

Solent Growth and Prosperity Strategy - Appendix D

Summary of the policy review undertaken as part of the delivery of the Solent Growth and Prosperity Strategy.

Prepared for:
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Council and Southampton City Council

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1 Introduction

Stantec has been commissioned to produce the Solent Growth and Prosperity Strategy (SGPS). As part of this commission, Stantec has prepared this supporting technical note focussing on a review of relevant national, regional, and local policy. The purpose of this review is to consider strategic priorities and objectives in existing published policies to establish key unifying themes to guide the priorities within the Solent Growth and Prosperity Strategy.

1.1 Caveats

At the time of writing this report, October 2024, the newly formed UK Government has just resumed from recess and have not yet published any strategies or policies that would concern this strategy. Consequently, any pending UK Government policies have not been included within this review. The UK Government policies and strategies within this review concern priorities and objectives between December 2019 – October 2024.

1.2 Structure of the technical note

The remainder of the technical note comprises the following sections:

- **Section 2: National Policy** – reviews national policy documents through overview and summaries of relevant strategic priorities and objectives.
- **Section 3: Regional Policy** - reviews regional policy documents through overview and summaries of relevant strategic priorities and objectives.
- **Section 4: Local Policy** - reviews local policy documents through overview and summaries of relevant strategic priorities and objectives.

2 National Policy

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<p>The King's Speech 2024, His Majesty King Charles III, July 2024</p>	<p>The King's Speech is part of the State Opening of Parliament. It is delivered by the monarch, though written by the government, and sets out the government's priorities for the coming parliamentary session. While this includes setting out legislative plans for the parliament, the government has flexibility to later introduce bills that were not included in the speech.</p>	<p>Relevant bills that were introduced during the King's Speech include:</p> <ul style="list-style-type: none"> • English Devolution Bill - The English Devolution Bill will establish a new framework for English devolution, moving power out of Westminster and back to those who know their areas best. It will give local leaders the tools they need to drive growth by: <ul style="list-style-type: none"> ○ Putting a more ambitious standardised devolution framework into legislation to give local leaders greater powers over the levers of local growth. New powers and duties for local leaders to produce Local Growth Plans will be introduced. ○ Making devolution the default setting, meaning places will be granted powers without the need to negotiate agreements where they meet the governance conditions. Local leaders will be able to formally request 23 additional powers according to the framework and the Government will be required to consider the request and either devolve them or publicly explain their reasons for not doing so. ○ Making it easier to provide devolved powers quickly to more areas through establishing a simpler process for creating new Combined and Combined County Authorities, to ensure that every part of England can rapidly benefit from devolution. ○ Improving and unblocking local decision making through more effective governance arrangements, ensuring mayors and Combined Authorities can get on and deliver for their areas. • Great English Energy Bill – The Bill establishes Great British Energy which will: <ul style="list-style-type: none"> ○ Develop, own and operate assets, investing in partnership with the private sector. It will have a capitalisation of £8.3 billion of new money over the Parliament. Through these investments, Great British Energy will take a stake for the British people in projects and supply chains which

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		<p>accelerate technologies of the future, reaping benefits at home in cheap clean power and securing Britain at the front of the global race for technology which has major global export potential.</p> <ul style="list-style-type: none"> ○ Facilitate, encourage and participate in the production, distribution, storage and supply of clean energy, the reduction of greenhouse gas emissions from energy produced from fossil fuels as well as measures for furthering the transition to clean energy and improving energy efficiency. <ul style="list-style-type: none"> • Skills England Bill - Skills England will support economic growth by providing greater coherence to the assessment of skills needs and training landscape; ensuring training programmes are well designed and delivered to meet these needs; and that regional and national skills systems are providing the skilled workforce needed to enable businesses to thrive and to contribute to the Industrial Strategy at the heart of our growth mission. • National Wealth Fund (NWF) Bill – this bill will be central to this Government’s mission to deliver growth and a greener economy. Capitalised with an additional £7.3 billion, the NWF will make transformative investments across every part of the country mobilising billions of pounds worth of additional private sector investment. • Planning and Infrastructure Bill – this bill will accelerate housebuilding and infrastructure delivery by: <ul style="list-style-type: none"> ○ Streamlining the delivery process for critical infrastructure including accelerating upgrades to the national grid and boosting renewable energy, which will benefit local communities, unlock delivery of the 2030 clean power mission and net zero obligations, and secure domestic energy security. The consenting process will be simplified for major infrastructure projects and enable relevant, new and improved National Policy Statements to come forward, establishing a review process that provides the opportunity for them to be updated every five years, giving increased certainty to developers and communities. ○ Improving local planning decision making by modernising planning committees.

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		<ul style="list-style-type: none"> ○ Using development to fund nature recovery where currently both are stalled, unlocking a win-win outcome for the economy and for nature. • Better Buses Bill – this bill will establish a modern transport network that is vital to kickstarting economic growth. The Better Buses Bill will deliver improved services up and down the country, and support local leaders to create the transport networks that are right for their communities. • Railways Bill – this will see the delivery of legislation to create a unified and simplified rail system that relentlessly focuses on improving services for passengers, delivering better value for money for taxpayers and, ending years of fragmentation and waste. Unlocking the full potential of the railways is essential to growing the economy and lowering emissions from transport. The Government's plan will deliver those benefits, with the railways playing a central role in our growth mission and the country's national renewal.
<p>Labour Party Manifesto 2024: Our plan to change Britain, Labour Party, June 2024</p>	<p>Labour's manifesto for change is a plan to kickstart economic growth by reforming Britain's economy and bring about a decade of renewal. This manifesto was produced and published during the 2024 general election to provide commitments for action should the Party win.</p>	<p>Relevant commitments and pledges introduced in the Labour Party Manifesto 2024: Our plan to change Britain includes:</p> <ul style="list-style-type: none"> • Labour will take a brownfield first approach, prioritising the development of previously used land wherever possible, and fast-tracking approval of urban brownfield sites. • Labour will take a more strategic approach to greenbelt land designation and release to build more homes in the right places. The release of lower quality 'grey belt' land will be prioritised and we will introduce 'golden rules' to ensure development benefits communities and nature. • Labour will require all Combined and Mayoral Authorities to strategically plan for housing growth in their areas. • Labour will establish a youth guarantee of access to training, an apprenticeship, or support to find work for all 18- to 21-year-olds, to bring down the number of young people who are not learning or earning. • Labour will establish Skills England to bring together business, training providers and unions with national and local government to ensure we have the highly trained workforce needed to deliver Labour's Industrial Strategy.

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		<ul style="list-style-type: none"> Capitalised with £7.3 billion over the course of the next Parliament, the National Wealth Fund will have a remit to support Labour's growth and clean energy missions, making transformative investments across every part of the country. The fund will have a target of attracting £3 of private investment for every £1 of public investment, creating jobs across the country. To deliver our clean power mission, Labour will work with the private sector to double onshore wind, triple solar power, and quadruple offshore wind by 2030. <p>In England, Labour will deepen devolution settlements for existing Combined Authorities. We will also widen devolution to more areas, encouraging local authorities to come together and take on new powers.</p>
<p>Build Back Better. Our Plan for Growth, HM Treasury, March 2021</p>	<p>Published under the former Conservative government this strategy continues to stand as active policy until replaced by the current Labour government.</p> <p>This strategy sets out the former UK government's plans to support growth through significant investment in infrastructure, skills, and innovation, and to pursue growth that levels up every part of the UK, enables the transition to net zero, and supports the vision for Global Britain. Pledges to support struggling towns so they see social, economic, and cultural regeneration. It states that everyone should get a fair chance to get on in life, wherever they live. Investing in local priorities across the UK to increase opportunity in struggling communities, through the UK Shared Prosperity Fund, the Community Ownership Fund, the Community Renewal Fund, the Towns Fund.</p>	<p>The Southampton City Prosperity Plan aligns with the following core pillars for growth outlined in the Build Back Better. Our Plan for Growth strategy:</p> <ul style="list-style-type: none"> Infrastructure - stimulate short-term economic activity and drive long-term productivity improvements via record investment in broadband, roads, rail and cities. Skills - support productivity growth through high-quality skills and training: transforming Further Education through additional investment and reforming technical education to align the post-16 technical education system with employer demand. Innovation - Support and incentivise the development of the creative ideas and technologies that will shape the UK's future high-growth, sustainable and secure economy.
<p>Invest 2035: The UK's Modern Industrial Strategy, October 2024</p>	<p>The strategy outlines a comprehensive framework for enhancing the UK economy through targeted investments. It emphasises innovation by increasing funding for research and development in key sectors like artificial intelligence and clean energy, while establishing innovation hubs to foster collaboration between businesses and universities. The strategy prioritises skills development by committing to upskilling the workforce,</p>	<p>Relevant strategic priorities from Invest 2035: The UK's Modern Industrial Strategy include:</p> <p>Enhancing Innovation:</p> <ul style="list-style-type: none"> Increase funding for research and development in sectors like artificial intelligence and clean energy.

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	<p>focusing on STEM education, and creating apprenticeship programmes aligned with industry needs. Infrastructure investment is a major focus, with plans for significant upgrades to transport networks and the expansion of digital infrastructure to ensure universal high-speed broadband access. The strategy also promotes a green economy by supporting renewable energy projects and incentivising businesses to adopt sustainable practices. Additionally, it aims to stimulate regional economic growth through targeted investments in underdeveloped areas, supporting local businesses and initiatives that drive innovation. Overall, the strategy seeks to create a more balanced and resilient economy that can adapt to future challenges and opportunities.</p>	<ul style="list-style-type: none"> • Establish innovation hubs to foster collaboration between businesses and universities. <p>Skills Development:</p> <ul style="list-style-type: none"> • Focus on upskilling the workforce through STEM education, creating apprenticeship programmes aligned with industry needs. <p>Infrastructure Investment:</p> <ul style="list-style-type: none"> • Upgrade transport networks. • Expand digital infrastructure to ensure universal high-speed broadband access. <p>Green Economy Transition:</p> <ul style="list-style-type: none"> • Support renewable energy projects. • Incentivise businesses to adopt sustainable practices. <p>Regional Economic Growth:</p> <ul style="list-style-type: none"> • Target investments in underdeveloped areas. • Support local businesses and initiatives that drive innovation.

3 Regional Policy

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Planning and Economic Policy		
<p>Solent 2050: An Economic Strategy for the Solent, 2022, Solent Local Enterprise Partnership</p>	<p>Solent 2050 outlines a comprehensive plan to leverage the unique strengths of the Solent sub-region, aiming to boost the local economy, enhance productivity, and help communities thrive in a rapidly evolving world. By 2050, they envision the Solent as a world-leading maritime hub, pioneering climate change innovations, and featuring vibrant towns and cities that offer excellent living, trading, and growth opportunities for all residents.</p> <p>The strategy highlight's the region's geography as strategically important, with a coastal powerhouse that not only provides a high value for money for investments within the Solent, but also plays a critical role in trade flows connecting the North and Midlands to global markets.</p> <p>The strategy aims to build on these strengths to achieve sustainable and transformative growth in the region, while protecting natural assets and communities from the effects of climate change given its coastal nature.</p>	<p>Relevant strategic priorities include:</p> <ul style="list-style-type: none"> • A world-leading marine and maritime economy, building on existing assets and global competitive advantages to strengthen the UK's international trading relationships. • Pioneering approaches to climate change adaptation and decarbonisation, linked to the coastal setting, and establishing real expertise which other regions – nationally and globally – can learn from. • The UK's capital of coastal renaissance, harnessing new technologies and approaches to revitalise and level up economic opportunity across all the Solent's coastal communities. • A thriving visitor, creative and cultural economy, capitalising on the Solent's superb natural beauty and rich maritime history. • Developing a world-class talent base, helping people at all stages of their career build the skills they need to respond to new technology and drive an innovative knowledge-based economy. • An outstanding business environment that encourages innovation, fosters collaboration and enables businesses of all sizes and sectors to thrive. • Health and wellbeing at the heart of economic success, through a focus on building strong, healthy and resilient communities that can prosper in a fast-changing world.
<p>Solent Economic Recovery Plan: Shaping our response to the Covid-19 pandemic, 2021, Solent Local Enterprise Partnership</p>	<p>The Solent Economic Recovery Plan was developed to aid businesses and communities within the Solent recover following the Covid-19 pandemic.</p> <p>The plan aims to correct the local impacts of Covid-19 across Solent, including:</p>	<p>Relevant Strategic Priority areas and associated mid- to long-term actions include:</p> <ul style="list-style-type: none"> • Developing a World-leading Marine and Maritime Economy: this priority seeks to invest in local sources of natural, human and physical capital to establish the Solent as a world leader in maritime-related R&D, sustainable energy technology, and advanced manufacturing. The action plan reflects this by focusing on the establishment of an Institute of Technology covering training opportunities, a marine

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	<ul style="list-style-type: none"> - £3.1 billion economic impact predicted for Solent if national trends are replicated in the region. - 7% of employed on long term furlough equivalent to 36,700 jobs - 50% decline in high street activity compared to March 2020 in Portsmouth and Southampton - 43,490 residents claiming unemployment benefit; a rise of 122% between Feb and Dec 2020, representing nearly 6% of the working age population <p>The plan outlines actions for sustainable development post-covid in order to address the impacts listed above. These actions are detailed in the following cell.</p>	<p>innovation hub to support R&D activities, and building the fifth Cruise Terminal at Port of Southampton complete with green energy solutions ready for the new wave of Cruise vessels.</p> <ul style="list-style-type: none"> • Delivering on Decarbonisation: this priority area emphasises the opportunity for growth in the regional economy through exploiting existing capital and academic institutions and the geographical position of Solent to become a global leader in maritime green energy solutions. Actions include the development of infrastructure investment plans, investment in green transport solutions, and investment in a natural capital hub. • Promoting Coastal Renaissance: the decline of heavy industry across the last decades represents a major challenge to the prosperity of local communities. Meanwhile, Solent's coastal location is a major component of the region's heritage and culture. The action plan includes objectives to improve digital infrastructure to better connect coastal communities, and invest in town centre regeneration in places like Eastleigh, and infrastructure, including housing, to build sustainable communities. • A thriving visitor, creative and cultural economy: This involves setting out a destination management plan for historical maritime assets, including Portsmouth Historic Dockyard, Titanic and Buckers Yard, to promote tourism, achieve Tourism Zone Status, and commissioning a report to understand the value of the creative and cultural sector to the Solent regional economy. • Developing a world-leading talent base: to complement aims to become a global leader in the maritime sector, the plan outlines actions intended to invest in skills and training tailored to the future needs of high-impact sectors, thereby encouraging investment and boosting productivity in the region. Actions include investing in training facilities for high-growth sectors. <p>Other priorities include promoting health and well-being within the community and delivering an outstanding business environment.</p>
<p>Annual Report, 2022, Solent Local Enterprise Partnership</p>	<p>The purpose of this LEP Annual report is to summarise the progress made over the preceding year towards projects related to the seven strategic priorities outlined within the Solent economic recovery plan.</p>	<p>The seven strategic priorities are as follows:</p> <ul style="list-style-type: none"> • A world leading marine and maritime economy. • Pioneering approaches to climate change adaptation and decarbonisation.

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	<p>The report summarises investment completed over the period related to infrastructure, coastal defences, housing developments, and the progress on setting up the Institute of Technology for skills development, mentoring programs for creative industries, and an industrial engagement hub.</p> <p>An evidence base of descriptive statistics related to the number of jobs, apprenticeships, and homes created over the last few years are provided as evidence of the economic impact of the LEP's activities.</p>	<ul style="list-style-type: none"> • The UK's capital of coastal renaissance. • A thriving visitor, creative and cultural economy. • An outstanding business environment. • Developing a world-class talent base. • Health and well-being at the heart of economic success.
<p>Spatial Position Statement, 2023, Partnership for South Hampshire (PfSH)</p>	<p>Update of the 2016 PUSH Spatial Position Statement (with further revisions in 2019, 2021 and 2022). Unlike local plans, which need to undertake the process of statutory plan-making including consultations, optioneering, and environmental assessments, this document is meant to be a guide for collective delivery on housing and employment requirements as set out in national planning policy.</p> <p>The Statement supports the development 'in cities and urban areas first' principle. However, with finite capacity within and near existing urban areas and protected areas in the region, the document notes the need to consider greenfield locations that support a modal shift in transport away from cars.</p>	<p>Strategic principles:</p> <ul style="list-style-type: none"> • Addressing the linked climate and biodiversity emergencies that are pivotal for South Hampshire. • Transition to Net Zero will require fundamental shift in transport to low or zero carbon travel. Site selection and capacities need to be optimised to promote this modal shift and avoid car dependency where possible. • Housing need will be met where possible; combination of strategic and smaller sites allocated in local plans where appropriate. • Housing growth needs to be balanced with economic growth. • Environmental assets must be recognised and addressed; nature recovery and protection of key habitats to be prioritised. • PfSH authorities to work together to deliver new and enhanced multifunctional green and blue infrastructure. <p>PfSH authorities to continue to share evidence on infrastructure investment which is needed within the South Hampshire sub-region.</p>
<p>Hampshire Economic Strategy, 2022, Metro Dynamics</p>	<p>The Hampshire Economic Strategy sets out the Six Capital Model which is the approach that guides economic development in Hampshire, and also underpins the County Deal for Pan-Hampshire which is currently under development. Key to the strategy is the pursuit of</p>	<p>Strategic objectives were created based on the Council's adoption of a scenario that considers macroeconomic factors that may impact the regional economy over time, including concerns that UK productivity will worsen, cost of living will continue to drive inequalities, Brexit represents an on-going trend of de-globalisation, and accordingly, that UK businesses will have greater difficulty in growing through export markets.</p>

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	<p>sustainable economic growth through an intentional approach to investment and place-making that addresses the needs of local communities in the region.</p> <p>The Six Capital Model was implemented in response to macroeconomic volatility, to deliver a diverse and resilient economy in Hampshire. The Six sources of capital are as follows:</p> <ul style="list-style-type: none"> • Physical Capital: this relates to key strengths associated with being well-connected by road and rail to London, and having lots of office space, which seems to be experiencing lower demand post-covid. • Natural Capital: the area has lots of natural capital including two national parks, high levels of biodiversity, and areas that could be used for carbon sequestration. • Human Capital: the area has good schools and the population is generally in good health with high levels of employment and wages. A key concern is the aging population. • Knowledge Capital: the region sees relatively high levels of innovation across the county with the southeast being a powerhouse in advanced engineering, and several large tech, telecoms and engineering firms are located nearby. • Social Capital: town centres are currently struggling in Hampshire with increased retail vacancies since the pandemic creating a sense of decline. There is interest in regenerating high streets and town centres. • Institutional Capital: this reflects the institutions in place to develop a strong County Deal for the region post devolution. 	<ul style="list-style-type: none"> • International Policy: Hampshire's sectors must drive increasing export activity and play a part in raising the UK's international competitiveness. • Environmental Policy: There is an opportunity in Hampshire to develop technology needed to accelerate the transition to net zero. The objective for Hampshire is for partners to work with businesses to lead proactive action to achieve net zero. • Economic geography: In Hampshire, there are opportunities to benefit from increased activity in high streets and town centres. The aim is to maximise the pull of high streets and town centres through regeneration, revitalising shared spaces, supporting leisure and hospitality activity, and opportunities for business and workspaces. • Innovation Environment: Hampshire has a strong base of innovation in globally competitive sectors and firms. By connecting knowledge assets – universities and firms – with local startup and scaleup culture and the right finance and investment opportunities and talent, Hampshire can boost growth through innovation and developing new assets. Hampshire's aim is to stay nationally competitive and support growth across the UK. • Social mobility: There are pockets of poverty in Hampshire. Covid has exacerbated these inequalities, and the region is experiencing slower recovery in employment levels. Hampshire aims to offer a range of opportunities for young people to learn and pursue a fulfilling career, with the right placemaking initiatives, affordable housing, and access to skills provision and employment support. • UK economic performance: A focus on growth can reverse the UK-wide trend and increase Hampshire's contribution to the Exchequer. Returning productivity to pre-2008 trends, would unlock growth, increase output, and build a stronger business rates base. • Location of political power: Hampshire County Council will create a County Deal to move government functions to the Hampshire level following devolution.

