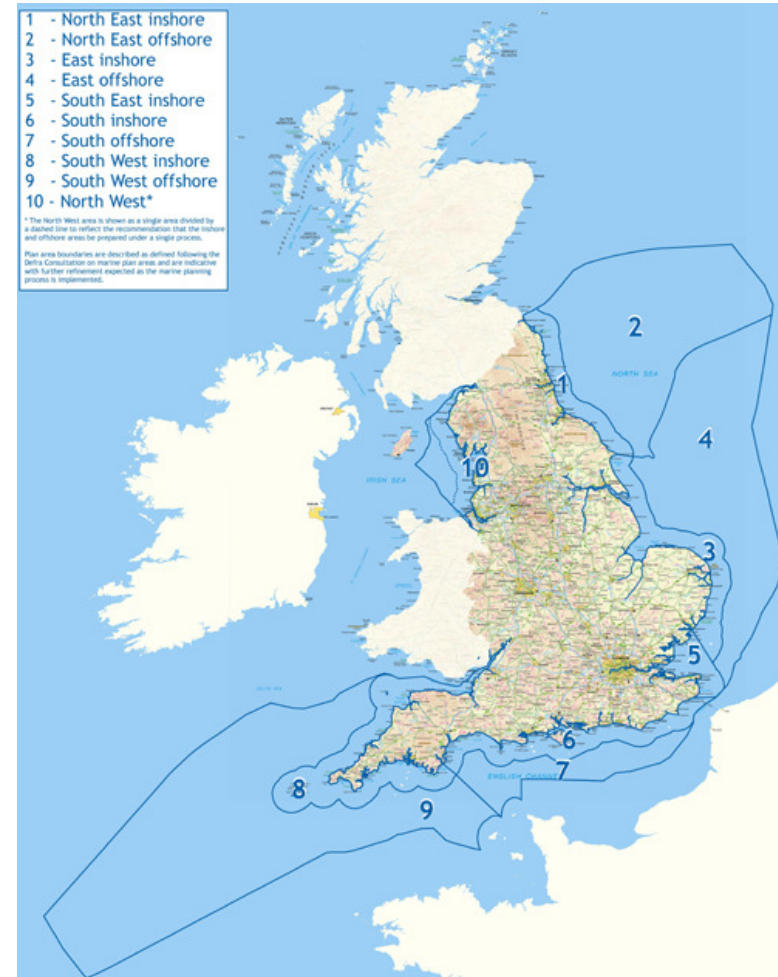
- Ipswich- Regeneration agenda linked to port development
- Hull and Humber Ports- port and logistics seen as largest growth sector
- Offshore renewables 'cluster' for Great Yarmouth/Lowestoft
- Onshore windfarm servicing already developing in Tyneside/Teesside
- ...but Merseyside constrained by smaller marine hinterland

Conclusions

- New topic- broad-brush initial analysis for specific purpose
- Marine industry seems to be more relatively important further from the South East and south coasts
- Assumption that existing areas of high activity are those most likely to grow in short term
- New technology (e.g. tidal) could change the situation
- Existing industrial bases and 'clusters' will be important
- Bearing these in mind, where to plan first?

Conclusions

- Relate Marine Plan areas to coastal analysis
- North West, North East and East all seem promising
- East Offshore and North West are busiest in relative terms
- ...but East Offshore by far busiest in absolute terms (offshore wind, marine aggregates, oil and gas, shipping and ports)



Conclusions

- Unique boundary of area
- Relates to at least two, if not three inshore areas (North East, East and South East)
- Therefore, planning East Offshore could benefit entire east coast from Kent to Scottish border
- Dogger Bank development serviced from Teesside and Tyneside
- No other plan area offers such a spread- ambitious



Some disclaimers

- We're all still learning!
- First study to address marine planning and socio-economic deprivation in England
- I am a town planner and a marine planner more than an economist
- Brief overview to inform Plan Area Selection decision. Needed to be accurate but no need for immense detail
- More research required (ideally with economists involved alongside planners)
- Coastal towns debate a start but obviously needs extension- CLG?
- MMO work ongoing by Plan area
- Would welcome more local studies/research by coastal partnerships

Questions?



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