

# Public Document Pack



Monitoring Officer  
**Christopher Potter**

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## Agenda

Name of meeting	<b>CABINET</b>
Date	<b>MONDAY 20 JUNE 2022</b>
Time	<b>5.00 PM</b>
Venue	<b>COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT</b>
Members of the Cabinet	Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, P Fuller, C Jarman, J Jones-Evans, P Jordan, K Love and I Stephens
	Democratic Services Officer: Sarah MacDonald democratic.services@iow.gov.uk

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1. **Minutes** (Pages 7 - 18)

To confirm as a true record the Record of Decision of the meeting held on 12 May 2022.

2. **Declarations of Interest**

To invite Members to declare any interest they might have in the matters on the agenda.

3. **Public Question Time - Maximum 15 Minutes for Written Questions and 15 Minutes for Oral Questions**

Questions may be asked without notice but to guarantee a full reply at the meeting, a question must be put including the name and address of the questioner by delivery in writing or by electronic mail to Democratic Services at [democratic.services@iow.gov.uk](mailto:democratic.services@iow.gov.uk), no later than two clear working days before the



Details of this Cabinet meeting and other Council meetings can be viewed on the Isle of Wight Council's [website](#). This information may be available in alternative formats on request. Please note the meeting will be audio recorded and the recording will be placed on the website (except any part of the meeting from which the press and public are excluded). Young people are welcome to attend Council meetings however parents/carers should be aware that the public gallery is not a supervised area.

start of the meeting. Normally, Cabinet is held on Thursday, therefore the deadline for written questions will be Monday, 13 June 2022.

4. **Chairman's Announcements**

5. **Report of the Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change**

(a) Quarterly Performance Monitoring Report - Q4 2021-22 (Pages 19 - 68)

6. **Report of the Cabinet Member for Highways PFI, Transport and Infrastructure**

(a) Concessionary Travel Reimbursement April 2022 to March 2023 (Pages 69 - 86)

(b) The Isle of Wight Council (Parking Places) Order No1 2022 (Pages 87 - 106)

(c) Levelling Up fund – round 2 – approval of project proposal for submission by Isle of Wight council (Pages 107 - 114)

7. **Report of the Cabinet Member for Community Safety, Digital Transformation, Housing Provision and Housing Needs**

(a) Homelessness and Rough Sleeping Strategy Delivery Plan 2022-2025 (Pages 115 - 128)

(b) Minimum Energy Efficiency Standards (MEES) Policy for domestic residential dwellings (Pages 129 - 148)

8. **Cabinet Member Announcements**

To invite Cabinet Members to provide a brief update on matters concerning their portfolio.

9. **Consideration of the Forward Plan** (Pages 149 - 156)

Cabinet Members to identify decisions which need to be amended, added or to be removed from the Forward Plan.

10. **Members' Question Time**

To guarantee a reply to a question, a question must be submitted in writing or by electronic mail to [democratic.services@iow.gov.uk](mailto:democratic.services@iow.gov.uk) no later than 5pm on Tuesday 14 June 2022. A question may be asked at the meeting without prior notice but in these circumstances there is no guarantee that a full reply will be given at the meeting.

11. **Exclusion of Public and Press**

To consider passing a resolution that, under Section 100(A)(4) of the Local

Government Act 1972, the public and press be excluded from the meeting for the following item of business, namely agenda item 12(a) on the grounds that there is likely to be disclosure of exempt information as defined in paragraphs 3 of Part 1 of Schedule 12A of the Act and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

12. **Report of the Cabinet Member for Regeneration, Tourism and Business Development**

- (a) Disposal of the former Spa Hotel site, The Esplanade, Shanklin (Pages 157 - 216)

CHRISTOPHER POTTER  
Monitoring Officer  
Friday, 10 June 2022

## Interests

If there is a matter on this agenda which may relate to an interest you or your partner or spouse has or one you have disclosed in your register of interests, you must declare your interest before the matter is discussed or when your interest becomes apparent. If the matter relates to an interest in your register of pecuniary interests then you must take no part in its consideration and you must leave the room for that item. Should you wish to participate as a member of the public to express your views where public speaking is allowed under the Council's normal procedures, then you will need to seek a dispensation to do so. Dispensations are considered by the Monitoring Officer following the submission of a written request. Dispensations may take up to 2 weeks to be granted.

Members are reminded that it is a requirement of the Code of Conduct that they should also keep their written Register of Interests up to date. Any changes to the interests recorded on that form should be made as soon as reasonably practicable, and within 28 days of the change. A change would be necessary if, for example, your employment changes, you move house or acquire any new property or land.

If you require more guidance on the Code of Conduct or are unsure whether you need to record an interest on the written register you should take advice from the Monitoring Officer – Christopher Potter on (01983) 821000, email [christopher.potter@iow.gov.uk](mailto:christopher.potter@iow.gov.uk), or Deputy Monitoring Officer - Justin Thorne on (01983) 821000, email [justin.thorne@iow.gov.uk](mailto:justin.thorne@iow.gov.uk).

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## **Notice of recording**

Please note that all meetings that are open to the public and press may be filmed or recorded and/or commented on online by the council or any member of the public or press. However, this activity must not disrupt the meeting, and if it does you will be asked to stop and possibly to leave the meeting. This meeting may also be filmed for live and subsequent broadcast (except any part of the meeting from which the press and public are excluded).

If you wish to record, film or photograph the council meeting or if you believe that being filmed or recorded would pose a risk to the safety of you or others then please speak with the democratic services officer prior to that start of the meeting. Their contact details are on the agenda papers.

If the press and public are excluded for part of a meeting because confidential or exempt information is likely to be disclosed, there is no right to record that part of the meeting. All recording and filming equipment must be removed from the meeting room when the public and press are excluded.

If you require further information please see the council guide to reporting on council meetings which can be found at <http://www.iwight.com/documentlibrary/view/recording-of-proceedings-guidance-note>

All information that is recorded by the council is held in accordance with the Data Protection Act 2018. For further information please contact Democratic Services at [democratic.services@iow.gov.uk](mailto:democratic.services@iow.gov.uk)

## Arrangements for Submitting Oral Questions at Meetings of Council and Cabinet:

The front desk “opens” for public wishing to attend the meeting half an hour before the meeting.

In the circumstances that a member of the public wishes to ask an oral question, they should approach the front desk and notify them of their intention. They will be given a form to complete which details their name, town/village of residence, email address and the topic of the question (not the question in full, unless they wish to provide this).

These forms will be numbered in the order they are handed back.

The time for registering questions will be for a 20 minute period (up to 10 minutes prior to the start of the meeting). After that time expires the forms will be collected and given to the Chairman of the meeting.

If time allows after dealing with any written questions, the Chairman will then ask those who have submitted a form to put their question. These will be in the order they were received. As the subject matter is known, the Chairman should be able to indicate which member will reply. If time permits the Chairman may accept further questions.

The option to ask a supplementary question will be at the Chairman’s discretion.

Once the defined period of time allowed for questions has passed (and assuming the Chairman has not extended this) then all remaining oral questions are left unanswered.

No oral question will receive a guaranteed written response, unless the member responding indicates as such.

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## Record of decision

**THE FOLLOWING DECISIONS WERE TAKEN ON THURSDAY, 12TH MAY, 2022  
BY THE CABINET**

**THE CALL IN PERIOD FOR THESE DECISIONS EXPIRES AT 5.00 PM ON  
MONDAY, 23<sup>RD</sup> MAY 2022**

Members of the Cabinet who were present

Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, P Fuller, C Jarman, J Jones-Evans, P Jordan, K Love and I Stephens

Members also present(non-voting)

Cllrs R Downer, S Ellis, P Spink,

Officers Present

C Ashman, S Betts, S Crocker, I Lloyd, C Potter, C Shand

Confirmed as a true record of decisions taken .....

**Leader of the Council**

<b>Agenda item</b>	Minutes
Decision reference	127 – 2021/22
Decision Taken	<u>RESOLVED</u>  That the minutes of the meeting held on 10 March 2022 be approved.

<b>Agenda item</b>	Declarations of Interest
Decision reference	128 – 2021/22
Decision Taken	Cllr Debbie Andre declared a non-pecuniary interest in the item relating to the Wildheart Trust as she was the local member for the area and also a member of Sandown Town Council, and would not be taking part in the voting on that item.  Cllr Chris Jarman declared an interest in the item relating

	to Wightcare as he was responsible for the management of his father's care plan.
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<b>Agenda item</b>	Public Question Time - Maximum 15 Minutes for Written Questions and 15 Minutes for Oral Questions
Decision reference	129 – 2021/22
Decision Taken	<p>Written questions had been received from Dominic Coughlin (PQ 33-22) relating to the school term dates report and Diane Barker (PQ 34-22) relating to school place planning and the future of Chillerton and Rookley school.</p> <p>Responses were given by the Cabinet Member for Children's Services, Education and Lifelong Skills.</p>

<b>Agenda item</b>	Post 16 Transport Policy Statement 2022
Decision reference	130 – 2021/22
Summary of Discussion	Local Authorities were required to prepare and publish a statement each year. The existing policy had last been reviewed in 2021 and it was not believed that any changes were required this year.
Decision Taken	That Cabinet approves the proposed 2022 Post-16 Transport Policy Statement as set out in Appendix 1.
Reason for the decision and corporate objective it aligns with	The recommendation in this report links to the Corporate Plan 2021-25 priority, which is to work with local communities to maintain and ensure appropriate local school provision. It supports students with learning difficulty or disabilities to continue into post 16 training or education.
Options considered and rejected	Not to approve the proposed Post 16 Transport Policy Statement 2022 as set out in Appendix 1.

<b>Agenda item</b>	Determine the pattern of School Term and Holiday Dates for 2023/24
Decision reference	131 – 2021/22



Summary of Discussion	<p>Further consultation had taken place, with over 3250 responses from a broad range of people including, school staff, parents and businesses. The majority, including school staff, were in support of a two-week half term break.</p> <p>If was noted that the first day of the school year would be Friday 1 September 2023 and it was hoped that schools would taken this as a development day, returning to school on Monday 4 September 2023. Although the council did not set the term dates for school outside the local authority's control it was hoped that all school would follow the same date pattern. Information would be put onto the council's website advising parents to check with their own school which day they would return to school.</p>
Decision Taken	That the proposed calendar for term dates 2023/2024 as in Appendix 3 be approved.
Reason for the decision and corporate objective it aligns with	The recommendation in this report links to the Corporate Plan 2021-25 priority which is to work with local communities to maintain and ensure appropriate local school provision. Also raising educational achievement is a priority of the Council as set out in the Council's Corporate Plan. The standardisation of dates as much as possible across schools helps them to plan effectively and supports good attendance.
Options considered and rejected	<p>Option 2 - To approve an alternative calendar to that set out in Appendix 3.</p> <p>Other options considered have included;</p> <p>the more typical one-week October half term holiday and seeking to establish a school year that includes two-weeks and three weekends in the Christmas holiday whenever possible,</p> <p>a 'hybrid' with more than twelve days break holiday in October half term break.</p>

<b>Agenda item</b>	To Treat the Wildheart Trust (formerly Sandown Zoo) as a special purchaser for an area of council land adjacent to their site
Decision reference	132 – 2021/22
Summary of Discussion	<p>Cllr Andre took no part in the voting on this item.</p> <p>The comments of the Corporate Scrutiny Committee were</p>

	noted, that this would allow the council to undertake further negotiations with the Trust before any final decision was taken on the disposal of the land.
Decision Taken	To treat with the Wildheart Trust as a special purchaser of land adjoining the Wildheart Animal Sanctuary, Culver Parade, Sandown.
Reason for the decision and corporate objective it aligns with	<p>The recommendation supports the UN sustainable development goals for: (8) Decent Works and Economic Growth by supporting local growth of a business that employs local staff and supply chain,(11) Sustainable Communities by generating green and culturally inspiring setting within the community (13) Climate Action (15) Life on Land – by committing already to ecological surveys and development that supports the Biosphere and will harmonise with local habitats</p> <p>The proposal would enable the Wildheart Sanctuary to progress its long term investment plans with the aim of sustaining and growing the facility which would benefit the local economy of Sandown and the visitor economy of the Island.</p>
Options considered and rejected	<p>Not to dispose of the land adjoining Wildheart Sanctuary, Culver Parade, Sandown.</p> <p>To offer the land adjoining Wildheart Sanctuary, Culver Parade, Sandown on the open market.</p>

<b>Agenda item</b>	Commercial Strategy
Decision reference	133 – 2021/22
Summary of Discussion	This was the start of a process of transformational change, the council becoming more opportunistic, with a more business-like way of thinking. It was a route forward for a change in policies and attitude and there would be some training needed for staff. Community wealth-building had been included as this would support the local economy and help local businesses.
Decision Taken	That Cabinet approves the Isle of Wight Council Commercial Strategy contained at Appendix 1 to this report.
Reason for the decision and	The strategic aims in the commercial strategy were formed against the key activities in the corporate plan. The

<p>corporate objective it aligns with</p>	<p>strategy is closely aligned to the achievement of activities 9, 10 and 12 – improving the financial position of the organisation; invest and spend as much money on Island as possible; and looking at invest to save opportunities which can be funded by borrowing.</p> <p>The strategy further supports the alliances position in using the councils position to act as a steward of place; leverage its unique status as an authority and one of the predominant procurers to spend and invest in Island businesses to reinvest wealth cyclically across our Island economy. Along with the refreshed procurement strategy, the commercial strategy will act as a primary puzzle piece for achieving the alliances core goals, specifically in economic recovery. The commercial strategy further acts as an offset to all other strategies – with budget pressures ever-present, the strategy’s aim to increase revenue through increased income or savings (thus elevating the financial position of the council) will allow the council more flexibility to deliver services, projects and capitalise on new opportunities.</p>
<p>Options considered and rejected</p>	<p>Option 2: Not to approve the Isle of Wight Council Commercial Strategy contained at Appendix 1 and to prepare an alternative strategy.</p>

<p><b>Agenda item</b></p>	<p>Wightcare Business Unit - Business Model Development</p>
<p>Decision reference</p>	<p>134 – 2021/22</p>
<p>Summary of Discussion</p>	<p>It was intended to move forward with the fee increases identified in the February 2022 budget and for the Wightcare service to be reviewed as a discrete business identity. Consultation had taken place and 73% of respondents would prefer to see a fee increase as long as the same level of service was maintained. It was important that the service did not continue to be subsidised from elsewhere in the Adult Social Care budget. It was noted that 2200 people currently used the service and there was a lot of potential to enhance the services provided. The fees had not increased since 2018 and this had left a 36% gap in the budget which would need to be made up gradually with the aim of reaching a ‘break even’ point.</p> <p>The comments of the Corporate Scrutiny Committee were noted.</p>
<p>Decision Taken</p>	<p>Cabinet agrees to:</p>

	<p>Option 1 - Confirm the revised fee structure changes as per the 2022/2023 budget and activate from 01 July 2022 or earlier if possible, and</p> <p>Option 3 - Undertake a review of the current Wightcare business model and to revert with a formal all options analysis and recommended forward plan for the unit going forwards.</p> <p>As elements of 3 above, Cabinet agrees that the business model will:</p> <ul style="list-style-type: none"> <li>• Provide a definitive position on the regulatory requirements for the council charging structure for Wightcare as per the relevant legislation as identified by Finance.</li> <li>• Define a model for apportionment of council administrative costs to be used in relation to business units and hence applied to the business model for Wightcare</li> <li>• Define a forward business model for Wightcare taking into account the above, best practices elsewhere, predicted inflation, utility, and other costs, expected market demand for both the basic and enhances options and with regular review periods.</li> <li>• Be presented to Cabinet no later than September 2022.</li> </ul>
<p>Reason for the decision and corporate objective it aligns with</p>	<p>The Alliance Administration intends to proactively seek new streams of income that it can reinvest in services for the community by acting in a more commercial focused manner. It has set out the need for the council to be financially balanced and sustainable.</p> <p>The need of the fee review provides the opportunity for the Wightcare Service to operate on a stable footing with zero subsidy to ensure the service remains available for its clients of today and for tomorrow to enable everyone:</p> <ul style="list-style-type: none"> <li>• To be part of the community and enjoy good health</li> <li>• To understand the work of the council and the</li> </ul>

	challenges it faces.
Options considered and rejected	<p>Option 2 - Not to confirm the revised fee structure changes as per the 2022/2023 budget and to identify additional substantial service reductions with adult social care to maintain the growing level of subsidy required to maintain the service.</p> <p>Option 4 - Not to undertake a review and identify reductions to the Wightcare service to establish break even within its ability to generate revenue.</p>

<b>Agenda item</b>	Bereavement Services Business Unit - Business Model Development
Decision reference	135 – 2021/22
Summary of Discussion	<p>The intention was to review the current business model for bereavement services and create a business unit which would include cremations, burials and the management of graveyard sites. It was noted that there had recently been a large hike in energy prices. An ‘all options’ analysis would be undertaken, and it was confirmed that burials at sea would also be included. There had been an amendment to the published appendix containing the fees and charges for cremations and burials, which had been circulated to the Cabinet members and this would be amended online.</p> <p>The Leader declared an interest at this point as she had purchased a burial plot from the council.</p> <p>Consideration would need to be given to a four-fold increase in energy prices, including those coming in October 2022 and anticipate the increase in the fees.</p>
Decision Taken	<p>That Cabinet confirms the revised fee structure changes as per the 2022/23 budget and implement from 1 July 2022 or earlier if possible and identify an alternative saving/funding source to cover the loss of 30k from the budgeted position.</p> <p>That Cabinet undertakes a review of the bereavement services business model and to agree a formal business analysis and plan for the service going forwards.</p>
Reason for the decision and	The Alliance Administration intends to proactively seek new streams of income that it can reinvest in services for

corporate objective it aligns with	the community by acting in a more commercial focused manner. It has set out the need for the council to be financially balanced and sustainable. Moving forward, Bereavement Services will constitute a business unit within the overall structure of the Isle of Wight Local Authority and will need to be economically self-sustaining.
Options considered and rejected	<p>Not to confirm the revised fee structure changes as per the 2022/2023 budget and identify an alternative saving/source of funding to cover the loss to the budgeted position of 120K.</p> <p>Not to undertake a review and leaving the position of rising cost of utilities and inflation not to be addressed at this time.</p>