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	<p>The Strategy has identified a set of immediate and long-term drivers of change in Hampshire to be tackled through a set of seven strategic objectives and priorities. Immediate drivers include:</p> <ul style="list-style-type: none"> • Issues with recruitment as businesses struggle to fill vacancies, with particularly strong demand for professional type roles. • There is concern related to the performance of commercial property markets, with office floorspace being left unused. • Effects of inflation on the spending decisions of local households and investment decisions of firms. • Changing export demand following Brexit affecting local firms. <p>Long-term drivers of change include:</p> <ul style="list-style-type: none"> • an aging population; • opportunities related to the projected growth of ICT and construction sectors; and, • and the localised effects of climate change. 	
Marine and Maritime		
<p>Charting the course to a brighter future: Maritime UK Solent Recovery Plan, 2021, Maritime UK Solent.</p>	<p>The Maritime UK Solent Recovery Plan identifies opportunities for generating growth and improving productivity in the Solent Maritime sector. The plan sets out ambitions for the Solent Maritime sector to become a global leader in green innovation in water-based transportation and a key strategic asset to the UK economy in driving growth through international trade links.</p> <p>The Covid-19 pandemic has prompted a renewed focus on sectoral resilience and adaptability to macroeconomic</p>	<p>Relevant strategic priorities include:</p> <ul style="list-style-type: none"> • To become an international gateway to trade - This is to be delivered via ambitions to build a new passenger terminal annex at Portsmouth International Port, boosting tourism in Solent by achieving Tourism Zone Status, building new border control facilities to address new challenges following Brexit, and establishing a UK transition trading hub to encourage UK businesses to establish themselves within international export markets. • To encourage R&D in marine and maritime advanced manufacturing in areas including robotics - This is to be achieved through ambitions to optimise current use of local assets in green technologies, mapping

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	<p>volatility, since the success of the sector is integral to the prosperity of local communities.</p> <p>The port of Southampton typically handles over 500 cruise ship calls a year and over 2 million passengers. Cruising facilitates 14,000 jobs in the Solent region, with each cruise vessel call worth an average £2.7m to the economy, with over half of these benefits remaining in the Solent.</p> <p>The plan identifies key priorities centred around fostering new trading relationships with the rest of the world, innovation related to advanced manufacturing and green energy and carbon capture solutions, and skills development for the future. The report identifies key local assets and capabilities which must be leveraged to achieve these priorities including globally recognised academic and research institutes, the strong presence of defence maritime activities, alongside cultural and leisure-related assets.</p>	<p>the role of the Solent maritime sector in Solent within domestic supply chains to understand value generated to the local economy, and prioritizing target sectors that will drive local growth and prosperity in the long run.</p> <ul style="list-style-type: none"> • To drive decarbonization via carbon storage and clean power for water-based transportation. • Upskilling the workforce for now and the future - The key focus is on investing in an Institute for Technology within the Solent to deliver training specifically tailored to advanced manufacturing and tech sectors, and offering in-person and online training solutions for employers in the Solent region.
Culture		
<p>A creative enterprise Solent Cultural Plan 2024-30, 2024, Solent Partners</p>	<p>The Solent Cultural Plan is developed by an industry-led group that aims to grow the creative sector in Solent by setting out the necessary conditions required for creative individuals and enterprises to thrive. The central vision for Solent is to become an exemplar for cultural and creative commerce, growth and exchange. Other locations including Brighton and Bournemouth are identified as competitors in attracting creative enterprises and investment. The report emphasizes the role of the creative and cultural sector in helping other 'high-impact' sectors including academic and research institutes and defence to reach their full potential.</p>	<p>This report contains a preliminary assessment of the factors required to bolster the growth of the creative and cultural sectors in Solent. Recommendations include:</p> <ul style="list-style-type: none"> • the provision of space for creatives to sell goods, including markets and pop-up shops; • high-street regeneration; • build shared spaces for creative collaboration; • encourage inward investment by creative enterprises; • promotional campaign emphasising the presence of creative and tourist enterprise in local region; • collaboration between schools and creative enterprise to help inform young people about opportunity in their area; • facilitate mentoring of young people by creatives; • better transport connectivity;

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		<ul style="list-style-type: none"> • build collaboration between hospitality sector and creatives; • digital connectivity across communities; and, • data gathering to track development of creative communities and clusters over time, and, encouraging employment opportunities for students pursuing creative degrees.
<p>Solent Cultural Plan Insights Report, 2024, CTconsults</p>	<p>The plan presents findings following a series of interviews and research conducted by CTConsults. It identifies weaknesses in Solent’s current cultural influence:</p> <ul style="list-style-type: none"> • Poor connectivity within and across whole region, leading to fragmentation. • Visitor economy is often focussed on cruises, rarely leading to local visits. • Lack of coherent place narrative – Solent / Hampshire / Central South / individual towns. • Lack of – or under-investment historically in culture from strategic development agencies (e.g. Solent LEP, Arts Council England). • Lack of data sharing across region. • Lack of collaborative approach to funding and investment. 	<p>Opportunities for the improvement of Solent’s cultural scene include:</p> <ul style="list-style-type: none"> • New interest in the cultural and creative industries from strategic economic development agency i.e. Solent Partners, with inclusion in strategies such as Solent 2050. • New interest from strategic funders e.g. ACE (Portsmouth Place Partnership investment, new National Portfolio Organisations-NPOs…) and Historic England (Gosport Heritage Action Zones). • New Freeport, with target markets including creative industries. • Greater networking within and across the region and sector e.g. Folio New Forest. • New investment in cultural infrastructure e.g. Fareham Live. • A shared cultural narrative to support increased prominence of the cultural sector, leading to strategic investment.
Skills		
<p>Solent Local Enterprise Partnership Low Carbon Skills Report, 2023, South West Net Zero Hub</p>	<p>The Solent LEP Carbon Skills report includes an evidence-based assessment of the skills gap present within Solent’s labour force. The LEP has set out ambitions to achieve Net Zero by 2050. The report emphasizes the strategic advantages that the Solent must leverage to meet net zero, including working closely with local world-leading academic institutions and industry to foster the appropriate upskilling and development opportunities for people locally. However, the report emphasises that most of the jobs required in the area to meet net zero do not require a degree. Skills can be learned at technical colleges or via workplace training.</p>	<p>The report informed the Solent LEP regarding the necessary level of activity, jobs and skills required to meet net zero targets. The key findings are largely that the Solent will miss net zero targets related to installation of green technology, like wall insulation, and will require significant growth in sectors related to green energy solutions. Growth in these sectors corresponds with projected shortcomings in the volume of skilled workers in each sector. The report also highlights that the existing maritime workforce will need to be upskilled to handle low-carbon fuels and technology to maintain competitiveness.</p> <p>The report does not provide any strategic priorities or objectives. However, recommendations emphasise the need for Solent LEP to foster partnership</p>

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	<p>The report provides an assessment of the existing policy landscape and projected skills gap for four key sectors including Retrofit, Transport and Logistics, Hydrogen, and Green Maritime & Marine Carbon Capture. Skills gaps for each sector are projected according to three de-escalating scenarios; urgent, balanced and gradual approaches to upskilling.</p>	<p>between industry, academic institutions and local schools. Thereby ensuring that learning programs appropriately cover in-demand skills and knowledge, and that young people are aware of the opportunities present within the area. Others relate to in-work upskilling and re-training of working-age people that are not currently in education.</p>
<p>Solent Skills Action Plan & Local Skills Report, 2022, Solent LEP</p>	<p>The Solent Skills Action Plan & Local Skills Report identifies a series of strategic priorities and associated interventions to be undertaken in the coming years to address skills shortfalls present across key sectors in the Solent Region. The report provides an overview of the activities currently underway to create opportunities for skill development. Notably including a specialist engineering centre, civil engineering courses and training facilities at local colleges and universities, and the Brockenhurst Centre for Maritime technology.</p> <p>The report then identifies key strengths, priorities and needs with regards to recruitment challenges in Solent. By reviewing the Adult Social Care, Construction, Digital and Technology, Haulage and Logistics, Manufacturing, Visitor Economy and Maritime sectors, the report identifies several common themes.</p> <p>All sectors struggle to recruit staff members ranging from early careers positions to experienced professional roles. This is leading some firms to offshore projects, and to recruit from abroad. Similarly, there is a concern that people are not aware of the opportunities and career paths available through maritime and associated manufacturing activities present in the Solent. The report posits that a lack of diversity, poor working conditions, and a perceived lack of opportunities for career advancement mean that sectors are less competitive in</p>	<p>To address these concerns the LEP created four skills priorities and set out proposed actions to address the challenges set out in each.</p> <ul style="list-style-type: none"> • Awareness and aspirations: there is a need to raise awareness of the many opportunities for skills development that are already available in the Solent. There is also a need to raise the profile of career paths with young people when at school and improve local school attainment. • Skills brokerage: this is about enhancing employer engagement with academia and education to ensure that skills provision can respond to local business and sector requirements. • Core sectors and competencies: this involves ensuring that sectors operating locally drive skills development over the short, medium and longer term. • Digital inclusion: this involves reducing barriers to accessing skills development opportunities by offering local people access to digital resources, including hardware. Intended to specifically address local pockets of deprivation and inequality.

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	recruiting people with skills and experience in IT, coding, and engineering.	
<p>Solent Local Skills Improvement Plan (LSIP) Summary, 2023, Hampshire Chamber of Commerce</p>	<p>The Solent LSIP summary provides an overview of the purpose of creating a SIP and the key stakeholders involved in the process. The primary purpose is to identify the key changes that must be made to make technical skills training in the Solent more responsive to employer's needs.</p> <p>Through engaging with local stakeholders from industry and education, four key sectors were identified that should be prioritised when designing skills-related interventions. Key sectors are identified based on the scale of employment they support, their economic contribution, and their future growth potential. The key sectors include:</p> <ul style="list-style-type: none"> • Low carbon: opportunities in low carbon include retrofitting of the building stock, transport and logistics, production and storage of hydrogen, and the shift to electric vehicles. • Creative: a wide range of skills are needed, both technical (e.g. production and set design) and more generic (e.g. project management). • Maritime: demand for future skills will be driven by both advancements in tech, in addition to the requirement for traditional skills <p>Freeport Target Sectors: the Solent Freeport will create demand for a wide range of skills across various sectors, ranging from low-level skills to highly-skilled and technical occupations.</p>	<p>The strategic priorities utilised within the LSIP build on those within the Solent Skills Action Plan & Local Skills Report. They include:</p> <ul style="list-style-type: none"> • Awareness and Aspirations: ensure that the skills ecosystem can improve life chances of all communities across the Solent. • Navigating the skills ecosystem: reduce complexity and improve complementarity within the skills ecosystem in the Solent. • Proactive employer engagement: encourage employers to play a greater role shaping local provision & promote the benefits of engagement. • A more agile ecosystem: improve responsiveness by building on increased digitalisation and the requirement for flexibility. • Pathway to Skills: acknowledge that career pathways are not linear and facilitate greater brokerage within the skills ecosystem. • Managing the skills transition: as technology advances towards industry 4.0, future proofing the skills ecosystem is key to securing success.

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Freeport		
<p>Solent Freeport Bid Solent Freeport Bid Annex P- Confirmed Investments, Solent Freeport, Portsmouth City Council, April 2022</p>	<p>The Freeport vision is articulated through three ‘threads’ which collectively underpin the proposals outlined (strengthening the UK’s premier global gateway, levelling up opportunity and aligned to the Solent’s competitive advantages).</p> <p>There are 8 sites within the Solent Freeport:</p> <p>Dunsbury Park – 43-ha of un-developed land much of which is shovel ready and has planning permission for 665,000 sq. ft.</p> <p>Navigator Quarter - comprises two parcels of greenfield land with the northern parcel owned by BLOCWORK and the eastern parcel owned by Southampton Airport.</p> <p>Port of Southampton Southampton Water ABP Strategic Land Reserve</p> <p>Port of Southampton Water ABP-Redbrige - 12-ha, 30-acre site offers businesses a brilliant opportunity to create bespoke facilities of up to 600,000 sq ft.</p> <p>Portsmouth International Port - 66 acre site, which includes major cargo operator Portico.</p> <p>Southampton Water Exxonmobil - Over 3000 acres, the largest complex of its kind in the UK and supports the economies of the South of England and beyond.</p> <p>Southampton Water Fawley Waterside - Set in The New Forest National Park on 3km of pristine coastline.</p> <p>Southampton Water Solent Gateway - As a 225 acre port, Solent Gateway offers a range of services and facilities including a dedicated rail connection direct to berth, two jetties with RoRo capabilities, four linkspans, extensive warehousing and storage space, and a national rail network connection for forward chain logistics.</p>	<ul style="list-style-type: none"> • Strengthening the UK’s premier global gateway- build on competitive advantage through trade links and port capability to increase capacity. • Levelling-up economic opportunity- maximise local regeneration/employment outcomes through targeting tax breaks at genuinely additional investment, selection of site locations to help target inclusion outcomes, supporting site specific interventions and support through programmes. • A Freeport aligned to the Solent’s competitive advantage- opportunity to improve productivity performance, address skills shortages, tackle deprivation, harness innovation assets and capabilities, pioneer new ways of confronting environmental challenges.

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Policy / Strategy	Overview of Policy / Strategy	Relevant strategic priorities / objectives to the SGPS
Transport		
<p>A Strategic Investment Plan for the South East: Transport for the South East (TFSE) 2023</p>	<p>The Strategic Investment Plan (SIP) for the South East identifies key projects for investment that will enable the realisation of the thirty-year vision for the region. Selected projects align with wider policies and priorities across levels of government.</p> <p>The TfSE SIP identifies eight investment priorities that align to the vision and strategic goals of TfSE. These are categorised as:</p> <ul style="list-style-type: none"> • Decarbonisation and environment; • Adapting to a new normal; • Levelling up left behind communities; • Regeneration and growth; • World class urban transport systems; • Transforming east-west connectivity; • Resilient radial corridors, and • Global gateways and freight. <p>The investment themes for the Solent region are classified as the Core Rail Package, Enhanced Rail Package, Mass Transit, Highways, Active Travel and Connectivity Package.</p>	<p>The SIP lists 65 projects for investment in the Solent region. Further detail to each project is provided in the SIP Factsheets that relate to each smaller area within the region, namely:</p> <ul style="list-style-type: none"> • New Forest East; New Forest West • Romsey and Southampton North; Winchester • Eastleigh; Southampton Itchen; Southampton Test • Fareham and Waterlooville; Hamble Valley; Gosport • Havant; Portsmouth North; Portsmouth South and Isle of Wight.
<p>The Solent Future Transport Zone, 2024, Solent Transport</p>	<p>This sets out project updates within the Solent Future Transport Zone (Solent FTZ). The overriding aim is to <i>'make journeys easier, smarter and greener for everyone.'</i> All projects were already in motion, but to varying degrees.</p>	<p>The document provides updates to ongoing projects rather than strategic detail. The overriding objectives identifiable across the spectrum of projects are to implement shared mobility and sustainable travel schemes (Breeze e-scooters and Beryl Bikes), develop flexible demand-responsive transport (Dynamic Demand Responsive Transport buses), improve air quality and congestion (drones for medical deliveries and Urban Logistics Consolidation), and encourage a shift in travel choice (mobility credits).</p>
<p>Solent Strategic Transport Investment Plan 2016, 2018, Solent LEP</p>	<p>This strategic investment plan highlights the critical role of transport to improving productivity and increasing wealth creation, and the requirement of an 'efficient and well-functioning modern transport network.'</p>	<p>The plan is structured around Highway, Railway, Transit and Airport Surface Access investment packages, and linked appropriately to the following strategies:</p> <ul style="list-style-type: none"> • Increase dual city linkages around public transport to integrate labour and consumer markets.

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	<p>It sets out the evidence base that has informed the strategy development and is included here as this analysis remains valid in 2024.</p>	<ul style="list-style-type: none"> • Support agglomeration around key local strengths and competitive advantages. • Develop a corridor of development nodes around an improved public transport offering (and increase cycling/walking access to stations) • Optimise and integrate the transport network (ticketing, info, operation) to improve resilience and peak capacity. • Secure improved strategic connections to London, South East (airport passenger market), UK (port freight), internationally. <p>Greater focus on Transport Oriented Developments (TODs) to increase residential densities around new and underutilised transport nodes to accommodate additional housing development whilst protecting natural assets.</p>
<p>Local Transport Plan 3. Joint Strategy for South Hampshire 2011-2031, 2011, Hampshire County Council, Portsmouth City Council, Southampton City Council</p>	<p>This document outlines the shared approach to transport in South Hampshire. It sets out the situation of the document amongst others and the key policies that informed its development.</p> <p>It envisions ‘a resilient, cost effective, fully integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment.’</p>	<p>The document is organised around seven outcomes and corresponding, overlapping policies. The outcomes intend to reduce dependence on the private car, improve awareness of different travel options, improve journey time reliability, improve road safety, improve accessibility, improve air quality and environment and promote a higher quality of life. Key policies are as follows:</p> <ul style="list-style-type: none"> • Develop transport improvements that support sustainable economic growth and development. This policy recognises the potential of transport to support economic prosperity across South Hampshire. • Ensure reliable access to and from South Hampshire’s three international gateways for people and freight, economic success is dependent on this. • Optimise highway network capacity to ensure smooth operation of strategic linkages to secure economic productivity across the sub-region. • Achieve and sustain a high-quality, resilient highway network for all. Well-maintained network that caters for users is key to economic wellbeing. Maintenance will be targeted to maximum value areas. • Improve air quality • Develop strategic approaches to parking to support sustainable travel and promote economic development. Parking cost and availability impacts travel choices. Delivered through CPZs, park & ride extension, car club development etc.

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Policy / Strategy	Overview of Policy / Strategy	Relevant strategic priorities / objectives to the SGPS
		<ul style="list-style-type: none"> • Improve road safety • Promote active travel modes and develop supporting infrastructure • Encourage private investment in bus, taxi, community transport solutions and infrastructure/services. Provide viable alternative car for travel to work etc. and cater to creation of new jobs. • Develop role of water-borne transport. Will widen travel choice and reduce peak hour congestion across region. • Work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight. Targeted improvement would provide alternative to car for peak hour commuter journeys to major employment areas. • Work with Local Planning Authorities to integrate planning and transport. Planning authorities are encouraged to locate new housing and employment development proximally and ensure development accessibility. • To develop and deliver high-quality public realm improvements. • Safeguard and enable the future delivery of transport improvements within the Transport for South Hampshire (TfSH) area.
<p>Route Strategy Initial Overview Report, 2023, Solent to Midlands, National Highways</p>	<p>This document details the route context, constraints on the route and opportunities for improved connections with local roads and rail links.</p> <p>It details the strategies and contextualises them within the immediate needs of the network alongside longer-term issues or potential opportunities.</p>	<p>DfT's strategic objectives for the strategic road network:</p> <ul style="list-style-type: none"> • Improving safety for all. • Network performance- ambitions to support freight, logistics, coaches, support end-to-end journeys, approach to trunking and de-trunking for the strategic road network (SRN). • Improved environmental outcomes- net zero plan. • Growing the economy- contribution to growing the economy and levelling up, approach to spatial planning. • Managing and planning the SRN for the future- approach to asset management. • A technology-enabled framework- ambition for digital roads. <p>Route objectives:</p> <ul style="list-style-type: none"> • Improve strategic access to corridor from wider road network by managing issues of safety + congestion (link local and strategic centres via key MRN/SRN junctions).

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		<ul style="list-style-type: none"> • Support local access and active travel modes where infrastructure integrates with/impacts the SRN. • Maintain strategic function of corridor + manage integration of local traffic needs to improve customer service. • Enable more efficient freight movements along corridor, M3, M27 to and from key gateways. • Support regionally significant planned developments. • Be a better neighbour, protect residents/assets from adverse environmental impacts of SRN
<p>Solent Connectivity. Continuous Modular Strategic Planning, 2020, Solent Transport, Network Rail</p>	<p>Sets out several investment choices to enable train service improvements which would accommodate growth and make rail a more attractive travel choice across the Solent area, and, from this, assist efforts to address local transport, development, economic and environmental issues.</p> <p>The study is organised around three key themes: rebalancing the economy, improving wider transport connectivity and planning for sustainable growth.</p>	<p>This document identifies common themes between TfSE strategy and Network Rail System Operator's objectives for the South East;</p> <ul style="list-style-type: none"> • Providing connectivity and capacity to support productivity and growth. • Delivering economic growth in a way which is environmentally responsible. <p>The TfSE strategy identifies need for improvement to orbital and coastal rail routes in the Solent to reduce slow journey times that represent a significant barrier to fostering sustainable growth along the South Coast. It identifies rail investment as a top priority, in particular for:</p> <ul style="list-style-type: none"> • Enhancement where orbital routes cross radial routes. • Deliver better inter-urban rail connectivity and urban transit schemes. • Improve public transport access to airports. • Improve rail network to support expanding ports.
<p>Transport for the South East Delivery Action Plan, 2023, Transport for the South East</p>	<p>This Delivery Action plan identifies the transport interventions that will be made in the next three years across the South East. The plan identifies three key transport corridors, associated key issues with road traffic congestion and quality of service on public transport, and lists planned projects to address these problems.</p>	<p>The report identified important strategic transport corridors and key issues which are to be addressed via a set of initiatives to improve existing infrastructure and develop active transport alternatives.</p> <ul style="list-style-type: none"> • A3/A27/M275/Portsmouth Direct Line (Portsmouth-Surbiton): this corridor connects Portsmouth International Port to the strategic road network. It also provides a direct route to London from Portsmouth. • Key issues are that: <ul style="list-style-type: none"> ○ Journey times between Portsmouth and London on the direct line are typically 90 minutes or more, while the same length of journey between Southampton and London takes 71 minutes.

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		<ul style="list-style-type: none"> ○ Passenger services experience high levels of crowding. ○ Along these corridors housing is very expensive and unlikely to improve as there is little planned new development in the area. ○ Air quality is significantly and negatively impacted between the M275 and Portsmouth International port. ● M3/M27/M271/A33/A326/South Western Main Line (Southampton – Sunbury): this corridor connects the Port of Southampton to the Strategic Road network. ● Key issues are: <ul style="list-style-type: none"> ○ Traffic congestion hotspots across various highways on the corridor. ○ Clusters of historic road traffic accidents have arisen on the corridor, specifically as it enters Southampton on the M271 and A33. ○ There is significant crowding during peak times on the South Western Main Line. ● A36/Wessex Main Line (New Forest): this corridor provides important east-west connectivity between the South East, the South West and the West of England. ● Key issues are that: <ul style="list-style-type: none"> ○ Wessex Main Line experiences high levels of crowding during peak hours. ○ There are also road traffic congestion hotspots on the corridor.
<p>A Freight Strategy for Urban South Hampshire, 2009, Transport for South Hampshire (TfSH)</p>	<p>This strategy considers the needs of the economy, environment, residents and visitors and is as follows; it aims to 'facilitate the safe and efficient transportation of freight into, out of and within the TfSH sub-region, supporting a competitive local and regional economy, whilst taking into account the existing and future needs of our society and the environment.'</p>	<p>This aim will be met through the following objectives:</p> <ul style="list-style-type: none"> ● Maximise contribution of freight and logistics sector to maintain and enhance the economic competitiveness of the sub region. ● Secure investment in measures that seek to make best use of existing capacity and improve journey time reliability on strategic lorry and rail freight network routes. ● Support provision of new capacity on road/rail corridors (including access routes to port/dock areas).

