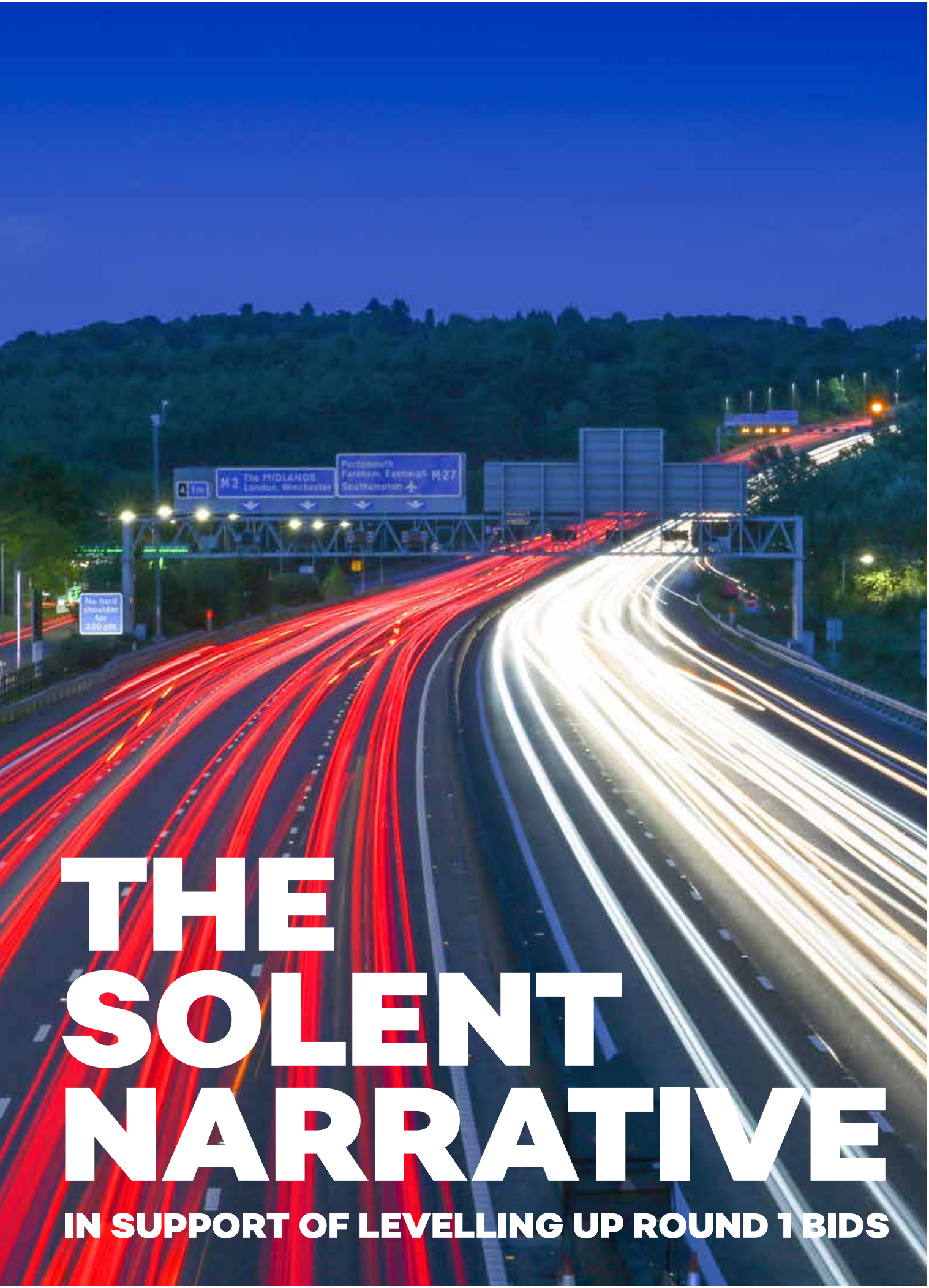
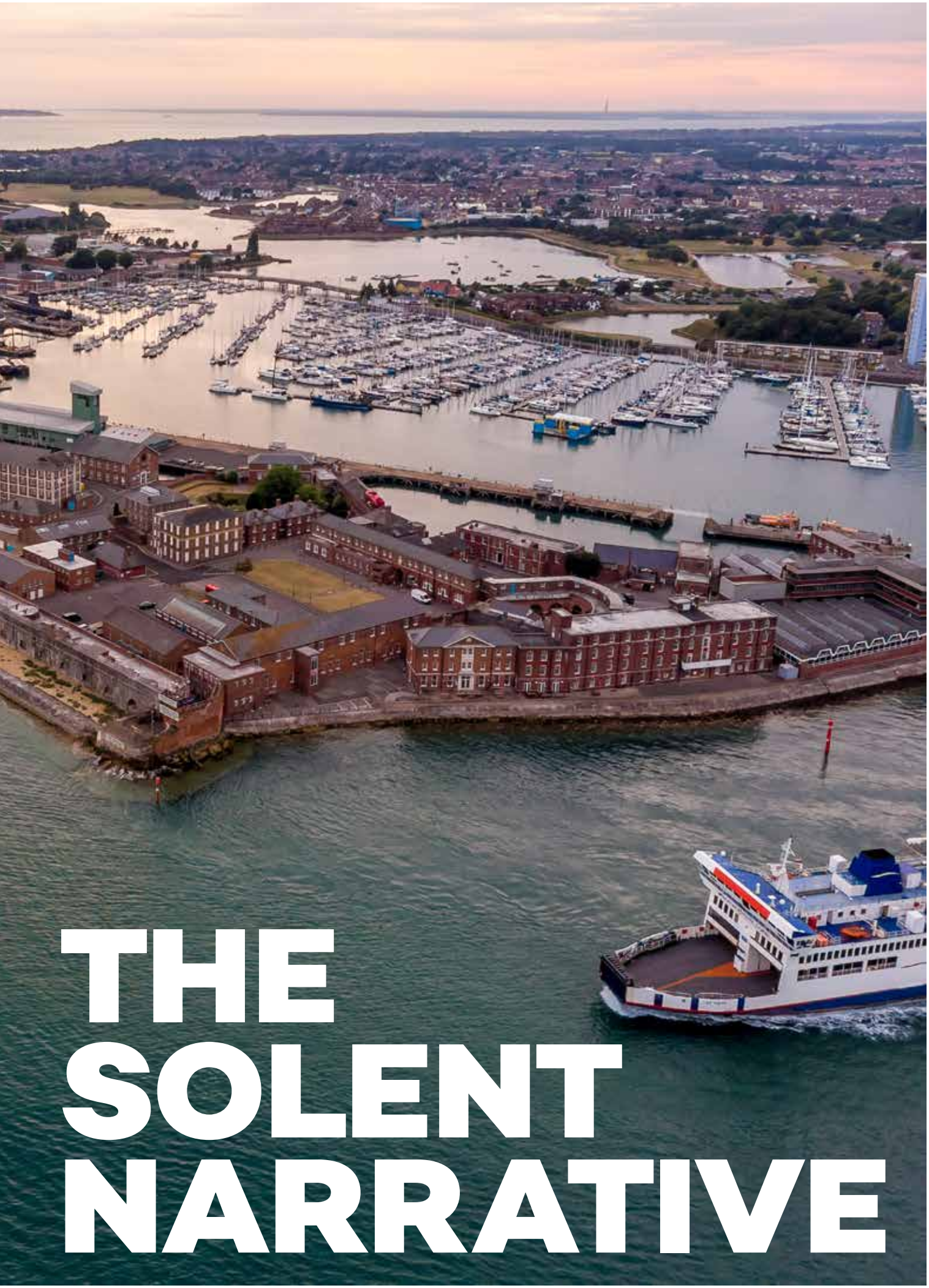