<b>Agenda item</b>	Hackney Carriage Table of Fares
Decision reference	136 – 2021/22
Summary of Discussion	<p>Council officers had met with the taxi trade association and they had requested an increase in fares. The fares had not been raised since 2014 and were last reviewed in 2019 when there was only one small change. There was a need to ensure that fares were affordable but ensured a reliable service. The recent increase in fuel prices was noted.</p> <p>The Corporate Scrutiny Committee had noted that there was a need to ensure that fares were clearly displayed and that they were the maximum that could be charged.</p>
Decision Taken	That the Hackney Carriage Table of Fares be agreed as amended in Appendix 3 to this report to come into effect from 1 June 2022.
Reason for the decision and corporate objective it aligns with	<p>The Safe and sustainable public transport supplied by taxis is an essential part of the economy by providing transport to and from retailers, entertainment, and hospitality venues.</p> <p>Taxis are an integral part of providing public transport at all times of the day and ensures that safe travel is always provided by licenced and vetted drivers. The Statutory Taxi and Private Hire Vehicle Standards (“the Standards”) issued under the Policing and Crime Act 2017 that were published in July 2020. The focus of these standards is on protecting children and vulnerable adults.</p>

Options considered and rejected	<p>That the Cabinet do not make any changes to the existing Hackney Carriage Table of Fares.</p> <p>That the Hackney Carriage Table of Fares be agreed as amended by the Cabinet during the meeting and will come into effect from 1 June 2022.</p>
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<b>Agenda item</b>	Cabinet Member Announcements
Decision reference	137 – 2021/22
Summary of Discussion	<p>The Cabinet Member for Planning and Community Engagement reported that the Queen’s speech earlier in the week had mentioned proposals for the Levelling Up Act which was proposed for 2024. The main points would be circulated to councillors the following week. Officers would scrutinise the proposals as they went through parliament. The Cabinet member would continue to liaise with the Island’s MP.</p> <p>The Cabinet Member for Children’s Services, Education and Lifelong Skills reported that the government papers on education and SEN services had been received and the implication for the Island were being looked at. Recommendations would be reported back.</p> <p>The Cabinet Member had attended a very impressive Young Enterprise Event in which seven schools had taken part including St Catherine’s school. The result was yet to be announced. The Cabinet Member would also be attending the Child of Wight award ceremony.</p> <p>Several Ukrainian families had been welcomed to the island. This would bring extra pressure to children’s services and progress would be monitored.</p> <p>The Cabinet Member for Adult Social Care and Public Health reported that it was currently Mental Health Week. He had attended an event at the hospital at which mental health services were promoted.</p> <p>The Health and Care Bill had received Royal Assent on 28 April and guidance was awaited on its implementation.</p> <p>The workforce in Adult Social Care had slightly improved. There had been some positive initiatives with the NHS.</p> <p>MAD-AID, based in East Cowes had worked with several voluntary groups and individuals to transport 11 truck loads</p>

of aid to Moldova and GP surgeries and the hospice had donated a lot of equipment. The Cabinet Member himself had been to visit the country to see the work being carried out there.

The Cabinet Member for Community Protection, Digital Transformation, Housing Provision and Housing Needs reported that the white paper on fire had been given Royal Assent. There would be a fire safety and prevention document coming forward. He was still working with the fire authority and the PCC to try and get a One Public Estate blue light centre.

Since the Island Plan core strategy in 2012 there had been a shortfall of 1244 homes. There were currently 2466 homes needed on the housing list. Five rough sleepers were currently being cared for. There had been an annual increase of 19% in empty properties since 2019. 121 of these had been empty for more than two years. It was hoped that the housing problems may be alleviated by working within the empty property strategy to try and bring some back into use.

The Cabinet Member for the Environment, Heritage and Waste reported that work was ongoing in developing the Climate Change strategy and bringing biosphere principles into actions taken.

The household battery recycling facility was now available to the public who could put batteries out with their general waste.

The Cabinet Member for Highways PFI, Transport and Infrastructure reported that free parking for NHS patients travelling to the mainland for treatment had been put in place. It was hoped that this would extend to ferry travel in the future. There was to be two hours free parking in Newport starting in two weeks' time.

The Cabinet Member for Regeneration, Tourism and Business Development reported that she would be going to Southampton to represent the Island for the City of Culture bid. The judges would be in Southampton all day and it was hoped there would be a chance to promote the island and its links with Southampton.

A visit had been carried out to the Innovation Wight centre at Northwood which was intended to be opened at the end of June 2022.



	<p>There was to be a 'Celebrate Ryde' event on 14 May in conjunction with Ryde Town Council.</p> <p>There was to be another chance to bid in the next round of Levelling Up. Any bids had to be transport related. Options were currently being considered an a report would be presented to Cabinet in June.</p> <p>It was disappointing that the Island had only received £1 million from the Shared Prosperity Fund which was less than hoped for. A report would be presented to Cabinet in July to decide how the funds would be spent.</p> <p>Leisure centres were seeing a 67% recovery of One Card users. Medina Theatre had seen an increase of more than 1000 people this April than in April 2018 or 2019.</p>
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<b>Agenda item</b>	Consideration of the Forward Plan
Decision reference	138 – 2021/22
Summary of Discussion	The item relating to the future of Chillerton and Rookley School was to be removed from the Forward Plan as the school was to remain open.

<b>Agenda item</b>	Members' Question Time
Decision reference	139 – 2021/22
Summary of Discussion	<p>No written questions were received.</p> <p>Cllr Spink asked an oral question on the matter of public and members' questions not being on the agenda for previous meetings, and said that some residents were concerned that this had been purposely done to stifle discussion on the Island Planning Strategy and asked whether the Leader took those concerns seriously.</p> <p>The Leader confirmed that the concerns were taken seriously.</p> <p>Cllr Spink asked a supplementary question as to whether it was in the public interest to therefore have a full investigation as to what decisions were made, by whom and in what order.</p> <p>The Leader indicated that a written response would be sent.</p>

	<p>The Cabinet Member for the Environment, Heritage and Waste said that the Monitoring Officer had been clear at the Corporate Scrutiny meeting on 10 May that there was a gap in the Constitution and that there would not have been breach of the rules had the meetings actually taken place, which they did not.</p>
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Purpose: For Decision



## Cabinet report

Date **16 JUNE 2022**

Title **PERFORMANCE AND FINANCE REPORT – QUARTER ENDED 31 MARCH 2022**

Report of **CABINET MEMBER FOR STRATEGIC FINANCE, CORPORATE RESOURCES AND TRANSFORMATIONAL CHANGE**

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### EXECUTIVE SUMMARY

1. The purpose of this report is to:
  - a) provide a summary of progress against Corporate Plan activities and measures for the period January to March 2022 (unless otherwise stated and shown in detail at appendices 1-9)
  - b) inform Cabinet of areas of particular success, issues requiring attention and remedial activity in place to deal with these

### RECOMMENDATION

That Cabinet approves the Performance and Finance Report for the Quarter ended 31 March 2022, and the priority report detail as set out in appendices 1-9.

### PERFORMANCE EXCEPTIONS:

2. The following areas are drawn from the attached appendices for particular attention:
  - The average time to answer calls in the contact centre has remained consistently below the target time of 60 seconds. This target has been achieved for over 18 consecutive months and was as low as 40 seconds in March 2022
  - The contract for specialist sexual and reproductive health services is in place until March 2023. A sexual health needs assessment is underway to inform further service redesign where required to meet local needs.
  - The target for percent of older people still at home 91 days after discharge has increased from 75 to 84 – we are currently below this at 77.8, though we have been seeing an increase since October 2021.
  - The number of households in temporary accommodation has remained stable during quarter 4, returning to 216 in March 2022, the same as in November, just above the

previous peak of 215 in February 2021. We remain higher than pre-pandemic levels. The high level is also indicative of the acute shortage of affordable property to residents of the Isle of Wight in both the sales and rental market.

- In 2021-22 there were 154 Disabled Facilities Grants approved, amounting to £1,242,675. This compares to 145 Grants at £1,022,108 for the whole of 2020-21.
- Our Trading Standards team through their interventions have saved vulnerable residents on the Island around £375,000 during 2021-22.
- The percentage of primary schools rated good or outstanding has remained at 78.95 percent over quarter 4 with no Ofsted reports issued within the period. For all schools on the Island 77.08% of schools are rated as Good.
- The level of total planning applications processed within timescales has remained relatively consistent through this financial year, maintaining a 92 percent average across quarter 4 - this is above the national average of 91 percent.
- The volume of all planning and building control regulatory and enforcement activity remains high, with the number of applications now exceeding pre-pandemic levels.
- The percentage of working age adults claiming out of work benefits has returned to 4.3 percent at the end of quarter 4 after a brief rise to 4.4 at the start of the quarter. Following a steep drop over quarters 1 and 2 (it was at 6.7 percent in April 2021), the rate has changed little since October 2021. We are above the national rate of 4.2 percent and higher than in the rest of the South East (3.3%).
- Diversion of domestic waste from landfill remains consistently high and has been well above the 90 percent target or more throughout the last 2 financial years.
- The reduction in residual household waste per person remains consistent, with a year to date monthly average of 16.2kg per person, and within 5kg of our end of year target (182.93kg).
- Car Parking utilisation hit a peak of 311,674 transactions in August 2021 (equal to £702,181 parking revenue), a direct result of the tourist heavy summer season. The decrease over quarter 3 was not unexpected but shows signs of recovery across quarter 4.

## BACKGROUND

3. On 17 November 2021, Full Council approved a Corporate Plan which set out the council's vision and strategic priorities for the period 2021 to 2025 and the performance metrics from that plan are the ones included within the appendices to this report.
4. This is the first quarterly report based on the new Corporate Plan. Because of this some of the new measures that are required to evidence its delivery are still in construction at this time and will be introduced to the report when data becomes available. These measures are clearly indicated within the relevant appendices
5. The report contains an appendix for each Cabinet portfolio (1 to 9)

## CORPORATE PRIORITIES AND STRATEGIC CONTEXT

6. Ongoing management and monitoring of performance data, the council's strategic risk profile and financial situation is required to support the successful delivery of council priorities. As such, this report provides the Cabinet (and subsequently the council's scrutiny function) with the necessary information to record achievements, challenge areas of underperformance and to account for it to the wider community.

### Provision of affordable housing for Island Residents

7. Whilst this report has no direct impact on the provision of housing for Island Residents it will play an important part on reporting on the progress towards the delivery of key activities concerned with that outcome. Details of progress on Housing activities can be seen in Appendix 7 (Regeneration, Business Development and Tourism) of this report.

### Responding to climate change and enhancing the biosphere

8. Details on the progress toward the delivery of the [Council's Climate and Environment Strategy](#) as well as the impact of the decision on the Island's designation as a [UNESCO Biosphere](#) and the biodiversity, environment, and sustainable growth of the area designated can be found in Appendix 8 (Environment, Heritage and Waste Management) of this report.

### Economic Recovery and Reducing Poverty

9. Progress towards Economic Recovery and the reduction of poverty is a key outcome for the Isle of Wight Council, and this is reflected in the Corporate Plan 2021-25. As such, each appendix to this report contains relevant details around activities contributing toward this priority.

### Impact on Young People and Future Generations

10. The decisions the Council makes now not only affect current residents, but may have long term impacts, both positive and negative, on young people and future generations. These impacts may not immediately be apparent or may not emerge for a number of years or decades. Impacts will be interrelated across the various domains of young people's lives from housing, to education, employment or training, health, and the environment.
11. The United Nations Conventions on the Rights of the Child (UNCRC) in 1989, in particular article 12, places a duty for children and young people to have an active voice in decision making on matters that affect them. We value the views of our young people. Incorporating coproduction and consultation with young people into our decision-making process is a robust way of ensuring young people's views are taken into consideration. Participation workers experienced in coproduction can support engagement with the Youth Council, our Island children, and wider groups of young people to ensure the voice of young people is sought, heard, and acted upon on important matters that will affect them.
10. Appendix 5 – Childrens Services, Education and Lifelong Skills contains detailed information regarding this priority

## CONSULTATION

11. The council manages its performance through a framework of discussion at all levels across the authority on a routine basis and escalates issues and risks to the corporate management team and members. Cabinet members, Corporate Management Team and Directorate staff have been involved in discussions around performance against the measures contained within this report and attached appendices. Otherwise, this paper is a factual report on progress and no other consultation is required.

## SCRUTINY COMMITTEE

12. The report will be reviewed by Corporate Scrutiny Committee on 14 June 2022.

## FINANCIAL / BUDGET IMPLICATIONS

13. The Corporate Plan forms a key part of the budgeting and service planning process for the council; it takes account of existing finance and resources and sets out the key priorities and outcomes that the council wishes to achieve. This report will include reference to any implications on the council's financial position arising from activity and performance outlined in the report.
14. **The draft financial accounts for 2021-22 are due to be completed by 31 July and therefore an updated financial position at end of Quarter 4 to include key financial impacts will be presented with the 2022-23 Quarter 1 report.**

## LEGAL IMPLICATIONS

15. The council has a statutory requirement under the Local Government Act 1999 to achieve 'best value' in its delivery of its services. The authority must make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency, and effectiveness. The quarterly performance report forms part of such arrangements, thereby assisting the council to comply with legal and statutory requirements.

## EQUALITY AND DIVERSITY

16. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. It is not considered that there are any direct equality and diversity implications arising from this report.

## OPTIONS

17. Option 1: Cabinet does not approve the Performance and Finance Report – Quarter ended 31 March 2022 and the priority report detail as set out in appendices 1-9
18. Option 2: Cabinet approves the Performance and Finance Report – Quarter ended 31 March 2022 and the priority report detail as set out in appendices 1-9

## RISK MANAGEMENT

19. A detailed analysis of the performance and the summary risk position of each corporate portfolio is provided in appendices 1-9.
20. Without the production of the QPMR there would be no overall view available on delivery against the Corporate Plan 2021-25

## EVALUATION

21. Option 2 is recommended in that from the information provided in the report and appendices, Cabinet approves the Performance and Finance Report – Quarter ended 31 March 2022 and the priority report detail as set out in appendices 1-9.

## APPENDICES ATTACHED

Corporate Plan priority reports for:

- Appendix 1 Strategic Partnerships and Covid Recovery.
- Appendix 2 Strategic Finance, Transformational Change and Corporate Resources.
- Appendix 3 Adult Social Care and Public Health.
- Appendix 4 Community Protection, Digital Transformation, Housing Provision and Housing Needs.
- Appendix 5 Children's Services, Education and Lifelong Skills.
- Appendix 6 Planning and Community Engagement.
- Appendix 7 Regeneration, Business Development and Tourism.
- Appendix 8 Environment, Heritage and Waste Management.
- Appendix 9 Highways PFI, Infrastructure and Transport.

## BACKGROUND PAPERS

[Corporate Plan 2021-25 - https://iow.moderngov.co.uk/documents/s5213/Appendix\\_1.pdf](https://iow.moderngov.co.uk/documents/s5213/Appendix_1.pdf)  
[Strategic Risk Report to Audit Committee 14-03-2022 - https://iowintranet.moderngov.co.uk/documents/s7346/The Councils Risk Profile.pdf](https://iowintranet.moderngov.co.uk/documents/s7346/The_Councils_Risk_Profile.pdf)

Contact Point: David Martin, Transformation Manager  
☎ 821000 e-mail [david.martin@iow.gov.uk](mailto:david.martin@iow.gov.uk)

WENDY PERERA  
*Interim Chief Executive*

(CLLR) CHRIS JARMAN  
*Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change*

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# Appendix 1 - 2021/22 Q4

## STRATEGIC PARTNERSHIPS AND COVID RECOVERY

**Cabinet Member:** Councillor Lora Peacey Wilcox

**Portfolio Responsibilities:**

- |                                                                                           |                                                                                                                  |
|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Civic Affairs</li> <li>• Civic Events</li> </ul> | <ul style="list-style-type: none"> <li>• Media</li> <li>• Graphic Design</li> <li>• Covid-19 Recovery</li> </ul> |
|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|

**Service Updates - Key Aspirations and Ongoing Business**

A number of public consultations have taken place during Quarter 4, including:

- **Taxi Fares** - Following a request from the taxi trade, our Licensing Committee decided on 28 February 2022 to vary the Hackney Carriage Table of Fares. The decision was confirmed by Cabinet on 12 May 2022 and are in effect from 1 June 2022.
- **Homelessness Strategy** - Our Homeless and Rough Sleeping Strategy was published in 2019 and runs until 2024. It shows how we, and our partners, will work to end homelessness. We have made good progress to make sure that everyone on the Island has a place they can call home. Consultation with stakeholders will inform a delivery plan for the remaining period of the strategy (2022-25) that will be reviewed by Cabinet in June 2022.
- **Draft Newport Harbour Masterplan Supplementary Planning Document**
- **Autumn half term consultation** considering changes to the autumn half term holiday from 2023/24 onwards. Over 3000 responses were received, and the majority were in favour of a 2-week autumn half term break. Cabinet agreed to the restoration of the 2-week autumn half term for the 2023/24 academic year.