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	<p>It details the evidence base, issues and wider policies that have informed the strategy development.</p>	<ul style="list-style-type: none"> • Improve understanding/communication between Local Authorities and freight/logistics operators. • Create more positive perceptions of freight sector. • Promote freight planning linked to environmental, community and safety considerations. • Encourage a holistic multi-modal approach to freight transport. <p>The action plan is categorised by:</p> <ul style="list-style-type: none"> • Establish mechanisms for dialogue with the Freight Industry. • Measures to promote and encourage sustainable distribution. • Measures to improve economic competitiveness. <p>Routeing and maintenance measures.</p>

4 Local Policy

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4.1 Isle of Wight

Policy / Strategy	Overview of Policy / Strategy	Relevant strategic priorities / objectives to the Solent Growth Strategy
Planning and Economy		
<p>Core Strategy, Isle of Wight Island Plan Core Strategy 2012</p>	<p>The core strategy document sets out the spatial vision and objectives for the Island and the strategic policies to help deliver them. The spatial vision, objectives and strategic policies flow from the priorities and objectives set out in the Isle of Wight’s Sustainable Community Strategy – Eco Island.</p> <p>The agreed vision of the Isle of Wight’s Community Strategy (2008-2020), Eco Island: <i>“We want the Isle of Wight to become a world renowned Eco Island, with a thriving sustainable economy and a real sense of pride and involvement, where residents and visitors enjoy healthy lives, feel safe and are treated with respect.”</i></p> <p>Key regeneration areas identified:</p> <ul style="list-style-type: none"> • Medina Valley (Newport, Cowes and East Cowes) • Ryde. • The Bay (Sandown, Shanklin and Lake). <p>Smaller Regeneration Areas identified:</p> <ul style="list-style-type: none"> • West Wight (Freshwater and Totland). • Ventnor. 	<p>The most relevant strategic objectives are:</p> <ul style="list-style-type: none"> • To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment. • To ensure that housing is provided to meet the needs of Island residents. • To promote and enhance community leisure and recreational facilities. • To provide opportunities to diversify and strengthen the local economy and increasing the range of higher skilled jobs available locally. • To support a diverse tourism offer on the Island, particularly focussing upon sustainable eco-tourism. • To protect, conserve and enhance the Island’s natural, historic and built environments. • To provide renewable sources of energy that contribute to the Island being self-sufficient in renewable electricity production. • To reduce the need to travel, to improve accessibility across the Island and maintain functional transport links with the mainland. • To manage the Island’s waste in a sustainable and environmentally sensitive way. • To manage the Island’s minerals supply in a sustainable and environmentally sensitive way. <p>The most relevant strategic priorities are:</p>

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	<p>Rural Service Centres identified:</p> <ul style="list-style-type: none"> • Arreton • Bembridge • Brading • Brighstone • Godshill • Niton • Rookley • St Helens • Wootton • Wroxall • Yarmouth 	<ul style="list-style-type: none"> • SP1 Spatial Strategy – supporting development on appropriate land within or immediately adjacent to Key Regeneration Areas, Smaller Regeneration Areas, and Rural Service Centres. • SP2 Housing – 8,320 additional dwellings for the Isle of Wight between 2011-2027, an average of 520 dwellings per year. • SP3 Economy – Economic growth will be focussed on employment, retail and high-quality tourism, with a target of creating 7,550 jobs. • SP4 Tourism – Sustainable growth in high quality tourism and increased quality of existing tourism destinations/accommodation. Ambition to see the island become an all-year-round destination, which develops green and new niche tourism products. • SP5 Environment – Protect, conserve, and enhance the natural and historic environments. • SP6 Renewables - A range of renewable energies will be encouraged across the Island to meet the Island's target of up to 100 MW installed capacity as the on-shore contribution to becoming self-sufficient in renewable electricity production. • SP7 Travel – increase travel choice, provide alternative means of travel to the car and help reduce the impact on air quality & climate change. • SP6 Waste – reduce the level of waste wherever possible by providing waste resource infrastructure and management options with prevention in the first instance, and ensuring infrastructure waste management is developed with regard to sustainable development.
<p>Monitoring Report for the Isle of Wight Council's policies 2022-2023, Isle of Wight Council</p>	<p>This is the report for the eleventh complete monitoring year of the adopted Island Plan Core Strategy. The report summarises the progress of planning performance, housing, economy and tourism, minerals, and waste. The document reports performance indicators across a range of measures for the monitoring year.</p>	<p>The council aims to accommodate sustainable economic growth and regeneration by ensuring sustainable patterns of employment development, providing opportunities to diversify and strengthen the local economy and increasing the range of skilled jobs available.</p> <p>A number of economic issues were identified in the Core Strategy, which its policies are seeking to address. They are:</p> <ul style="list-style-type: none"> • the need to create jobs to address unemployment and to push forward the economic regeneration of the Island;

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Policy / Strategy	Overview of Policy / Strategy	Relevant strategic priorities / objectives to the Solent Growth Strategy
		<ul style="list-style-type: none"> to maintain a diverse economy, where high quality tourism and supporting the expanding research and design and servicing of renewable energy technologies; to sustain a rural economy that brings benefits to the whole Island; and to increase the skills of the Island's workforce to ensure the wider economic aspirations of the Island can be realised.
<p>Medina Valley Plan, Isle of Wight Council</p>	<p>This document recognises and addresses the individual characteristics and needs of the Medina Valley area. The Medina Valley Plan supports the Island Plan core strategy and is expected to run for 15 years.</p> <p>The plan set out a vision: "To see homes delivered in the Medina Valley as close to where they are required as possible, and employment opportunities making the most of the River Medina as a working river".</p>	<p>The most relevant strategic priorities in the plan are:</p> <ul style="list-style-type: none"> Housing – residential growth of around 960 dwellings; helping to sustain and strengthen existing communities, whilst retaining their individual character and identity. Economy – The Medina Valley, particularly Newport, to strengthen its role as a focal point for employment, particularly in economic development related to development of clusters in knowledge-driven and high technology industries including marine, renewables and composites. The Valley will continue to be important for commercial and employment related development. The town centres of Cowes, East Cowes and Newport will be the focus for retail and leisure development within the Valley, providing for bulk convenience, food shopping and a reasonable range of comparison-shopping facilities. Newport will continue to be the primary shopping centre on the island. Environment – Development will be located in the most sustainable locations and managed to ensure that any negative impacts on the area's environment are avoided. Sensitive environmental sites will be conserved and wherever possible enhanced. Travel – The transport infrastructure and network within the Medina Valley will be maintained and fit for purpose to serve the area's residents and visitors, and opportunities for improvements explored. Waste – Waste facilities, that treat waste close to its source and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses.
<p>The Ryde Plan, Isle of Wight Council</p>	<p>The Ryde Area is one of the key regeneration areas on the Isle of Wight. The Ryde Plan is a statutory</p>	<p>The most relevant strategic priorities are:</p>

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	<p>development plan document which sets out a framework for how growth should be co-ordinated to secure a sustainable pattern of development and maximum community gains. It sets out a comprehensive approach to growth in the Ryde area, along with supporting infrastructure and community facilities.</p> <p>The overarching vision of the plan is: "To see the wider Ryde area as a vibrant gateway to the Island where the needs of residents and visitors are met to the highest possible standard".</p>	<ul style="list-style-type: none"> • Housing - A level of residential growth, in the most sustainable locations it can facilitate, that meets the needs and demands of current and future residents. • Economy - An increase in the number of jobs available, by supporting the growth of small-scale businesses and promoting clusters in knowledge driven and high technology industries, and through developing Ryde's own distinct tourism offer. • Environment - Improvement of the natural environment of Ryde and the surrounding area and accessibility to it increased. The built environment of Ryde will improve, particularly on the esplanade and interchange area, to offer a higher quality experience. • Tourism - To expand and improve the tourism offer and experience in Ryde and to make best use of existing tourism-related sites. • Travel - The transport infrastructure and network at Ryde is maintained and fit for purpose to serve the area's residents and visitors, and opportunities for improvements have been explored. • Waste - Waste facilities, that treat waste close to its source and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses.
<p>The Bay Area Plan, Isle of Wight Council</p>	<p>The Bay Area is one of the key regeneration areas on the Isle of Wight. The Bay Plan forms as part of the council's local Island Plan and sets out a framework for how growth should be co-ordinated to secure a sustainable pattern of development and maximum community gains.</p> <p>The Bay Plan seeks to address the following key issues:</p> <ul style="list-style-type: none"> • Addressing a lack of investment over a period of years and creating a positive environment for investment. • Whether releasing hotel stock to other uses is appropriate and how should it be managed 	<p>The most relevant strategic priorities are:</p> <ul style="list-style-type: none"> • Housing – A level of residential development, reflecting the constraints of the surrounding area and the types of sites available for residential development, which will include the conversion of low-quality tourist accommodation stock to residential in certain locations. • Economy – Creating a seafront which offers a quality, vibrant, year-round visitor destination for tourists as well as facilities which are needed by the local community. Improving the quality and range of tourist accommodation, retail offer and night-time economy. • Environment – Development will be located in the most sustainable locations and managed to ensure that any negative impacts on the area's environment are avoided. Where necessary, appropriate mitigation measures will be required. Protect the floodplain of the Eastern Yar which fulfils an important local role in flood management

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Policy / Strategy	Overview of Policy / Strategy	Relevant strategic priorities / objectives to the Solent Growth Strategy
	<ul style="list-style-type: none"> Reconciling the regeneration aspirations with the general lack of development options Pockets of deprivation and poor health. <p>The plan sets out an overarching vision: “to create an area with a modern tourist offer, where existing and new businesses are supported, and residential development is provided to meet the requirements of the community and links from the town to the surrounding countryside are improved”.</p>	<p>and nature conservation, whilst utilising the opportunities for tourism and education facilities that focus on the natural and historic environments of The Bay and the Island as a whole.</p> <ul style="list-style-type: none"> Tourism – Achieve a tourism industry that has substantially increased its value in the economy, and through the provision of top-quality tourism accommodation and facilities, making The Bay a highly desirable destination. Travel – To ensure that the existing transport infrastructure can facilitate the planned level of development, by providing connectivity for vehicles and pedestrians alike without eroding air quality. Waste – Waste facilities, that treat waste close to its source and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses. Healthy Community – To contribute, through land-use planning, to a wider programme to improve the health and wellbeing of the Bay’s residents.
<p>The Bay Area Place Plan, FERIA Urbanism on behalf of Shanklin Town Council</p>	<p>The Bay Area Place Plan seeks to influence policy and delivery in the Bay Area of the Isle of Wight. The plan aims to be a catalyst for change in internal community perceptions as well as external perceptions. The report brings together a variety of topics into a single, that sets out a vision and a sense of direction for the communities of Sandown, Shanklin and Lake. It has elements of an economic strategy, an urban design framework, a tourism strategy, and a community action plan.</p>	<p>The relevant strategic priorities are:</p> <ul style="list-style-type: none"> Urban Acupuncture - Precise, targeted interventions to promote urban regeneration at a local level. The report goes on to suggest 18 locations to implement this. Connectivity – Strong, obvious and clear physical connections between the three settlements for bicycles, scooters and wheelchair users. It is suggested that this can be achieved through making inland routes safe, connected and convenient, and through infrastructural improvements to the coastal route along the revetment, promenade and seafront route. Consistency & Coordination - To further strengthen the overall Bay Area identity, the streets, squares, and public spaces (i.e. the Coastal Route) need to achieve a consistency of quality and appearance. Urban Intensity Yet a Relaxed Island Way of Life - This blend allows individuals to enjoy the best of both worlds by alternating between the fast-paced, vibrant energy of urban living and the laidback, tranquil vibe of an island getaway.

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		<ul style="list-style-type: none"> • The Isle of Wight UNESCO Biosphere Reserve – Having this designation significantly contribute to the shift to diversify the Bay Area economy and pursue eco-tourism.
<p>A Place Plan for Ryde, Ryde Town Council</p>	<p>This plan provides actions for positive change and regeneration across Ryde's priority retail and seafront areas.</p>	<p>The Place Plan identifies a set of 5 strategic challenges to the town and its future:</p> <ul style="list-style-type: none"> • The Dominance of Transport - Fixing the mismatch between decisions made in the interests of the five transport operators/owners (including Island Roads) and the resulting impacts on a public realm (especially greenspace) that is in deficit both in quantity and quality. • The Urban Extension - Understanding, influencing and steering the impact of Ryde's urban extension. This profound change to the shape and life of the town is already set in place, but its impact on the public realm, pedestrian permeability and civic quality of the town can still be shaped by Ryde Town Council working in partnership with its partners and allies. • Sustainable Development - Applying Ryde's unique concentration of cultural and natural capital to the benefit of everyday life in the town, with particular regard to its core of worsening deprivation. This is a Biosphere priority. • The Impact of Grant Funding - Getting more from the town council's exemplary investment in public life via the £230K of grants and contributions, to ensure a year-on-year accumulation of visible civic gains driven by a bold, coherent, proactive and locally driven enrichment of public experience. • A Place Based Vision - Enshrining these priorities in a clear, compelling vision for Ryde and its communities, driven by the town council and shared by an active partnership of local organizations.
<p>Island Planning Strategy, Isle of Wight Council</p>	<p>The Island Planning Strategy is a plan for development on the island until 2040. This document is currently under review by the Council, following a Regulation 19 period. It will then be submitted to the Secretary of State and will ultimately go on to replace the Island Plan Core Strategy.</p>	<p>These are the most relevant strategic priorities:</p> <ul style="list-style-type: none"> • E1: Supporting and Growing our Economy – supporting an environment where businesses have the confidence to invest. Overseeing sustainable growth of the Island's economy and supporting

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		<p>delivery of jobs across a range of sectors whilst increasing local wages, skills and job opportunities¹.</p> <ul style="list-style-type: none"> • E2: Sustainable economic development – sustainable economic development that will generate, maintain, grow and attract business, particularly in technology, composites, engineering, the marine sectors (including R&D), supporting the Solent Freeport and horticulture (particularly within the Arreton Valley). • E3: Upskilling the Island – improving workforce skills and employability; and promoting and supporting skills and employment in existing employment clusters, especially within the construction, digital, high tech, renewable and marine sectors. • E4: Supporting the rural economy – farm growth (particularly in food production); diversification of use of farmland; intensification/ expansion of existing rural employment sites; sustainable rural tourism and leisure activities. • E6: Future-proofing digital infrastructure - making the Island's economy more competitive, attracting a greater range of businesses, facilitating modern work practices and reducing the need to travel. • E7: Supporting and improving our town centres – supporting commercial uses (class E) and adding to the diversity, choice, vitality and viability of town centres across the island. • E8: Supporting high quality tourism – utilising the unique characteristics of the historic and natural environments, developing green and niche tourism products, increasing quality of existing tourism destinations and accommodation, maintaining a mix of tourism accommodation with a range of style, creating all year-round tourism offer, which takes full account of seasonal significant impacts on European protected sites and species.

¹ The council has allocated 6 employment sites to contribute to achieving this across Newport (2.8ha), Ryde (14.7ha), Cowes (1.9ha), East Cowes (6.2ha), Ventnor (0.7ha), and Sandown (2.9ha), with a mixture of Class E Offices, B2 and B8 uses.

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<p>Economic Development Delivery Action Plan, 2010/11 to 2012/13, Isle of Wight Council</p>	<p>This document details key actions that were planned to be taken in 2010/11 to support economic development. This involved actions to help businesses on the Island, including inward investment (with a focus on renewable energy) and support for existing businesses. The plan also identified actions to provide for significant new employment land and to invest in the employment and skill needs of local people.</p>	<ul style="list-style-type: none"> • E12: Solent Freeport – supports proposals that facilitate investment and innovation linked to the Solent Freeport, and the intensification and expansion of existing employment uses related to the Freeport. <p>Business:</p> <ul style="list-style-type: none"> • Attracting potential inward investors to create additional sustainable employment on the Island. • Attracting academic research, innovation and potential inwards investors, to link the Island’s manufacturing tradition to its potential as an R&D and testing base for innovation and new technologies, especially in key sectors such as renewables and composites. Support for new starts and high growth businesses, to support and raise the level of entrepreneurship on the island, particularly in high growth/value sectors and support high growth businesses, to develop new products/services and markets. • Business networking, to support growth businesses and major businesses perceived as ‘employment multipliers’. <p>Places:</p> <ul style="list-style-type: none"> • Ensure appropriate employment land provision within LDF, to ensure that local economic development is not constrained by insufficient access to appropriate land and sites. <p>People:</p> <ul style="list-style-type: none"> • Develop the Island’s Workforce in each of the Island’s key sectors, to ensure that the skills of the Island’s workforce remain competitive and become more so. <p>Tackling Climate Change:</p> <ul style="list-style-type: none"> • Promotion and expansion of renewable energy activities, to establish the Isle of Wight as a centre of excellence in the low-carbon economy. • Reducing the Island’s ecological footprint, to support and add value to the Environment Forum’s action plans for carbon and water reduction on the Island. <p>Superfast Broadband:</p>

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		<ul style="list-style-type: none"> • Encourage development of next generation broadband infrastructure, to support and raise the profile of investment opportunities on the Island. <p>Develop a 21st century tourist offer:</p> <ul style="list-style-type: none"> • Identify key target market segments, based on the Island's unique offer, to establish what the big opportunities are for raising sustainable income growth for Island tourism. • Link tourism quality assurance to workforce development planning, to improve the quality, sustainability & value added of Island tourism. • Develop clear and distinctive offers for Ryde, the Bay and rural areas, to create a strong sense of place and provide a focus for a new higher value tourist experience. • Turn Festival, event visitors and day trippers into longer stay visitors, to exploit the unique advantage of a regular supply of visitors, to market the Island.
<p>Corporate Plan 2021-2025, Isle of Wight Council</p>	<p>The Corporate Plan 2021-2025 sets out what the Council wants to achieve for the Island community and the values that will sit behind what the Council does.</p> <p>The core values of the Council, are:</p> <ul style="list-style-type: none"> • Being community focused - wherever possible, putting the needs of our residents first. • Working together - engaging realistically with partners to make the most of integrated working, helping communities to help themselves and being a strong council team that delivers on these values. • Being effective and efficient - being the best that we can be in how we organise and deliver our services, using all our limited resources wisely and carefully, getting on with things where we can. • Being fair and transparent – making decisions based on data and evidence and in an open and accountable way. 	<p>Three key areas for action:</p> <ul style="list-style-type: none"> • Provision of affordable housing for Island residents – this will require, the use of public and private assets to increase the availability of housing; bringing empty properties back into use; encouraging housing associations to increase rate of delivery of new homes; and securing investment to promote delivery of affordable homes. • Responding to climate change and enhancing the biosphere – net carbon zero as a council by 2030, across the school estate by 2035, and as an Island by 2040. To be achieved through leveraging funding and support via UNESCO Biosphere Reserve. • Economic recovery – investment in highspeed broadband; increased interest in quality of life; open greenspace; highly connected attractions; promoting IoW as a great place for business. Having good premises and a strong local skills pool are also key factors in helping realise regeneration ambitions. Growing the skills base and retaining workforce in key sectors such as hospitality and social care, helping those who have lost time from education to recover and achieve personal goals. Addressing poverty will be an overarching consideration.

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	<p>The plan envisions the Isle of Wight to be a place where everyone:</p> <ul style="list-style-type: none"> • can develop their skills and fulfil their potential; • is part of the community and enjoys good health; • enjoys the benefits of a green and thriving economy; • understands the work of the council and the challenges it faces. 	<p>Relevant administration aspirations:</p> <ul style="list-style-type: none"> • 22. Support Island wide digital connectivity to support Island businesses and residents – Support full-fibre rollout to premises (to June 2023), identify options to reach non-commercial property to enable maximum coverage by June 2023. • 24. Wherever possible bring appropriate empty and derelict buildings back into use for affordable housing. • 37. Elevate the role of creative industries as part of our regeneration strategy • 38. Use available powers to deal with long term empty or derelict buildings that mar our seafront and town centre areas. • 39. Focus on regenerating our High Street and visitor economy to assist post COVID-19 recovery and growth • 41. Support and enhance our biosphere and AONB areas. Support the active management and development of biosphere status and secure dark sky status • 42. Continue to develop successful waste management and increase recycling rates further • 43. Commit to develop sustainable transport options with a focus on infrastructure to encourage active travel • 44. Promote the increased use of renewable energy in all sectors • 45. Embed both the biosphere and the climate change strategy into policy • 46. Aim to find a permanent working solution to Floating Bridge 6 (FB6) and, if appropriate, achieve this by scrapping and replacing it
<p>Regeneration Strategy 2019-2030, Isle of Wight Council</p>	<p>The 2019-2030 Regeneration Strategy sets out how the council is leading the agenda to ensure the economic future of the Island and create the Island that is a great place to grow up, live, work and visit.</p>	<p>Key challenges in the Isle of Wight's current position:</p> <ul style="list-style-type: none"> • Attracting and growing jobs that pay higher wages • Providing affordable homes for islanders with the right infrastructure • Protecting and capitalising on the unique environment and cultural heritage • Re-balancing the population to ensure the Island can sustain its public services • Caring for the most vulnerable people and helping everyone to age well

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		<ul style="list-style-type: none"> • Reducing deprivation levels in affected areas of the Island • Changing perceptions of the island and its future amongst those who live here and those who might want to relocate, invest and visit • Investing in infrastructure to help mitigate our separation deficits <p>The key priorities of the regeneration strategy are:</p> <ul style="list-style-type: none"> • Place-making - Develop five sites to create jobs, homes, leisure and educational opportunities. • Housing - Working in partnership deliver 1,000 affordable homes by 2025. • Transport and Infrastructure - Develop and implement an Infrastructure Investment Plan for the Island. • Cultural and Environmental assets - Work with Visit Isle of Wight to develop quality sustainable out of season tourism models. • Skills and Business Development - Develop and implement a Digital Island strategy to maximise the benefits of new technology in boosting our economy and improving public services. • Area Regeneration - Work with area stakeholders to deliver agreed regeneration priorities.
<p>Island Infrastructure Investment Plan (2018), Solent Local Economic Partnership</p>	<p>Prepared by Lichfields on behalf of the Solent Local Economic Partnership. It provides an identification of the future infrastructure needs of the Isle of Wight across a range of 'economic infrastructure' categories.</p>	<p>The relevant strategic priorities are:</p> <ul style="list-style-type: none"> • Water, waste and flood defence - Flood and coastal defence 'high risk' areas and projects identified to reduce or respond to specific risks. • Energy - Local grid capacity improvements required to support future development; short-medium term scope for greater self-sufficiency through more effective on-Island storage and use of oversupply energy (e.g. public transport). • Transport - Scope for strengthened connectivity across the Solent; Road network congestion and capacity constraints (particularly Newport to Ryde/Cowes); Scope for local improvements – including Ryde Interchange, junctions, bus priority signalling and smart ticketing. • Telecommunications - Localised superfast broadband limitations and Three 4G mobile network signal; Scope for satellite and local radio mast coverage for more peripheral rural areas and 'black holes'.