THE SOLENT NARRATIVE

IN SUPPORT OF LEVELLING UP ROUND 1 BIDS



THE SOLENT NARRATIVE

Contents

Strategic overview

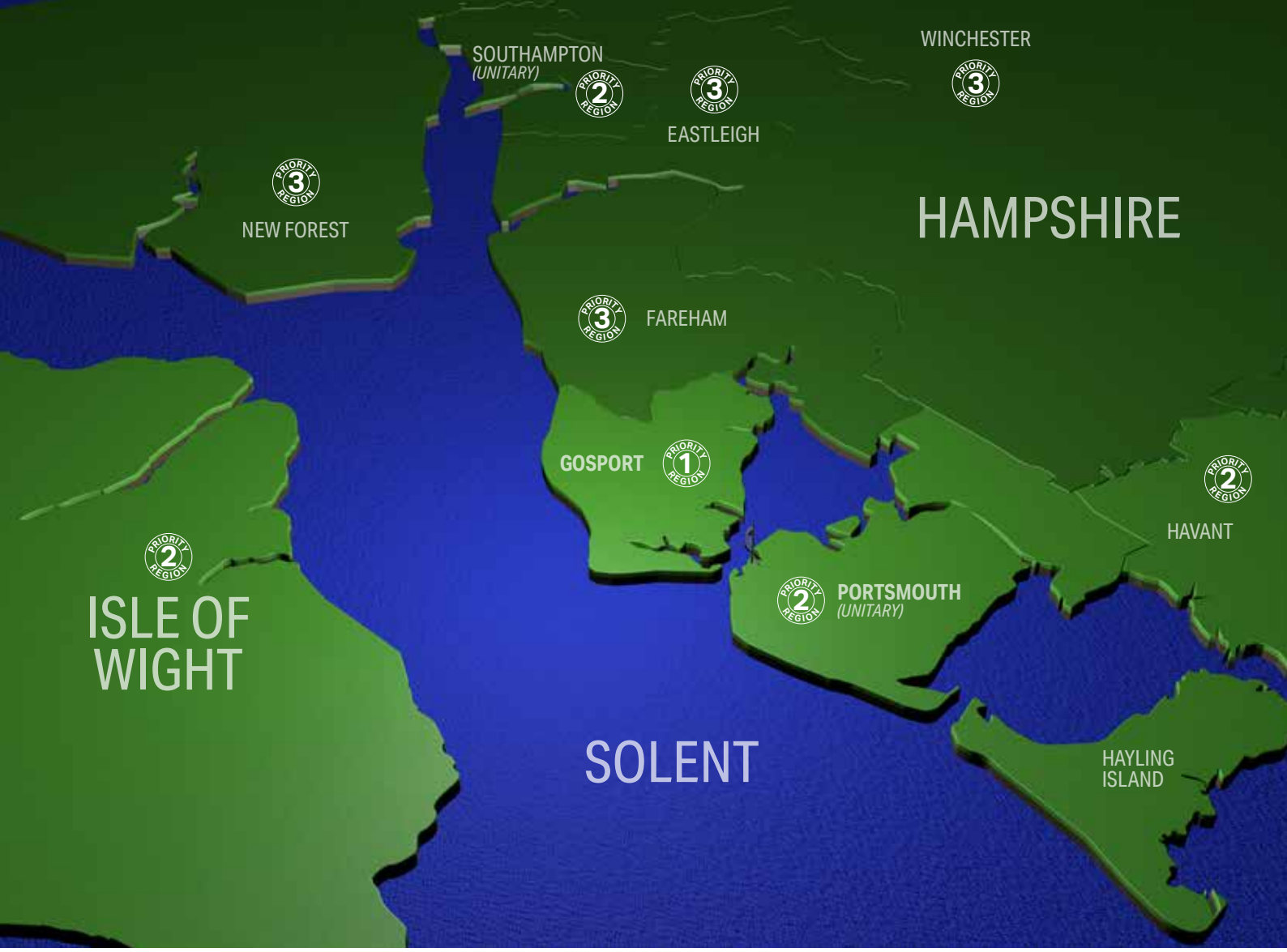
This narrative is the result of the joint work between local authorities and partners in the Solent region on the shared challenges it faces within those communities left behind, the sectors damaged by Covid-19 and how to make the most of the opportunity the government's Levelling up Fund offers.

This fund has the opportunity to address the stark differences between life chances, earning potential and skill level within the Solent region and enable those communities currently experiencing poorer life chances than the rest of the UK to "level up".

In the heart of the region is the level 1 authority, Gosport. It faces a number of challenges but in terms of the measure government has used to measure the 'need for economic recovery and growth' the region also has a number of other areas with significant challenges.

The Solent area of course sits within the wider context of pan-Hampshire and there is scope to improve connectivity between the Solent area and the wider Hampshire economy. By working at scale there is considerable scope to reinvent the way in which areas of need link to the new opportunities across the scale of pan-Hampshire as well as how we jointly address the new emergent challenges that face post-Covid and post-Brexit Britain. This includes building recovery on the existing business base, increase new business formation rates, job density and talent pool, as well as harnessing sector strengths around defence and aerospace, digital and creative technologies, energy and life sciences and marine and maritime. The challenge for the area is stronger collaboration at scale that genuinely reaches out to secure better living

Portsmouth Harbour entrance with Gosport on the left and Portsmouth on the right



The Solent region

standards for all, the creation of good secure jobs made more easily accessible in the 'left behind' communities, and that at the same time supports the green industrial revolution.

The wider regional geography has a major role to play in the Government's national economic policy:

- firstly, in restoring England's place in the world as part of a new Global Britain; and,
- secondly, as a part of levelling up the country, ensuring very importantly that the 'left behind' communities in the South are not forgotten but are fully included and transformed.

Hampshire and the Isle of Wight are too often overlooked as an economic powerhouse that contributes significantly to the UK economy and have a major role to play in unleashing Britain's new potential. The Hampshire economy alone stands as the fourth largest economy, with the third largest business base, outside of London, when compared against the league table of all Combined Authority economic areas.

The Solent area also achieves these objectives in combination through the strategic role of its international gateway and the support it provides to the competitiveness of other regions, such as the manufacturing heartlands of the Midlands and the North. The clustering of these assets results in a

Gary L Hider - stock.adobe.com

Gosport Ferry terminal (Gosport side)

strategic interchange for shipping, air, rail and road freight links. Hampshire offers proximity to London as a world city and its key global airport hubs at Heathrow and Gatwick.

Hampshire has a category 1 and four category 2 Levelling Up Fund priority places and so the Government has at least partially recognised our need for levelling-up and the case for support. All of these identified priority areas are in the Solent area and so a targeted approach is required, but one that takes full account of the wider leverage and scale arising from the wider Hampshire economy. There are also other smaller pockets of extreme town, estate-based and rural multiple deprivation across the wider area, that will feature in further rounds.

As a result, great short-term gains could be made at pace in the South to reduce the number of Category 1 and 2 areas, by applying an immediate Round One proportionate response. We think with Levelling Up Fund support these Category areas could be unlocked with clear signals of transformational change well within the lifetime of this parliament.

All of the Hampshire local authorities, the County Council, the eleven district councils and the three unitary authorities; Portsmouth, Southampton and the Isle of Wight have collaborated to shape and determine an appropriate and proportionate response to the Levelling Up Fund, for this first round. To demonstrate this, this narrative will feature as an appendix to all of our submitted bids. We hope this will show that we have listened and responded to the aims and priorities of the Levelling Up Fund. The individual bids cross refer to each other, where appropriate, to draw out the additionality and mutual reinforcement where they address common related themes - such as connectivity and support to key sectors and clusters.

1 / Introduction

Here we set out:

- The challenges present within those Solent communities left behind.
- How we propose to make the most of the opportunity the Government's Levelling up Fund offers.
- How we will support the Government in delivering meaningful impacts and benefits amongst our worst-affected communities.

The Levelling Up Fund can address the stark differences between life chances, earning potential and skills levels within the Solent region where the Category 1 and Category 2 places are, and across the whole of Hampshire to enable those communities currently experiencing poorer life chances than other parts of the UK to level up.

In the heart of the region is the Category 1 authority, Gosport, faces significant challenges due to inhibited connectivity and the decline of a once dominant industrial sector. In terms of the indicators government used to define the 'need for economic recovery and growth', the Solent has several other areas with significant challenges that span across the three needs categories defined in the Fund.