There is a current consultation taking place seeking views of Islanders with Autism and Learning difficulties to inform the Isle of Wight Autism Partnership Board and Learning Disability Partnership Group about people's experiences of services and what can be improved. Consultation will run until 31 May 2022

The new Isle of Wight Council Website is now live following necessary upgrades to the ICT Security infrastructure and provides a service with improved accessibility that works on all devices. The development team are seeking feedback on this initial release to inform further improvements. In support of the new website a new Content Management System (CMS) final release built by the IWC Software Development team was delivered in January 2022

In terms of the element of the "island Deal" related to the Annual Funding Settlement from Central government, representations were concluded in January 2022 in order to inform the settlement for 2022/23. An additional £1m was provided in the Annual Funding Settlement with a commitment from senior Government Ministers to continue working with us to understand the evidence base around the Isle of Wight's costs ahead of the 23-24 settlement. Additionally, the Council will be submitting investment plan proposals for submission to the UK Shared Prosperity Fund during the Summer. These plans will be reviewed by Cabinet in June and July 2022

**Strategic Risks** (As reported to Audit Committee March 2022)

<b>Achieving the vision for the Island</b>		
<b>Assigned to: Chief Executive</b>		
<b>Inherent Score</b>	<b>Target Score</b>	<b>Current Score</b>
<b>14 RED</b>	<b>6 GREEN</b>	<b>12 RED</b>
<b>Previous scores</b>		
<b>Nov 21</b>	<b>Sep 21</b>	<b>Jul 21</b>
<b>12 RED</b>	<b>12 RED</b>	<b>12 RED</b>
<b>Risk score is consistent</b>		

<b>Dealing with threats to business continuity (including cyber incidents)</b>		
<b>Assigned to: Assistant Chief Executive and Director of Strategy</b>		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>
<b>12 RED</b>	<b>6 LOW</b>	<b>9 AMBER</b>
<b>Previous scores</b>		
<b>Nov 21</b>	<b>Sep 21</b>	<b>Jul 21</b>
<b>9 AMBER</b>	<b>N/A</b>	<b>N/A</b>
<b>Risk score as expected</b>		

# Appendix 2 - 2021/22 Q4

## STRATEGIC FINANCE, TRANSFORMATIONAL CHANGE AND CORPORATE RESOURCES

**Cabinet Member:** Councillor Chris Jarman

**Portfolio Responsibilities:**

- Housing Benefit
- Council Tax/Business Rates
- Finance
- Internal Audit
- Property Management
- Strategic Asset Management
- Commercial Property Portfolio
- Human Resources
- Legal
- Elections & Land Charges
- Democratic Services
- Business Centre
- Learning and Development
- Procurement and Contract Management
- Business Intelligence

**Service Updates - Key Aspirations and Ongoing Business**

The Human Resources team continue to work with service areas to understand and promote the different equality needs and requirements of both the community and colleagues in order to improve services. The equality impact assessment guidance and templates have been updated and the service redesign paper amended to ensure that all members of our community are consulted when services or policies are changed. We have worked closely with 'Autism Inclusion Meets' to achieve better partnership working and finalised an LGBTQ+ policy for staff.

A QR code has been positioned at the front door of County Hall which enables our partially sighted or blind visitors to listen to a script describing the layout of the building supporting safe navigation of the reception area.

A workforce plan is being developed across the Council to identify key roles in service areas and the skills needed for the future so services can plan training and enable succession planning. Workshops have commenced and work force training plans are being developed from the information gathered. The attendance and wellbeing strategy has been refreshed with a focus on building service resilience and developing a positive working environment for all staff, recognising, and proactively responding to issues and concerns.

A review of the induction process for new starters and establishing better feedback mechanisms for job applicants has led to a refresh of the recruitment and selection policy. This improved process will lead to a reduction in the time it takes to recruit and an improved experience for those applying for roles.

Staff in commissioning roles have been asked for their thoughts on the current procurement process and strategy. This feedback will help to inform the activities required to successfully implement the new strategy, a draft of which will be completed by the end of May 2022 and will include actions in relation to local market engagement.

Meetings with Procurement and key services have taken place to seek their views on the current SAP Enterprise Resource Planning system and to understand their future service requirements. A number of Local Authorities have been contacted to arrange viewings of their systems and technology they use so we can see what is available and how to best maximise efficiency.

There has been much learning from the pandemic which has informed future thinking and planning for further accommodation rationalisation and better utilisation of existing buildings. The current focus is to secure the vacation of the Thompson House site to allow for redevelopment. This move will see a greater number of staff being co-located through flexible working arrangements into the county hall complex.

Islehelp continue to provide a wide range of information and guidance to our residents and are now offering face to face appointments for support with applications for benefits, the foodbank and help through crisis scheme thereby ensuring that residents are maximising the support available to them.

The quarter 4 financial position is not yet available due to year end processes. These are due to be completed by the end of July and will therefore report the draft outturn with the Quarter 1 22-23 report.

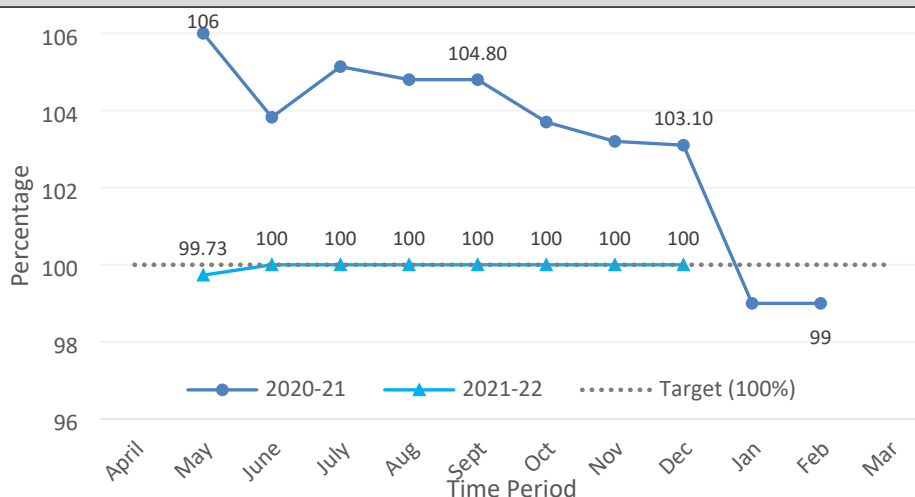
The Budget Report including the capital programme was approved by Full Council in February 2022 - any capital schemes which require borrowing will be subject to subsequent approval by the Director of Finance following an appraisal to demonstrate that the borrowing is affordable, sustainable, and prudent. Any schemes brought forward within the Transformation Budget will also be subject to such approval and will need to demonstrate a return on that investment over a relevant period.

The council's borrowing position is regularly reviewed to ensure that the level of interest payments is kept as low as possible, deferring any borrowing requirements in favour of using short term positive cash flows when investment rates are lower than borrowing rates. An investment strategy was approved February 2022 by Full Council, and a Treasury Management Strategy was approved by the Audit Committee in March 2022.

The latest financial performance report for quarter three has confirmed that the forecast is for the budget to be in balance at year end. Financial Information is available on the Transparency pages on the council's website, including the recently approved Statement of Accounts 20-21.

## Performance Measures

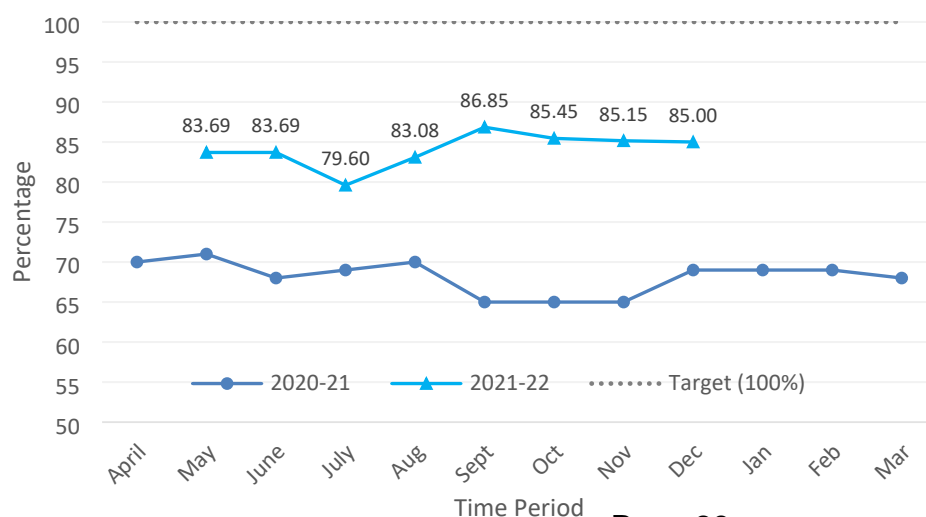
### The percentage of predicted revenue outturn (net cost of services) compared to budget



- As at quarter 3 the council is forecasting an underspend of approx. £1.3m.
- This has been based on forecast overspends and under recovery of income in Adults, Leisure, Childrens and parking being offset by corporate savings and the utilisation of the contingency established last year for ongoing Covid related costs.

- Quarter 4 data is not yet available due to end of year processes.

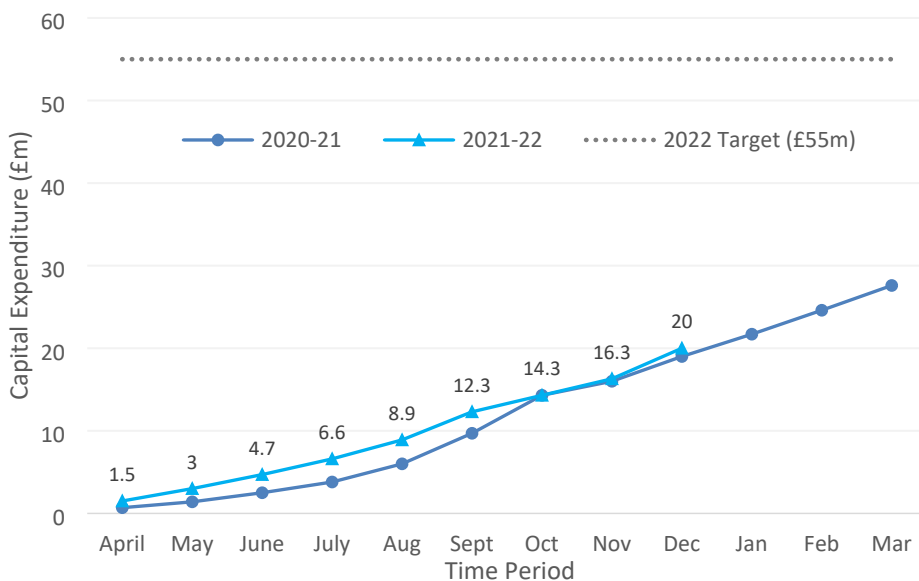
### The percentage forecast revenue income (fees and charges) compared to budget



- As at quarter 3 the council is forecasting a shortfall in gross income from fees and charges of around £3.2m for 2021/22 relating to the legacy impact of Covid
- This is mainly related to car parking income of £0.7m and one card and other leisure income of £1.8m.
- Smaller shortfalls are also being forecast in heritage services and the floating bridge.

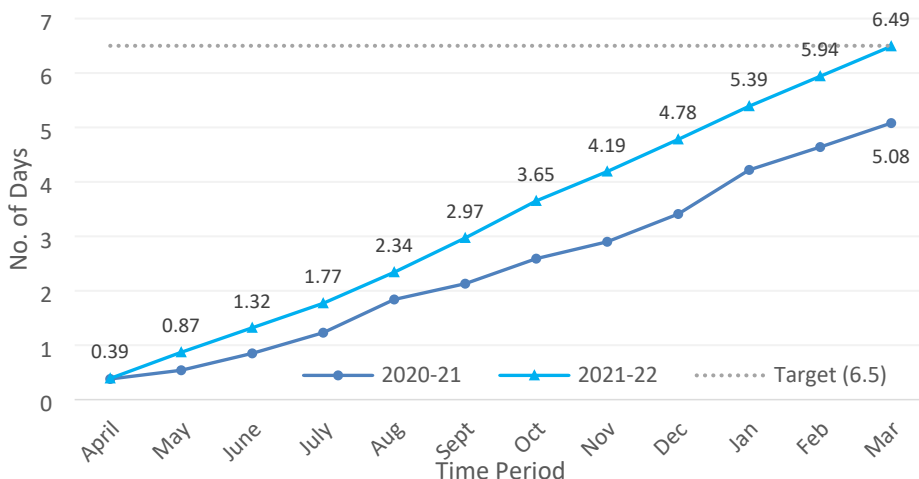
- Quarter 4 data is not yet available due to end of year processes.

**The value of cumulative capital expenditure compared to profiled budget**



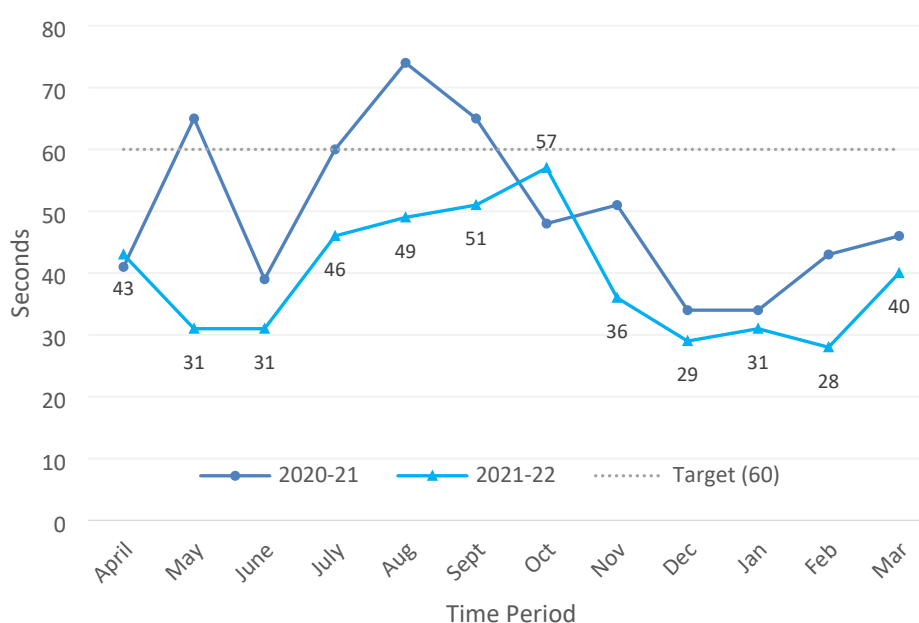
- Whilst some major projects have already been procured and are forecast to deliver according to plan, other projects remain on hold pending a review of the programme by the new administration.
- This, and delays associated with supply of materials and contractors, is likely to result in significant slippage at year end.
- Quarter 4 data is not yet available due to end of year processes.

**Average working days lost to sickness per employee**



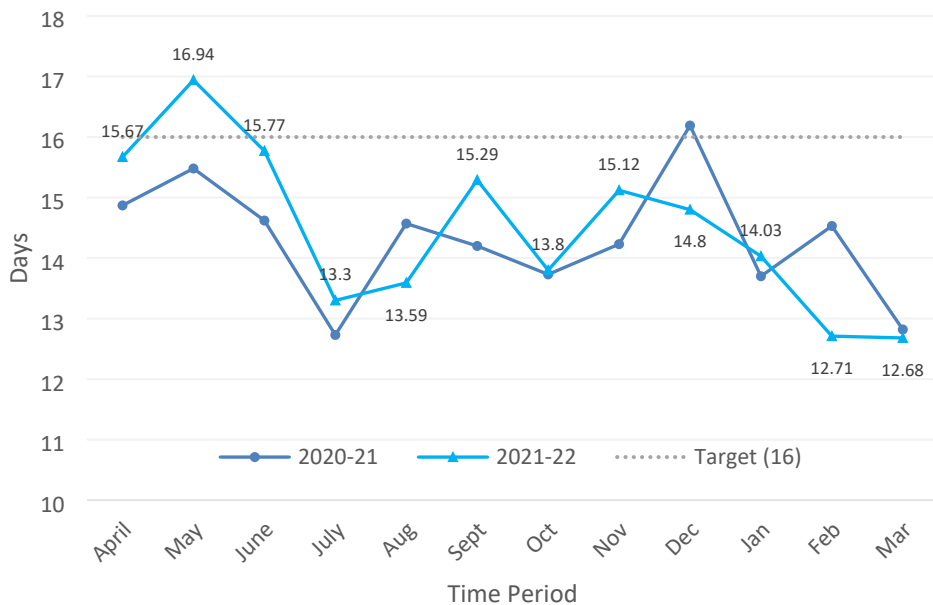
- The cumulative average working days lost to sickness reached 6.49 at the end of Quarter 4; this is 0.01 days below our target of 6.5 days.
- The average rose by 1.41 compared to Quarter 4 of last year, however we are well below the 7.68 days from the 2019-20 Quarter 4, meaning we remain below pre-pandemic levels.

**Average time to answer calls to the contact centre**



- The average time to answer calls to the contact centre dropped to an all-time low of 28 seconds in February, showing impressive recovery from a 57 second peak in October (caused in part due to sickness absence).
- While this has risen back to 40 seconds for the end of Quarter 4, we remain below the 46 seconds of the same period last year, and well within the target of 60 seconds, as we have throughout the 2021-22 year.