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		<ul style="list-style-type: none"> • Human capital / skills - Demographic constraints (ageing population and declining working-age resident base) and below average indigenous workforce skills; Scope for dedicated Higher Education offer to retain young people and align with business needs. • Housing / business premises - Affordable housing need – reflecting low incomes of residents and young people; Viability challenges in providing modern, good quality business space; Scope for public sector led investment in high quality employment space and marine infrastructure.
<p>Isle of Wight Five Year Land Supply Update 2021, Isle of Wight Council</p>	<p>This document establishes the council's five-year land supply position as of 1 April 2021. It has been prepared and calculated based on the National Planning Policy Framework (NPPF) and the Government's Planning Practice Guidance. The calculations in this report reflect the five-year housing land supply period from 1st April 2021 to 31st March 2026.</p>	<p>Housing market constraints due in part to the severance factor of the Solent creating a unique set of circumstances and challenges:</p> <ul style="list-style-type: none"> • Higher build costs (due to increased costs of transporting materials). • Shortage of skilled trades required to build houses. • Difficulty in attracting medium to large scale housebuilders to the island. • House prices significantly lower (26%) than the regional average and fractionally lower than the national average • A lower quartile house price to earnings ratio (8.92) significantly above the national average (7.15) • Unrealistic expectations over the value of land. • 5-year housing requirement of 4,008 dwellings, or just under 802 per year. • 5-year housing supply of 3,205 dwellings, 805 below target.
<p>Vision to Increase Economic and Social Wellbeing, Isle of Wight Chamber of Commerce 2018</p>	<p>A vision document designed to increase the economic and social wellbeing of the Island. It firmly positions the Isle of Wight as a great place to live, work and do business. The document channels a clear, positive message about the Island, aimed at promoting a shared vision of the future for residents. This cohesive vision will spotlight the Island as a unique place to do business within a vibrant lifestyle, a message that will encourage visitors and investors to choose the Isle of Wight in preference to other parts of the UK.</p>	<p>Relevant strategic objectives:</p> <ul style="list-style-type: none"> • To sell the island as a place to live, work and do business by focussing on lifestyle. • To create a business-friendly environment by simplifying the planning process, offering attractive start up packages, and high-speed mobile/broadband connectivity. • To take advantage of the unique geography, promoting the area as a place for new technology and the green economy.

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		<ul style="list-style-type: none"> • Focus on wealth creators, such as knowledge-based industries, digital technology, manufacturing & technology, creative industries, and high-quality tourism. • To improve connectivity to the mainland, 'breaking down the myth' of the Solent as a barrier, better access to employment in Portsmouth/Southampton, and better for business. • Attract a university or higher education facility, re-balancing the skills demographic, increasing demand for quality jobs, and bringing greater access to further education and skills. • More business engagement at schools, promoting high skill and high value careers. • Regeneration of towns with a clear planning vision for each area, enhancing the historic built environment, pedestrianising and developing café culture, and improving decaying gateways. • Enhancing transport infrastructure, bypassing and easing traffic in Newport, Medina crossing, an excellent integrated transport system, and sustainable transport. • Develop a clear USP for tourism, actively encourage new and repeat visitors, encourage more events and extended season.
<p>A Place Plan for Cowes and Northwood, March 2021, Northwood Parish Council</p>	<p>The Place Plan identifies a set of strategic challenges faced by the communities of Cowes and Northwood, both shared and individual. The challenges and solutions proposed are organized around core elements of place-based regeneration:</p> <ul style="list-style-type: none"> • Geography and Demography – the distribution and composition of the physical and human character of the project areas. • Foundation Capital – the quantity, quality and 'health' of the natural, cultural and social components of Cowes and Northwood. • Land Use Policy – the framework of international, national and local decision-making with regard to development and infrastructure. 	<p>The plan details three dominant themes to address identified challenges:</p> <ul style="list-style-type: none"> • A North Medina Identity – the pattern of development and socioeconomic structure is reflected across the Medina estuary, removing an East/West division; clearly connecting the four estuary parishes through means such as Medina Wharf, Kingstone Marine Park etc; ensuring the health of the harbour and the working environment of the estuary; create a single forum "North Medina Forum" to respond to local concerns. • A Self-Sufficient Locality – Remove need to rely on neighbouring towns and villages, avoiding traffic congestion; creation of a dense network of civic organisations, e.g. leisure spaces, business zones, High Streets; proposed resilience group to deal with unused capacity and local concerns.

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	<ul style="list-style-type: none"> Governance – the role of local authorities at county and parish level and the network of organizations and institutions involved in the provision of public services and amenities. 	<ul style="list-style-type: none"> Transit, Movement, Orientation and Destination – create safe and easy access between local places and spaces for community importance; create local network plan to support active travel routes and destinations safely.
<p>Brading Neighbourhood Development Plan 2015-2027, Brading Town Council</p>	<p>Brading Neighbourhood Development Plan reflects the views of local people on protecting, conserving and wherever possible enhancing the heritage and natural environment of both the historic town and the wider parish of Brading. It also includes the surrounding areas of natural beauty, including the marshland to the east, the wet meadows of the Eastern Yar, Brading Down and the fields surrounding Adgestone, and Nunwell Park land to the north. The plan sets out the residents' priorities for change in the form of policies.</p>	<p>The policy objectives consisted of:</p> <ul style="list-style-type: none"> The delivery of homes that meet the needs of the community both now and in the future. To conserve and enhance the historic and the rural character of the parish of Brading. To sustain the facilities of a Rural Service Centre. To develop economic activity that will help to provide jobs for local people. To protect the natural environment and the species that inhabit it. To seek to improve transport links and traffic management within the parish. To work in partnership with crime prevention agencies to make Brading a safe place to live. To ensure that Brading is a place where people are proud to live, work and play. To ensure that new development does not increase flood risk in the parish by being placed in inappropriate locations.
<p>Brighstone Parish Neighbourhood Plan 2016-2027, Brighstone Parish Council</p>	<p>The Brighstone Parish Neighbourhood Plan provides policies which will be used to guide developers in the preparation of proposals for development in Brighstone Parish. It will also be used by the Isle of Wight Council in their determination of planning applications for such proposals.</p>	<p>The strategic priorities for the Parish are detailed below:</p> <ul style="list-style-type: none"> Continues to be a rural area in a nationally protected landscape. The parish has improved its facilities for the benefit of the local area, providing services for its residents, surrounding residents, and tourists. New housing built to provide homes to meet local need, including affordable housing secured for people with a connection to the parish. Tourism remains an important economic activity.. Farming and forestry are the main land use activities Regular bus service connecting Brighstone with large neighbouring towns.

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		<ul style="list-style-type: none"> The parish has adapted to the influence of climate change. People living in Brighstone are happy, healthy and have a strong sense of community belonging.
Bembridge Neighbourhood Development Plan, 2014	<p>In line with the IPS, the Bembridge Neighbourhood development plan sets out community objectives to protect the village from overdevelopment in order to maintain its rural landscape and economy.</p>	<p>Community Objectives:</p> <ul style="list-style-type: none"> To protect the village from uncontrolled expansion. To ensure any new development is in keeping with the current rural landscape of the village. To ensure all new developments benefit the parish directly. To protect the village and countryside from large scale development schemes whilst still supporting small scale sustainable growth.
Freshwater Neighbourhood Plan 2017-2027, Freshwater Parish Council	<p>As the most dominant area in the West of the island, it is important to maintain Freshwater as a thriving town in order to ensure that West Wight is fully catered for in all community provision areas.</p> <p>The Freshwater Neighbourhood plan details strategies for maintaining high levels of tourism and economic activity.</p>	<ul style="list-style-type: none"> The policy aims to encourage future sustainable growth through retail, tourism, professional services, construction and manufacturing. The parish aims to support all types of economic development, particularly the redevelopment of commercial buildings and provisions for small scale employment units across the parish. In support of this, new parking facilities will be installed. Tourism development such as accommodation will be encouraged across the parish, and high quality development of such facilities as well as high quality housing and infrastructure is essential. A transport plan enables for the safe and simple connectivity of the parish with its surrounding areas. All developments will be in keeping with sustainability and environmental targets, maintaining the AONB and landscape of the area.
Gurnard Neighbourhood Development Plan 2016-2027	<p>The plan aims to protect the character, coastline ecosystems and setting of the parish, especially the green gap that separates Gurnard, West Cowes, and Northwood.</p> <p>Vision for the future and the spatial strategy of the parish: "maintain and enhance the separate and distinct identity of Gurnard, its range of services and facilities, whilst</p>	<p>The relevant strategic priorities are:</p> <ul style="list-style-type: none"> General business: Support the business community in Gurnard Parish, allow it to develop and adapt to changing economic conditions. Retail: Protect and enhance shops and commercial services in Gurnard. Tourism: Encourage people to visit Gurnard whilst discouraging the use of houses as second homes; Recognise Gurnard Pines as an

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	<p>allowing small scale development which meets the identified needs of the local community.”</p>	<p>important asset to Gurnard and maximise its benefits to the community.</p> <ul style="list-style-type: none"> • Travel: Improve transport links from Gurnard to Cowes and Newport and increase opportunities to travel on foot, by bike or by public transport, delivering environmental and health benefits. • Community assets: Create a safe and healthy environment that supports the well-being of residents and visitors. • Heritage, the Natural Environment and Renewables: Safeguard and enhance Gurnard’s valued landscape, open spaces and biodiversity for the benefit of the local community and visitors.
<p>Island Investment Plan, Hardisty Jones Associates, December 2020</p>	<p>The vision for the Isle of Wight is to be an inspiring place to grow up, live, work and visit. The plan follows themes of marine and maritime economics, climate change adaptability, thriving visitor and cultural economy, and a high quality talent and business sector.</p> <p>It proposes the objective of becoming the UK’s capital of coastal renaissance, including strong high streets, infrastructure, and housing.</p>	<p>The document aims to address particular issues faced:</p> <ul style="list-style-type: none"> • Create new jobs and higher wages to tackle unemployment rates and low GVA. • Build new, affordable and sustainable homes to combat lack of affordable housing. • Create an improved gateway to the island to reduce congestion, increase visitor numbers, and boost imports and exports.
<p>Isle of Wight Housing Strategy 2020-2025, Isle of Wight Council</p>	<p>The strategy details a clear vision of how homes and neighbourhoods will look in the long term. This includes the balance between rent and ownership, supply and affordability, wellbeing impacts, and the proper support for rough sleepers and homelessness.</p>	<p>Six strategic housing priorities:</p> <ul style="list-style-type: none"> • New housing supply – Ensuring the right supply and mix of new homes and increasing ‘affordable’ housing through the efficient use of land and capital resources including those the council owns or has control of. • Housing affordability – We have defined “affordability” on the Island through detailed research of both incomes and housing costs to inform both planning and housing policies going forward. • Private sector housing – Ensuring that the private housing sector provides enough good quality market housing through support for landlords and, where necessary, robust quality control and regulation. • Homelessness and housing need – Reducing homelessness and rough sleeping through effective prevention work and build a new homeless pathway through expanding our accommodation options and linked support services.

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		<ul style="list-style-type: none"> • Special housing needs and vulnerable people – Ensuring that specialist accommodation is available for vulnerable people including primarily extra-care housing for older people, and those with special housing needs including young people and people with disabilities. <p>Partnerships – Enabling Housing associations and our other partners to build more new 'affordable' homes for Island residents whilst maintaining their current homes to a high standard.</p>
Island Planning Strategy, Isle of Wight Council, July 2024	<p>The Strategy outlines how issues faced by the Isle of Wight are set to be addressed. These issues include environment, community, housing, growth, economy and transport. It details how growth targets can be achieved without the compromise of the AONB, or the cultural heritage of the island.</p>	<ul style="list-style-type: none"> • Environment: Conserving and enhancing the historic environment, along with the enhancement of ecological assets; protecting natural spaces from development; ensuring water quality is maintained at marine and maritime sites; flood risk and coastal protection. • Community: Ensuring high quality design for new developments; improving the health and wellbeing of the residents; switch to renewable energy and hitting net zero targets; community led planning and infrastructure. • Growth: Ensuring growth and development is sustainable; managing viability; prioritising certain areas for housing development and growth. • Housing: Delivering the types and quantity of housing needed; new homes in the countryside outside of settlements. • Economy: Supporting the growing economy through sustainable economic development, town centres and tourism; supporting the rural economy; upskilling the island. • Transport: Supporting sustainable transport, both to and on the island; create a better-connected island; providing parking provisions for new developments, particularly electric vehicle charging provisions.
Isle of Wight Employment Land Study, Iceni Projects Ltd, Jan 2022	<p>The report follows the objectives of assessing the employment land provision and policy review, whilst understanding the implications of the planned housing number on the labour supply and economic outlook.</p>	<p>The vision for the local economy includes achieving a number of objectives including:</p> <ul style="list-style-type: none"> • Maximising the economic impact of economic assets in the area and sectors with the potential for growth. Promoting the area as the UK's leading growth hub for advanced manufacturing, marine and aerospace both at home and in the global marketplace. Developing the advanced engineering and manufacturing sector through a business-led approach and supporting the visitor economy.

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		<ul style="list-style-type: none"> • Unlock critical employment sites to enable the Solent businesses, particularly the marine, maritime and advanced manufacturing sectors of their economy, to expand. • Provide new housing to support the growing workforce. • Ensure people have the right skills to access employment and support growing sectors. • Provide effective support to small and medium-sized enterprises (SMEs) to enable growth – including marine and maritime SME <p>Unlock innovation led growth to engage more businesses in knowledge exchange and innovation, develop links to wider Higher Education Institutions (HEIs) and demonstrate the benefits of working with knowledge-based partners.</p>
<p>Strategic Housing Land Availability Assessment Report and Methodology, Isle of Wight Council 2022</p>	<p>The report considers the sustainability, availability and achievability of sites for residential development. It details how to assess the suitability of a site in relation to the aforementioned qualities.</p>	<p>The themes detailed include:</p> <ul style="list-style-type: none"> • Location in relation to settlement: measures whether the site is located within, adjacent to, or outside the settlement boundary, in order to assess its convenience to jobs, transport, shops, services and facilities. • Brownfield/Greenfield/Mix: assesses whether the site is previously developed land (PDL), or wholly greenfield. • Area of Outstanding Natural Beauty: conservation and enhancement the natural beauty of the area. Follows sensitivity and value factors. • Biodiversity: considers the proximity and relationship to elements including habitats; trees, shrubs and hedgerows; protected species; marine conservation; geological sites. • Impact on Historic Environment (archaeology): considers whether the site is in close proximity to listed buildings, monuments, heritage sites or archaeological assets. • Transport: measures the access of the site to highways, public transport and pedestrian/cycle links. • Access to services and facilities: assesses whether the site is close to shops, schools and community facilities. Also considers the recreational spaces available, including parks, outdoor space and green space.

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		<p>Other: facilitates a wider range of considerations including air quality, resource availability, constraints, planning history etc.</p>
Education		
<p>Isle of Wight Education Strategy 2024-2030: A cradle to career approach, Isle of Wight Council</p>	<p>This education strategy describes the aspirations and work of the Isle of Wight Council children's services department to build a world class educational system for children and young people on the Island from birth to age 25.</p> <p>The Council's vision for education is that by 2030, "all children on the Isle of Wight will be equipped with the skills and aspirations to access opportunities of their choice."</p>	<p>The strategy is underpinned by five priorities that will support the achievement of the vision:</p> <ul style="list-style-type: none"> • High aspirations from all and of all – with respect to children and school outcomes, attendance, tailored education to ability and aptitude, and secure environments for exemplary whilst reducing exclusions for pupils from vulnerable backgrounds. • Enriching curricular experiences with meaningful pathways into adulthood – equipping children and young people with the skills and experience for the next phase in their learning journey; a broad curriculum offer, including vocational and linked to careers on the Island; robust career advice and guidance from an early age; a Post 16 of all young people; to develop the curriculum outside of school, based on the natural environment and linked to local communities. • High quality special educational needs and abilities provision on Island for children and young people – high quality outreach; compliant statutory services; a robust commissioning arrangement; and, high quality special support (occupational therapy, speech and language, educational psychology). • A well-trained workforce, with a range of continued professional development and clear career routes – recruiting the best staff, teachers and leaders; continued professional development for all; having enough governors, that are able to discharge their duties, to effectively govern the Island's schools. • A sustainable education infrastructure – financially secure schools; enabled access to schools through high quality admission processes, limited appeals and an affordable transport system; sufficient primary, secondary, and specialist places; capital programme to achieve net zero carbon; and, good governance.

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Youth		
<p>Youth Voice Conference Report, Isle of Wight Youth Council and Isle of Wight Youth Trust, March 2024</p>	<p>The Youth Voice Conference aimed to gather views across a number of topics that effect the everyday lives of children and young people on the Isle of Wight. The result of this conference was the development of a 6-point plan to present to Bob Seely MP, local councils and youth providers so they can champion issues on young people's behalf.</p> <p>The key topics that were discussed during the conference were employment, mental health, environment, transport, equality & diversity, and youth provision. The 6-point plan is summarised in the next cell.</p>	<ul style="list-style-type: none"> • Employment - Creation of a 'Young People Friendly' charter that employers can sign up to, ensuring all young people are treated fairly, and supported appropriately. A commitment from local businesses to consider robust support and development for those aged 13-15, and equal pay where feasible. • Mental Health – Young people to be offered accessible, consistent, impactful support when they need it. Increase in funding to address waiting lists and deliver services to prevent anyone from feeling isolated and unsupported. • Environment – Enhance safety in vulnerable areas such as Newport and Ryde bus stations, Sandown, and Cowes. Immediate action to allocate resources to address the issue of sewage waste entering the seas and rivers by intensifying efforts to protect nature. • Transport – There is immediate support to ensure practical, accessible, affordable on Island, and Island - Mainland travel that includes budget-friendly travel alternatives geared towards young people, especially during school breaks, that otherwise is a barrier to Education, culture, friendships and access to services. • Equality & Diversity - Design, develop and deliver education and support on matters of equality and diversity via a community-based approach with early interventions and workshops. Create and implement an "Equality & Diversity" Forum of all the community groups that offer such services. • Youth Provision - A comprehensive feasibility study is established for Youth Clubs, to meet the needs and preferences of young people. Collaborate to develop a "Third Space" in all communities for young people, creating a social environment distinct from the conventional "First Space" of home and "Second Space" of school or workplace.
Culture		
<p>The Isle of Wight Cultural Strategy</p>	<p>The Isle of White Cultural Strategy highlights the vision to become nationally recognised for cultural heritage and</p>	<ul style="list-style-type: none"> • Become known for heritage and creativity: Aims to develop 'Island Culture', building infrastructure to increase capacities & skills, and

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Policy / Strategy	Overview of Policy / Strategy	Relevant strategic priorities / objectives to the Solent Growth Strategy
<p>2023–2033, Creative Island</p>	<p>creativity. It sets out 4 goals in line with this target including reputation for cultural heritage, growth of creative talent, engagement in cultural activity and environmental sustainability, which are outlined in the next cell.</p> <p>Creative Island will deliver the strategy as part of its ACE and Isle of Wight funded role 2023-2026.</p> <p>The strategy sets a vision that “by 2033, the Isle of Wight will be nationally recognised as a distinctive set of communities with a rich cultural heritage and vibrant creative spirit”.</p>	<p>identifying opportunities for maximising existing resources. Plans to attract new visitors and showcase the heritage of local people. Celebrates the Island’s cultural heritage, recognising the local assets, landscapes and cultural initiatives.</p> <ul style="list-style-type: none"> • Nurture, Retain and Attract Creative Talent: Aims to initiate a creative workforce programme to support teachers, develop programmes for post-16 creative industries, and establish a professional development programme. Nurturing new leadership locally, and ensuring all cultural venues are relevant and accessible for all. Strives to ensure young people can contribute to the culture of the Island and develops a strong workforce with growing opportunities. • Encourage Engagement in Cultural Activity: Aims to achieve quality and diversity through regional, national and international partnerships and develop an understanding of current and potential audience impact, exploring needs and opportunities for village cultural provision. Plans to develop a better understanding of the role of volunteers and engage range of communities in cultural activity. • Foster a resilient, environmentally sustainable cultural & creative sector: Aims to support the creative sector to be resilient through changes, becoming an active partner in regional, national and international initiatives, whilst developing a new culture fund for the island to sustain long term involvement with the programmes.
Sustainability and Climate Change		
<p>Mission Zero Climate and Environment Strategy 2021-2040, Isle of Wight Council September 2021</p>	<p>The council aspires to achieve net-carbon zero in its own operations and as an island. It is not a single use strategy; climate science, national policy, and local economics through Covid recovery are changing and adapting frequently.</p>	<p><i>Part A- Island Wide Action Plan</i></p> <ul style="list-style-type: none"> • Maximise energy efficiency: investment in renewable resources, become self-sufficient, decarbonisation. • Transport Outcomes: Enabling residents to feel safe to walk and cycle, schemes to encourage and enable cycling, ‘people first’ approach to urban centres, increased public transport (particularly EV), extend these policies to tourists. • Housing Outcomes: information for households on energy efficiency, low-cost energy to residents, new homes affordable to heat.

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		<ul style="list-style-type: none"> • Environment Outcomes: Work with the AONB and T&PCs to develop local plans to promote and enhance the Biosphere, increase recycling rates, eliminate food waste. <p><i>Part B- Isle of Wight Council Action Plan</i></p> <ul style="list-style-type: none"> • Energy Outcomes: Appoint new energy manager, decarbonise schools by at least 85% by 2030 via Salix Grant Funding, reduce energy bills in council buildings, new EV for council staff and officers, update local transport plan. • Waste Outcomes: Reduce single use items across council buildings, move digital to avoid printing.
<p>Isle of Wight Area of Outstanding Natural Beauty Management Plan 2019 – 2024,</p>	<p>Aims to protect and promote the AONB, sustain its status whilst encouraging visitors to the area. The plan is structured under a number of Ecosystem Services which it wishes to address, including protection of AONB, Geodiversity, tourism, sustainability and recreation.</p>	<p>Main Objectives:</p> <ul style="list-style-type: none"> • Conservation of the heritage coasts, architectural and recreational areas of interest. • Sustainability of the landscape, both natural and non-natural, to be enjoyed by residents and visitors; understanding the AONB coastlines and features to allow for preservation; sustaining the UNESCO Geopark status. • Management of shorelines, coastal regions and flood risk areas to preserve the landscape of the Island. • Encourage partners and industrial bodies to become involved in objectives and local industries to engage in more sustainable practises. • Support for initiatives which improve air, water and land quality. • Create space for nature, biodiversity and wildlife to thrive, supporting habitats and ecosystems both on land and marine. • Collaborate with organisations including NAAONB and DEFRA to maximise the potential of delivery. • Develop programmes to enable higher volume of tourism in keeping with the sustainability goals; realise the potential of IoW AONB as a tourism hub.