The Solent area and other parts of Hampshire and the Isle of Wight region benefit from natural, heritage and manufacturing and services assets. Together, the bids plan to use the Levelling up Fund to maximise the opportunities associated with people who live in these places of need. There is also a high concentration of lower value-added tourism, leisure, retail and other service jobs in the area that provide employment opportunities to some of the most deprived people and communities in the area. We will seek to maximise the benefits by linking poorer areas with key employment sites, wherever possible, regenerating run down places, re-using scheduled historic buildings and connecting people and jobs through improved transport connectivity and skills development.

The proposed portfolio of project proposals for Round 1 of the Levelling Up fund from the Solent area seeks to improve the core fabric of the region in terms of:

- the future of urban centres and their role in providing accessible local employment, and
- enhancing the ease with which workers and visitors can move between different parts of the region to offset the risk of improved opportunities by-passing the communities that need to benefit from them most.

All the local authorities and the MPs in the region support the project packages that have been submitted from the area and recognise the need to work as region to help achieve the key objectives of the fund in improving opportunities for all in the regional economy.

2 / The Solent picture

The Solent is anchored around the Isle of Wight, the two cities of Portsmouth and Southampton, the New Forest, the M27 corridor and the Solent waterway. Representing a coastal economic area of approximately 600 square miles, it contains the New Forest National Park, is bordered by the South Downs National Park, and has a natural geography comprising three islands and two peninsulas with renowned heritage, countryside and coastline.

With a population of more than 1.25 million and over 42,000 businesses, the Solent region is an internationally recognised key economic hub.

We are the UK's gateway to European and global markets, with direct highway and rail links to London and the strategic national corridor, with international connections through our airport and two ports, which lie just 20 miles from the world's busiest shipping route from Shanghai to Rotterdam.

The Solent includes the sixth most built up area of the UK and is the most urbanised area in the South of England outside of London. It is also home to outstanding natural beauty, both countryside and coastal – much commanding international recognition and protection.

Unlike many other areas in the UK, which tend to have a single centre to which trips gravitate, the Solent has two large cities – Portsmouth and Southampton – and a constellation of towns. This results in a sizeable urban 'core', which accommodates most business activity, surrounded by a more suburban and rural fringe. The pattern of development and industry has been shaped and influenced by the sea, as well as large areas of protected green space. This has resulted in a predominately urban coastline.

Portsmouth Harbour entrance, looking across to Gosport

3 / Levelling up engagement with Solent authorities and across pan-Hampshire

Local authorities from across Hampshire and the Isle of Wight have worked with partners including MPs, LEPs and Universities on ways to collaborate to level up our poorest communities in the context of:

- being left behind places within the pan-Hampshire area, and
- being left behind in comparison to other places in the UK

We recognise the need to make the most of both public and private investment to stimulate economic growth to recover from the worst effects of the Coronavirus pandemic that have disproportionately hit the region with its reliance on the visitor and tourist economies.

This has taken the form of looking at both the challenges we face (section 4) and strengths the region must draw on (section 6).

Sessions have also included peer review of prospective Levelling Up Fund bids and exploration of potential joint bids.

The clear themes across the Solent proposals centre on:

- using key cultural, tourism and heritage assets to drive regeneration for both economic and health benefits
- addressing connectivity - encouraging affordable, sustainable modes of transport between residential areas and main employment centres across the region and areas of opportunity normally out of reach to the most disadvantaged
- maximising access to jobs in all sectors, particularly those that provide skills development and progression opportunities and well-paid employment, for example in the marine and maritime industry – a major and diverse employment sector in the Solent area
- repositioning the offer of our town centres to provide sustainable job opportunities and community amenities
- providing infrastructure to help job growth.

Portsmouth–Isle of Wight ferry passing Spitbank Fort

4 / Solent challenges and barriers to growth

When compared to other areas of the UK, the Solent faces several potential barriers in maximising the local deployment of the Levelling Up Fund; key elements of this challenge include:

- Only one local authority (Gosport) assessed as being one of the 93 authorities having the greatest need of levelling up support despite the area of extreme challenge as described in section 1
- Out of the 108 category 2 areas the Solent has 4 places in this category
- The deprivation facing many communities in the region are masked by adjacent areas of affluence
- The Solent area does not have a focal point of political leadership such as a metropolitan mayor.

The region does however have pockets of extreme deprivation that the bids will address directly. With about 1 in 10 LSOAs in Hampshire & the Isle of Wight falling within the bottom 20% of the most deprived LSOAs in England, the relative levels of multiple deprivation in Hampshire are low in comparison with the England average but they are higher than the South East average.

However, in absolute terms Hampshire and the Isle of Wight has a large number of people that live in areas classified as suffering from multiple levels of deprivation. Some 75,000 residents live in the areas that fall within the bottom 10% nationally, almost 210,000 residents live in the area that fall within the bottom 20% nationally and close to 370,000 falls within the bottom three deciles nationally.

In relative terms, Portsmouth, Southampton, Isle of Wight and Havant have greater share of local areas than the England average classified as falling within the most multiple-deprived areas in the country. Significant levels of deprivation are found in older inner-city locations, such as Charles Dickens Ward in Portsmouth and the Bevois Valley/Northam area of Southampton. Many of the deprived neighbourhoods are situated on the periphery of major urban centres (Figure 1) for example, Thornhill Park in Southampton, Rowner Estate in Gosport, Paulsgrove in Portsmouth, and Leigh Park and Wecock in Havant. Elsewhere in the Solent there are pockets of multiple deprivation in Burlesdon (Eastleigh), Hayling Island and in Blackfield and Netley View (New Forest). Deprivation on the Isle of Wight is mostly located in and around Newport and Ryde and along the south east coast comprising the seasonal resort towns of Sandown, Shanklin and Ventnor.

Several places in Solent and the rest of Hampshire have a large productivity gap with the national average that ranges from about 5% in Portsmouth to 16% in Gosport and about 22% in the Isle of Wight (Annex A1). Fig 3 shows the GVA / hour in map form for the whole of Hampshire and shows the gap in