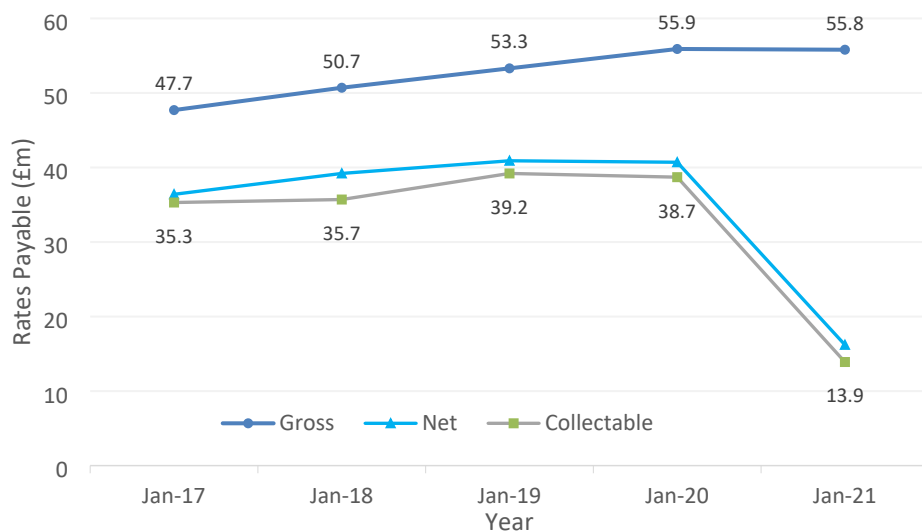
**Average speed of processing new benefit claims**



- The end of year performance stands at 14.48 days against the annual target of 16, meaning we are well within both our own target, and the national average of 20 days.
- In the previous year we achieved an average of 14.31 days for 2020-21 against target of 17 days.
- Given the fact that the benefits team have also been called on to assist the Test and Trace Support Payments team (due to sickness) and have encountered

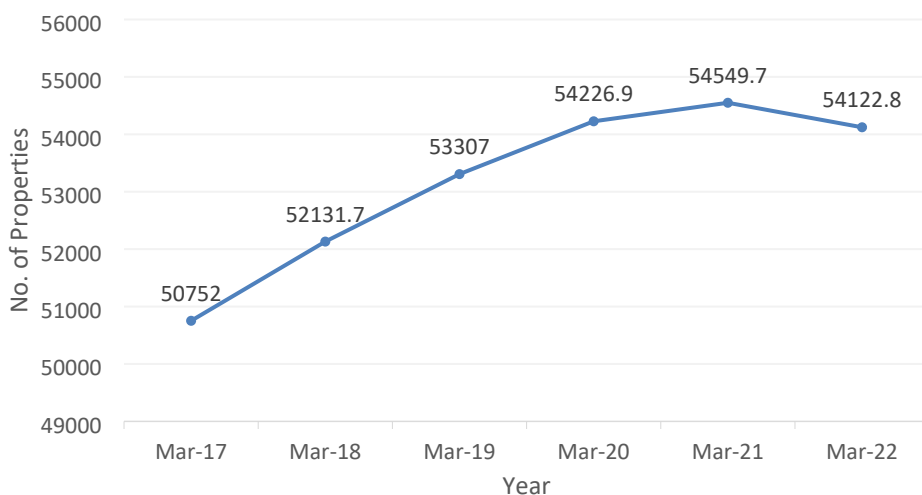
an increase in work received from DWP in preparation for annual uprating's, annual billing and rent increase changes for the new financial year, this achievement is particularly impressive.

**Total value of gross business rates payable**



- Business rates payable remained relatively stable between 2017-20.
- The substantial dive in 2020-21 on net business rates is due to the one off exceptional Business Rates Reliefs given out for the Covid pandemic.

**Number of Band D equivalent properties**



- The fall in 2021-22 data was primarily due to changes in the LCTS scheme, accounting for £409k of the total £427k fall.
- The remainder is due primarily to changes in banding/discount/exemption classification.

**Reducing debt and interest payments**

- As of 1<sup>st</sup> April 2021 the Capital Financing Requirement for all planned activities was £409m.
- After taking into account the PFI Contract and leases the gross debt was £342.7m and net borrowing of £274.4m
- The mid-year performance as at 30 Sept 2021:
- Gross debt had been reduced by £15.6m to £327.1m. Net Borrowing had been reduced by £26.2m to £248.2m.
- Data for year end 31 March 2022 is not yet available due to end of year processes

**Level of income generation through the delivery of identified commercial and investment initiatives**

- This is a new annual measure introduced in the 2021 Corporate plan and relates to “new” revenue streams that will be tracked through service finance reporting.
- We expect to be able to update on this during the 2022-23 reporting year.

**Number of local supplier tender awards**

- This is a new annual measure introduced in the 2021 Corporate plan and falls into two separate categories
  1. local suppliers whose registered office is on the Isle of Wight.
  2. suppliers who don't fall into category 1 classification but who have a local base and are employing local people.
- We expect to be able to update on this during the 2022-23 reporting year.

**Strategic Risks** (As reported to Audit Committee March 2022)**Lack of financial resource and the ability to deliver the council's in-year budget strategy**

Assigned to: Director of Finance and Section 151 Officer

Inherent Score	Target Score	Current Score
16 RED	5 GREEN	5 GREEN
Previous scores		
Nov 21	Sep 21	Jul 21
9 AMBER	12 RED	12 RED
Risk score is consistent		

**Lack of financial resource and the ability to deliver the council's medium-term financial strategy**

Assigned to: Director of Finance and Section 151 Officer

Inherent Score	Target Score	Current Score
16 RED	9 AMBER	9 AMBER
Previous scores		
Nov 21	Sep 21	Jul 21
16 RED	16 RED	16 RED
No change to risk score		

**Insufficient staffing capacity and skills**

Assigned to: Director of Corporate Services

Inherent Score	Target Score	Current Score
16 RED	9 AMBER	9 AMBER
Previous scores		
Nov 21	Sep 21	Jul 21

<b>9 AMBER</b>	<b>9 AMBER</b>	<b>9 AMBER</b>
<b>No change to risk score</b>		

<b>A change in organisational culture fails to keep a pace with the speed of organisational change, negatively impacting on the delivery of the required transformation to deliver the corporate plan</b>		
<b>Assigned to: Director of Corporate Services</b>		
<b>Inherent Score</b>	<b>Target Score</b>	<b>Current Score</b>
<b>16 RED</b>	<b>6 GREEN</b>	<b>6 GREEN</b>
<b>Previous scores</b>		
<b>Nov 21</b>	<b>Sep 21</b>	<b>Jul 21</b>
<b>6 GREEN</b>	<b>6 GREEN</b>	<b>6 GREEN</b>
<b>No change to risk score</b>		



# Appendix 3 - 2021/22 Q4

## ADULT SOCIAL CARE AND PUBLIC HEALTH

**Cabinet Member:** Councillor Karl Love

**Portfolio Responsibilities:**

- Adult Social Care
  - Community Care
  - Residential Care
  - Nursing Care
  - Homecare
  - Day Care
  - Direct Payments
  - Supported Living
  - Learning Disability homes
  - Respite Care
  - Resettlement
  - Safeguarding
  - Social Workers
- Public Health
  - Family Working
  - Healthy Lifestyles
  - Domestic Abuse
  - Early Help Services
  - Obesity
  - Social Health
  - Substance Misuse
  - 0-19 Services

**Service Updates - Key Aspirations and Ongoing Business**

The focus on improving mental health and wellbeing is incorporated into all activities across Adult Social Care, as is the assessment of how strategies, commissioning decisions and directly provided services support this across the department. Delivery of this aspiration has been incorporated into the early help living well service offer moving forward and will enable a greater focus on mental wellbeing in our local communities.

The planning work for the review of the IW Independent Living Strategy has commenced and is on schedule to be completed by end of January 2023 having been delayed as a result of the pandemic.

The review and refresh of the Careers Strategy continues to progress with community engagement activities presently in the planning stages. The support available for informal carers has been recommissioned and includes a requirement for the provider, Cares IW to ensure that they are actively promoting assessments for carers. Quarterly reporting is in place to evidence the number of carers receiving support.

Integration continues to be a key workstream within the department with activities being aligned with health partners where possible and where there is clear evidence that this benefits Island residents.

The Better Care Fund for 2022-23 is in development to align the delivery of integrated community commissioning arrangements. In April, the ICP will consider a proposal to create a Joint Commissioning Board to ensure that operational arrangements are in place to increase benefits of jointly commissioned services and to reduce the impact of unintended consequence.

The full review of the Regaining Independence Service is underway with a focus on greater levels of rehabilitation and reablement services being provided in peoples own homes, though the work has been delayed as a result of the need to reallocate resources to support with the pandemic response and increase vaccination rollout.

The review of the contract with Mountbatten was completed on schedule and reported to Cabinet for consideration in January.

Review of the IW Market position was delayed as a result of the pandemic as provider engagement is challenging when care homes and home care providers are experiencing workforce pressure and increased demands. However, work recommenced in April 2022 as planned.

Work continues with the Safeguarding Adults Board to promote 'Making Safeguarding Personal' and ensure that there is a high quality and consistent approach. An independent review of current safeguarding thresholds is being commissioned and delivery is on target for June 2022.

The Public Health team are working closely with Maternity Services and the Stop Smoking Service to ensure joined up smoking cessation support for pregnant women and their families. Work has also started with Energise Me and adult social care to create an approach to improve physical activity in care homes and in people who are receiving care support at home. Public Health will be working with the Island's Falls Lead to develop an approach to support those who are risk of falling, or have fallen, to become more physically active, including strength and balance related activity.

Additional funding from the Office for Health Improvement and Disparities (OHID) is enabling focused commissioning to support people with complex needs regarding substance misuse, involvement with the criminal justice system, housing, health, and employment. These plans have been developed during Q4 and from April 2022 they will be submitted for the funding to be drawn down.

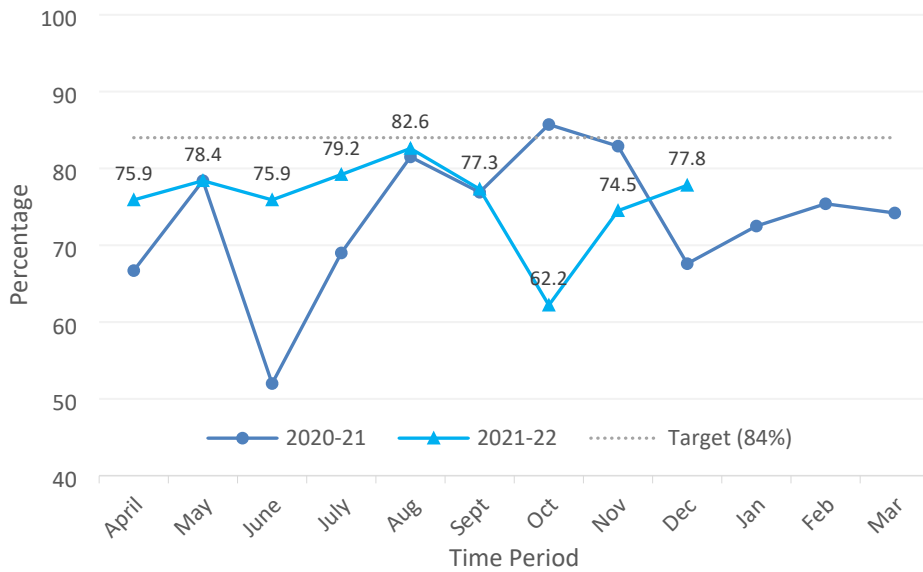
An additional grant for weight management was used for Q4 to commission Man v Fat who created a football league for men on the Island. This saw excellent results not only in terms of weight loss but also the men who attended created new friendships, reported improved self-esteem and mental wellbeing.

A sexual health needs assessment is underway to inform further service redesign where required to meet local needs, including LGBTQ+ and inclusion groups. A Prior Information Notice has been drafted in respect of requirements for 2023-24 and is on track to be published in Q1.

The team continues to focus on Living with Covid and protecting the Island population from infectious disease. Further work with the Health system to embed public health and prevention within the NHS continues with our leadership of key boards and programmes.

## Performance Measures

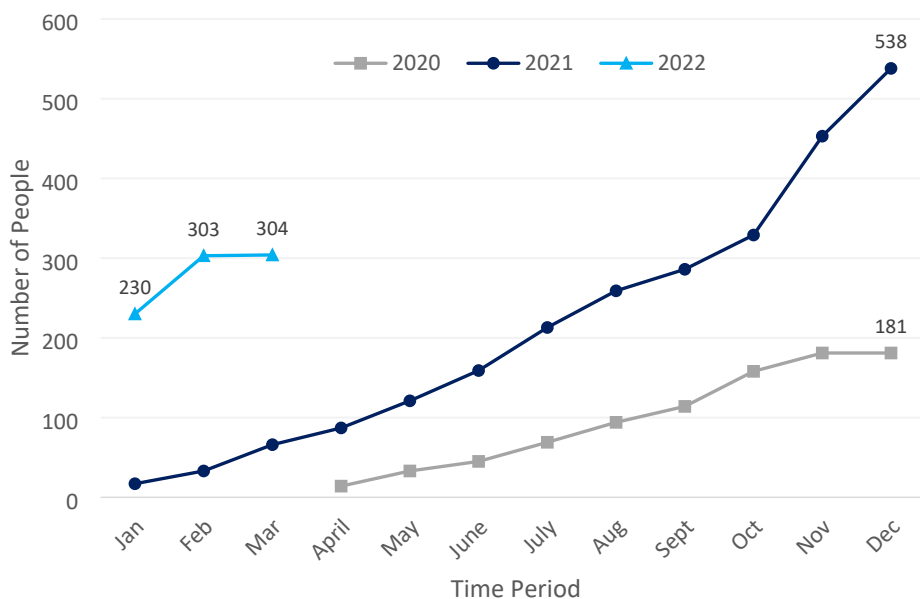
### Proportion of older people (65+) still at home 91 days after discharge from hospital into reablement/rehabilitation services



- We are currently below the target level of 84% of older people still at home 91 days after discharge.
- There was a sudden dip in October of this year which coincides with difficulties within the domiciliary care market
- We are seeing an increase in discharges where there is Long Term Need - This has resulted in people exceeding the normal 42 day window of Reablement by a considerable amount.

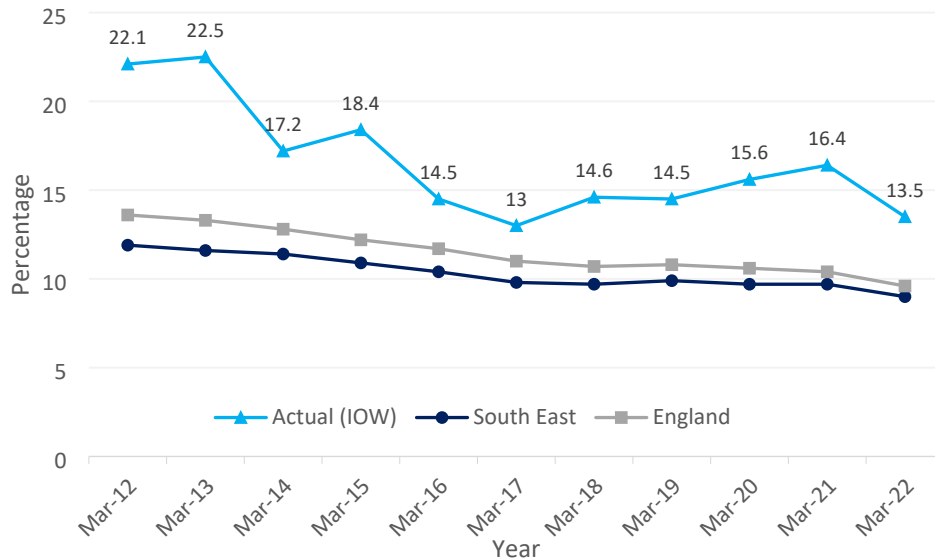
- As of 31<sup>st</sup> December 2021, around one third of the home support provided by the council is being provided by the Outreach team
- This puts the service in a position whereby capacity is now reduced because people are not moving on as quickly as they would if they were on reablement.

### Number of people stopping smoking 4 weeks (in the commissioned service)



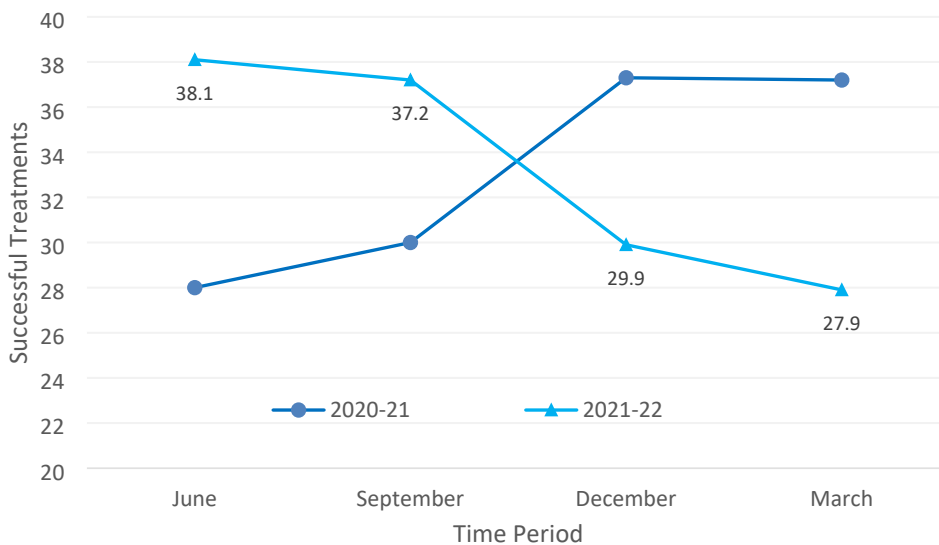
- *Please note: There can be a data lag of up to 6 weeks depending on when each quit date was set in the month*
- The contract year for the stop smoking service runs from the 1st January to 31st December.
- The target for 2022 was increased to 438, of which we have already achieved 69 percent.
- We are now just below the figure achieved by October last year and showing an increase of 68 percent on the total for 2020.

**Smoking at time of delivery (birth of baby)**



- This data is reported annually
- There has been a significant downward trend over the last decade; equivalent to 8.6 percent on the island. (levels in 2010/11 were 22.1%)
- This is despite a slight uptick of 2.6 percent between 2015/16 and 2019/20
- These trends are broadly inline with the regional and national reported figures.