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Marine and Maritime		
<p>Maritime Futures: Solent Waterfront Sites, AECOM, September 2015</p>	<p>The report aims to support the aspirations of the Solent Local Enterprise Partnership, highlighting the importance of the marine and maritime sector to the Solent region, and the need for a thorough review of the provision of waterfront sites and understanding of their assets.</p>	<p>The report highlights the importance of typology of policy implementation in such areas, and notes that the characteristics of the marine and maritime waterfront sites should be protected in the long-term.</p> <p>It notes that any developments must not inhibit the marine access or operations in any way over any time period.</p> <p>The policy suggestions also include the consideration of whether the development sites are actually required to have waterfront access, or whether these areas can be left simply for marine and maritime activity.</p>
Transport		
<p>Local Transport Plan 3 Island Transport Plan Strategy 2011-2038</p>	<p>The Isle of Wight Local Transport Plan is called the Island Transport Plan (ITP). Formally adopted by the Isle of Wight Council on 15 June 2011 it covers the years 2011-2038.</p> <p>The transport vision in the Island Transport Plan is: “To improve & maintain our highway assets, enhancing accessibility and safety to support a thriving economy, improve quality of life and enhance and conserve the local environment”.</p>	<p>The transport goals in the Island Transport Plan are:</p> <ul style="list-style-type: none"> • Improve and maintain highway assets. • Increase accessibility. • Improve road safety and health. • Support economic growth. • Improve quality of life. • Maintain and enhance the local environment. <p>Poorly maintained networks impact journey time reliability and the design to use alternative modes of transport. It can also result in vehicle damage, impact on the ability for vehicles to be driven safely, and delay to journeys.</p> <p>Transport has a fundamental role in promoting equality of opportunity and increasing social inclusion. The ability to get from where you are to where you want to be can significantly impact on people’s quality of life and life chances.</p> <p>Summary of challenges to be addressed (relating to economic growth):</p> <ul style="list-style-type: none"> • Ensure the integration of our local land use and transport plans and policies to reduce the need to travel and increase accessibility.

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		<ul style="list-style-type: none"> • Ensure new developments include transport infrastructure improvements to support the development and minimise impact on the existing highway network. • Enhance social inclusion by increasing access to social networks, goods and services by helping to improve the accessibility, availability and affordability of transport. • Maximise the opportunities which will increase travel choice and travel by sustainable means. • Increase the quality, availability and take up of car alternatives. • Maximise investment from the PFI programme. • Reduce hold ups and ensure reliability and predictability of journey times including consideration of seasonal issues. • Improve access in and around ports. • Make best use of cross Solent facilities. • new employment developments in locations which can be easily accessed by walking, cycling and public transport. • Encourage green tourism. • Work in partnership with transport operators and tourist attractions to increase public transport access to key tourism destinations. • Embrace new vehicle technology and fuels. • Encourage and support the use of environmentally friendly vehicles including delivery of appropriate infrastructure. • Encourage travel by sustainable transport – walking, cycling, public transport, car sharing and through the development of school and workplace travel plans. <p>The objectives that are relevant to economic growth within the plan are:</p> <ul style="list-style-type: none"> • Objective A – Enhance and maintain our highway assets. • Objective B – Maintain and improve journey time reliability and predictability for all road users. • Objective E – Reduce the need to travel. • Objective F – Promote travel choice.

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<p>Cowes, Northwood and Gurnard LCWIP, June 2022</p>	<p>LCWIPs are identified in the government's strategy. They are a new strategic approach to identifying cycling and walking improvements at a local level. LCWIPs enable a long-term approach to developing local cycling and walking networks. This means local authorities can apply for capital improvement funding, when it is available.</p>	<p>LCWIPs are focused primarily on walking and cycling as transport, rather than as leisure activities. Many of the changes recommended in this LCWIP will bring significant benefits for recreational use of the networks as well, including boosting the local tourism offer, but this is a secondary benefit rather than an objective which should shape the LCWIP's priorities.</p> <p>The LCWIP identifies 10 walking projects/ routes and 9 cycling projects/ routes where interventions are proposed. The funding streams for these are identified as:</p> <ul style="list-style-type: none"> • DfT Active Travel Fund. • IWC Highways Safety and Improvement funding. • IWC Highways PFI (potential to deliver improvements alongside routine maintenance to reduce funding required). • Central government, Lottery or Charitable trust grants (most likely as part of a wider programme of work). • Developer contributions (Section 106). • Town/Parish Council funds. • Crowdfunding.
<p>Local Cycling and Walking Infrastructure Plan East Cowes and Whippingham 2022-2032, Version 1.1.2, 12th April 2022</p>	<p>LCWIPs are identified in the government's strategy. They are a new strategic approach to identifying cycling and walking improvements at a local level. LCWIPs enable a long-term approach to developing local cycling and walking networks. This means local authorities can apply for capital improvement funding, when it is available.</p>	<p>The LCWIP identifies walking and cycling investments in East Cowes and Whippingham according to the criteria in the latest available Cycling and Walking Investment Strategy (at the time of writing). The funding streams for these are:</p> <ul style="list-style-type: none"> • DfT Active Travel Fund. • IWC Highways Safety and Improvement funding. • IWC Highways PFI (potential to deliver improvements alongside routine maintenance to reduce funding required). • Central government, Lottery or Charitable trust grants (most likely as part of a wider programme of work). • Developer contributions (Section 106). • Town/Parish Council funds. • Crowdfunding.

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Bembridge, Brading and St Helens LCWIP, January 2022	<p>LCWIPs are identified in the government's strategy. They are a new strategic approach to identifying cycling and walking improvements at a local level. LCWIPs enable a long-term approach to developing local cycling and walking networks. This means local authorities can apply for capital improvement funding, when it is available.</p>	<p>The LCWIP identifies 13 walking schemes and 7 cycling schemes where interventions are proposed. The funding streams for these are:</p> <ul style="list-style-type: none"> • DfT Active Travel Fund. • IWC Highways Safety and Improvement funding. • IWC Highways PFI (potential to deliver improvements alongside routine maintenance to reduce funding required). • Central government, Lottery or Charitable trust grants (most likely as part of a wider programme of work). • Developer contributions (Section 106). • Town/Parish Council funds. • Crowdfunding.
Bay Area LCWIP, March 2023	<p>LCWIPs are identified in the government's strategy. They are a new strategic approach to identifying cycling and walking improvements at a local level. LCWIPs enable a long-term approach to developing local cycling and walking networks. This means local authorities can apply for capital improvement funding, when it is available.</p>	<p>The LCWIP identifies 15 walking schemes and 10 cycling schemes where interventions are proposed. The funding streams for these are:</p> <ul style="list-style-type: none"> • DfT Active Travel Fund. • IWC Highways Safety and Improvement funding. • IWC Highways PFI (potential to deliver improvements alongside routine maintenance to reduce funding required). • Central government, Lottery or Charitable trust grants (most likely as part of a wider programme of work). • Developer contributions (Section 106). • Town/Parish Council funds. • Crowdfunding.
LCWIP IoW Newport and Ryde 2020 to 2030	<p>LCWIPs are identified in the government's strategy. They are a new strategic approach to identifying cycling and walking improvements at a local level. LCWIPs enable a long-term approach to developing local cycling and walking networks. This means local authorities can apply for capital improvement funding, when it is available.</p>	<p>The LCWIP identifies 21 walking schemes and 10 cycling schemes where interventions are proposed. The funding streams for these are:</p> <ul style="list-style-type: none"> • DfT Active Travel Fund. • IWC Highways Safety and Improvement funding. • IWC Highways PFI (potential to deliver improvements alongside routine maintenance to reduce funding required). • Central government, Lottery or Charitable trust grants (most likely as part of a wider programme of work). • Developer contributions (Section 106). • Town/Parish Council funds.

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<p>National Bus Strategy Transport Act 2000 Isle of Wight Enhanced Partnership Plan 2023 - 2030</p>	<p>The Government published its National Bus Strategy for England, 'Bus Back Better' in March 2021. This strategy details the requirement for all Local Transport Authorities (LTA) to work with bus operators to create plans for improving their local bus services and encouraging more people to use them. The strategy comes with the promise of £3 billion in funding across England to support this. Within the National Bus Strategy there is a requirement for all LTAs to produce a Bus Service Improvement Plan (BSIP), in response to this the Isle of Wight Council (IWC) has produced a BSIP for the Isle of Wight.</p>	<ul style="list-style-type: none"> • Crowdfunding. <p>Contained in the EP Plan are the ten objectives set by the DfT in the BSIP guidance and accompanying IWC headline commitments. These outline the long-term vision for bus services on the Island and how this will be delivered, bringing benefits to passengers, improving the quality and efficiency of the public transport on the Island. Making use of highway network, encouraging modal shift, in order to limit additional traffic congestion and air pollution.</p> <ul style="list-style-type: none"> • Deliver intensive services and investment on key corridors, with routes that are easier to understand. • There must be significant increases in bus priority. • Fares must be lower and simpler. • There must be seamless, integrated local ticketing across all types of public transport on the Island. • Service patterns must be integrated with other modes. • The local bus network is presented as a single system that works together, with clear passenger information. • Modern buses and decarbonisation. • Give bus passengers more of a voice and support measures to ensure that bus services are perceived to be safe by all. • More demand responsive services and 'socially necessary' transport <p>Longer term transformation of networks through Bus Rapid Transit and other measures.</p>
<p>Electric vehicle charging infrastructure strategy October 2023</p>	<p>The national EV Charging Infrastructure Strategy was published in March 2022 and puts an obligation on local authorities to develop and implement local charging strategies. These strategies should identify how to provide affordable, convenient charging for residents, businesses (including fleets), and visitors without causing highway disruptions that could discourage walking and cycling. The Strategy highlights a national pot of £500m (the Local Infrastructure Support Programme) to drive</p>	<p>The council's role in the provision of electric vehicle charging covers the following aspects:</p> <ul style="list-style-type: none"> • Provision of charge point infrastructure on council land with a third-party provider. • Co-ordination of network development, identifying gaps in provision, and encouraging private sector provision. • Promotion of grant schemes and other useful information. <p>The strategy for the Isle of Wight aims to provide a clear pathway for the development of the public charging network over the short and medium terms. It provides a no-regrets approach to the provision of publicly</p>

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	innovative new approaches to deploying local charge points at scale.	accessible EV charging infrastructure. Developments over the long-term (10+ years) are discussed but, because of unknowns, can't be planned for in detail at this stage.

4.2 Portsmouth

Policy / Strategy	Overview of Policy / Strategy	Relevant strategic priorities / objectives to the Solent Growth Strategy
Planning and Economy		
<p>Portsmouth Local Plan 2038, Portsmouth City Council, 2021</p>	<p>The Portsmouth Local Plan provides a framework that will guide development in Portsmouth through to 2038.</p> <p>The Plan sets out a vision for what and where development should be undertaken, and details requirements for conservation of local assets, to promote economic growth and support community building.</p>	<p>Housing:</p> <ul style="list-style-type: none"> To achieve Portsmouth’s target of 17,701 new dwellings by 2038, existing constraints such as coastal habitats, air quality, capacity of local infrastructure, and financial deliverability, must be overcome. Affordability is a key issue in Portsmouth, with an estimated need for 5,874 rented and 2,176 home ownership units over the plan period. The Plan sets out requirements for building different types of housing to balance the needs of different groups residing in Portsmouth, alongside standards for density. This includes purpose-built Student Accommodation, HMOs for single people, and site provision for the gypsy and traveller community. <p>Economic Development and Regeneration: The Local plan details plans to (i) deliver major regeneration projects in Portsmouth City Centre, Tipner and Southsea Seafront, (ii) deliver new start-up space and office buildings alongside commercial development (including in retail, leisure, culture and tourism, and education related enterprise) to support local employment and skills, (iii) support the provision of new and enhanced tourism and cultural facilities, (iv) develop marine employment sites to promote the clustering of maritime, defence and aerospace sectors.</p> <p>Community and Infrastructure: The local plan details plans to (i) protect existing community facilities such as community centres and libraries , to maintain the health and wellbeing of residents, (ii) where possible, develop a new high quality open space with opportunities for sports and physical activity, (iii) protect and upgrade existing open spaces to increase multifunctionality, (iv) make walking, cycling and public transport more safe and efficient to tackle key issues like air quality.</p> <ul style="list-style-type: none"> Environment: The Local Plan details requirements to mitigate the impact of construction and development activity on natural habitats

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		<p>and the local environment and outlines aims to develop a Green Infrastructure network that includes trees, hedgerows, and living walls to promote health and wellbeing, and benefit biodiversity. There are also plans to tackle deteriorating coastal habitats, through incentivising developers to ensure development does not add to existing issues, through prioritising certain types of structures, such as HMOs.</p> <p>Ensuring a high water quality maintains the standard of marine ecosystems</p>
<p>Pre-Submission Portsmouth Local Plan, Portsmouth City Council, 2024</p>	<p>The Portsmouth Local Plan seeks to achieve the Imagine Portsmouth 2040 Vision:</p> <p>“In 2040 Portsmouth will be an island city with an incredible waterfront, a rich cultural heritage and a strong maritime history. With a naval base, international port and strong local links across the south, we are the centre of culture and enterprise for our area. In 2040 we are very proud of Portsmouth, how we behave towards each other and how it feels to live here.”</p>	<p>The plan lays out 6 objectives for policy outcomes:</p> <ul style="list-style-type: none"> • A happy and healthy city: enhancing wellbeing by offering education, care and support for physical and mental health. • A city rich in culture and creativity: a vibrant cultural scene that makes the most of location, heritage and creative energy, welcoming locals and visitors with events, attractions and venues. Known locally, regionally and internationally. • A city with a thriving economy: supercharges local businesses and entrepreneurs, attracts investment nationally and internationally from businesses of all sizes. Builds strong partnerships between employers and people to develop an excellent skills base and offer brilliant career opportunities to young people, students and adults. • A city of lifelong learning: young people are encouraged to develop high, positive aspirations, and are fully invested in to make the most of their talent and potential. Adults have a wide range of education opportunities to choose from at every stage of life. • A green city: excellent air quality thanks to green spaces and sustainable transport, meaning people live healthy lives. Carbon neutral, use renewable energy and actively work to address climate change. Protect and enhance both our land and maritime environment for future generations. <p>A city with easy travel: Fewer journeys are made by car thanks to excellent public transport connections between bus, train, cycling and walking routes. Encourage and support more walking and cycling, and</p>

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Policy / Strategy	Overview of Policy / Strategy	Relevant strategic priorities / objectives to the Solent Growth Strategy
		enable people to travel regionally, nationally and internationally for work and pleasure
<p>Portsmouth economic development and regeneration strategy 2019-2036, Portsmouth City Council, 2019</p>	<p>The strategy has identified Portsmouth as a slow growing city compared to the UK and South East, as well as similar cities, with only 2.5% employment growth forecast across the whole 2017–2036 period, compared with 6.1% over the period for both Brighton and Newcastle, for example.</p> <p>The strategy aims to address key challenges:</p> <ul style="list-style-type: none"> • Portsmouth as a city brand and image is weak, and is not seen in a positive light by many investors, businesses and visitors. • The waterfront is a great asset but still has even greater potential. • The huge development possibilities at Tipner and Horsea must be realised. • The city lacks a science park or innovation quarter. • The city must take advantage of its tremendous engineering and manufacturing strengths. • Transport connectivity needs improvement. • Education and skills weaknesses must be addressed. • Poor health is contributing to high economic inactivity. • The creative industries sector along with the visitor economy are under exploited. • The city's housing offer is still not attractive enough. <p>The decline of the city centre as a retail centre must be tackled.</p>	<p>Strategy themes and objectives for addressing the identified issues:</p> <ul style="list-style-type: none"> • Strengthen the Portsmouth brand: Build the brand: the great waterfront city. • Become a destination city for ideas and innovation: Create a marine and maritime engineering and/or clean growth innovation quarter; build on the strengths of the advanced manufacturing and engineering cluster; boost innovation, research and creativity to attract entrepreneurs and support the economy. • Put people at the heart of regeneration: prioritise a qualifications progression skills strategy for local talent; address low educational and pupil attainment; empower residents to raise the city's economic activity rate. • Infrastructure and place: Push for new and improved public transport links regionally and locally; deliver major transport infrastructure; improve the city's housing offer; upgrade local infrastructure and enhance the waterfront; increase digital connectivity; embrace environmental and wildlife assets and tackle climate change. <p>Create a thriving and competitive business environment: invest in the visitor and creative industries sector; diversify the economy into more knowledge based sectors; revitalise the city centre and high streets; make Portsmouth the most business-friendly city with the best support for businesses.</p>

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<p>Masterplan 2022-2042, Portsmouth International Port</p>	<p>The masterplan details the aim to develop the successful maritime activity in Portsmouth, promoting its history and heritage.</p> <p>It also outlines the aim to go big on green credentials, with the aim of becoming the first zero emission port.</p> <p>The masterplan details the steps that the Port will take to develop and become a leading 21st century port. As the Solent Freeport stands poised to be the leading trading hub in the south of England, opportunities are opening up for Portsmouth Port to help cement that success.</p> <p>The plan follows critical themes to achieve its targets:</p> <ul style="list-style-type: none"> - Environment and Sustainability - Society and Economy - Resilience and Security <p>Innovation and Technology</p>	<ul style="list-style-type: none"> • Valuable Port: Opportunities for local employment, providing skills development, apprenticeships and training in the maritime and marine sector; Significant cruise employment with home port status increasing jobs by a further 150; Satellite trailer storage will generate further jobs both through administration, security and operations. • Behind the Port: Priority for expansion of unaccompanied trailers and satellite storage, improving logistics supply chain; Advanced discussion regarding a six hectare outside of the city site to create state-of-the-art freight and business facilities, incorporating fast electric charging, automation – looking beyond traditional modal services; Opportunity for additional HMRC facilities; Reducing traffic congestion on major networks, smart highways and driver notification systems. • Port Tetris: Creating automated pre-gate facilities, 50% faster processing; Upgrade check-in lanes using ANPR; Improved site layout for efficient flow of freight; Out bound automation; Rudmore Square junction and roundabout upgrades to manage port traffic flow; Additional parking facilities using the council's expanded park and ride; Junction upgrades at Whale Island Way. • Sustainable Wanderlust: Terminal extension to manage an increase in passengers and exclusive lounge facilities; Berth upgrade so the port can cater for ships up to 300m; Support an electric ferry service including terminal facilities; Overhead walkway from terminal to ship; Provide shore power for ships alongside; Redevelopment of passenger boarding bridge. • Strengthening Portico: Respond to future shift of containerisation; Expand facilities on-site to cater for a range of cargo; Support employment land developments in the city's Local Plan that make provision for commercial opportunities near to Portico; An agile port able to support shortsea services; Upgrade berths and water depths. <p>Environmental Pioneers: Lithium-ion battery for energy storage; Shore power for small cruise ships; Processing freight away from the port to reduce impact on the road network; Smart freight gates; Smart passenger booking; ambition to reach carbon net-zero by 2030, and become the UK's</p>

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		first zero emission port by 2050; Alternative power generation technology, such as hybrid LNG barges and shoreside power; Net energy provider from whole site solar PV and wind turbines, including solar car ports.
<p>Portsmouth City Centre Development Strategy, Portsmouth City Council, 2021</p>	<p>The strategy outlines the need to raise the standard of design across the city to encourage investment and create a high-quality urban environment.</p> <p>The strategy highlights the following areas as lacking:</p> <ul style="list-style-type: none"> - Climate Change: Portsmouth City Council declared a climate emergency in March 2019. - Planning for Growth: The city centre has capacity for up to 6,500 new homes. - No identifiable business district: The quantum of space transacted within the city is less than 10,000ft² per annum, whereas out-of-town it is between 160 – 190,000 ft² per annum. - Too few leisure destinations: Whilst there are some leisure offers within the master plan area they are dispersed. - Pressured Transport Network: PCC's Transport Delivery Plan (2013) has identified the general city centre highway network as suffering from potential capacity issues. - Poor air quality: Alongside many other congested cities around the UK, Portsmouth has been identified as having to reduce air pollution levels as quickly as possible. - Poor arrival experience: The main approaches into the city centre, including the arrival at Portsmouth & Southsea station, create a poor impression for visitors and residents of the city centre. 	<p>The policy objectives aim for Portsmouth city centre to be:</p> <ul style="list-style-type: none"> • Welcoming: improving the first impressions of the city centre, with the railway station a key aspect of the city's appearance. • Diverse: providing flexible public space at the heart of the city centre that accommodates a range of activities, with a mix of uses around the edges of the city. • Beautiful: building a strong identity created by bold and striking architecture, befitting of a large cultural space. • Connected: developing a more accessible and walkable city centre with integrated land uses, quality streets and spaces. • Green: Living walls or vertical gardens can have a number of functions in reducing overall temperatures of buildings, water reuse for urban agriculture, urban gardening or for their beauty as art. • Healthy: Streets prioritise people first, designed as places to linger and not just move through. • Enduring: well-designed places sustain their beauty over the long term, adding to the quality of life of their users. • Intelligent: pop-up temporary interventions are a way to maintain cultural, commercial and creative activity, often on unused sites or in vacant shops. • Safe: Light can help accentuate the unique character of public spaces and contribute to the after-dark ambience of the public realm to encourage use. • Resilient: innovative ways to overcome problems such as drainage. • Playful: well-designed, innovative and vibrant playspace to keep young children healthy, sociable and outdoors.