Figure 1. Deprivation 1

Deprived areas within bottom 20% and 30% in England

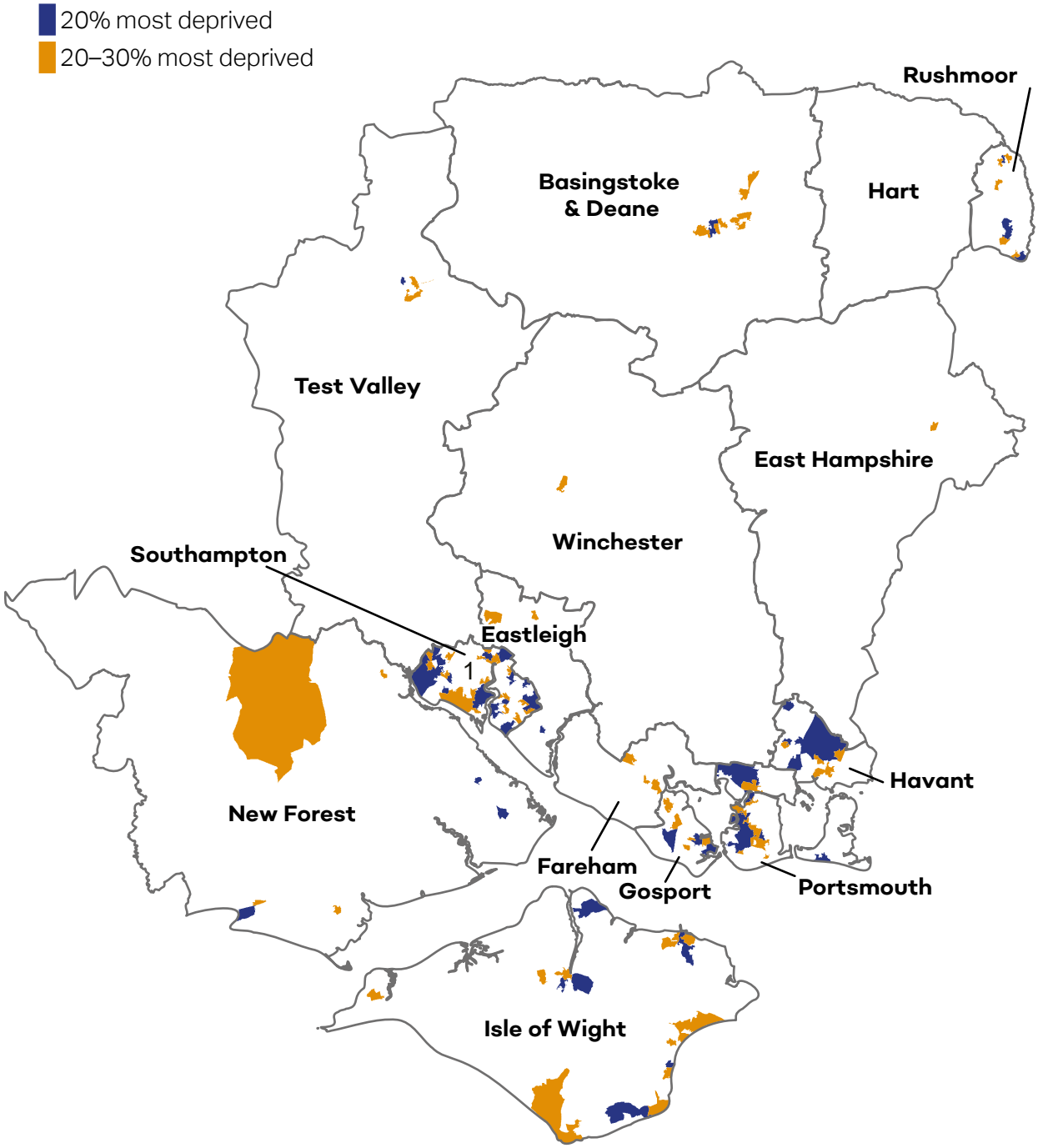
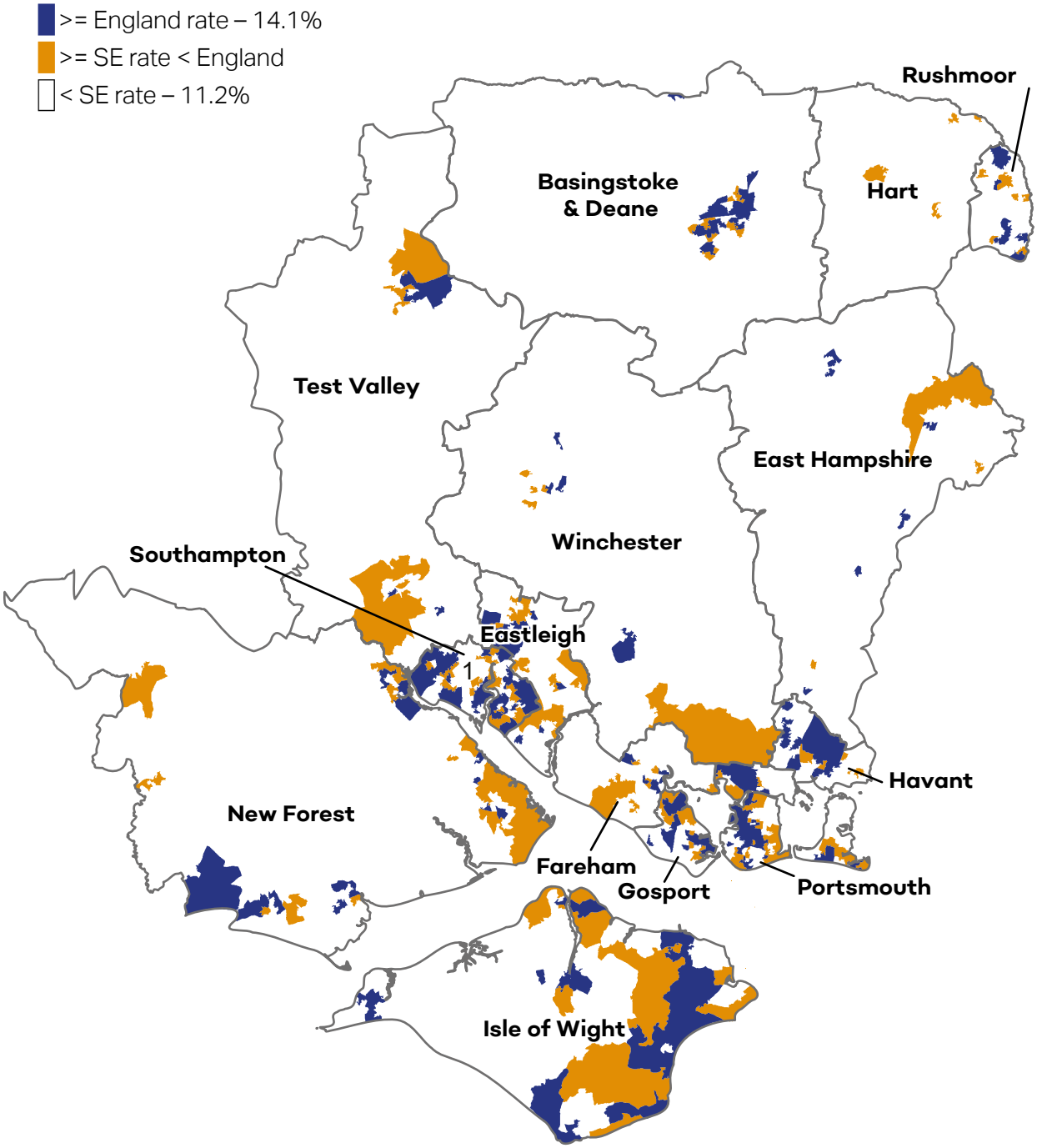


Figure 2. Deprivation 2

% of residents claiming main out-of-work benefits



performance compared to the national average in the Solent areas of the Isle of Wight, Gosport and Portsmouth (as well as East Hampshire & Test Valley in the wider Hampshire area).

The recently published Centre for Cities report "So you want to level up" has provided data that shows the distance from the productivity potential for the wider Portsmouth area is -£942m. This is comparable to many places in the north and the midlands.

The region's growth performance over the past decade and in the decade before the 2008/9 recession shows that economic growth in Hampshire and the Isle of Wight on average lagged the England and the South East averages. This was in particular the case in several places that have some of the highest concentrations of multiple deprivation in the area (Gosport, Havant, East Hampshire, New Forest, the Isle of Wight, Portsmouth and Southampton), Annex A2. Slower growth in Hampshire has impacted on investment and it reduced the contribution that the region makes to public finances which in turn can affect Government investment in other parts of the country.

Unemployment rate in South Hampshire is above the national average with Havant, Portsmouth, Southampton and Isle of Wight having relatively high unemployment rates (Annex A1). Youth unemployment rates are high in Havant and the Isle of Wight.

Skills are important for individuals and economic policy in general since they are associated with positive labour market

outcomes for the individual (employment, better paid jobs etc.) while human capital is one of the most important drivers of productivity and economic growth over the long run. South Hampshire has a higher proportion of its residents of working age with no skills than the South East with both Havant and Portsmouth (two of the most deprived places in Solent and Hampshire) having relatively high proportion of residents of working age with no skills.

Travel to work indicators suggest that several economic sub-areas have relatively long commutes to major employment centres. At local authority level, it is the deprived places of Gosport, New Forest, East Hampshire and Isle of Wight that suffer from long commutes to major employment centres by car. Average journey by public transport/walking to a centre of employment with at least 5,000 jobs is equally as high in urban Gosport as in central Hampshire.