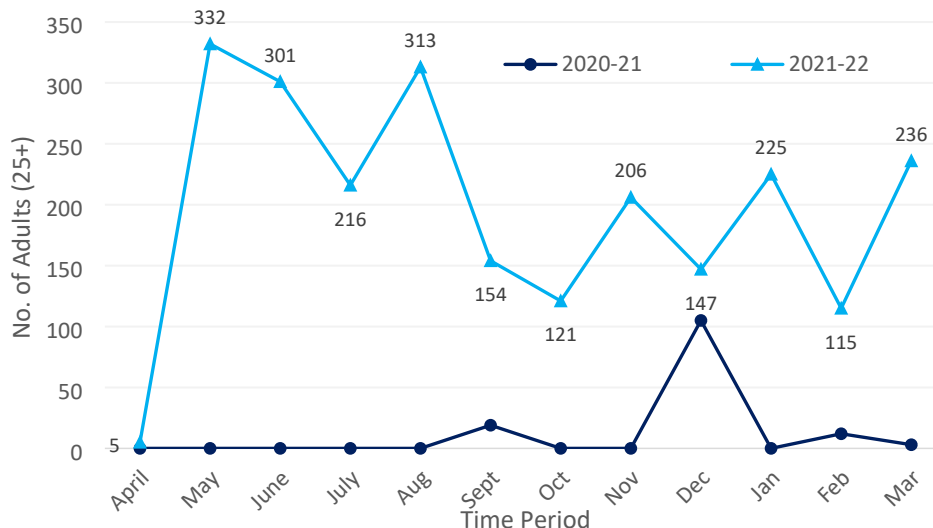
**Successful completion of alcohol treatments**



- Quarter 4 data shows that the rolling 12 month average successful completion dropped steadily, reaching 27.9 by year end.
- This is a direct contrast to the year prior which saw a rise from 28 to 37.2. However, While completions appear lower than last year, numbers referring in to alcohol treatment have risen sharply and there are some hidden outcomes from our brief intervention pathway.

- We have stepped up face to face recovery worker appointments which should help our progress, along with face to face groups, and virtual group numbers have also shown improvement.

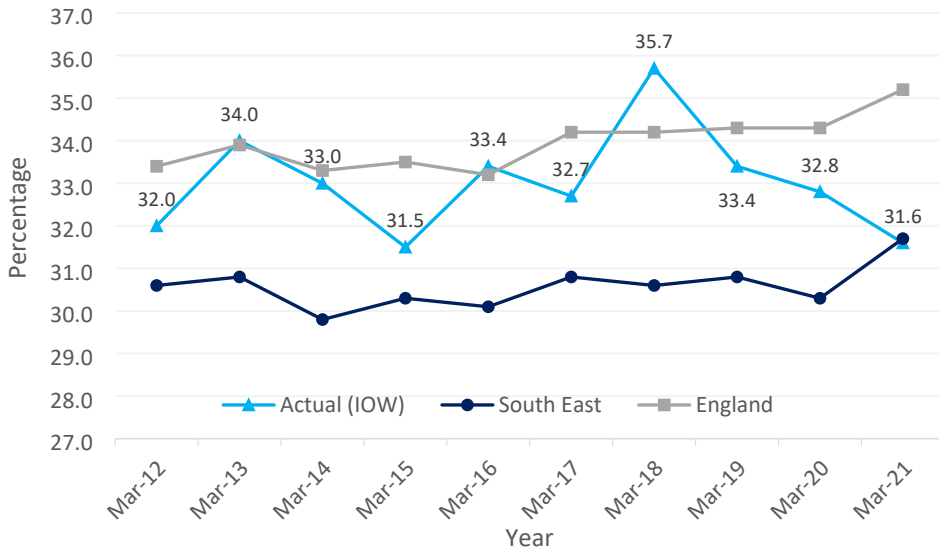
**Number of adults 25+ taking part in sport or physical activity**



- Figures for this year are substantially higher than for the same period last year, this is unsurprising given the national lockdown in place at the time.
- The peaks in May and August coincide with Junior parkrun being reinstated and new bikeability sessions delivered in schools, as well as an increase in Duke of Edinburgh expeditions.

- A reduction in activity over the Christmas period accounts for the dip in December, though this is now showing recovery through Quarter 4 as activities were reintroduced.

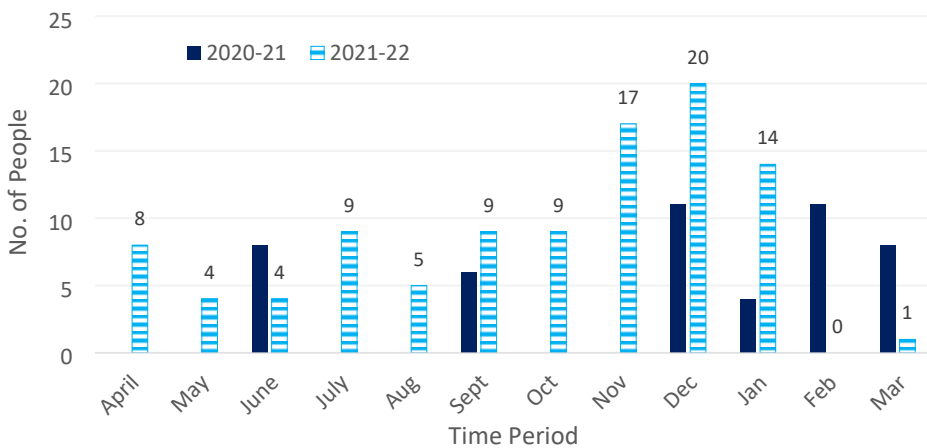
**Percentage of children overweight or obese in Y6**



- This data is reported annually, and publication is delayed due to more checks being needed on the smaller sample size being used in 2020/21 because of COVID.
- There have only been slight variations on the percentage of children overweight or obese in year 6 over the last decade on the island, with the exception of an outlier of 35.7 percent in the year 2016/17.

- There has been an overall increase of 1.2 percent on the island, compared with 0.7 in the South East and 1.8 in England.

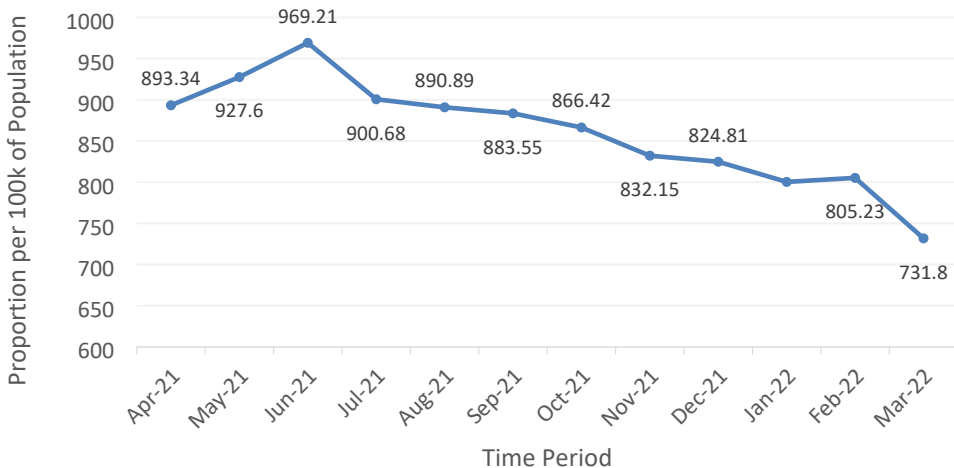
**Number of people achieving weight loss of 5 percent of body weight in 12 weeks (in commissioned service)**



- The latest data has been updated for the full contract year (Jan-21 to Dec-21) due to an audit of 5% weight loss or more KPI.
- The 5% weight loss number for the year (Jan 21-Dec 21) is 108, 67 people lower than the expected target of 167, and numbers have remained low through Quarter 4.

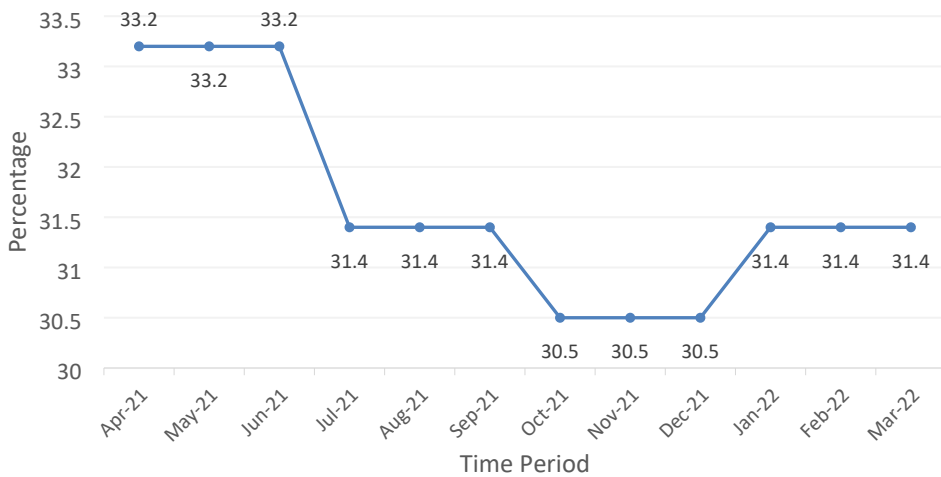
- Numbers are all tied to the enrolled/access date.
- A formal letter has been sent to the provider outlining the contractual mechanisms for under performance and the remedial action required.

**Rate of permanent admissions to residential & nursing care homes per 100k population (65+)**



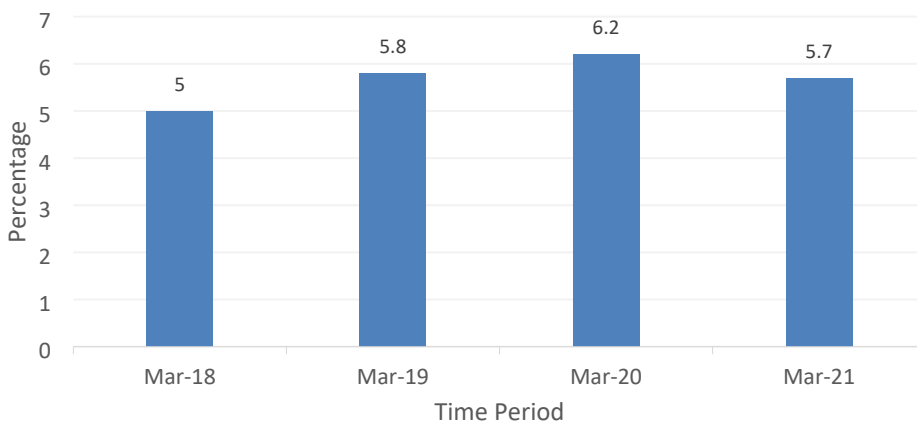
- After a concerning rise through Quarter 1, the rate of permanent admissions has shown a steady decrease throughout the year.
- The improved rate of admissions is significant indicator towards the success of the updated Care Closer to Home Strategy within Adult Social Care.

**Proportion of people in receipt of care and support funded by the council supported to remain in own home**



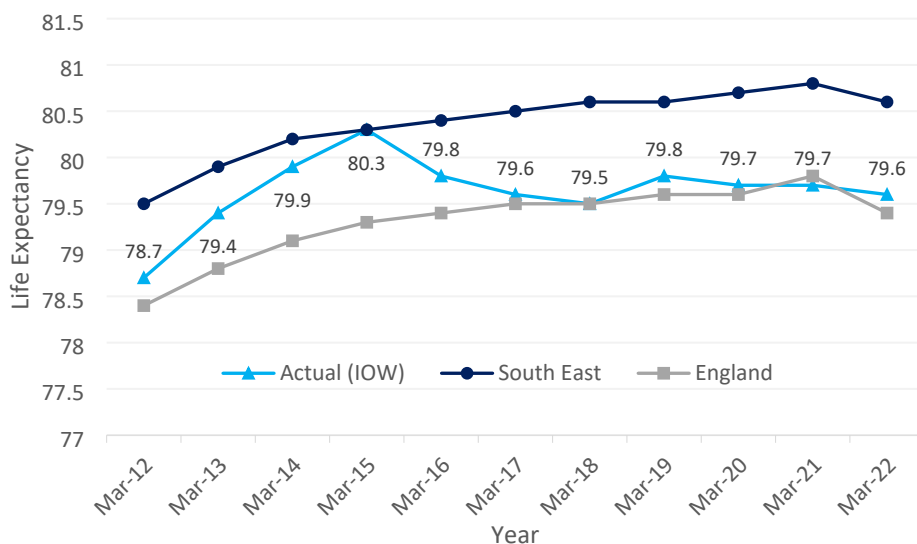
- At the start of the year, there were 2940 people open to Adult Social Care; this has fluctuated through the year reaching a peak of 3117 in February, and now stands at 3083 at the end of Quarter 4.
- Taking this into account, there has not been a significant change in the proportion of those supported to remain at home.

**Proportion of people in need of secondary mental health support**



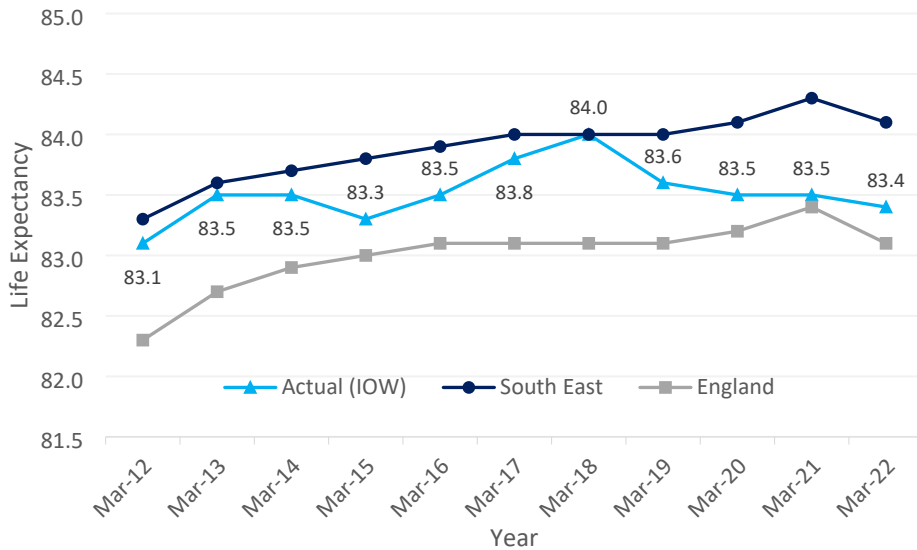
- Based on using Office of National Statistics population estimate (mid-year 2020) of 142,296.
- In 2020-21 according to NHS Digital there were 8,200 people in contact with secondary MH services.
- This breaks down as 6,320 over the age of 18 and 1,880 under the age 18.

**Life expectancy at birth (males)**



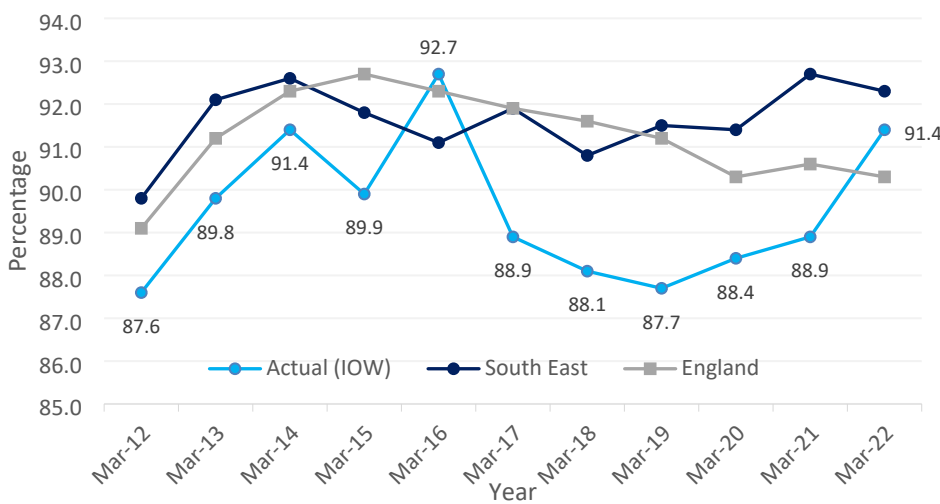
- From a low of 78.7 in 2012, and after reaching a peak of 80.3 years in 2015, the life expectancy at birth for males has remained relatively steady between 79.8 and 79.5 years since 2016.
- This is roughly in line with trends across the South East and England, the smaller sample size accounting for more noticeable fluctuations in figures.

**Life expectancy at birth (females)**



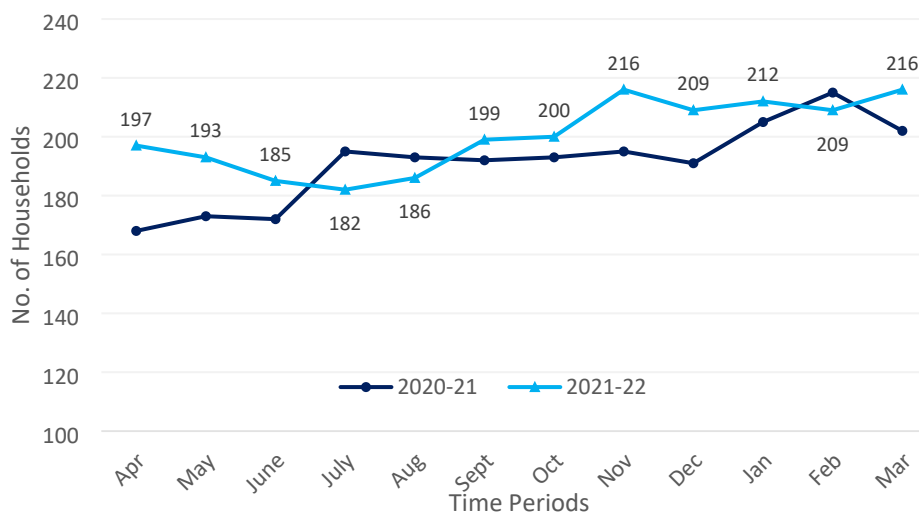
- The life expectancy of females is consistently above that of males over the last decade, though the changes in figures have been less significant, showing a range of only 0.9 years (from 83.1 to 84.0) over the last decade.
- This is roughly in line with trends across the South East and England, the smaller sample size accounting for more noticeable fluctuations in figures.

**MMR vaccination coverage at 2yrs old**



- This data is reported annually
- While vaccination percentage levels are consistently within the high eighties on the island, 2020/21 was the first year we had reached over 90 percent since 2014/15
- We are currently above the national average of 90.3 percent, but below the regional average of 92.3 percent.

**Number of households in temporary accommodation**



- Homeless acceptances continue to be above previous years due to the pressures on the service.
- We have also seen an increase in the number of households in a bed and breakfast accommodation – 38 families at year end compared to 31 in February (8 families with children included in this count).