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<p>Authority Monitoring Report, Portsmouth City Council, 2023</p>	<p>This document monitors the progress and effectiveness of proposals and policies set out within the adopted Development Plan: the Portsmouth Plan Core Strategy (2012) (PCS), Southsea Town Centre Area Acton Plan (AAP) and Somerstown and North Southsea AAP.</p> <p>It focuses on the adopted policies of the Portsmouth Plan Core Strategy including locally important issues such as the delivery of housing, employment land and other key infrastructure, as identifies objectives which are not being met and need addressing.</p>	<p>The report assesses the success of multiple policies, which are:</p> <ul style="list-style-type: none"> • Strategic sites: multiple planning applications submitted across the sites including housing, employment land and parking. • Housing: considers success of new developments, loss of dwellings, different types and tenures, and delivery of new dwellings. • Economic development and regeneration: discusses employment land, Portsmouth City Centre prosperity, local district centres. • Infrastructure and transport: considers how infrastructure benefits local communities, including environmental and health. <p>Creating quality, healthy, well designed places: includes flood risk, biodiversity, healthcare facilities, sustainable design and construction, and conservation.</p>
<p>Proposed Strategic Allocation at Tipner West and Hornsea Island East, Portsmouth City Council, 2022</p>	<p>Tipner West offers one of very few industrial coastal sites with access to deep water anywhere in the south of England. As such, it has national importance in offering opportunity to grow the maritime sector of the UK economy as well as securing the economic base of the city. The City Council is striving to find a use for this derelict area and has succeeded in securing £48.75 million from the Government to explore how best to maximise this rare funding and place making opportunity.</p>	<p>The report outlines 4 options for maximising the effect of the funding to achieve the desired prosperity:</p> <ul style="list-style-type: none"> • Significant Land Reclamation: aims to create space for 3500 homes, 58,000sqm marine employment, and open space areas. Previously highlighted by the promoters as the most desirable in terms of physical delivery and financial viability whilst meeting the housing, economic development and amenity requirements. Also likely to attract additional external funding. • Moderate Land Reclamation: aims to create 2000 homes, 58,000sqm marine employment, some open space. This will help to achieve housing targets. • Existing Land Mass: aims to create 1250 homes, 58,000sqm and minimal open space. Complex site and requires funding. Struggles to achieve financial viability on a per dwelling basis. • Do minimum: "Do nothing" not considered feasible, so do minimum is being explored. <p>All options require offsite habitat compensation.</p>
<p>Tipner Strategic Development Area,</p>	<p>The policy aims to address the identified need for 17,260 new dwellings between 2016 and 2036. The city</p>	<p>The overall vision for the Tipner Strategic Development Area highlights:</p>

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<p>Portsmouth City Council, 2019</p>	<p>only has capacity for 14,500 dwellings, so is currently unable to meet its own housing needs.</p> <p>The report discusses the potential for the Super Peninsula, where reclaimed land could provide an area of up to 22 additional hectares, providing space for around 1,000 additional new dwellings.</p>	<ul style="list-style-type: none"> • A sustainable and cohesive new community with a high level of self-containment, reducing the need to travel by private car. Creates walkable neighbourhoods and safe pedestrian access. • A wide range of housing types and tenures making a significant contribution towards meeting the identified housing needs of the city. Maximising opportunity for properties to have views over the waterside. Each house type should fully integrate into the layout so no sense of social segregation is created. • Employment opportunities to exploit waterside location, creating a centre for maritime excellence. • Gain in environmental benefits and biodiversity across the site. Proposals must be capable of meeting the requirements of the Habitats Directive and the Conservation of Species and Habitats Regulations 2017. • Linked Network of open spaces laid out and designed to host a range of formal and informal recreational opportunities. Green infrastructure should be designed to integrate the new development into its landscape setting, making a positive contribution to enhancing biodiversity. • Flood risk mitigation strategy implemented to reduce flood risk, enhancing the site visually and contributing towards improving biodiversity.
<p>Seafront Masterplan, Portsmouth City Council, 2021</p>	<p>The Seafront Masterplan was developed by Portsmouth City Council in consultation with residents, businesses and other stakeholders.</p> <p>It details the following areas as key for the City of Portsmouth's future prosperity:</p> <ul style="list-style-type: none"> - Climate Change: Portsmouth is particularly vulnerable to the effects of climate change, because much of the city is low-lying and surrounded or adjacent to the sea. 	<p>Objectives for Portsmouth:</p> <ul style="list-style-type: none"> • Protect and enhance the seafront's natural assets and achieve a net gain in biodiversity. • Conserve and enhance the seafront's heritage assets. • Ensure that new development at the seafront is of excellent design and enhances the seafront overall. • Ensure that new development is functional and compatible with the overall functionality of the seafront. • Ensure that new development is sustainable, mitigates climate change and is resilient to the effects of climate change.

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	<ul style="list-style-type: none"> - Replacement Sea Defences: In the context of climate change, the existing sea defences are coming to the end of their serviceable life. - Health and Wellbeing: life expectancy in the city is lower than the national averages, poor air quality is the largest environmental risk to public health in the UK, as well as in Portsmouth. - Heritage - Natural Environment: Portsmouth is renowned for supporting a rich and diverse range of wildlife and habitats, with 30% of its area covered by various nature conservation designations in recognition of its value to international, national, and local biodiversity. - Landscape & Townscape - Transport & Access: In the 2011 census, 15,068 (7.3%) people in Portsmouth reported that long-term disability reduced their day-to-day activities a lot and 17,791 (8.7%) a little (15.9% combined total). 68% of households in Portsmouth reported that they had access to a car or van (and therefore 32% of households did not have access to a car or van). <p>Economy & Visitor Attractions: The latest economic impact report showed Portsmouth welcomed around 9.4 million visitors in 2015 (8,700,000 day visitors and 737,000 staying visitors), contributing £610.3 million to the local economy. The latest employment figures show 12,777 jobs are now supported by tourism. This represents 12.1% of all jobs in the city.</p>	<ul style="list-style-type: none"> • Ensure that new development maximises opportunities to improve people’s health, wellbeing, and safety. • Ensure that new development maximises opportunities to improve people’s enjoyment of the seafront. • Ensure that new development maximises opportunities to improve accessibility to all. • Ensure that new development promotes active and sustainable travel. <p>Ensure that new development, including alterations to roads, seek to minimise space allocated to motor vehicles, in order to better accommodate other travel modes as attractive alternatives</p>

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<p>Milton Neighbourhood Development Plan 2021-2036, Milton Neighbourhood Planning Forum</p>	<p>The strategy outlines how growth in Milton will be concentrated around the redevelopment of the St James' Hospital Site and part of Langstone campus.</p> <p>To ensure that growth is sustainable, general policies are included on:</p> <ul style="list-style-type: none"> • Community Facilities. • Housing. • Economy, Employment and Retail. • Place and Design. • Natural Environment. • Local Heritage. • Transport. 	<p>Community Facilities:</p> <ul style="list-style-type: none"> • Limiting the loss of local community facilities for new developments. • New facilities will be encouraged. <p>Housing:</p> <ul style="list-style-type: none"> • Residential development must include a balanced mix of house types to meet local need. • Support given to self-build or community-led housing schemes. • Housing development must include screened storage space for bins and recycling. • Housing, including apartments, must have access to amenity space in the form of gardens, balconies or shared outside space, and must include adequate parking and cycling provision. <p>Economy, Employment and Retail:</p> <ul style="list-style-type: none"> • Development to create light industrial or office uses will be supported subject to certain conditions. • Betting shops and takeaways will only be approved where there is no harmful impact on the viability of the centre. • New development must incorporate infrastructure to accommodate superfast broadband internet connectivity. <p>Place and Design:</p> <ul style="list-style-type: none"> • Development must compliment the character of Milton and provide a positive environment for pedestrians and cyclists. • Development must use high quality durable materials. • Development must have no impact on surrounding land and achieve biodiversity net gain. <p>Natural Environment:</p> <ul style="list-style-type: none"> • Development should protect local green environment. <p>Heritage:</p> <ul style="list-style-type: none"> • Development to refurbish or reuse designated and non-designated heritage assets will be supported.

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		<ul style="list-style-type: none"> The original features and details of buildings should be retained where they contribute to the architectural or historic interest of areas or buildings. <p>Transport:</p> <ul style="list-style-type: none"> Developments that generate significant traffic or poor air quality will not be necessarily supported. Development must have no severe impact on traffic safety or congestion and should allow for access of service and emergency vehicles
Health		
<p>Health and Wellbeing Strategy 2022-2030, Portsmouth City Council</p>	<p>This strategy outlines the vision for Portsmouth to be a healthy and happy city, in which each person has the education, care and support they need for their physical and mental health.</p> <p>In Portsmouth, over 400 people have died from Covid-19 and over 50,000 people have tested positive for the illness at least once since the start of the pandemic. In addition, more people have moved into unemployment, more children eligible for free school meals and more people require support from public services. These can be causes of poor health and wellbeing.</p> <p>The strategy aims to address the “causes of the causes” of poor health and wellbeing to create a sustainable future.</p>	<p>Themes identified as causes of poor health and wellbeing, and hence to be addressed are:</p> <ul style="list-style-type: none"> Poverty: in line with the Marmot Review 2010, social inequalities are linked to disparities in health outcomes. To address this: <ul style="list-style-type: none"> Provide immediate support to people in financial hardship. Help people access the right employability support at the right time. Supporting a community-level response to local needs. Educational Attainment: education equips individuals with the skills needed for successful lives, an important factor in the health and wellbeing of an individual. To ensure education levels are maintained: <ul style="list-style-type: none"> Supporting families in pregnancy and the early years to give children the best start. Developing a citywide culture of aspiration and expectation, including consistent messages about what is needed to support children in their education. Develop models to promote school attendance and inclusion. Positive Relationships: communities with high levels of social connectivity have longer and happier lives. To ensure this:

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		<ul style="list-style-type: none"> ○ Adopt restorative approaches that aim to repair relationships where appropriate to support the most vulnerable. ○ Give front-line staff permission and power to find right solutions for clients, regardless of which agency they approach. ○ Engage residents in community-based work to build social and relational capital. ● Active Travel and Air Quality: Air pollution is the greatest environmental risk to public health in the UK, and it is known to have disproportionate effects on vulnerable groups. To address this: <ul style="list-style-type: none"> ○ Knowledge sharing and collaboration. ○ Building capability and opportunity of access. ○ Improving infrastructure. ● Housing: homelessness and poor quality housing can have huge impacts on individuals' mental and physical health. To address this: <ul style="list-style-type: none"> ○ Implementing the homelessness and rough sleeping strategy to provide support for vulnerable people. ○ Develop models of housing that reflect the needs of different people. ○ Develop models of support for landlords and tenants to support long term tenancies.
Sustainability and Climate Change		
<p>Portsmouth Greening Strategy and Delivery Plan, Dr L Williams, 2023</p>	<p>This document highlights the requirement for planned and managed green infrastructure, and discusses how this should be implemented in Portsmouth to improve residents' health and adapt to changes in its climate.</p> <p>Benefits of Green Infrastructure include:</p> <ul style="list-style-type: none"> ● Health and Wellbeing. ● Correcting Health Inequalities and Community gains. ● Biodiversity. ● Climate Change and Net Zero Carbon. 	<p>Objectives of the strategy include:</p> <ul style="list-style-type: none"> ● High level vision for a greener Portsmouth: aims to meet carbon neutral targets, developing a climate resilient, healthy, active city. ● Green Infrastructure Objectives: <ul style="list-style-type: none"> ○ 1. Create: Install new multi-functional GI, prioritising those areas with the poorest access. ○ 2. Improve: Improve and develop existing GI to better suit the needs of the population and wildlife. ○ 3. Protect: prevent removal of or damage to existing GI during building works.

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	<p>A People and Nature survey carried out by Natural England in January 2022 recorded that 90% of adults viewed green and natural spaces as good places for mental health and wellbeing.</p> <p>Recent valuations have estimated that £2.1 billion per year could be saved in NHS health costs if everyone in England had good access to greenspace.</p>	<ul style="list-style-type: none"> ○ 4. Maintain: Ensure areas are well maintained and that plans are in place for effective funding, governance and stewardship of GI to enable long term sustainability. ○ 5. Connect: Improve connectivity of GI within Portsmouth. Reducing habitat fragmentation and improving opportunities for active travel. ○ 6. Access: Promote and provide healthy, accessible facilities across all social group and areas of the city. ○ 7. Active: Increase use of GI by developing activity programmes and green social prescribing. ○ 8. Evaluate: Ensure systems in place for the evaluation of new GI projects so that benefits can be measured and informed decisions can be made in future. <ul style="list-style-type: none"> ● National Drivers: <ul style="list-style-type: none"> ○ National Planning Policy Framework, revised 20 July 2021. ○ 25-year Environment Plan, 2018 and Environment Bill. ○ Green Infrastructure Framework – Principles and Standards for England, 2022.
<p>Portsmouth Local Air Quality Plan OBC, Portsmouth City Council, 2019</p>	<p>On 26 July 2017, the government published the UK plan for tackling roadside nitrogen dioxide (NO₂) concentrations ('the UK Plan'). This set out how the government would bring the UK NO₂ concentrations within the statutory annual limit of 40 micrograms per cubic metre (µg/m³) in the shortest possible time. As part of the UK Plan, the government set out how 28 local authorities (first and second wave local authorities) with the most severe NO₂ exceedances should develop local plans to implement measures to achieve compliance with statutory NO₂ limits (set out in the Ambient Air Quality Directive) within the shortest possible time.</p>	<p>The following policies are proposed to improve the air quality:</p> <ul style="list-style-type: none"> ● Charging for parking: reduces incentive to drive to work etc, also reducing the availability of parking. ● Strategic Cycling Routes: proposed routes around the city centre to discourage driving. ● Signal Changes: provision of extra green time to busy roads to prevent excessive engine running. ● Taxi requirements: tightening of taxi licensing rules to ensure lower emission vehicles. ● EV charging points: available for both public and taxis to enable upgrades to electric vehicles.

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	<p>This outline business case sets out the ways in which Portsmouth City Council can comply with these limits in the shortest timescale possible.</p>	
<p>Portsmouth City Council Climate Emergency Strategy, Portsmouth City Council</p>	<p>The strategy aims to address the climate emergency in Portsmouth, making the city cleaner, safer and greener. So far, CO2e emissions in Portsmouth have reduced by over 30% from 1280.2 kilotons in 2005 to 862.8 kilotons in 2016. However, estimates from the Carbon Trust suggest that the downward trajectory of emissions will start to plateau by 2025. This is largely because a significant proportion of reductions have arisen from grid carbon savings, which Portsmouth City Council have limited ability to influence. It is therefore clear that a business as usual approach to the issue - seeking incremental improvement as a side-benefit of other schemes - will not be sufficient. To reach the net zero carbon emission target, action will need to go much further than outlined in previous strategies.</p> <p>The council have adopted three underlying principles:</p> <ul style="list-style-type: none"> • The climate emergency requires clear and decisive leadership, but also needs to recognise the importance of wider citizen buy-in and engagement • The authority will take a proportionate approach, focusing on the areas where we can have the most impact on emissions, but also on hearts and minds <p>All decisions taken by the local authority will need to take into account the potential climate impact</p>	<p>The strategy outlines 5 priorities for addressing the climate emergency:</p> <ul style="list-style-type: none"> • Property: improving efficiency of property to help reduce energy usage and waste. • Energy: improving the efficiency of housing, as well as investment in clean energy generation such as solar panels. • Transport: transitioning to electric public transport vehicles, clean air zones around the city, improved sustainable transport options, renewing the parking strategy for the city. • Waste: expanding schemes to increase recycling and reduce waste. <p>Environmental improvement: following the new local plan for the city, addressing environmental challenges and climate change. Greening the city to improve air quality and broad environmental improvement, including biodiversity and climate adaptation.</p>

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Skills		
<p>Skills and Labour Market Strategy 2020-2025, Portsmouth City Council</p>	<p>The strategy outlines how to make the labour market sustainable by considering both the local factors that impact skills, and the wider national picture, including global trends.</p> <p>The strategy works to directly align itself to a wide range of relevant strategies and policies, encompassing the Solent LEPs emerging local industrial strategy, the Solent LEPs evolving skills strategy, the UK Industrial Strategy 2017, and the Department for Education's Post-16 skills plan.</p> <p>Since 2010, Portsmouth saw impressive resident workforce employment growth with over 4,000 new employees. However, data shows that since 2018 with the additional impact of the Covid-19 crisis, this has now decreased by approximately 3,000.</p>	<p>The strategy outlines 4 themes each containing objectives:</p> <ul style="list-style-type: none"> • Theme 1: Inspire Portsmouth residents to achieve better skills, train and find higher skilled employment: <ul style="list-style-type: none"> ○ Develop and encourage a skills-progression mentality, increase workforce retention and support the development of resident skills. ○ Strengthen and improve the career information and guidance available to residents. ○ Promote inclusion and employability for all. • Theme 2: Integrate Portsmouth businesses into the heart of skills and labour market development: <ul style="list-style-type: none"> ○ Ensure employers are at the heart of technical and vocational training and provide fully comprehensive business support to assist businesses with their current and future workforce needs. ○ Work to increase the amount of Portsmouth residents that have L4+ qualifications and decrease the number of Portsmouth residents who have no or low level qualifications. • Theme 3: Create and strengthen city wide partnerships to support relevant and focused workforce development: <ul style="list-style-type: none"> ○ Create a clear communication network for skills partners within the city to use in relation to skills and the workforce and develop new and existing programmes and projects that support businesses employing vulnerable resident groups. ○ Work to create a skills and learning provision that is focused on economic growth and prosperity for the city of Portsmouth whilst encouraging and supporting clean green growth, education, skills and training. • Theme 4: Respond to the significant impact on people's health, wellbeing and livelihoods caused by the Covid-19 pandemic:

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		<ul style="list-style-type: none"> ○ Workforce reskilling and support for young people. ○ Redundancy support and alignment for recovery funding.
Higher Education		
University of Portsmouth Estates Redevelopment Plan, University of Portsmouth, 2024	<p>The plan outlines the university's plan to redevelop its campus to create a better environment for its students and staff.</p> <p>It proposes the development of a student hub, lab building, technology building and multi-storey car park, and the redevelopment of current University buildings, in order to achieve the following aims:</p> <ul style="list-style-type: none"> - Unified Campus - People Centric Design - Sustainable Living 	<ul style="list-style-type: none"> ● Unified Campus: Tying together a divided campus; Optimising efficiency of use of space by consolidating faculties; Creating a clear flow of movement for campus users; Cross team pollination of ideas by creating collaboration areas and unifying campus. ● Student Experience: A secure and comfortable place to work and learn; motivate and attract students and workers with generous cross campus opportunities; "Home-from-home" facilities; New and improved wellbeing facilities. ● Promoting Sustainable Living: Creating a walkable city with short distances between campus buildings; encourage healthy lifestyle choices with cycle tracks and sporting facilities; Reducing ecological impacts whilst maximising biophilic design principles and the ecological value for the community; Be mindful of Carbon footprint and work with net zero goals with sustainable development and materials.
Visitor Economy		
Tourism and Visitor Economy Strategy 2023-2028, Visit Portsmouth	<p>The strategy highlights that tourism is key to Portsmouth's local economy, with pre-pandemic figures valuing it at around £600million annually and supporting around 12,000 jobs in the city.</p> <p>Following the COVID-19 Pandemic, the latest research from Tourism South East indicates that Portsmouth is seeing a recovery in visits and spend, but not back to the levels of 2019. 2020 saw a large number of visits to the city but with a much lower value, as people were visiting during periods of lockdown when lots of attractions, accommodation, food and drink etc. were not able to open fully.</p>	<p>The objectives laid out in the strategy are as follows:</p> <ul style="list-style-type: none"> ● Grow the profile of Portsmouth as a National Brand: <ul style="list-style-type: none"> ○ Impactful, targeted and measurable year-round marketing campaigns showcasing the range of the destination, using imagery and selling experiences. ○ Activity to maximise the benefit of major events, new developments in product and new openings. ○ Improved and co-ordinated PR activity and press visits. ○ Increase in international marketing working with regional and national partners. ● Increase the value of the visitor economy in Portsmouth: <ul style="list-style-type: none"> ○ Increase visits to Portsmouth, both day/evening trips and staying visits from the domestic market.

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	<p>The value of visits was £596m in 2019, which dropped to £199m in 2020. The estimated value for 2021 was £535m; an increase on 2020 but still not back to pre-COVID levels.</p> <p>The strategy covers a 5 year period of recovery and growth following the Pandemic, with 3 key objectives:</p> <ul style="list-style-type: none"> • Grow the profile of Portsmouth as a national brand • Increase the value of the visitor economy in Portsmouth <p>Work with partners to manage and develop the destination offer</p>	<ul style="list-style-type: none"> ○ Grow Portsmouth’s share of the international market – day and staying visits – working with local and regional partners (including Visit Britain, Tourism South-East, Portsmouth International Port, Brittany Ferries, Southampton Airport). ○ Maximise benefit of increased cruise calls in Portsmouth (and cruise calls into Southampton). <ul style="list-style-type: none"> • Work with city partners to manage and develop the destination offer: <ul style="list-style-type: none"> ○ Continue to hold regular Destination Network Meetings (minimum 6 per year) to inform tourism partners of marketing activity and city developments, share best practice and provide networking opportunities. ○ Provide comprehensive support for local tourism businesses, to include improvements in quality, accessibility, sustainability, and skills. <p>Create a destination management advisory group to focus on improvements and enhancements to the city – group detail to be agreed and members appointed in first year of the strategy.</p>
<p>Tourism and Visitor Economy Update 2023-24, Portsmouth City Council, 2024</p>	<p>The meeting discussed activity and results relating to the Tourism and Visitor Economy Strategy 2023-28. It highlights the digital promotion of Portsmouth as a tourist hub.</p> <p>The digital campaign, which reached 271,457 people, consisted of:</p> <ul style="list-style-type: none"> - Visit Portsmouth website: 1.4 million page views. - Facebook: 3 million impressions, 36,184 reactions, comments and shares. - Instagram: 103,304 impressions, 4,729 interactions. - Twitter: approximately 304,000 impressions. 	<p>The meeting discusses the ways in which Portsmouth promotes itself, focusing on:</p> <ul style="list-style-type: none"> • Marketing: using the Visit Portsmouth website, social media channels, newspapers and events. • Partnerships: local, regional and national partnerships are crucial. Regular meetings to be held to help to update on activity. • Sustainability: use of schemes such as Visit Portsmouth Green Tourism Award. Encouraging sustainable transport to the city. • Research: both quantitative and qualitative/survey style research referring to visitors’ purpose, enjoyment, travel etc.