Figure 3. Productivity

GVA per hour (£)

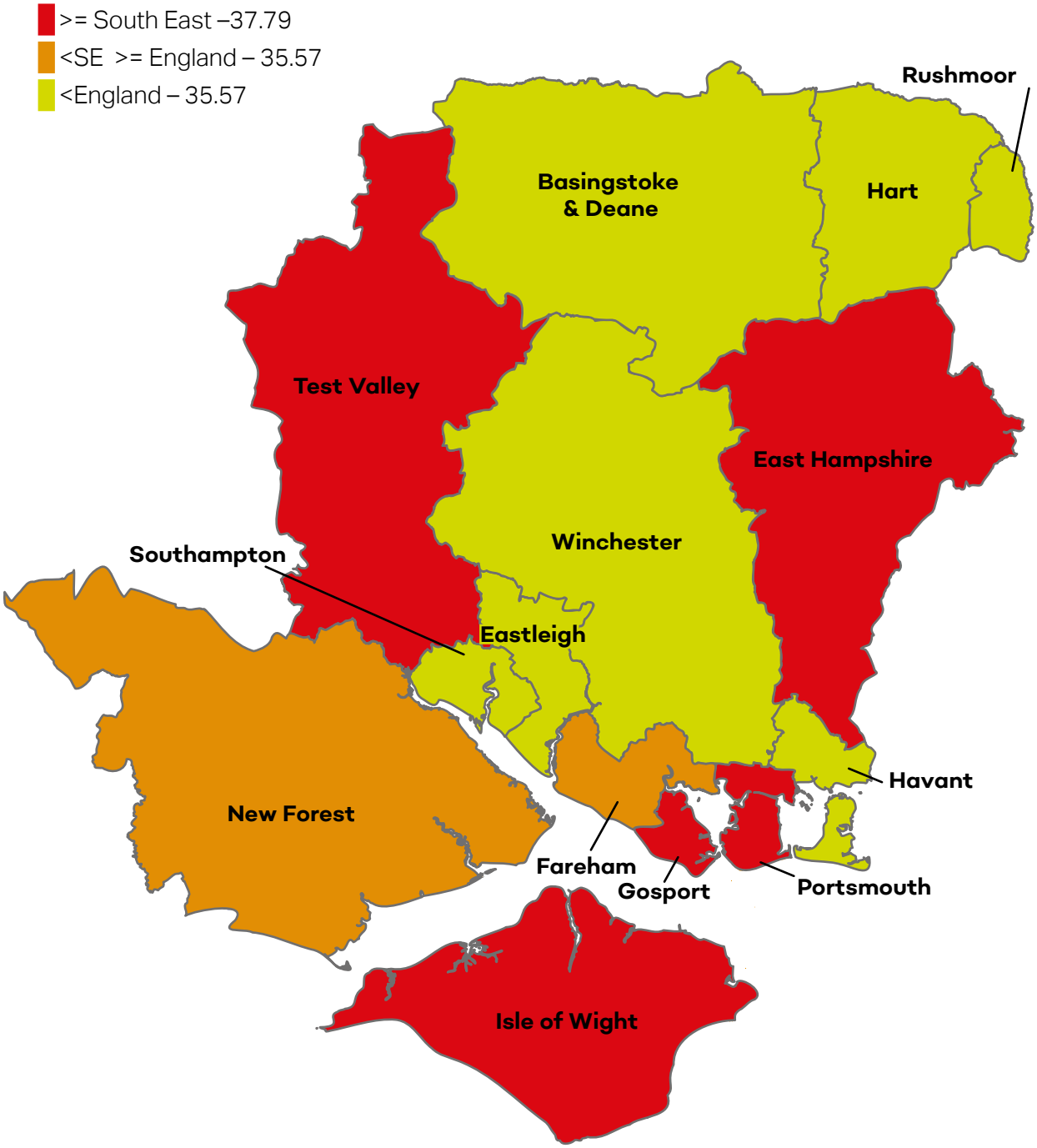
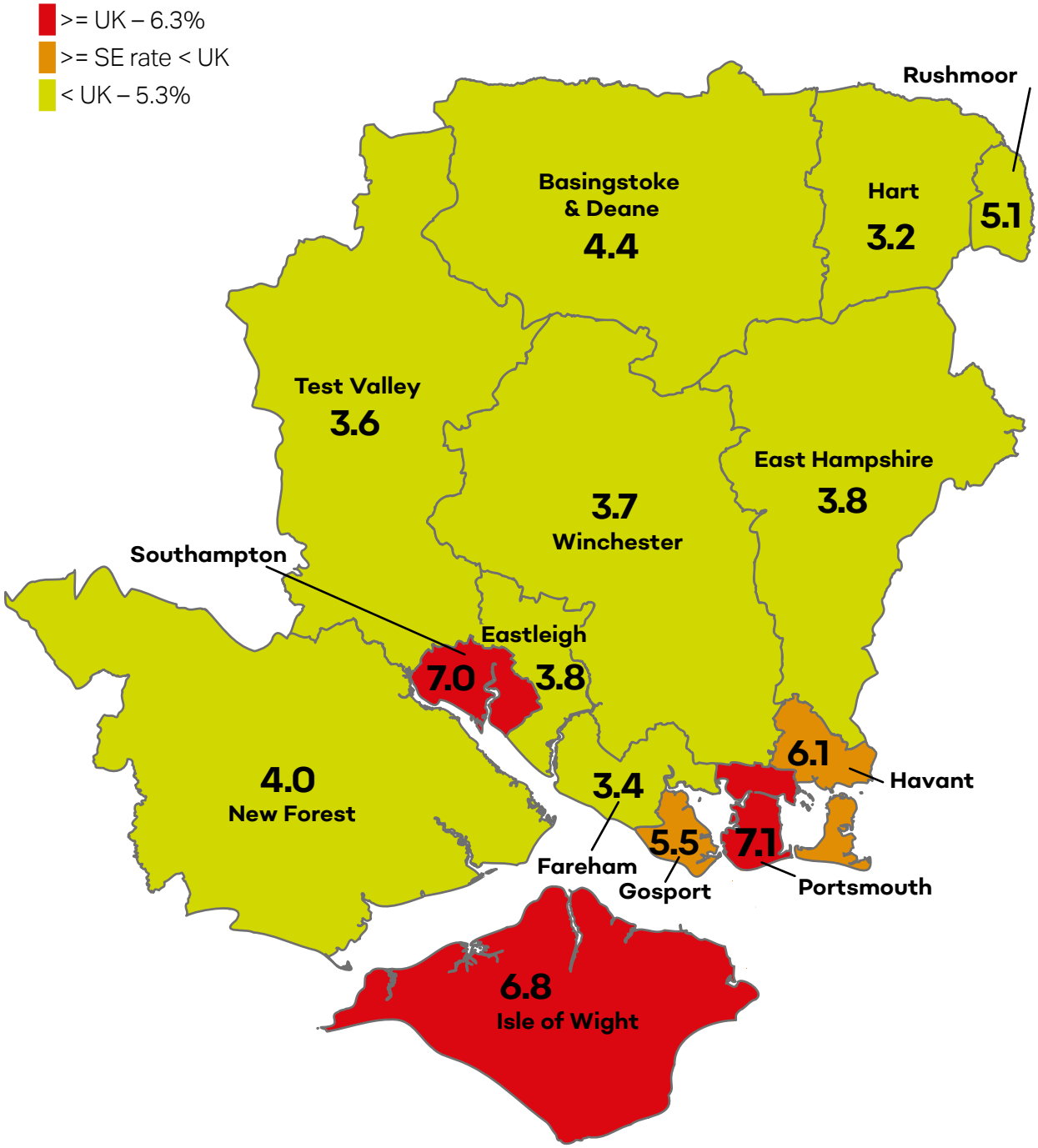


Figure 4. Unemployment April 2021

Monthly claimant count rate



5 / Solent regional assets

Heritage and the visitor economy

The region benefits from a number of sites that not only attracts visitors (for example Portsmouth Historic Dockyard, Osborne House on the Isle of Wight) but also a large number of historic fortifications that could be used to generate economic growth by converting buildings and casemates for use by SME start-up businesses for example.

The region has a number of visitors both day and overnight, and the Isle of Wight and the New Forest attracts visitors both domestic and international for holidays.

The region also hosts a number of events such as the Great South Run, Boat Show and various music festivals both on the island and mainland.

Osborne House, Cowes, Isle of Wight

Buckler's Hard, Beaulieu, New Forest

Victorious Festival, Portsmouth

As described previously Covid-19 has had a disproportionate impact on the region because of its reliance on the visitor and tourist economies. Not only does the region attract visitors in its own right but it is also acts as an international gateway with two international ports and airport. The Isle of Wight (along with Torbay) was identified as one of the most impacted areas of the UK in an IFS report "Geography of COVID" – May 2020.

Southsea Castle, Portsmouth

Marine and maritime

The Solent water that connects key employment and leisure sites is a huge economic asset. The Solent Economic Recovery Plan 2020 champions the region as a globally significant maritime cluster with six key features:

- Our Ports
- Academic and research capabilities
- Leisure marine
- Defence
- Training
- Rich tapestry of heritage, visitor economy and cultural assets.