- March sees an increase in the number of households in temporary accommodation 216 compared to 209 in February and 202 for the same period last year.
- We are now higher than the peak of 215 in February last year.
- Homeless preventions have brought the total for March lower than the previous year however this is still a very difficult ongoing market.

**Number of people discharged from hospital progressing direct to long term support at home (ASCHN funded)**

- This is a new measure introduced in the 2021 Corporate plan and thus no data is yet available
- An update is expected during the 2022-23

**Strategic Risks** (As reported to Audit Committee March 2022)**Failure to recruit acceptable quality of professional practice across Adult Social Care (ASC) and Housing Needs**

Assigned to: Director of Adult Social Care

Inherent score	Target score	Current score
14 RED	6 GREEN	8 AMBER
Previous scores		
Nov 21	Sep 21	Jul 21
8 AMBER	8 AMBER	8 AMBER
No change to risk score		

**Failure to identify and effectively manage situations where vulnerable adults are subject to abuse**

Assigned to: Director of Adult Social Care and Assistant Director of Operations

Inherent score	Target score	Current score
16 RED	6 GREEN	10 AMBER
Previous scores		
Nov 21	Sep 21	Jul 21
10 AMBER	10 AMBER	12 RED
No change to risk score		

**Failure to secure the required outcomes from the integration of adult social care and health**

Assigned to: Director of Adult Social Care

Inherent score	Target score	Current score
16 RED	6 GREEN	10 AMBER
Previous scores		
Nov 21	Sep 21	Jul 21
10 AMBER	10 AMBER	12 RED
No change to risk score		

**Independent Social Care Sector Sustainability (care Homes and Home Care)**

Assigned to: Director of Adult Social Care

Inherent score	Target score	Current score
16 RED	6 GREEN	12 RED
Previous scores		
Nov 21	Sep 21	Jul 21
12 RED	12 RED	N/A
Risk score is consistent		

**Additional demands placed upon the Isle of Wight Council and partners owing to pandemic flu or similar large-scale outbreaks**

Assigned to: Director of Public Health

Inherent score	Target score	Current score
16 RED	12 RED	16 RED



<b>Previous scores</b>		
<b>Nov 21</b>	<b>Sep 21</b>	<b>Jul 21</b>
<b>16 RED</b>	<b>16 RED</b>	<b>16 RED</b>
<b>No change to risk score</b>		

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# Appendix 4 - 2021/22 Q4

## DEPUTY LEADER, COMMUNITY PROTECTION, DIGITAL TRANSFORMATION, HOUSING PROVISION AND HOUSING NEEDS

**Cabinet Member:** Councillor Ian Stephens

**Portfolio Responsibilities:**

- Emergency Planning
- Crematorium, Cemeteries and Registrars
- Coroner
- Regulatory Services
  - Licensing
  - Environmental Health
  - Trading Standards
  - Community Safety
- Housing Needs
  - Homelessness
  - Rough Sleeping
  - Housing Related Support
- Digital Transformation
  - Digital Services
  - Corporate Applications Development
  - Software Development
  - ICT Operations and Project Management
  - ICT Configuration, Change and Release Management
  - ICT Compliance and Infrastructure
  - ICT Data Communications
  - ICT Desktop Support including Services Desk
  - ICT Applications Support and Training
  - Information Security Management

**Service Updates - Key Aspirations and Ongoing Business**

The technical build for the accessible functionality of the new website was completed by the end of March 2022. The content review for those service areas in scope for this phase of the project were also concluded and two demonstrations made available to all councillors on the new website content and format in readiness for launch. The website went live following necessary urgent upgrade works to the council's firewall to increase the security of the council's information assets.

In order to reduce the levels of street based unwarranted attention faced by women and girls Safer Streets Funding has been secured and a dedicated project officer is now in place with work well underway for the planning and delivery of the agreed scope of work for phase 3 of the project. The Community Safety Partnership is operational with various subgroups set up. The Partnership plan has recently been updated and violent crime reduction funding secured from the home office with delivery plan in place.

An interim service plan is in place to deliver a revised statutory intervention programme to prioritise the highest risk areas, including the backlog of regulatory work following the Covid pandemic, however this is subject to recent correspondence from the Department for Levelling Up, Housing and Communities on regulatory priorities for winter 2022. Our high risk delivery areas are food hygiene, health and safety, private sector housing and Trading standards.

Work on the legal and governance requirements connected to set up of the housing company. We have registered with Homes England as a provider of social housing, which allows the council to apply for grant funding to subsidise development.

As part of the Brownfield Land Release Fund (BLRF) several sites are being progressed. For the former education sites at Berry Hill (Lake) and Weston (Totland) marketing information is being prepared. Advancement on these sites will be subject to Section 77 agreement with the Department of Education which is being progressed. For a third site at Thompson House (Whitecroft) tender documents are also being prepared.

As part of the work to secure the provision of affordable housing for Island residents, consultation work with Town and Parish Councils around specific sites such as Eddington Road, Nettlestone, Pyle Street, Newport, and others has taken place. Area master planning has also taken place for larger strategic sites through the Ryde Regen, Shaping Newport, and East Cowes Place planning groups.

Cabinet approved use of Section 106 monies and a successful bid to Homes England to purchase five market flats to remain in council ownership as "affordable" homes in perpetuity as part of the Rough Sleepers Accommodation Project (RSAP). Three of these purchases have been completed and works to facilitate bringing them up to the required standard started whilst the purchases of the other two properties will be completed shortly. The matching of flats to tenants is also currently taking place.

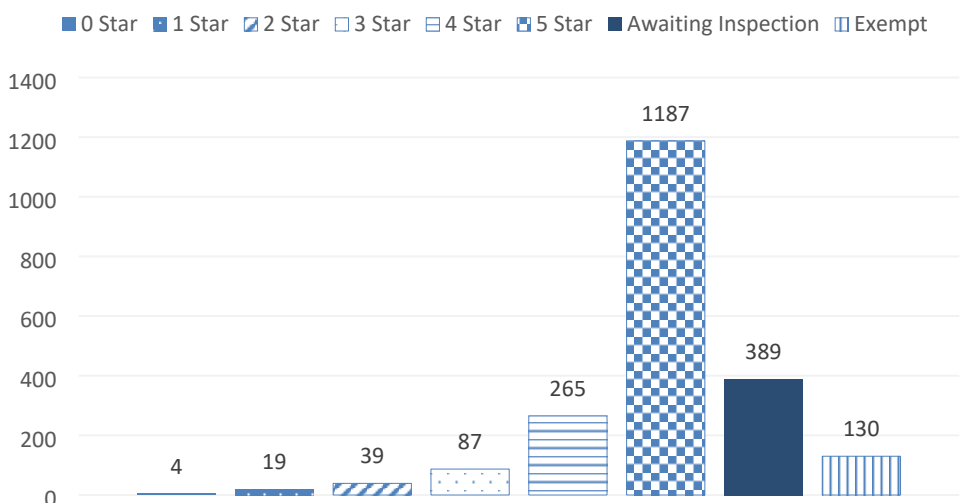
## Performance Measures

### Amount of money saved to vulnerable consumers by trading standard interventions



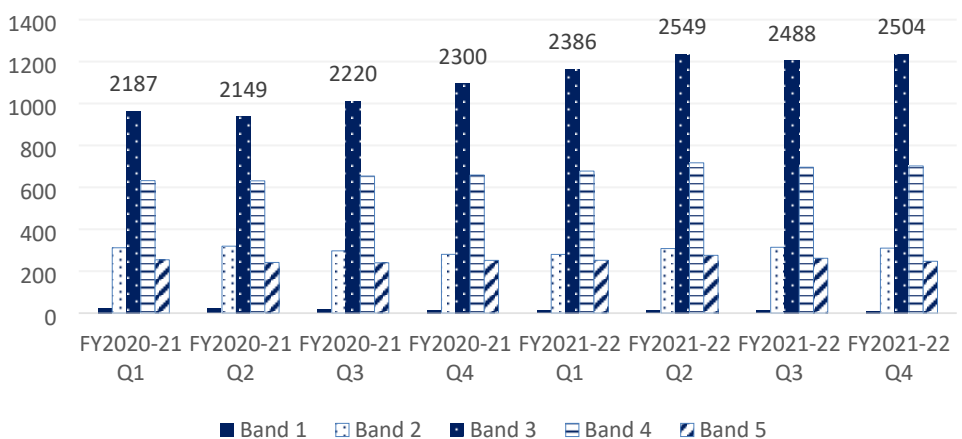
- Complaints received involve reports of scams, product safety, weights and measures, animal health and counterfeit goods.
- Routine inspections progressed a lot further during Quarters 3 and 4. with extra help coming into the Service on a short term basis.
- Amounts refunded for each quarter were
  1. £103,266
  2. £60,780
  3. £82,854
  4. £128,081

### Percentage of premises who achieved 3, 4 or 5 rating for food hygiene after being rather 0,1,2 at start of the year (previously % of 0,1, or 2 rated premises for food hygiene)



- There are currently 2120 registered premises
- 1 April 2021 started with 79 premises rated between 0 and 2
- Over the year this figure improvement of 3/4/5 of 56 percent
- We will be starting the 2022-23 year with 54 premises in that cohort.

### Average number of people on housing register per month in each of the bands

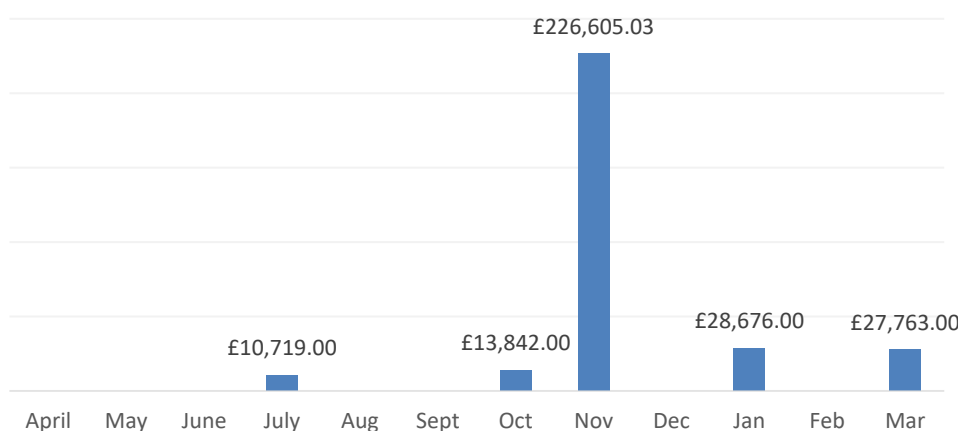


- The end of Q4 saw an increase in the number of people on the housing register from the same period last year (2504 compared to 2357 in March 2021).
- The total numbers on Island HomeFinder have decreased in the last month due to the ongoing work to review applications on an annual basis.

- Applications are assessed and placed in one of five bands according to their housing needs.
- The highest proportion of people on the Housing register is consistently within band 3 which includes
  - Homeless applicants

- Significant medical/welfare issues
- Hazardous property conditions
- Lacking amenities
- Minor overcrowding/under occupation

**Amount of funding secured for the island community safety initiatives**



- This is a new annual measure from the 2021 Corporate plan
- External grants received for Community Safety for this financial year total £307,605.03

**Number & Value of Disabled Facility Grants Approved**

- 2021-22 final; 154 grants approved value (including all variations in year) £1,242,675.13
- Please note that total value of approved cases dealt with in year included the carry forward approved cases from 2020-21= £1,834,600.38

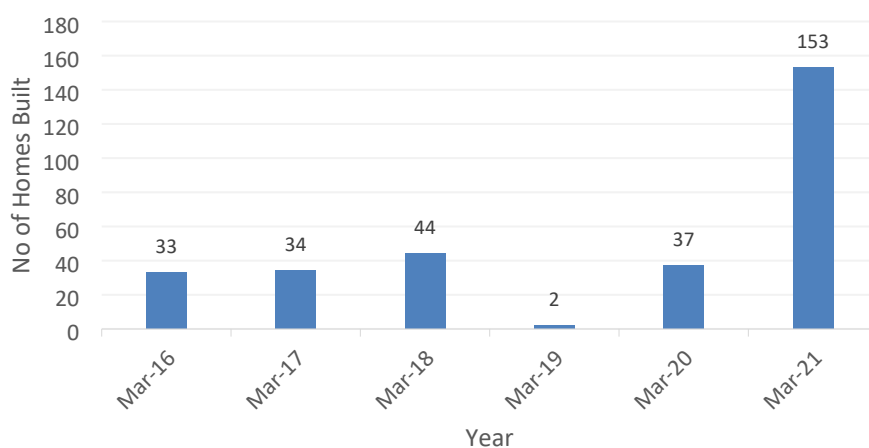
**Number of empty residential properties where IWC intervention results in their being brought back into residential use**

- The 2021 data shows that 3,372 homes were not in use as a full time occupied home, this is a fall from 3,564 in 2020.
- This consists of 426 empty properties (reduction from 510 in 2020) and 2,946 second homes (reduction from 3,054 in 2020).
- This represents 4.69% (or 1 in 21) of the total number of houses that are not used as a primary residence.
- Across England 1.97 (or 1 in 51) homes are not used as a primary residence

**Number and % of housing stock that is considered long term empty**

- The 2020-21 data showed that 3,564 homes were not in use as a full time occupied home
  - This consisted of 510 empty properties and 3,054 second homes.
  - This represents 4.98% (or 1 in 20)
- The 2021-22 data showed that 3,372 homes were not in use as a full time occupied home
  - This consists of 426 empty properties and 2,946 second homes.
  - This represents 4.69% (or 1 in 21) of the total number of houses that are not used as a primary residence.
  - Across England 1.97 (or 1 in 51) homes are not used as a primary residence

**Number of new affordable homes built**



- Monitoring year runs from April to March, and we would typically be able to provide basic numbers for the two measures in May/June for the monitoring year that had just finished

<b>Percentage of population that feel safe in the community</b>
<ul style="list-style-type: none"><li>• This is a new measure introduced as part of the 2021 Corporate Plan</li><li>• We can access this twice yearly using the YouGov and survey 500 data and every 3 years through the CS survey. Data will be captured later this year Q2/3</li></ul>
<b>Number of temporary housing units delivered</b>
<ul style="list-style-type: none"><li>• This is a new measure, introduced as part of the 2021 Corporate plan, thus data is currently limited 3 units have been delivered via the Rough Sleeper Accommodation Programme by year end 2021-22</li></ul>

**Strategic Risks** (As reported to Audit Committee March 2022)

N/A

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# Appendix 5 - 2021/22 Q4

## CHILDREN'S SERVICES, EDUCATION AND LIFELONG SKILLS

**Cabinet Member:** Councillor Debbie Andre

**Portfolio Responsibilities:**

- Children and Families
  - Adoption
  - Fostering
  - Disabled Children Support
  - Respite Care
  - Early Help
  - Care Leavers
  - Safeguarding
  - Short Breaks
  - Youth Service
- Education and Inclusion
  - Special Educational Needs
  - Alternative Education
  - Early Years Development
  - School Improvement
- Access, Performance and Resources
  - Schools
  - Asset Management
  - Home to School Transport

**Service Updates - Key Aspirations and Ongoing Business**

Regular Hearing Young People's Experience (HYPE) meetings have taken place in Q4 which has informed the work of the Corporate Parenting Board, including preparations for the current Brightspots survey. The Youth Council has a co-allocated space for a member of HYPE to participate in the Youth Council to represent children open to social care, and young people continue to participate in recruitment panels for new social workers.

Work has started on updating our approach to providing sufficient Special Educational Needs (SEN) places. A mapping exercise has been undertaken and prospective sites have been highlighted for either expansion or new provision. The SEND Action plan continues to be overseen by the SEN Board, which is multi-agency and includes parents. The Green Paper published April 2022, indicates that a new Ofsted framework for area SEN inspection will be produced. Once the framework is known the action plan will be refreshed.

Consultation of Chillerton and Rookley Schools was completed in December, and the Cabinet has now decided not to pursue closure. The School Places Plan will be updated with the latest forecast pupil numbers by Autumn 2022.

The leadership and learning partner programme continues with a termly visit to all maintained schools to support improvement, and a structured programme of funded and sold activities is underway as part of the annual professional development programme. Schools are briefed regularly about areas of particular focus in inspections and intelligence is shared across schools.

We are reviewing end of year balances for each maintained school and further action will be put in place once this exercise is completed.

The Isle of Wight is seen as being a good practice model in relation to its Family Hubs and has participated and presented to a number of national conferences, workshops, and seminars. Funding has been awarded to support covid recovery through family workers in Family Hubs. In Q4, there were 449 early help plans open.

Workforce development sessions have been completed with all practitioners with regards to motivational interviewing and restorative practice. The Resilience Around Families Team (RAFT) continue to deliver effective interventions, thus contributing to a stabilisation of children

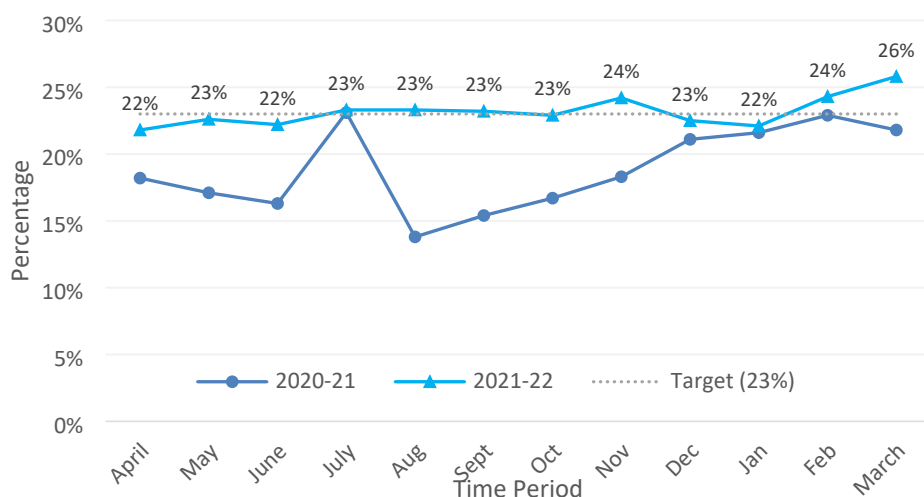
becoming looked after and supporting reunification for children with their families when it is safe to do so. In Q4 RAFT continued to work with 84 families.