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	<p>In addition, paid adverts across Facebook and Instagram generated:</p> <ul style="list-style-type: none"> - 5.8 million impressions. - 2.1 million reach. - 93,000 clicks. 	
Transport		
<p>Portsmouth Transport Strategy 2021-2038</p>	<p>The Portsmouth Transport Strategy for 2021- 2038 provides an outline of the vision for Portsmouth to 'have a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.'</p> <p>The strategy identifies four key themes that inform all strategic priorities, including delivering cleaner air, prioritise walking and cycling, transform public transport and to support business and protect assets.</p> <p>The strategy provides an overview of the evidence base used to identify key priorities and formulate the corresponding policies.</p>	<p>Deliver Cleaner Air</p> <ul style="list-style-type: none"> • Reduce nitrogen dioxide levels by implementing a government-directed city-centre CAZ in 2021. • Secure future cleaner air by supporting infrastructure for alternative fuelled vehicles. Solent partnership will be key as depot/fuelling infrastructure outside the city could help delivery of the policy. • Improve air quality and parking congestion by introducing Residents' Parking Zones and providing shared mobility options. <i>Not material to Solent strategy.</i> • Expand Park & Ride capacity and link to walking and cycling routes. • Explore private non-residential parking restrictions (e.g. Workplace Levy Parking) to reduce commuting to work by car. • Deliver behaviour change programmes to influence travel choices. <p>Prioritise Walking and Cycling</p> <ul style="list-style-type: none"> • Establish cohesive network of accessible, attractive walking and cycling routes to increase uptake of active travel modes. • Introduce low traffic neighbourhoods and school streets. <i>Not material to strategy.</i> • Improve city centre, local/district centres by reducing general traffic and focussing on access by active travel modes. <p>Transforming Public Transport</p> <ul style="list-style-type: none"> • Prioritise local bus services over general traffic to reduce journey times and increase reliability. Develop demand-responsive transport services.

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		<ul style="list-style-type: none"> • Facilitate future growth through development of a rapid transit network that connects with key locations in the South East and Hampshire. New connections, vehicles, improved stops, easy ticketing, real time service information. Proposed network will connect over 40% of new homes and 70% of new jobs anticipated over strategy lifetime. Links to South East Hampshire Rapid Transit Network through Transforming Cities Fund. • Deliver high quality transport interchanges, stations and stops that are safe and accessible. Introduce transport hubs at key interchanges. • Work with public transport operators to deliver integrated, efficient, affordable, attractive services to promote local and regional connectivity. Intention to reduce intra-city car trips that are due to perception of high costs associated with public transport. In line with the National Strategy Bus-Back Better will enter into Enhanced Partnership (EP) with bus operators. Draw on Continuous Modular Strategic Plans (CMSP) developed for Solent and West Coastway Railway Routes. <p>Support Business and Protect Assets</p> <ul style="list-style-type: none"> • Protect main road network and maintain access to the ports, HM Naval Base and other key industry/business/retail sites. • Deliver micro/macro freight-consolidation measures, supporting business/organisations to consolidate operational journeys, including use of zero emission vehicles for last mile delivery. Ensure HGVs and LGVs use full capacity to improve efficiency, congestion and air pollution. • Explore lane rental scheme to maximise co-ordination of street works and roadworks. <i>Not material to strategy.</i> • Maintain highway infrastructure through adoption of new technologies and innovative working to ensure maintenance within cuts to government grants. Supported by accredited Asset Management Strategy. • Enable flexible kerbside space through proactive management to improve public realm.

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<p>Portsmouth Electric Vehicle Strategy 2024-2034</p>	<p>This document provides the overall strategic approach to the delivery of charging infrastructure in Portsmouth, enabling the conversion to plug-in vehicles in the city. It also highlights the plans to work with neighbouring Local Transport Authorities (LTAs), Transport for the South East (TfSE) and National Highways. It contributes to the strategic objectives of the Portsmouth Transport Strategy.</p> <p>The strategy is structured around four objectives which are supported by corresponding policies. The objectives are as follows; prioritise electric vehicle infrastructure for residents, enabling conversion to EVs; transform charging infrastructure in Portsmouth to promote it as an EV friendly destination; work with fleet operators to support conversion to EV, including provision where required; and work in partnership to support shared and public transport modes conversion to EV.</p> <p>The strategy outlines the evidence base and wider policies that have informed the development of the objectives.</p>	<p>Prioritise EV Infrastructure for Residents</p> <ul style="list-style-type: none"> Support residents without off-street parking by delivering a network of on-street residential EV chargepoints. <i>Not material to strategy.</i> Install designated parking bays for EVI to maximise equitable access. <i>Not material to strategy.</i> Investigate and deliver charging hubs in residential areas that are not suited to lamp column section chargepoints. <i>Not material to strategy.</i> <p>Transform Charging Infrastructure</p> <ul style="list-style-type: none"> Provide charging infrastructure in all council owned car parks across the city, including in transport hubs, to enable residents and visitors to have sufficient access to chargepoints and in turn encourage conversion to EVs. Support EV uptake by encouraging private car parks to provide private chargepoint infrastructure and enable public access. Work with partners to ensure surrounding strategic road network and neighbouring authority areas have appropriate charging infrastructure. Ability to charge on longer journeys is a key factor in decision making to convert to EVs. Currently few rapid charging points available for drivers along the Strategic Road Network (SRN). A regional EVI network is necessary to support higher rates of EV conversion. National Highways intends to install 2,500 high powered, open access charge points across the SRN by 2030. <p>Support Fleet Conversion to EV</p> <ul style="list-style-type: none"> Support the taxi trade uptake of EVs through ensuring comprehensive EVI network. <i>Not material to strategy.</i> Support fleet conversion to EVs and work collaboratively in delivering a comprehensive EVI network. <p>Support Shared and Public Transport Conversion to EV</p> <ul style="list-style-type: none"> Reduce car ownership by introduction of EV car clubs. Decarbonise Portsmouth's public transport network through use of EVs. Funding will come from the Government's Zero Emission Bus Regional Area (ZEBRA) fund (secured by a joint bid between

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		<p>Portsmouth City Council, Hampshire County Council and First Bus). The EV bus fleet will run 3 services, one of which routes to Southampton.</p>
<p>Portsmouth Parking Strategy 2024- 2034</p>	<p>This document sets out the new approach to car ownership, and in turn car parking. It outlines the necessary new approach to shape a future in which people opt for alternative travel modes despite car ownership or choose not to own a car.</p> <p>It highlights the importance of considering the travel network in its entirety, as opposed to a segmental approach.</p> <p>The strategy outlines the evidence base and wider policies which have informed the development of the three primary objectives. These are; to encourage sustainable development, regeneration and prosperity in Portsmouth through effective management of parking; to improve quality of life for residents, businesses and visitors through flexible and clear parking systems, using new technologies; and to deliver cleaner air and reductions in carbon emissions through managing parking to support development of sustainable travel as an attractive choice for all.</p> <p>It notes the implications of the Covid-19 pandemic on work arrangements, and the resulting impacts on parking (e.g. vehicles parked for longer periods). Furthermore, it notes the opportunity for car parking space to be repurposed following the realisation of the goal to reduce car ownership/usage.</p>	<p>Encourage Sustainable Development, Regeneration and Prosperity</p> <ul style="list-style-type: none"> • Reduce pollution and congestion, increase travel choices through expansion of Portsmouth Park & Ride to create a transport hub, and consequently release city centre car parking for redevelopment. • Enable city centre development through exploration and implementation of sustainable parking initiatives. Current city centre parking exceeds demand which creates opportunity for repurposing. <i>Not material to strategy.</i> • Respond to the needs of different users and areas with tailored destination parking. <i>Not material to strategy.</i> <p>Improve Quality of Life through Flexible Parking Systems</p> <ul style="list-style-type: none"> • Utilise smart technologies and data. Engage with National Parking Platform (NPP) project which is working to produce single, inter-operable data platform. • Implement and promote flexible use of kerbside space. <i>Not material to strategy.</i> • Ensure regular review of Residents' Parking Zones across the city. <i>Not material to strategy.</i> <p>Deliver Cleaner Air</p> <ul style="list-style-type: none"> • Develop an attractive package of sustainable travel options. <i>Not material to strategy.</i> • Exploration of implementing private non-residential parking restrictions (e.g. WPL). Undertaken in close consultations with key stakeholders and other transport authorities across the Solent Transport partnership to ensure a WPL would not hinder economic growth

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<p>Portsmouth Bus Service Improvement Plan 2021</p>	<p>The plan covers the administrative area of Portsmouth City Council (PCC) and was developed collaboratively with the local transport authorities of Hampshire County Council (HCC) and West Sussex County Council (WSSC) to cover cross-boundary bus routes.</p> <p>It sets out the contextual factors and evidence base that have informed the plan. The plan is aligned to the aims of the regional body Transport for the South East (TfSE).</p> <p>Following this, it sets out targets for improvements, objectives and schemes.</p>	<p>PCC aims to improve journey times through three strategic pillars with corresponding mechanisms to achieve them.</p> <p>Journey Times: bus priority measures, ticketing (tap on and off) and complementary measures.</p> <ul style="list-style-type: none"> Seek provision of bus priority schemes beyond existing provision for cross-boundary routes in partnership with HCC and WSSC. <p>Reliability: should be ripple effect from improvement to journey times. Further measures: 'hot spare' buses with drivers, service disruption management.</p> <p>Passenger Numbers: Should be ripple effect to above, in addition to reduced fares for young people, better communication and marketing.</p> <p>Passenger Satisfaction: Key issues include value for money, information provided inside the bus and the temperature inside the bus.</p>
<p>Local Cycling and Walking Infrastructure Plan 2021-2031</p>	<p>This document outlines the ambition to 'make walking and cycling the natural choices for shorter journeys or as part of longer journeys,' as stated in the Government's Cycling and Walking Investment Strategy (CWIS).</p> <p>It sets out the evidence base and contextual factors that have informed the plan, as well as where it sits amongst other transport strategies and plans within the area.</p>	<p>The plan seeks to prioritise walking and cycling networks through improvements. This is displayed via a map that details location and indicative priority. For example, raised tables, at-grade crossing facilities, parklets, grade-separated crossings, wayfinding improvements, segregated or shared use cycle paths, bus by-pass, advisory cycle lanes, wider pedestrian refuge islands, footway buildouts with pedestrian priority across junctions.</p> <p>It also identifies why investment in walking and cycling is necessary (to increase accessibility, improve health, increase productivity, promote future growth, create cleaner air and improve the local economy).</p>

4.3 Southampton

Policy / Strategy	Overview of Policy / Strategy	Relevant strategic priorities / objectives to the SGPS
Planning and Economics		
<p>Southampton City Vision Local Plan Draft Plan with Options, Southampton City Council, 2024</p>	<p>The City Vision Local Plan forms part of a development plan which will shape new development of the city through to 2040 and beyond.</p> <p>The plan ensures that major development is planned for, in the right areas, of high quality, and supports the city's economic growth and communities.</p>	<ul style="list-style-type: none"> • Homes: The plan outlines the requirements for density standards, a range of housing types to cater for all groups, including gypsy and traveller accommodation, affordable housing etc. • Economy: The plan details the requirements for new office developments in order to promote economic growth, as well as industrial, marine, and port based sites. It also specifies the importance of social value and sustainability in the development of new employment spaces. • Infrastructure: The plan considers the requirement for focus on city centre spaces, including, shopping area expansion, food and drink, and the nighttime economy. It also makes reference to the universities, such as supporting proposals for improved, new or extended buildings for learning, teaching, research and training. • Environment: The plan outlines the importance of maintaining environmental quality throughout all stages of development processes, highlighting green spaces and ecosystems, as well as protecting the heritage and archaeological sites surrounding the city. • Transport and Movement: A sustainable, efficient and safe transport system will be maintained and enhanced within the city and wider region, with the aim of achieving net zero emissions. Prioritising the reduction in the need to travel by private use car, allowing sufficient facilities for EV charging points.
<p>Southampton City Vision Local Plan. (Draft Plan with Options: Consultation Results) Part 2: Detailed Results, 2024, Southampton City Council</p>	<p>This document provides a detailed overview of the results of a survey where respondents were asked to indicate their level of agreement with a series of statements related to proposed policies included within the draft Local Plan. The survey covered policy areas including Housing, Economy, Infrastructure, Environment, Transport and Movement, Development</p>	<p>The theme that received the most engagement was Housing, with many residents agreeing with the sentiment that Southampton needs to do more to meet housing targets. Many comments related to unmet need in the area, concerns about land availability, affordability, mix, and location. Several respondents expressed concerns that policies proposed by the council did not go far enough in delivering housing suitable for those with additional needs, including the elderly or those with disabilities. Respondents also expressed interest in supporting 20-minute</p>

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	Principles, and Sites. 80 survey responses were received.	neighbourhoods, and the need to ensure that development incorporates aspects related to health and community building. Respondents further expressed a strong desire for improved transport systems within Southampton. With comments related to reducing road congestion via public transport and active travel options.
Southampton City Strategy 2015-2025, Southampton Connect	<p>This summary of the Southampton City Strategy for 2015-2025 details ambitions to make Southampton City a prosperous place for all local people. The strategy sets out a vision for Southampton to be a place with strong economic growth, good transport links, excellent teaching and learning facilities, a strong business community, and a vibrant night-time economy.</p> <p>Four over-arching themes inform a series of strategic priorities. These include fostering city pride and community capacity, delivering whole place thinking and innovation, improving mental health, and tackling poverty and inequality.</p> <p>This summary report also provides some descriptive statistics that evidence the selection of these strategic priorities. While also identifying the stakeholders that will be integral to delivering this vision for the city.</p>	<p>The summary identifies three strategic priorities that are intended to generate prosperity for all communities in Southampton. Priorities include:</p> <ul style="list-style-type: none"> • Economic growth and social responsibility: this relates to bringing inward investment to the city, optimising the use of local assets including Southampton's Freeport status, and leveraging the city's Business Improvement District. • Skills and employment: this relates to promoting aspirational career paths to local youth, closing educational attainment gaps for people, linking industry, academia and educational institutions, and connecting business with skills development opportunities. • Healthier and safer communities: this relates to ensuring local people have healthy lifestyles, including reducing harms associated with drink and drugs, and limiting hospital admissions.
Southampton City Council Corporate Plan 2022/30, Southampton City Council	<p>The Southampton City Council Corporate Plan for 2022-30 sets out the city council's four ambitions for the city, the rationale behind focusing on these areas, and the plans to achieve them. For each ambition, the council has included references to a set of existing plans or strategies which contain strategic objectives and associated projects.</p>	<p>The council's four ambitions include:</p> <p>Strong Foundations for Life: this ambition encompasses a commitment to reduce inequalities including in wages, earnings, health and well-being. The portfolio of projects that fall within the scope of this ambition reflect the need to improve the accessibility to education, cultural and leisure activities for local children and young people. Projects include improving the provision of quality special education facilities for people with disabilities, access to mental health support, plans to promote healthy lifestyles, improving educational offering to young people to ensure</p>

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		<p>skills reflect industry demand and offer community learning opportunities.</p> <p>Existing strategies to be delivered include the:</p> <ul style="list-style-type: none"> • We can be active strategy. • Suicide prevention plan. • School attendance plan. • Health and Well-being Strategy. • Children and Young People Strategy. • SEND Strategy. • City Health and Care Strategy. <p>A Proud and Resilient City: this relates to enriching the lives of local people by ensuring that they feel a sense of belonging to the area. Projects aim to deliver a reduction in crime and improve general living conditions and sense of wellbeing for local communities. Proposed activities include increasing the number of parks in the city, installing solar bins, improving the quality of children’s play areas and equipment, improving the availability and access to creative opportunities for children, and establishing a warm spaces network using local libraries.</p> <p>Existing strategies to be delivered include the:</p> <ul style="list-style-type: none"> • Cultural strategy. • Safe City Partnership plan. • Green City Plan 2030. • Municipal Waste Management Strategy with Hampshire County Council. <p>A prosperous city: this ambition relates to growing activity in the local economy and bringing inward investment to the city. The portfolio of projects to be undertaken include regeneration of district centres, deliver sustainable transport options like water taxis and metro-rail, improving Southampton Waterfront, building more housing and</p>

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		<p>improving standards, River Itchen flood alleviation scheme (2028), replacement of Northam rail bridge and the development of a cultural strategy.</p> <p>Existing strategies to be delivered include the:</p> <ul style="list-style-type: none"> • Future of Work Action Plan. • Cultural Strategy. • Destination Management Plan. • Festival and Events Strategy. • Transforming Cities Programme. • Local Plan (regeneration). • Economic and Green Growth Strategy. • Local Transport Plan. <p>A successful, sustainable organisation: this relates to the culture of the city council and how it can become an effective and efficient organisation.</p>
<p>Corporate Plan (update 2024), Southampton City Council</p>	<p>The updated Corporate Plan sets out Southampton City Council's vision to deliver ambitious plans for change, improvement and growth, and to be a place that fosters and grows ambition and enables people to understand and develop their possibilities. The core aspects of the city council's delivery plan include investing in infrastructure, skills and technology to attract more businesses, creating quality jobs, renewing and regenerating housing across the city and promoting culture and events so that Southampton becomes a destination city for tourism.</p> <p>The corporate plan renews the strategic objectives pursued by the council to achieve the vision. However, the plan also makes clear that the council faces considerable financial constraints which will necessarily curtail the size and scope of projects and interventions.</p>	<p>The strategic objectives set out within the corporate plan are as follows:</p> <ul style="list-style-type: none"> • Safe and Stable Home Environments: involves providing quality housing and access to support for living at home. • Healthy and Active Residents: includes an aspiration to provide people with skills needed to attain high-skilled, higher-paid jobs, alongside support to access education and vocational training. • Accessible Education and Skills Pathways: involves promoting the physical and mental health and wellbeing of residents • Sustained Infrastructure Investment: includes ambitions to create more affordable and accessible modes of travel options around Southampton. • Growth that Benefits Local People: sets out ambitions to create more job opportunities, and attract investment in the city that will attract visitors to events, shopping and attractions. • Welcoming and Supporting Communities: sets out ambitions to promote the benefits arising from the cultural diversity of Southampton.

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	<p>Financial constraints are attributed to increasing demand occurring alongside increasing costs associated with service provision. The council has developed a business transformation programme intended to balance service delivery with budgetary requirements and will be seeking to make efficiencies in internal processes.</p>	
<p>Southampton Economic and Green Growth Strategy 2020-2030, Southampton City Council</p>	<p>The Southampton Economic and Green Growth Strategy outlines the City Council's vision for Southampton as a city of opportunity, a regional hub of economic activity, and a global gateway. Key to achieving this vision is inclusive and sustainable economic growth.</p> <p>The Strategy was created during the Covid-19 pandemic and recognises that there is some uncertainty regarding how lockdown restrictions would generate trends that would impact the prosperity of local communities.</p> <p>However, strategic priorities were identified that focus on bringing quality jobs to local people, having a focus on up-skilling local people to be adaptable in the face of significant change in the job market, and increasing equity across the city.</p>	<p>The growth strategy sets out four strategic priority areas to promote inclusive growth:</p> <ul style="list-style-type: none"> • People, employment and skills: this priority area involves developing a local talent pool equipped with skills and experience relevant to local employers. This includes improving the educational curriculum offered to young people and offering working-aged adults and employers' digital opportunities for up-skilling. • Supporting and growing local businesses: this priority relates to encouraging firms to adopt environmentally friendly practices, and enable local people to benefit from new employment opportunities through both attracting investment and supporting locally operating businesses to innovate and grow. • Growing through sustainable place shaping: the City Council has outlined a place shaping agenda that involves building infrastructure, houses and recreational, culture and leisure facilities to support local communities and encourage tourism. Key objectives relate to ensuring new homes are environmentally friendly, and building appropriate infrastructure, including flood defences to protect local assets. • Growing an International City: this priority area relates to leveraging Southampton's strategic location as a port city to attract investment, build strong cultural, environmental and economic relationships with international partners.
<p>Asset Development and Disposal Programme,</p>	<p>The Asset Development and Disposal Programme is to be implemented across the next 3-5 years. The programme has a capital receipt target of £85M, which</p>	<p>The council's vision for asset development and disposal is to drive Southampton's growth through the retention, development or disposal of</p>

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<p>2024, Southampton City Council</p>	<p>is to be achieved through minimising operating costs by significantly reducing the Council's corporate and operational asset portfolio. The Council presently operates 330 freehold and leasehold operational properties across the city ranging from office accommodation and depots, to museums, libraries, schools and cemeteries. The total accounting book value of the estate was £256M in 2023. A further 200 property units are also owned via an investment portfolio which contains retail units, industrial units, pubs, student accommodation and land, with a similar valuation of £106M.</p> <p>The Council is progressing with a transformation programme that will mean fewer operational properties will be required for service provision. This will involve finding ways to better use the exiting estate to create efficiencies in service delivery. The Civic centre is presently underutilised and could accommodate an additional 450 staff through co-location of departments. Presently, the Council have undertaken a high-level review of the whole estate and identified those units to be considered for disposal, along with those that have re-generation potential.</p>	<p>the council's corporate, operational and investment portfolio, whilst delivering capital receipts.</p> <p>The council is experiencing financial constraints and is seeking to manage assets in an efficient manner. To achieve this vision the following priorities are outlined:</p> <ol style="list-style-type: none"> 1. Asset data and information: the council will undertake an exercise to ensure that all asset management data is up to date and robust, to enable effective decision-making on the future of assets. 2. Corporate and Operational Assets Review: the council has commissioned consultants to undertake a review of operational assets and to produce some recommendations on which assets to retain, develop, or dispose. 3. Asset Disposal: Based on recommendations, operational assets and investment assets may be disposed. An exercise is required to identify methods of disposal that enable the Council to achieve the optimal value for money for the asset. 4. Asset development and regeneration: A further review has been commissioned to identify both operational and investment sites that are opportunities for further development. This will subsequently involve the development of a strategy for each proposed site.
<p>Southampton City Council Housing Strategy 2016-2025, Southampton City Council</p>	<p>This strategy outlines Southampton City Council's plan to sustain the City's growth over the next 10 years, as well as adapting to its residents' changing needs.</p> <p>The plan aims to deliver good quality housing and vibrant communities where people can both live and work.</p>	<p>Priorities and Outcomes for Delivery:</p> <ul style="list-style-type: none"> • Supporting Economic Growth: More housing will need to be available to meet demand, with a diverse mix of homes to meet the changing needs of the growing population. Southampton needs to have a range of housing types including family homes, 'executive' homes, starter homes for first time buyers, affordable homes and purpose built student homes, and an environment and infrastructure that supports housing growth. • Good Quality Housing: Poor quality housing has a significant impact on residents' health and wellbeing. It is also linked to

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		<p>children's quality of life and educational attainment, due to higher rates of sickness and absence from school. Southampton City Council is a major landlord with around 18,000 council properties and has a responsibility to ensure that its tenants and leaseholders live in decent homes. Ensure that residents living in privately rented homes, or as owner occupiers, live in good quality homes that support their health and wellbeing.</p> <ul style="list-style-type: none"> • Housing Options and Support: Aim to support more people to live independently for longer by offering the right housing options to meet needs, as well as high quality information and advice to help residents to make informed housing decisions.
<p>Planning Southampton City Centre: City Centre Action Plan, 2015, Southampton City Council</p>	<p>This plan sets out the planned policy interventions that will have been implemented by 2030 to transform Southampton City Centre. These interventions are intended to drive sustainable growth and improve quality of life for local people. Planned policies include investment in improved transport links alongside active travel pathways.</p> <p>Southampton is described as the economic hub of the south coast and one of the largest cities in the South East outside London:</p> <ul style="list-style-type: none"> - around 120,000 people are employed in Southampton, many in the city centre - home to The Port of Southampton, one of the UK's busiest and most important ports, handling more than 42 million tonnes of cargo annually - highly accessible by train, bus, ferry, road and close to Southampton Airport - home to around 16,000 people with a wide range of different cultures and ethnic backgrounds 	<p>The vision for the city centre is to be delivered through six themes:</p> <ul style="list-style-type: none"> • A great place for business: this theme involves making the city centre an attractive investment environment for businesses. The plan identifies opportunities for growth in sectors like retail, leisure, financial services, and marine & maritime industries. Development prospects include an improved business district with increased office space. • A great place to visit: this theme includes creating more retail space, and a greater choice of leisure and cultural attractions, restaurants, bars, and events. There is a need to develop access to the waterfront. • A great place to live: this theme involves building safe and attractive neighbourhoods within the city centre by planning a range of house types, sizes and tenures, and providing sufficient local amenities. • A greener centre: this theme reflects a commitment to incorporating renewable and sustainable energy within development plans. This includes the refurbishment of buildings, and investment in flood defences. • Attractive and distinctive: there should be pedestrian-friendly routes, parks, civic spaces and a high-quality waterfront with views of the water and port activity. • Easy to get about: this theme reflects the importance of having well-signed and attractive routes linking areas of the city that are accessible for all people including those with reduced mobility.