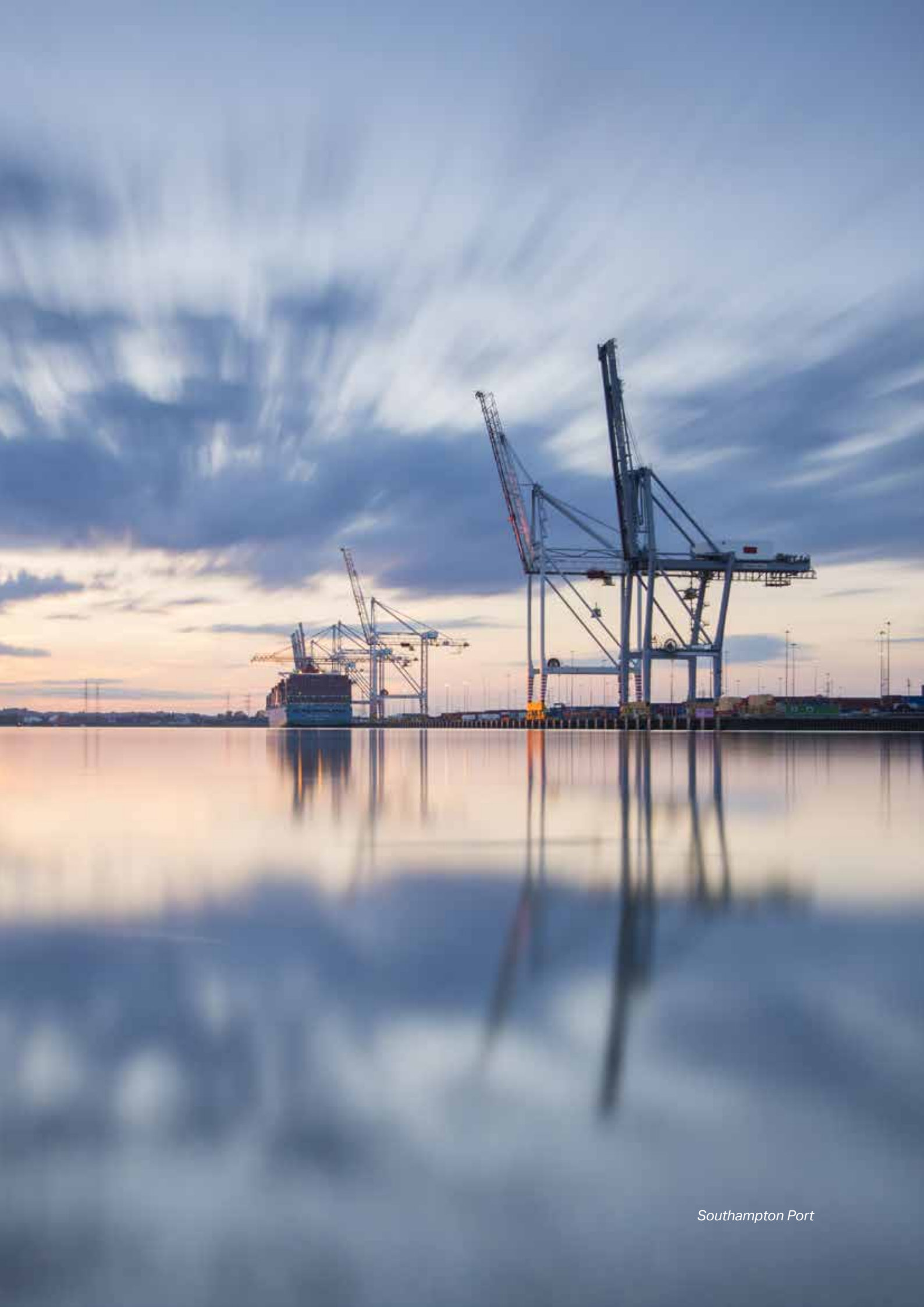
Cowes, Isle of Wight

Solent's Maritime economy is globally significant, contributing £5.8bn (circa 20%) of the region's economic output. Globally significant economic and maritime assets, include:

- Port of Southampton (ABP)
- ExxonMobil Petrochemical Complex at Fawley
- Portsmouth International Port
- Green regeneration of former oil-fired power station at Fawley Waterside
- Marchwood Port (Solent Gateway)
- Her Majesty's Naval Base in Portsmouth
- Southampton International Airport
- Maritime heritage, skills base and expandable marine employment sites of the Isle of Wight
- Three world-class Universities and a number of Research Institutes.
- As well as the coastline, the region is home to significant inland watercourses, the Levelling Up Fund is an opportunity to build on the region's access to the sea and open water.

HMS Warrior, Portsmouth

HMS Queen Elizabeth leaving Portsmouth



Southampton Port

6 / Levelling Up themes

I. Transport investments

The region is heavily reliant on the M27 A3(M) and M3 Motorways to move people and goods between key economic and population sites. It enjoys a strategic position at the interchange of key strategic maritime, rail and highway freight networks.

There has been investment to the region from the Transforming Cities Fund and this work demonstrates that as a group of regional local authorities we are able to work together on transformative projects.

As a region there are a number of projects in the Solent Levelling Up portfolio (South East Hampshire Bus Rapid Transport, New Transport Hub for Portsmouth and South Hampshire, Havant Access Zone and Gosport Waterfront Gateway Redevelopment) aimed at linking key employment sites with the most deprived communities, making sure the region can maximise opportunities from key sectors such as marine and maritime, the cultural economy, heritage and specialist manufacturing.

These are high-impact larger local transport schemes to reduce carbon emissions, improve air quality and cut congestion by supporting people to get to work more

Portsbridge Roundabout, Portsmouth. Part of the South East Hampshire Rapid Transit proposal

Portsmouth Internation Port

quickly and greener thereby supporting economic growth and improving the experience of transport users.

The Solent Freeport has a number of sites across the region and access between these sites is vital to connect people in deprived communities to gain employment. With support from the Levelling up Fund the region will deliver the following productivity-related measures and outcomes:

- Transform the productivity of the Solent workforce
- Boost earning and close the wages gap with the rest of the South East
- Regenerate communities thereby reducing economic deprivation across the Solent
- Reduce Carbon to support the UK's transition to a net zero economy by 2050.

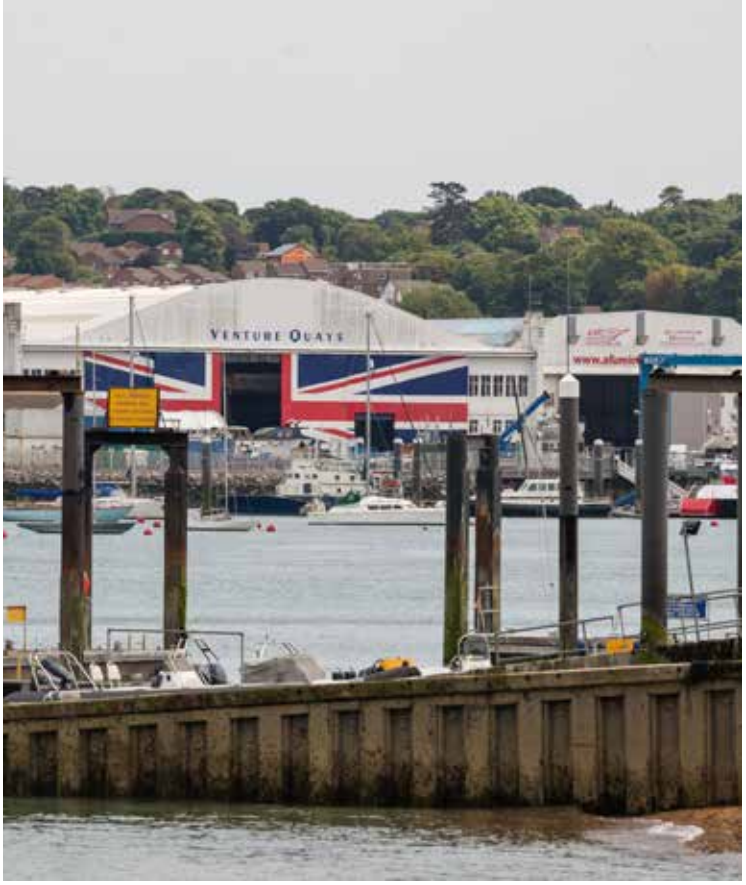
The Solent Freeport presents a tremendous opportunity for the whole sub-region and will contribute significantly to the national economic agenda. However there will be areas that might lose out through the success of the Freeport and so our levelling up strategy wll need to make sure that any such area, or community, locally is supported if they are not able to benefit from the initiative.