The Modernising Placement Programme (MPP) will seek to increase capacity and resilience of in house foster carers through provision of additional support and training, as well as a number of other workstreams that will aim to address price and mix of placements. A business case is being drafted to secure additional investment to deliver this locally. A business case for increasing the number of foster carers and adopters is also nearing completion.

A new case management system ‘Mosaic’ has been successfully procured and implementation is underway with a planned go-live date in October 2022. The business processes are being reviewed and the training catalogue developed for the online training of all staff.

## Performance Measures

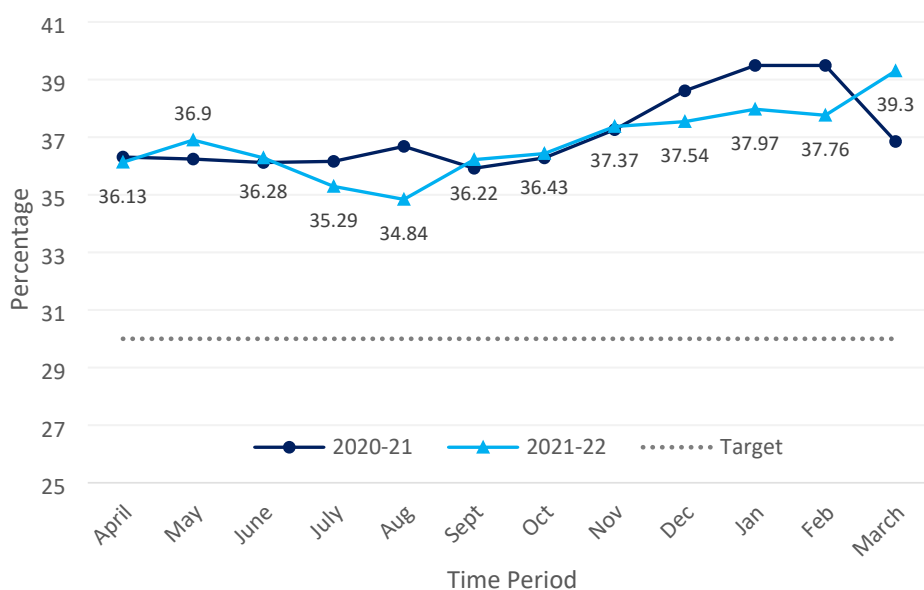
### Percentage of children on a child protection plan that are then subject to a second or subsequent Plan



- As anticipated the numbers have increased and we are now over the 23 percent target. This percentage is for Children subject to a second or subsequent plan, but not just those within 2 years.
- This should be seen in the context of a significant increase in demand and complexity of need, in line with national trends as a direct result of the pandemic.

- The reasons for a second or subsequent plan are for different but associated issues from the first plan and include adult mental health, substance misuse and domestic abuse.

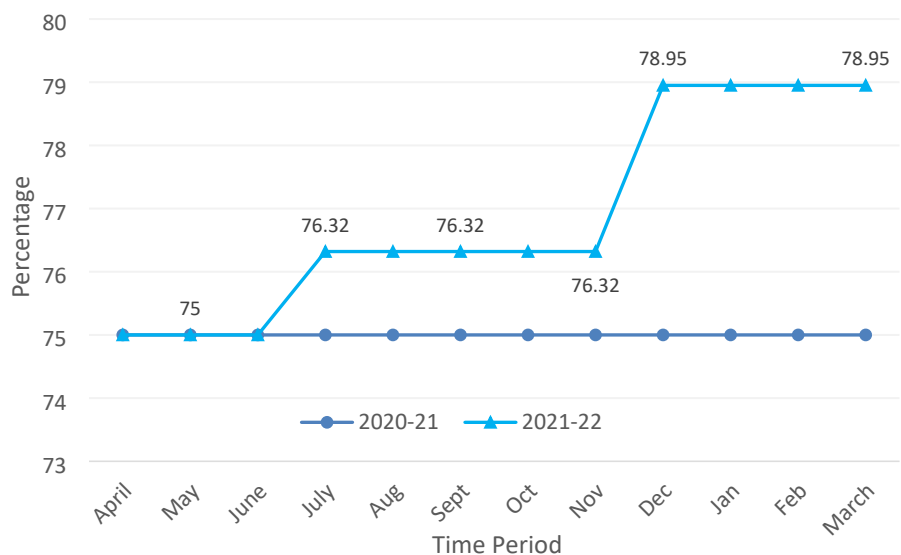
### Percentage of Children with a referral within 12 months of a previous referral



- The re-referral rate within 12 months held steady at around 37 percent for most of quarters 3 and 4, though we saw an approximate 2 percent increase at the end of the year.
- Unlike other local authorities, Multi- Agency Safeguarding Hub counts all re-referrals to ensure a more accurate view rather than only counting those re-referrals that originally progressed to an authorised completed assessment.

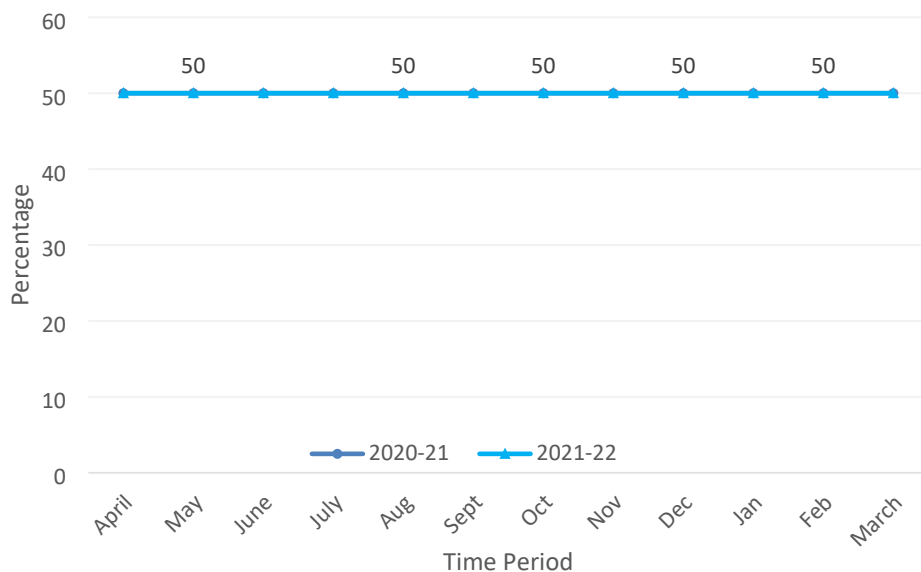
- Additional corporate investment was made to increase the number of frontline social workers to prepare and respond to this rise in demand, although recruitment of qualified social workers remains challenging both regionally and nationally.

**Percentage of primary schools graded as good or outstanding in the most recent inspection (not including schools with no inspection score)**



- Ofsted inspections recommenced in July 2021 and this saw an immediate uplift at the start of Quarter 2 (Broadlea Primary), and a second jump at the end of Quarter 3 (St Francis Primary).
- We remain stable at 78.95% at the end of Quarter 4
- This compares with 86 percent mean average for all English unitary authorities for the 2020/21 academic year

**Percentage of secondary schools graded good or better in most recent inspection**



- The percentage of secondary schools rated good or outstanding remained consistent at 50 percent for the last 2 years.
- This compares with 72 percent mean average for all English unitary authorities for the 2020/21 academic year.

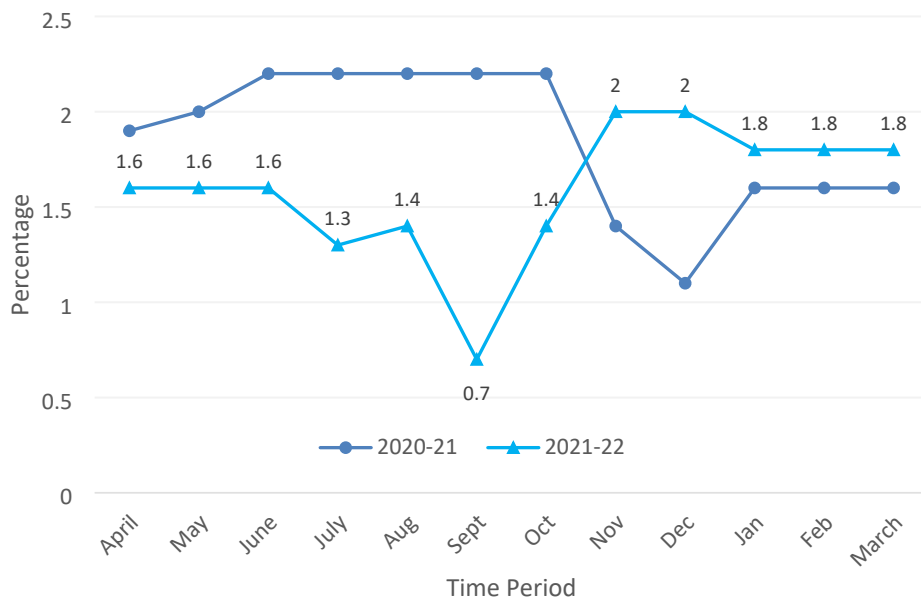
**Percentage of all Isle of Wight LA Schools graded good or better in most recent inspection**

All Schools	Inadequate	Requires Improvement	Good	Outstanding	Ungraded
48	0	11	37	0	0
100%	0.00%	22.92%	77.08%	0.00%	0.00%
100%	22.92%		77.08%		0.00%

- 4 schools: The Bay School (an all through 5-16 school), 2 special schools (St George's and Medina House) and the Pupil Referral Unit are not included in either the primary or secondary percentages.

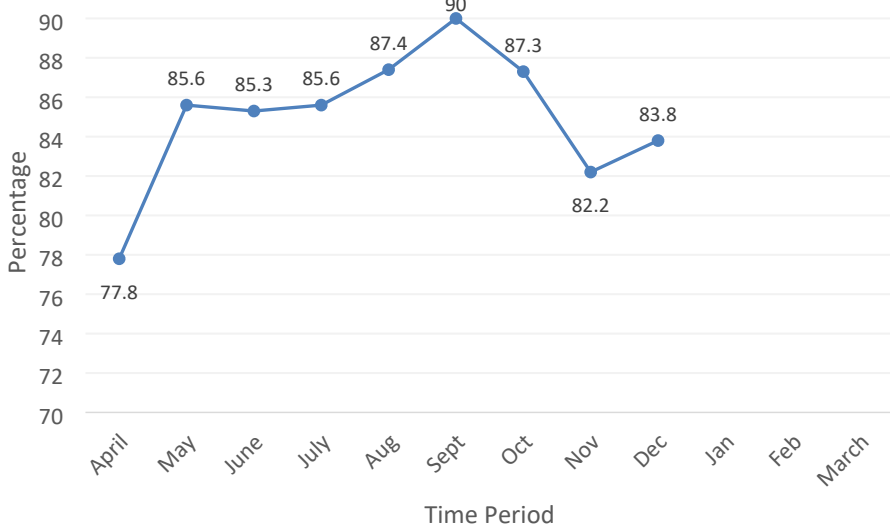
- All of these 4 schools are currently rated by Ofsted as Good.
- Of the 48 schools across the island, including Primary, Secondary, Special Schools, Pupil Referral Unit, All Through and Early years, 77 percent (37 schools) are rated as Good.

**Number of posts 16/17 Not in Education, Employment and Training (NEET) or % of (combined Year 12 and 13 NEET total (excluding unknowns))**



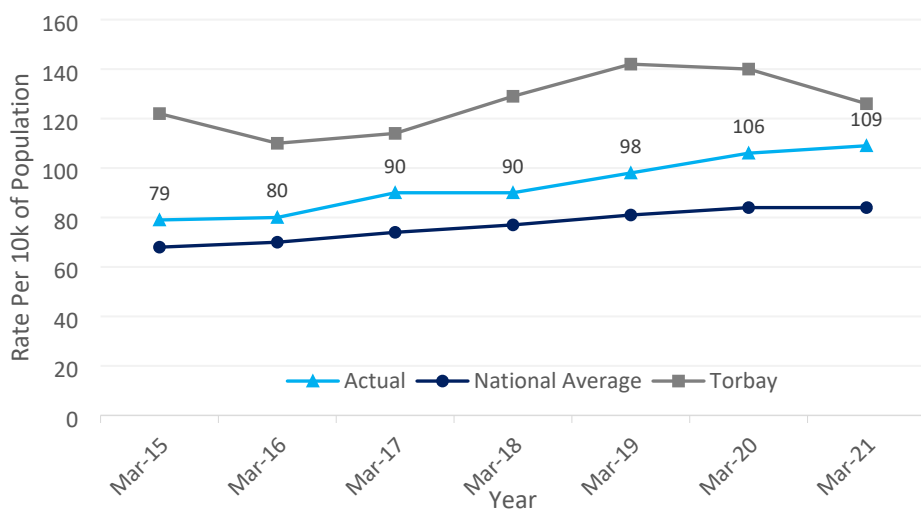
- We are currently in line with usual expected performance, but well below the 3.3 percent average for all English unitary authorities.
- Despite a significant drop in September, the NEET figure reached a high of 2 percent in Quarter 3 and now appears steady at 1.8 percent which is higher than at the same time last year, and our position at the start of 2021-22.

**Percentage of care leavers in education, employment, or training**



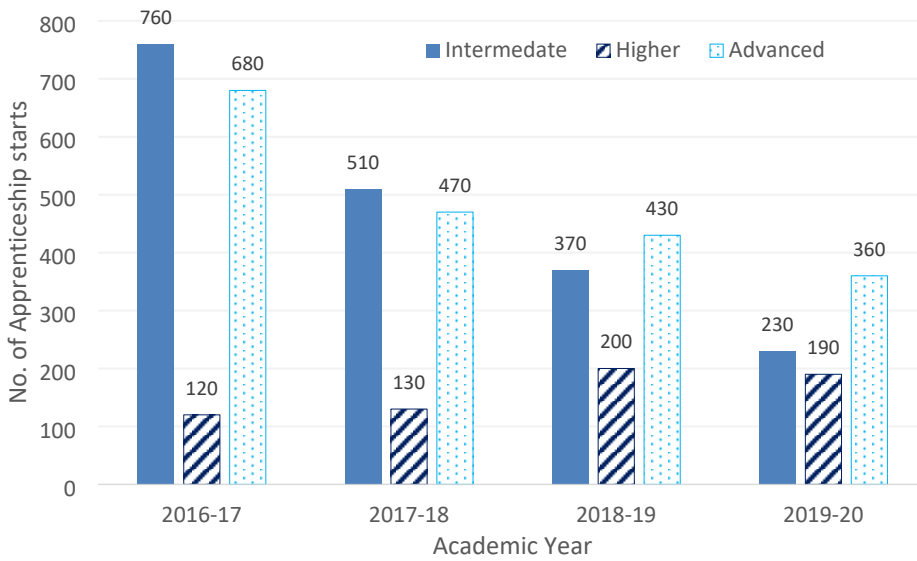
- This is a new measure introduced in the 2021 Corporate plan, and as such data is limited.
- The figure has been consistently above 80 percent since May 2021.
- Quarter 4 data should be reported early in quarter 1

**Rate of children looked after at year end (per 10k of 0-17 year old population)**



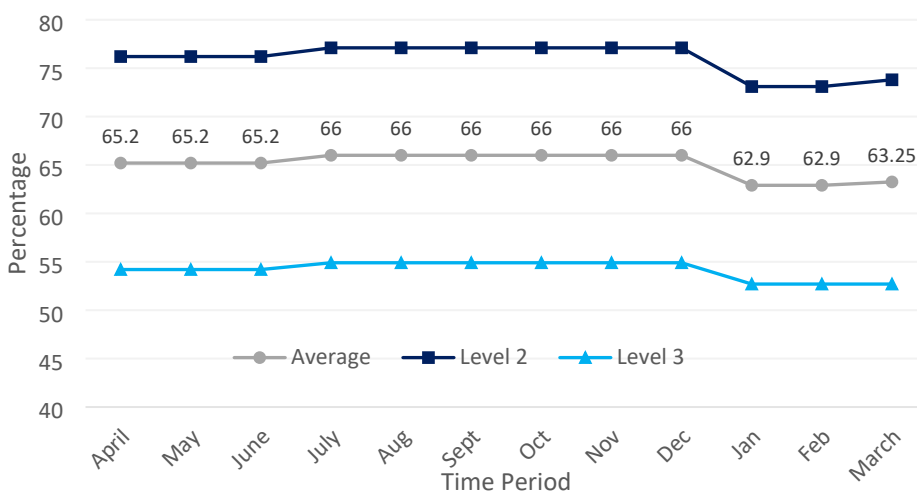
- This data is provided annually by the Department of Education
- Over the last 7 years the Isle of Wight has seen a steady increase year on year, and we are consistently above the national average.
- We have however, remained below Torbay, our nearest statistical neighbour.