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	<ul style="list-style-type: none"> - one of the greenest in the country with over 21 ha of parkland in the 5 award winning historic Central Parks <p>The plan highlights the need to balance the requirement for more dwellings and office space with preserving green spaces. It aims to improve further on the points above whilst maintaining its economic and environmental status.</p>	
Green City and Sustainability		
<p>Southampton City Council Green City Plan 2030, 2020 Southampton City Council</p>	<p>The Southampton City Council Green Plan details the actions to be taken by Southampton City Council in order to improve the quality of the city's environment. Despite its large amount of green space, the city is one of five cities outside London predicted to contravene EU limits on Nitrogen Dioxide.</p> <p>It outlines the challenges and opportunities for residents of Southampton city across the next 20 years:</p> <ul style="list-style-type: none"> - Expected population increase of 35,200 by 2040 - 20,000 new homes city wide by 2036 - 86,000 extra people movements daily across the transport network - 3,500 additional daily vehicle trips into the city centre by 2026 - The port in terms of freight and passenger numbers is expected to continue to grow and by 2035 could be handling 95% more cruise passengers, 63% more containers and over 100% more automotive exports. - 110 deaths attributed to particulate pollution per year in Southampton. 	<p>The plan outlines four strategic objectives and associated projects.</p> <ul style="list-style-type: none"> • Sustainable energy and carbon reduction: to achieve this the city council has set out aims to be net zero by 2030 by transitioning 90% of the council's fleet of vehicles to be zero emission by 2030. To do this, it proposes reviewing existing strategic plans to achieve carbon reduction and energy efficiency for all council assets including the housing stock. There is also an aim to find a way to offset any remaining emissions. • Delivering Clean Air: to achieve this the council has committed to having all taxi and private hire fleet low emission or clean air zone compliant by 2023, and all bus routes will be serviced by clean air zone compliant vehicles by 2020. • Protect Natural Environment: to achieve this the city council will seek to invest in 25 new urban wildflower meadows by 2025, and increase tree coverage by 5,000 trees by 2030. • Resources, Waste and Water Management: to achieve this the city council will double waste recycling rates by 2030. • Sustainable Travel: to achieve this the council will aim to have two active travel zones in the city by 2025, 15% of journeys into the city by bike by 2027, and be in the top 10% of UK cities for public EV charging units by 2025.

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	<p>Thereafter, the plan details the rationale for pursuing each of the Green City charter priorities, alongside current projects underway to address them.</p>	
<p>Southampton City Council Climate Change Strategy and Action Plan 2023-2030, Southampton City Council</p>	<p>Southampton City Council has set a target to become a net zero organisation by 2030, through taking action to mitigate emissions arising from council-owned buildings and fleet. The council also aims to mitigate emissions arising from social housing stock by 2035. Climate impacts on the city are arising through sea level rise and rainfall. Much of the city is vulnerable to flooding arising from the sea, as well as from the city's waterways, and as Southampton is 80% urbanised, surface water flooding can occur anywhere depending on the intensity of rainfall.</p> <p>The Council has implemented a new methodology to capture the full scope of emissions associated with operational activities. As of 2021, the largest proportion of emissions by far (64%) arose from procurement of products at 30,846.71 CO₂e. Moreover, energy (25%) and the council owned fleet vehicles (3%) were the next biggest polluters, amounting to 9,697.21 tonnes and 1,688.41 tonnes of CO₂e respectively.</p> <p>The report sets out projected emissions that will arise as policies are implemented to mitigate the Council's carbon footprint. This analysis highlights an urgent need to address fleet-related emissions because of an increase in emissions in 2020/21 relative to the baseline year of 2019/20. The Council intends to return to the necessary trajectory of emissions through switching to electric vehicles.</p>	<p>The council's net zero strategic priorities include:</p> <ul style="list-style-type: none"> • Achieving net zero for councils' direct emissions (fossil fuel use from heating council buildings and vehicles), and indirect emissions generated from producing energy used in council owned buildings. • Reduce indirect emissions from sources the council uses but does not control or own, and establish a solution for achieving net zero through carbon offsetting • Social housing stock to be net zero by 2035: plans include exploring the use of an air source heat pump/ground source heat pumps, and improving insulation. • Support wider city emissions reduction to net zero by 2035: some solutions include implementing the Local transport plan, including projects like a mass transit system, active travel zones, park and ride sites, cycle network and EV charging.

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<p>Clean Air Strategy for Southampton (2019-2025), Southampton City Council</p>	<p>Southampton City Council has made a commitment to improve the city's air quality. In line with World Health Organisation recommendations, the City Council has committed to a threshold level of Nitrogen Dioxide emissions by 2025 at 25µg/m3.</p> <p>Air quality is attributed to 110 deaths in Southampton City each year. To tackle the issue, the Council has been monitoring levels of Nitrogen dioxide and other particulates throughout the city. These efforts have revealed that road transport is typically the biggest source of pollution in the city, amounting to 76% of nitrogen oxide emissions in 2015. Industry and the Port of Southampton are also responsible for a significant portion of emissions, accounting for 3.7% of emissions in the same year.</p> <p>Improving air quality will involve working closely with local partners including schools, academia, the Port, and businesses operating locally. The strategy identifies four priority areas which encompass projects intended to mitigate emissions.</p> <p>This is a priority for residents, since in 2018 9,309 responses were received on a survey consultation regarding implementing a Clean Air Zone in the city. 75% of these respondents felt air quality was a big problem, while only 22% thought it wasn't much of a problem at all. Residents suggested that measures like public transport solutions, and active travel infrastructure would be useful to improve air quality.</p>	<p>The four priority areas outlined in this report include:</p> <ul style="list-style-type: none"> • Improving Air Quality: this involves implementing a package of measures to reduce roadside emissions, and using technology to improve the efficiency of transport and delivery systems. • Supporting Businesses and Organisations: involves engaging with businesses to encourage adoption of clean energy solutions, reduce emissions at the port of Southampton using technological solutions, and promoting active travel. • Collaborating with Communities and Residents: involves supporting the education sector to raise awareness of air pollution and how to reduce emissions, and incentivising the use of public transport. • Promoting Sustainability: the council will lead by example by delivering a programme of measures to reduce emissions from owned assets.

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Visitor Economy and Culture		
<p>Southampton's Destination Management Plan 2021-2031, Southampton City Council, 2021</p>	<p>The 10-year vision is to develop tourism in Southampton to deliver exceptional experiences and transform people's perceptions of our culturally diverse and vibrant city. Southampton will be known as a welcoming cultural destination, captivating cruise visitors, growing conferences and drawing on our stories to create memorable experiences for visitors and communities.</p> <p>The plan aims to address the current challenges Southampton faces, including:</p> <ul style="list-style-type: none"> - A lack of unique selling points - A lack of discretionary markets - Poor city gateways - Poor urban realm with lack of connectivity between different areas of visitor interest - Difficulty to navigate the city for visitors, especially those with wheelchairs, push chairs and suitcases. - No single organisation owning and leading tourism 	<p>Strategy will be delivered in three distinct phases:</p> <ul style="list-style-type: none"> • Phase 1: Recovery and Foundations (2021-2024) The plan will focus on recovering from the Covid-19 pandemic, developing capacity and the Destination Management Organisation (DMO) structure/partnership, bidding for UK City of Culture and delivering quick-win projects • Phase 2: Development and Stability (2024-2027) We will consolidate our partnerships, deliver UK City of Culture and its legacy, and enhance our delivery and activities • Phase 3: Sustainable Regeneration (2027-2030) Towards the plan's end we will focus on building on the UK City of Culture legacy and developing new products and markets, with an agreed and sustainable delivery model <p>The strategy will deliver the vision by focussing on four main objectives:</p> <ul style="list-style-type: none"> • Developing a distinctive destination- Creating/enhancing visitor facing products: heritage, culture and conference facilities/events increasing our appeal for discretionary visitors • Transforming the awareness and perceptions of our city - Dramatically improving the brand, and marketing the city by working together with a consistent, joined-up approach and clear message • Creating a visitor-focussed city - Putting tourism at the heart of our approach, improving the wider city offer and enhancing visitor welcome through physical improvements and investing in our people • Working in partnership more effectively - Creating a strong voice for tourism and an effective delivery mechanism through working together. Making the most of our existing strengths and plugging the current gaps
<p>Southampton Together Southampton's Cultural Strategy 2021-2031, Southampton City Council</p>	<p>The Southampton Cultural Strategy is a ten year strategy which aims to suggest sustainable changes for cultural representation in Southampton's communities and city centre.</p>	<p>The strategy aims to embrace the history, multiple identities, differences and common ground whilst also striving for high quality work and national and international cultural collaborations.</p> <p>Future investment across the city is required to improve the following areas:</p>

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	<p>The strategy refers to Southampton as a culturally diverse city with a long history as a host of one of the UK's largest export ports with over £40bn trade passing through, enhanced further by its Freeport status.</p> <p>The policy aims to benefit the cultural and creative sector as well as the wider economy, developing skills and opportunities for people working in the cultural and creative sector.</p>	<ul style="list-style-type: none"> • Cultural Quarter: bringing together the creative spaces in the city. • Creative Campus: The University of Southampton's investment in developing a creative campus to enhance student experience and increase public engagement. • Arts Council England National Portfolio Organisations (ACE NPO) funding: With a 13% uplift in Arts Council England investment in the city in 2018, opportunities will be explored to build capacity as well as the representation of additional cultural disciplines and gaps in provision. • Cultural Education Partnership: This builds on the financial and strategic investment by Artsworld and other consortium partners to embed cultural and creative education in the curriculum, and to equip young people with the skills and knowledge to build resilient and productive futures for themselves and their communities.
Health and wellbeing		
<p>Health and Wellbeing Strategy 2017-2025, Southampton City Council</p>	<p>The Health and Wellbeing Strategy sets out the city council's aim to improve health and well-being outcomes and reduce city-wide health inequalities in Southampton by 2025. The report provides descriptive statistics on the health of Southampton residents:</p> <ul style="list-style-type: none"> • 10% of residents live in the most deprived areas of the city. • By 2022, 12% of residents will be aged over 65. It is also expected that by this age 1/3rd of people will have at least 3 chronic health conditions. • £450M per year is spent on health and care services in the city. • 55% of residents report doing at least 150 minutes of exercise per week. <p>Key challenges faced by Southampton City Council in improving health outcomes are:</p>	<p>Core aims that guide policy interventions on health and well-being include:</p> <ul style="list-style-type: none"> • People in Southampton live active, safe and independent lives and manage their own health and well-being. Interventions relate to promoting reduction of smoking, alcohol and substance misuse, alongside healthy weight and physical activity. They also involve supporting people to live independently and providing access to immunisation and screening programmes. • Inequalities in health outcomes are reduced. Interventions relate to targeting deprived neighbourhoods, improving men's health, targeting early childhood development via maternity, childcare and early years support. They also involve working with schools to aid children to learn healthy habits and provide support to adults to access and maintain employment. • Southampton is a healthy place to live and work with strong active communities. Interventions relate to using technology to build community networks and respond to loneliness, improve housing standards to address fuel poverty, and address pollution via implementing a clean air zone.

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	<ul style="list-style-type: none"> • That 3.5% of the working population, and 22.7% of children under 16 live in poverty. This is higher than the English average of 18.6%. • Young people in Southampton are more likely to be admitted to hospital for mental health conditions than the national average. • Young people have high levels of obesity, while 63% of adults are overweight or obese. • People are living longer with more complex needs. • The rate of deaths related to drug poisoning is 5.1 per 100,000 population (2013-2015) which is higher than the English average. • Air pollution is a significant health issue, with 6.2% of deaths attributable to air pollution in 2010. 	<ul style="list-style-type: none"> • People in Southampton have improved health experiences due to service provision. Interventions relate to working with key stakeholders to design a tailored approach to the needs of individuals or families, and to optimise use of early interventions.
Higher Education Institutions		
<p>For Consultation: Draft University of Southampton Strategy, University of Southampton</p>	<p>The University of Southampton details a triple helix approach to growth, consisting of an integration of high-quality education, research and enterprise. The strategy proposes that this approach will help to find solutions to challenges of the ever-changing world.</p>	<p>The strategy is guided by the following goals for development:</p> <ul style="list-style-type: none"> • Education and Student Experience: more flexible and inclusive teaching and learning experience; globally recognised graduates. • Research: attract the next generation of research leaders from across the world; investment in a significant Research Fellowship scheme; create a new state-of-the-art interdisciplinary Research Facility with partner NHS Trust and secure funding to invest in a further transdisciplinary research centre; grow number of women in STEM; harness maritime heritage; invest in the research infrastructure that keeps researchers at the forefront internationally. • Enterprise: attract high calibre and motivated students; bring in investors and business partners. • People: attract, develop and retain highly skilled and motivated staff by offering values-led culture; grow strategic partnerships with other world-leading universities.

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		<ul style="list-style-type: none"> • Sustainability: achieve net zero by 2030 for scope 1 and scope 2; give students, staff and wider community opportunities to learn about sustainability and adaptability. • Place: establish an evergreen funding mechanism to support investments focused on carbon reduction; extend digital and online programmes nationally and globally.
<p>Research and Knowledge Exchange Enabling Strategy, Solent University</p>	<p>The university has made research and knowledge exchange one of three priorities in its strategy, alongside student success and community engagement. During the course of the strategy, the university aims to build research distinctiveness by supporting and celebrating academic staff, stretching the benefits of research across all at the university.</p>	<p>Research themes:</p> <ul style="list-style-type: none"> • Environment and Engineering: Safe and sustainable energy, transport, and material systems. • Social Research and Policy: Improving individual and community wellbeing through practice, provision, and policy. • Human Function and Health: The evaluation of human function, health and the social context. • Media, Culture and the Arts: Communication, cultural and media studies, creative arts and practice. <p>Strategy Priorities:</p> <ul style="list-style-type: none"> • Maritime: autonomous shipping, alternative energy, seafarer’s employment, and training maritime trainers. • Sustainable Business: small business growth, entrepreneurship and sustainability, leadership and management skills, and business education & enterprise. • Justice: human rights, ethical practice, safeguarding society and legal education. • Health & Wellbeing: community physical health and mental wellbeing, corporate consultancy in health, sport and exercise science consultancy. • Student entrepreneurship: creative industries, enterprise and intellectual property • Engineering: hydrodynamics, composites design manufacture, engineering material, CAD, simulation and automation.
<p>Transport</p>		

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<p>Connected Southampton. Transport Strategy 2040, Southampton City Council, 2019</p>	<p>Vision is to make Southampton a modern, liveable and sustainable place to live, work and visit by investing in better and more innovative transport.</p> <p>Challenges are stated as being:</p> <ul style="list-style-type: none"> • Another 30,000 people will be living in Southampton, the equivalent of adding a town the size of Windsor - this could result in 74,000 more people making trips across the city each day • Southampton is an international maritime hub. The Port will continue to grow in future, with the volume of goods and cruise ships passing through expected to double by 2040 • Some pockets of Southampton are among the most deprived in England. People living there rely more on public transport, and being close to busy roads means they can experience higher levels of air pollution. Improved transport can connect people to jobs, improve air quality, and enable people to walk and cycle for shorter journeys • Congestion costs the city around £100m a year, and as the city grows congestion could increase. We must plan and invest to reduce congestion and its negative impacts <p>The goals are stated as being:</p> <ul style="list-style-type: none"> • A Successful Southampton – improving transport to support the sustainable economic growth of Southampton. Investing in transport will enable people and goods to get around more easily • A System for Everyone – making Southampton a safe and attractive place to live to improve quality 	<p>These plans and strategies have identified the following connectivity priorities for the Southampton, wider Solent and UK:</p> <ul style="list-style-type: none"> • Improved access to the Port of Southampton by ensuring that the routes connecting the UK's major manufacturing and freight logistics hubs to the Port are reliable to ensure it can optimise its position, efficiently and effectively so it can take advantage of changes in trade; • Strengthen the connectivity between Southampton and Portsmouth by enhancing the movement corridors between the two cities to encourage closer interaction, improve journeys times and frequency – particularly for rail and public transport, and adopting future technologies; • Strengthen connections to the Isle of Wight; and • Strengthen connections within the City Region in order to attract businesses, link people with jobs and encourage sustainable patterns of living and working. <p>The approach for the Connected City theme is to plan and invest in transport infrastructure to support and continue the sustainable growth of Southampton in these areas:</p> <ul style="list-style-type: none"> • Developing a Mass Transit System for Southampton. • Investing in Road and Rail Connections. • Managing Freight, Servicing and Logistics. <p>Key policies are:</p> <ul style="list-style-type: none"> • Policy C1: Southampton Mass Transit System • Policy C2: Inner Ring Road • Policy C3: Investing in Road and Rail Connections • Policy C4: Freight and Last-Mile Logistics • Policy I1: Smart City Infrastructure • Policy I2: Mobility as a Service (MaaS) • Policy I3: Smarter Parking • Policy R1: Well-Managed Highway

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	<p>of life. Ensuring everyone is included with access to transport</p> <ul style="list-style-type: none"> • A Better Way to Travel – supporting people to change how they move around the city by widening their healthy and clean travel choices by encouraging them to get around actively and healthily, and helping Southampton become a zero emission city 	<ul style="list-style-type: none"> • Policy A1: Liveable City Centre • Policy A2: The 'Link and Place' approach is applied in District Centres and Neighbourhoods • Policy A3 –Environment • Policy S1: Improving road safety • Policy HA1: Active Travel Zones • Policy HA2: the Southampton Cycle Network • Policy HA3 – Walking • Policy HA4 – Smarter Travel Choices • Policy Z1 – Zero Emission City
<p>Cycling Southampton – a cycling strategy for our city 2017-2027, Southampton City Council</p>	<p>The vision for Cycling in Southampton is “To transform Southampton into a true Cycling City, creating a liveable, integrated, thriving and mobile city where safe cycling is a daily norm.”</p> <p>Cycling Southampton 2017-2027 sets out Southampton City Council’s approach to investing in and realising our vision for cycling between 2017 and 2027. To make cycling treated as a normal form of transport and create a liveable and thriving city. It outlines what work has already been undertaken, develops a policy approach for cycling, and sets out a Delivery Plan of proposed improvements to the cycle network and initiatives to realise the vision for cycling in Southampton.</p>	<p>The strategy focuses on three themes:</p> <ul style="list-style-type: none"> • Better Cycling – delivering the Southampton Cycle Network, integrating cycling into the city and providing secure places for people to park and repair their bikes; • Safe & Easy Cycling – making Southampton safe and easy to cycle around, continue to raise cycling’s profile and train people so that they can start and keep cycling confidently and safely; and • Inspiring Cycling – promoting and realising what cycling can do to change behaviours.
<p>Southampton Airport A Vision For Sustainable Growth, Southampton Airport</p>	<p>In A Vision for Sustainable Growth, long-term air traffic forecasts for Southampton Airport cover the period up to 2037.</p>	<p>Based on forecast demand, it is expected that by 2027 Southampton Airport will be handling approximately 4 million passengers per year. Within this timescale, it is considered that airport development can be accommodated on land currently owned by or in the control of Southampton Airport. Expansion to accommodate 5 million passengers per year would require additional check-in desks, security screening and immigration facilities, upgraded aircraft aprons, and reduced runway occupancy times to increase runway capacity.</p>



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