Gosport High Street

II. Regeneration and town centre investment

There has been investment from Government for Heritage High Streets (Isle of Wight and Gosport) and Future High Streets (Portsmouth). The learning from these projects has been shared across the Solent region and has informed many of the projects put forward as part of the Solent Levelling Up round 1 portfolio.

The region's Levelling Up portfolio is proposing a number of projects (Portsmouth Linear park, Portsmouth Improving Health and Well-being through Sport and Portsmouth Guildhall Renaissance, Regenerating Gosport's Heritage High Street, the Heart of Havant Reviving our town centre, and the East Cowes Marine Hub) that will upgrade historic and eyesore buildings and dated infrastructure, acquire and regenerate brownfield sites, invest in secure community infrastructure and crime reduction, and bring public services and safe community spaces into town and city centres that are most closely linked to areas of deprivation across the region.



The Columbine hangar – East Cowes, Isle of Wight

Portsmouth Guildhall

III. Cultural investment

The area has a significant visitor and cultural economy as well as important heritage assets. With two ports and an airport it is also the gateway to national and international travel.

Measures to convert those people visiting for a day (or passing through as part of a cruise or to use the airport) into longer term visitors would make use of the existing assets to drive economic growth. The Portsmouth International Terminal Transformation strengthens one of the regions international gateway, and the new marine hub at the East Cowes cross Solent ferry terminal offer opportunities for cruise and ferry passengers to spend more time in the region.

The region is home to areas of outstanding natural beauty and ecological interest and the growth of eco-tourism lends itself to the region's assets. The interdependency between the three mainland crossings to IOW is important. These are vital points for the visitor economy (as well as workers and goods).

Portsmouth, Isle of Wight and Gosport have a number of Levelling up Fund projects that together maximise the effectiveness of these assets (Portsmouth's Guildhall Renaissance and Portsmouth Linear park and Gosport's Heritage High Street and East Cowes Victoria Barracks on the Isle of Wight) by using historical assets to create jobs and support the growth of start-up businesses.

Transport interventions will support the movement between these assets (Local Access Zone for Havant and Portsmouth's additional South East Hampshire Rapid Transport schemes). Portsmouth and South Hampshire Transport Hub and the Havant transport zone will further support travel between key sites by active travel and bus.

7 / Resources

7.1. Key documents

The Solent Levelling Up fund round 1 project portfolio is closely aligned to key regional plans for securing a successful recovery and long term economic future for the region as referenced in the document links below

- Solent Economic Recovery Plan 2020[1]
- Maritime UK Solent Recovery Plan 2021[2]
- Solent Lep Solent Economic Recovery Plan updated 05.21[3]
- Solent LEP Skills Action Plan and Local Skills Report[4]
- Solent Freeport[5]
- The Hampshire 2050 Commission of Inquiry – Vision for the Future
- Hampshire Local Transport Plan 4
- Hampshire Climate Change Strategy and Action Plan
- IFS – Geography of Covid-19 – June 2020
- So you want to level up? (June 2021)

1 https://solentlep.org.uk/media/3268/solent-economic-recovery-plan-25920.pdf
2 www.maritimeuk.org/priorities/maritime-sector-recovery-plan/
3 https://solentlep.org.uk/media/3663/solent-economic-recovery-plan-v2.pdf
4 https://solentlep.org.uk/media/3610/solent-lep-skills-action-plan-and-local-skills-report-final.pdf
5 www.solentfreeport.com/

Annex A1:
'Places in need' by LUF indicator

LUF Indicator 1:
Need for economic recovery and growth

	Productivity	Unemployment	Skills
	Productivity per hour worked relative to England average (%)	Unemployment rate (%) – aged 16+	% with no qualifications (NVQ) – aged 16–64
Hampshire and Isle of Wight	▲ 8.1	■ 3.9	▲ 4.0
Hampshire County		▲ 3.5	▲ 3.4
North Hampshire	▲ 38.1	▲ 3.8	▲ 2.9
Central Hampshire	▼ -1.3	▲ 2.4	▲ 1.9
South Hampshire	■ 6.0	▼ 4.6	■ 5.5
Solent	■ 1.8	■ 4.3	■ 4.9
Enterprise M3	▲ 18.1	▲ 3.6	▲ 3.8
Isle of Wight	▼ -21.8	▼ 5.0	■ 5.8
Portsmouth	▼ -5.1	▼ 5.3	▼ 6.4
Southampton	▲ 12.6	▼ 4.8	▲ 4.2
Basingstoke & Deane	▲ 44.9	▲ 3.3	▲ 2.2
Rushmoor	▲ 15.0	■ 4.4	■ 5.8
Hart	▲ 54.0	▲ 3.5	▲ 2.7
East Hampshire	▼ -11.6	▲ 3.5	▲ 2.2
Test Valley	▼ -11.0	▲ 2.5	▲ 3.2
Winchester	▲ 10.4	▲ 3.0	▲ 2.5
New Forest	■ 0.8	■ 3.9	▲ 1.7
Eastleigh	▲ 8.0	▲ 3.3	▲ 3.9
Fareham	■ 3.8	▲ 3.2	▲ 3.6
Gosport	▼ -16.2	■ 4.1	▲ 3.6
Havant	▲ 16.7	▼ 5.0	▼ 10.7
England	0.0	4.6	6.2
South East	6.2	3.9	4.9

Sources:

ONS (APS) – Unemployment 16+ (UK, SE, HIOW, sub-areas, SLEP EM3 LEP – APS 2020 (12 months to December 2020), District - APS modelled unemployment Jan-Dec 2020.

ONS (APS) % no qualificaqtion APS 12 months to December 2020; % no qualification Hart (APS 2018); % no qualification Test Valley (APS 2019)

LUF Indicator 2:
Need for improved transport connectivity

	Journey time to employment by car	Journey time to employment by public transport	Journey time to employment by cycle
	Average journey by car to centre of employmenty with 5,000+ jobs (minutes)	Average journey by public transport/ walking to centre of employmenty with 5,000+ jobs (minutes)	Average journey by bicycle to centre of employmenty with 5,000+ jobs (minutes)
Hampshire and Isle of Wight	▲ 15.3	▲ 25.9	▲ 27.6
Hampshire County	▼ 17.7	▼ 34.5	▼ 36.3
North Hampshire	▲ 14.1	▲ 24.0	▼ 31.6
Central Hampshire	▼ 21.3	▼ 47.6	▼ 43.8
South Hampshire	▲ 16.6	▲ 28.0	▼ 31.9
Solent	▲ 17.1	▲ 30.1	▼ 31.8
Enterprise M3	▲ 16.1	▲ 29.1	▼ 32.7
Isle of Wight	▼ 20.6	▼ 41.4	▼ 37.1
Portsmouth	▲ 11.1	▲ 13.6	▲ 17.2
Southampton	▲ 11.8	▲ 14.1	▲ 19.7
Basingstoke & Deane	▲ 13.4	▲ 21.6	▲ 28.6
Rushmoor	▲ 11.8	▲ 16.8	▲ 22.2
Hart	▲ 17.1	▼ 33.6	▼ 43.9
East Hampshire	▼ 27.5	▼ 76.8	▼ 57.0
Test Valley	▲ 14.5	▲ 26.9	▼ 34.8
Winchester	▲ 15.8	▲ 27.5	▲ 30.4
New Forest	▲ 27.2	▲ 59.2	▲ 52.9
Eastleigh	▲ 13.5	▲ 21.6	▲ 26.3
Fareham	▲ 14.0	▲ 21.5	▼ 31.3
Gosport	▼ 25.1	▼ 45.9	▼ 45.2
Havant	▲ 13.8	▲ 23.2	▲ 24.8
England	17.3	32.2	31.1
South East	19.0	34.2	35.7

Sources:

Source DfT 2017: (JT401) average times; for HIOW, Sub-areas and LEPs are average of average. JT103 (region), JT101 England

LUF Indicator 3: Need for regeneration

	Commercial vacancy rate		Dwellings vacancy rate	
	Commercial Vacancy Rates (July 2020)		Proportion of dwellings chargeable for council tax that are classed as long-term empty (empty for more than 6 months)	
Hampshire and Isle of Wight	▲	7.0	▲	0.9
Hampshire County	▲	7.1	▲	0.8
North Hampshire	▼	11.6	▲	0.9
Central Hampshire	▲	5.0	▲	0.8
South Hampshire	▲	6.9	▲	0.7
Solent	▲	6.1	▲	0.9
Enterprise M3	▼	8.8	■	1.0
Isle of Wight	▲	2.1	▲	0.7
Portsmouth	▲	7.2	▼	1.4
Southampton	▼	11.7	▲	0.9
Basingstoke & Deane	▼	13.7	▲	0.9
Rushmoor	▼	9.6	▲	0.9
Hart	▼	10.0	▲	0.8
East Hampshire	▼	10.2	■	1.1
Test Valley	▲	4.9	▲	0.4
Winchester	▲	4.7	▲	0.8
New Forest	▲	1.8	▲	0.8
Eastleigh	▼	7.9	▲	0.5
Fareham	▲	5.1	▲	1.0
Gosport	▲	6.3	▲	0.7
Havant	▼	8.1	▲	0.6
England		7.7		1.2
South East		7.5		1.0

Sources:

Commercial – Whythawk (2020) - based on latest Quarter (July 2020).

MHCLG Dwellings vacancy 2020 CTB - 'Dwellings vacancy rate in England are calculated as the ratio of the number of vacant units less those that are only empty due to flooding (Line 16 less lines 16.a and 16.b in the Council Tax Base 2020) to the total adjusted number of chargeable dwellings (Council Tax Base 2020 line 7).

Annex A2:
'Places in need' by 'other' indicator

Deprivation

	IMD bottom 20%	IMD bottom 30%	Benefits
	% of LSOA in 20% most deprived IMD	% cumulative 30% most deprived IMD	Working Age Main Out-of-Work benefit rate (Aug 2020)
Hampshire and Isle of Wight	■ 10.5	■ 18.3	■ 11.4
Hampshire County	▲ 4.8	▲ 9.6	▲ 9.7
North Hampshire	▲ 1.8	▲ 8.0	▲ 9.1
Central Hampshire	▲ 1.2	▲ 4.0	▲ 9.0
South Hampshire	■ 11.4	■ 17.4	▲ 11.0
Solent	■ 18.2	■ 29.2	■ 12.9
Enterprise M3	▲ 6.9	▲ 9.8	▲ 8.4
Isle of Wight	■ 13.5	▼ 31.5	▼ 16.2
Portsmouth	▼ 24.0	▼ 35.2	▼ 14.3
Southampton	▼ 29.1	▼ 45.3	▼ 14.8
Basingstoke & Deane	▲ 0.9	▲ 8.3	▲ 9.4
Rushmoor	▲ 5.2	■ 15.5	▲ 11.1
Hart	▲ 0.0	▲ 0.0	▲ 6.3
East Hampshire	▲ 0.0	▲ 1.4	▲ 8.5
Test Valley	▲ 1.4	▲ 5.6	▲ 8.9
Winchester	▲ 0.0	▲ 1.4	▲ 7.8
New Forest	▲ 2.6	▲ 6.1	▲ 10.2
Eastleigh	▲ 1.3	▲ 5.2	▲ 9.1
Fareham	▲ 0.0	▲ 4.1	▲ 8.1
Gosport	■ 15.1	■ 28.3	■ 13.3
Havant	▼ 29.5	▼ 34.6	▼ 14.3
England	20.0	30.0	14.1
South East	8.3	14.7	11.2

Source:
ONS - GVA LAD 2009-2018*

Economic growth

	Growth I.		Growth II.	
	Real GVA growth, % p.a., 1998-2007*		Real GVA growth, % p.a., 2009-2019*	
Hampshire and Isle of Wight	▼	2.5	▼	1.5
Hampshire County	▼	2.3	▼	1.6
North Hampshire	▲	3.5	▼	1.8
Central Hampshire	▼	1.8	▼	1.6
South Hampshire	▼	1.8	▼	1.3
Solent	▼	2.0	▼	0.8
Enterprise M3	■	2.6	▼	1.9
Isle of Wight	▼	1.9	▼	0.6
Portsmouth	▼	2.6	▼	1.1
Southampton	▼	2.5	▼	-0.3
Basingstoke & Deane	▼	2.2	▼	1.5
Rushmoor	▲	4.2	▲	3.3
Hart	▲	5.4	▲	2.4
East Hampshire	▼	1.9	▼	0.5
Test Valley	▼	1.6	▲	2.2
Winchester	▲	3.2	▲	3.2
New Forest	▼	1.3	▼	0.9
Eastleigh	▼	2.1	▲	3.1
Fareham	▼	1.3	▲	2.5
Gosport	▼	1.4	▼	0.4
Havant	▼	2.3	▼	0.3
England		3.0		2.1
South East		2.6		1.9

Source:
ONS - GVA LAD 2009-2018*

Youth Unemployment and Innactivity

	Youth unemployment		Inactivity	
	Alternative Claimant Count Aged 16-24 % (Jan 2021)		% who are economically inactive - aged 16-64	
Hampshire and Isle of Wight	▲	5.2	■	19.9
Hampshire County			■	19.5
North Hampshire	▲	5.4	▲	17.1
Central Hampshire	▲	4.4	■	20.1
South Hampshire	■	5.8	▼	20.7
Solent	▲	5.4	▼	21.1
Enterprise M3	▲	4.4	▲	16.6
Isle of Wight	▼	8.6	▼	22.2
Portsmouth	▲	4.9	■	20.2
Southampton	▲	4.8	▼	20.9
Basingstoke & Deane	▲	5.7	▲	16.8
Rushmoor	■	5.9	▲	17.3
Hart	▲	4.3	▲	17.4
East Hampshire	▲	4.6	▼	20.9
Test Valley	▲	4.8	▲	14.9
Winchester	▲	3.5	▼	21.0
New Forest	▲	4.9	▼	22.7
Eastleigh	▲	5.1	▲	13.7
Fareham	▲	4.7	▼	20.5
Gosport	■	6.7	▼	28.6
Havant	▼	6.9	▼	23.0
England		6.8		20.5
South East		5.7		18.4

Source:
ONS - GVA LAD 2009-2018*

Housing affordability and households with no cars

	Affordability I.		Affordability II.		Access to Car	
	Ratio of median house price to median earnings		Ratio of lower quartile house price to lower quartile earnings		% Households no car access (Census 2011)	
Hampshire and Isle of Wight	■	7.9	■	8.5	■	19.1
Hampshire County					▲	14.7
North Hampshire	■	9.3	▼	10.5	▲	13.8
Central Hampshire	▼	11.2	▼	12.2	▲	13.1
South Hampshire	■	9.1	■	9.2	▲	17.2
Solent	■	8.5	■	9.0	■	22.4
Enterprise M3	▼	11.5	▼	12.1	▲	13.3
Isle of Wight	■	8.1	■	9.2	■	22.5
Portsmouth	▲	7.0	■	7.9	▼	33.4
Southampton	▲	6.8	▲	7.0	▼	29.5
Basingstoke & Deane	■	8.8	■	10.0	▲	15.2
Rushmoor	■	8.2	■	9.2	▲	16.6
Hart	▼	10.7	▼	12.3	▲	8.0
East Hampshire	▼	12.6	▼	13.7	▲	11.2
Test Valley	■	9.8	■	9.5	▲	13.5
Winchester	▼	12.3	▼	12.2	▲	14.3
New Forest	▼	10.1	▼	10.9	▲	13.3
Eastleigh	■	9.6	■	9.6	▲	13.3
Fareham	▼	10.4	▼	10.7	▲	13.4
Gosport	▲	6.6	▲	6.9	■	22.9
Havant	■	9.9	■	10.1	■	20.7
England		7.8		7.2		25.8
South East		9.9		10.2		18.6

Source:
ONS - GVA LAD 2009-2018*