**Number of intermediate/Advanced & Higher Apprenticeship starts in year**



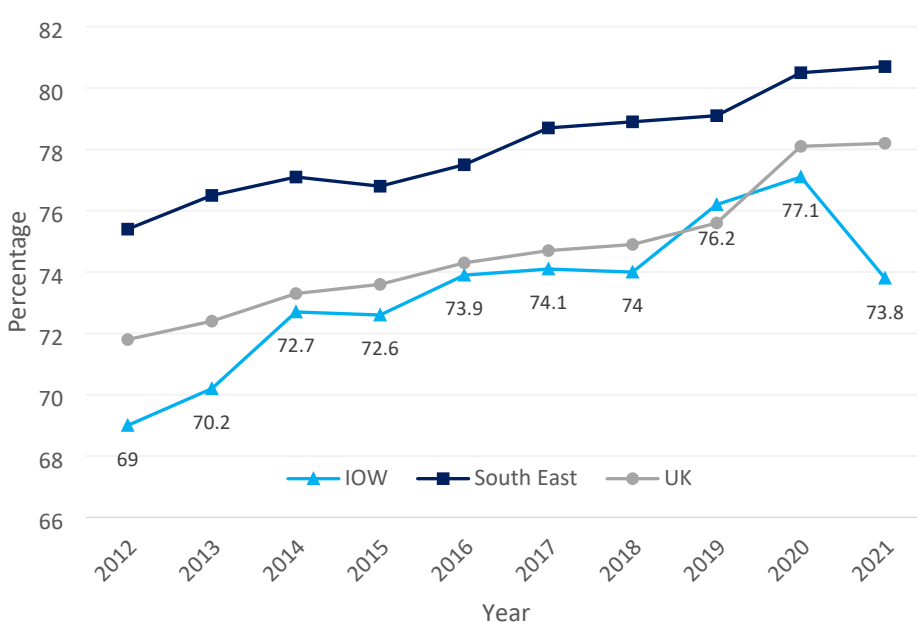
- This data is nationally reported by the Department of Education and there has been no update issued since Quarter 3 of the 2019-20 year.

**Percentage of level 2/3 qualified adults**



- Qualification data includes those aged 16-64 between Jan-Dec 2021.
- At January 2022 figures stood at
  - Level 2 73.1 percent (-4 since December)
  - Level 3 52.7 percent (-2.2 since December)
- There has been a very slight upturn over Quarter 4 for those Level 2 qualified, though Level 3 figures remain consistent.

**Proportion of working age population qualified at NVQ level 2 or higher**



- This percentage is calculated based on the population on 31<sup>st</sup> December of each year.
- For 2021 56,500 working age individuals (aged 16-64) were qualified at NVQ level 2 or higher.
- 2021 is the first year where the island has not been broadly in line with the South East and UK average.
- Total population figures for 2021 have not yet been confirmed – when these are released, it may explain this most recent dip.

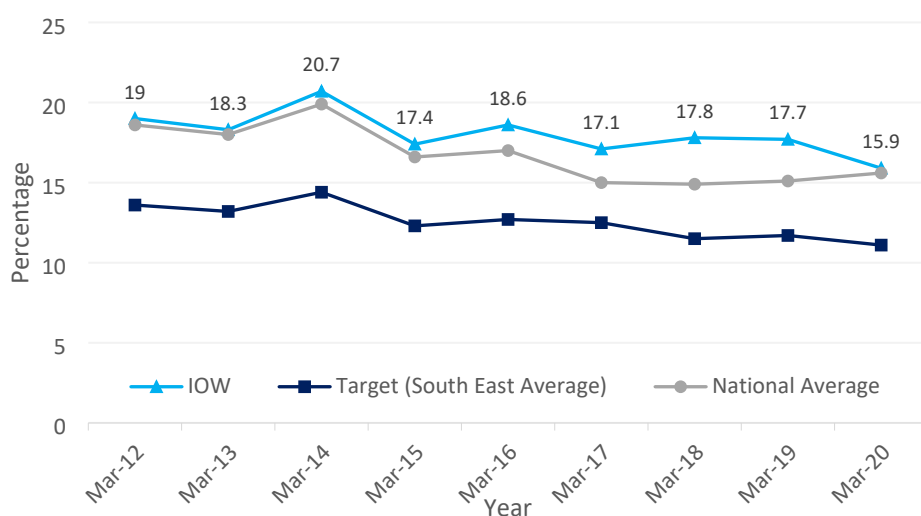
**Percentage of early help cases closed with positive outcomes achieved**

- This is a new measure introduced in the 2021 Corporate plan, and as such data is limited.
- As of January 2022, 87.5 percent of families achieved their planned outcomes

**Average attainment 8 measure at Y11 when compared to other authorities**

- Due to the COVID pandemic, there have been no figures released since 2019 as GCSEs were cancelled
- At that time, the island was ranked 144th from 151 Local Authorities with attainment score of 42.8 against the national average of 44.7.
- This figure is calculated by taking the maths grade and doubling it, taking the best of English Literature and English Language, and doubling that, then adding a range of 8 grades from other subjects that are selected by government to be included (which are not double weighted). All the above are added up for each pupil in the cohort and then divided by the number in said cohort.

**Proportion of children living in poverty (all under 20)**



- Data provided by the Office for National Statistics show that the island have remained broadly in line with national and regional trends
- However most recent figures indicate we are above the national average of 15.6 percent, and well above the South East average of 11.1 percent.

**Strategic Risks** (As reported to Audit Committee March 2022)

<b>Failure to improve educational attainment</b>		
Assigned to: Director of Children’s Services		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>
16 RED	6 GREEN	10 AMBER
<b>Previous scores</b>		
<b>Nov 21</b>	<b>Sep 21</b>	<b>Jul 21</b>
10 AMBER	10 AMBER	10 AMBER
No change to risk score		
<b>Failure to identify and effectively manage situations where vulnerable children are subject to abuse</b>		
Assigned to: Director of Children’s Services		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>
16 RED	5 GREEN	7 AMBER
<b>Previous scores</b>		
<b>Nov 21</b>	<b>Sep 21</b>	<b>Jul 21</b>
7 AMBER	7 AMBER	7 AMBER
No change to risk score		

# Appendix 6 - 2021/22 Q4

## PLANNING AND COMMUNITY ENGAGEMENT

**Cabinet Member:** Councillor Paul Fuller

**Portfolio Responsibilities:**

- |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>○ Planning Policy             <ul style="list-style-type: none"> <li>• Areas of Outstanding Natural Beauty</li> <li>• Island Planning Strategy</li> <li>• Local Development Framework</li> </ul> </li> <li>○ Housing Renewal and Enforcement</li> </ul> | <ul style="list-style-type: none"> <li>○ Building Control</li> <li>○ Development Control             <ul style="list-style-type: none"> <li>• Planning Applications</li> <li>• Planning Appeals</li> <li>• Planning Enforcement</li> <li>• Trees and Landscape</li> </ul> </li> </ul> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Service Updates - Key Aspirations and Ongoing Business**

A peer review of the Planning Service took place from 17-19 May 2022, with the Local Government Association on the island over that period to undertake interviews with stakeholders, staff, and members in order to provide recommendations for improvement. The resulting report and action plan will be shared with relevant policy scrutiny committee members once available.

The council has been successful in being awarded £1m via the government's Brownfield Release Fund (BRF) to bring forward 3 council owned sites for new housing, and work has commenced on progressing these projects. Marketing of the BRF sites is due to commence shortly. The Council has also secured One Public Estate 9 grant revenue Funding to bring forward the Old Library Site in conjunction with NHS at St Mary's to bring forward step down care facilities and keyworker housing.

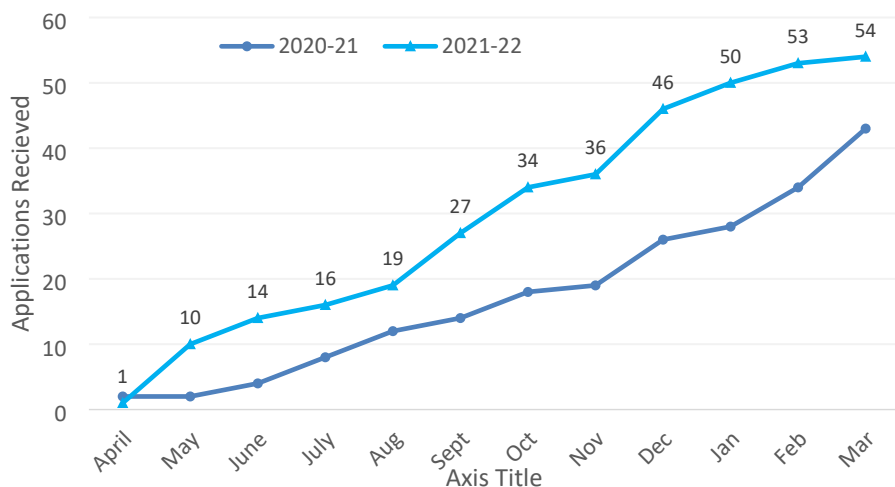
The Island Plan Strategy (IPS) process has been temporarily paused to allow for further deliberation by the administration. However, progress around consultation is ongoing and steered / monitored by the Project Board. The draft IPS content approach is subject to a Councillor Working Group which reported to the Corporate Scrutiny Committee in December 2021. The period for representation is due in Q1 22/23 and submission in Q2.

Officers are in discussion with the Portfolio Holder on how to take key activity in respect of Greenfield sites not already allowed for in the draft Island Plan forward within the context of the preparation of the Island Planning Strategy and national planning policy and legislation.

It is anticipated that amending the council's constitution to allow representatives from town, parish, or community councils to be non-voting members of the committee will be led by the Monitoring Officer, given it requires a change to the Council's Constitution Code of Practice.

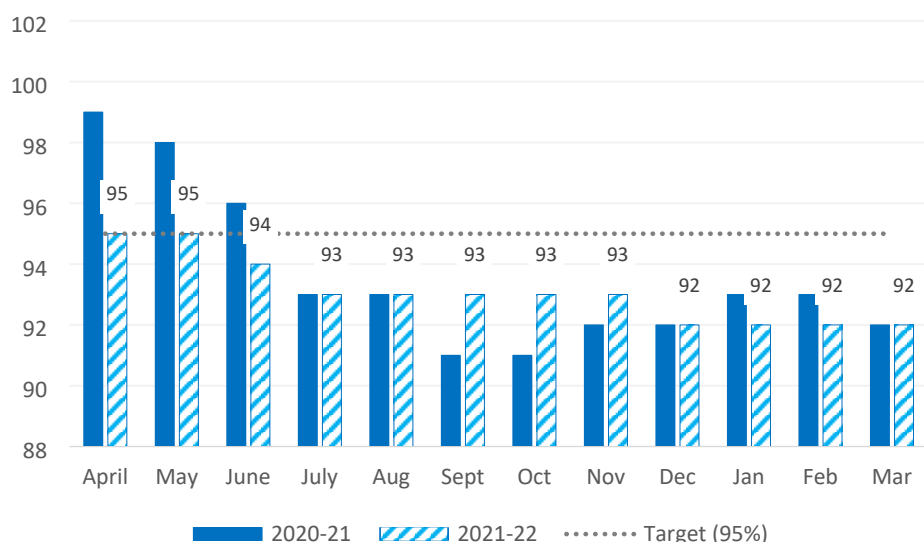
## Performance Measures

### Number of major planning applications received (cumulative)



- The number of major planning applications is returning to pre-pandemic levels (57 for 2019-20, 43 for 2020-21)
- Similarly, the total number of planning applications (2470) is now higher than in 2019-20 (2238) and 2020-21 (2419)

### Percentage of all planning applications processed within timescales



- The level of total planning applications processed within timescales had remained relatively consistent through this financial year
- While we are slightly below our target of 95 percent for all applications, we are above the provisional national average for all English unitary authorities (91 percent)

### Proportion of new housing development commenced on brownfield land

- Monitoring of this measure is undertaken by Hampshire CC and runs from April to March.
- We would typically be able to provide basic numbers for the two measures in May/June for the monitoring year that had just finished

## Strategic Risks (As reported to Audit Committee March 2022)

N/A



# Appendix 7 - 2021/22 Q4

## REGENERATION, BUSINESS DEVELOPMENT AND TOURISM

**Cabinet Member:** Councillor Julie Jones-Evans

**Portfolio Responsibilities:**

- Economic Development
- Events
- Regeneration Projects
- Leisure Centres
- Sports Development
- Tourism

**Service Updates - Key Aspirations and Ongoing Business**

As part of the development for Newport Harbour, a pop-up proposal for container business units is currently under evaluation. A request from members to accelerate the cultural centre feasibility to help address national archives and library issues has resulted in the preparation of a vision document to be presented in June 2022. The Relocatable Homes proposal went to cabinet in January, budget approved in February, enabling the procurement of a delivery partner for the scheme. Initial surveys of potential site undertaken to inform planning application by the council and/or the preferred partner.

Market testing, feasibility and viability studies have commenced around identifying a partner to develop new homes at Venture Quays with a report of findings due at the next housing members' board. The next steps will be the development and agreement of the finance model, with a business plan agreed with a partner to support delivery and investment.

£5.8m was approved from the Government's Levelling Up Fund for East Cowes marine hub projects which need to be complete by March 2024. We have signed a memorandum of understanding and received first tranche of funding in February 2022. Procurement completed in January identified MCM as contractor to undertake southern elevation works to install new windows and weatherproofing. Wight Ship Yard Ltd have also progressed improvements to the marine access at the site. Initial designs for the Barracks building are being refined in liaison with the proposed tenant and the local community.

Renovation of the Digital Innovation centre is underway, with Phase 2 fit-out works having commenced in January and opening scheduled for July.

We are working with the purchaser of Pier Street, Sandown to complete sale of the site. The design and costing of the footway to access the new development to meet necessary standards is being undertaken by Island Roads as a priority with completion of sale following and works getting underway before the 2022 summer season. However, delay at land registry means the claim for adverse possession will not be granted in time for the sale. The legal team are currently progressing this so that the sale can be completed.

Brewery fit out works, part of the Branstone Farm Business Park, are due to complete in July 2022. We seek to mitigate a forecast £200k increase in material costs across the whole project throughout the remainder of the contact and report to Regen Members board if this is not possible.

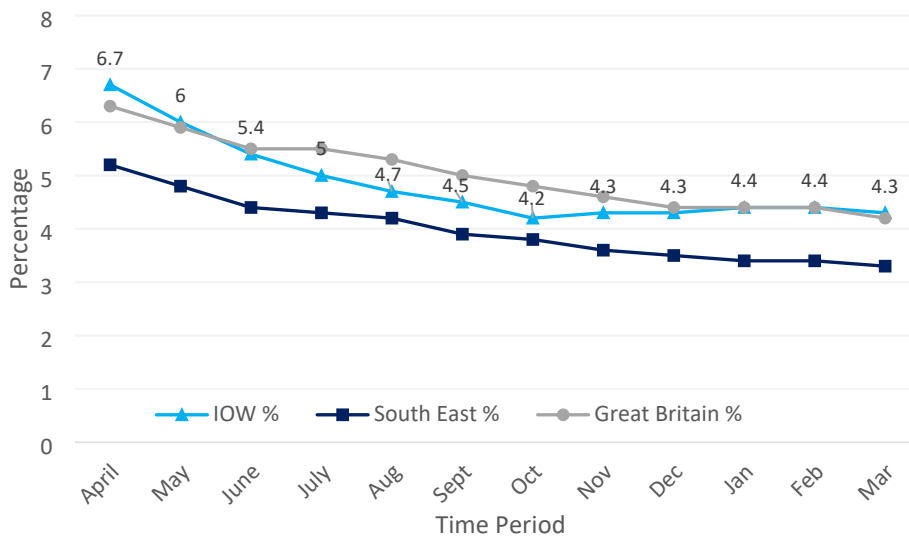
Improvements to the remaining roads and lighting schemes within the Camp Hill infrastructure which are in private ownership will progress in early 2022 but in order for full coverage to be achieved permission from all owners has to be in place before the work can commence, thus communication is ongoing. The drainage survey has been completed by Island Roads and analysis of the results will inform a potential programme of works.

The Economic Development Board (EDB) has been refreshed and work is underway to establish new subgroups, terms of reference, membership, and key actions for a new Skills Board subgroup.

Finally, the Governments “Multiply” programme has identified £600K over the next three years to improve numeracy skills. Officers are considering how existing approaches to this issue can be enhanced as a result. Officers are also considering the Governments Shared prosperity fund allocation and will present proposals to members in July.

## Performance Measures

### Average number of out of work benefit claimants (per month)

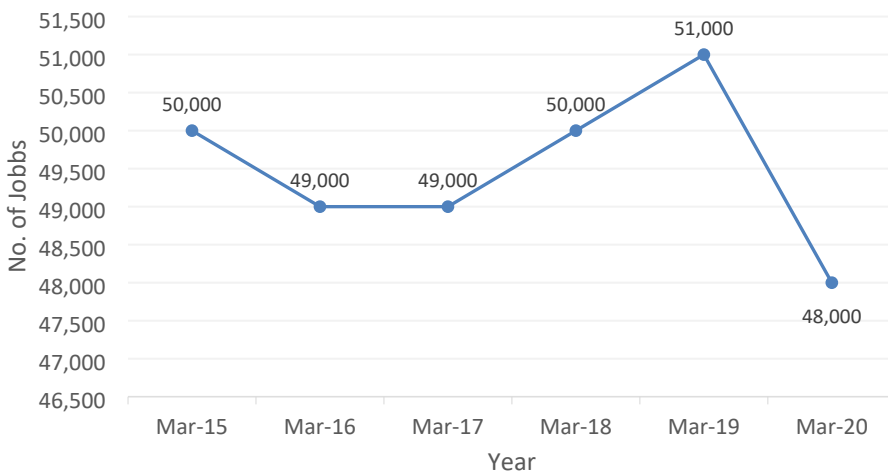


- The number of out of work benefit claimants began to rise slightly over Quarter 3, most due to the reduction in seasonal opportunities, and has remained consistent over Quarter 4.
- The island is now above national rate (4.2 percent) for the first time since May 2021 but is still in a far healthier position than the 6.7 percent unemployment at the start of the year.

- At this time last year, the rate stood at 6.9 percent, with a claimant count of 5490 (compared to 4.3 and 3380 for 2021-22)

2021-22	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Claimant Count	5,370	4,775	4,290	4,005	3,770	3,550	3,365	3,385	3,395	3,455	3,460	3,380

### Number of jobs on the IOW



- According to annual NOMIS data (most recently released in March 2020), the number of jobs on the island dropped by 3000 from the year previously, which is not unexpected given the start of the pandemic at this time and is also in line with the decrease in jobs across the county and region.
- Of the 48,000 jobs available on the island
  - 60.4 percent were Full-Time
  - 39.6 percent were Part-Time

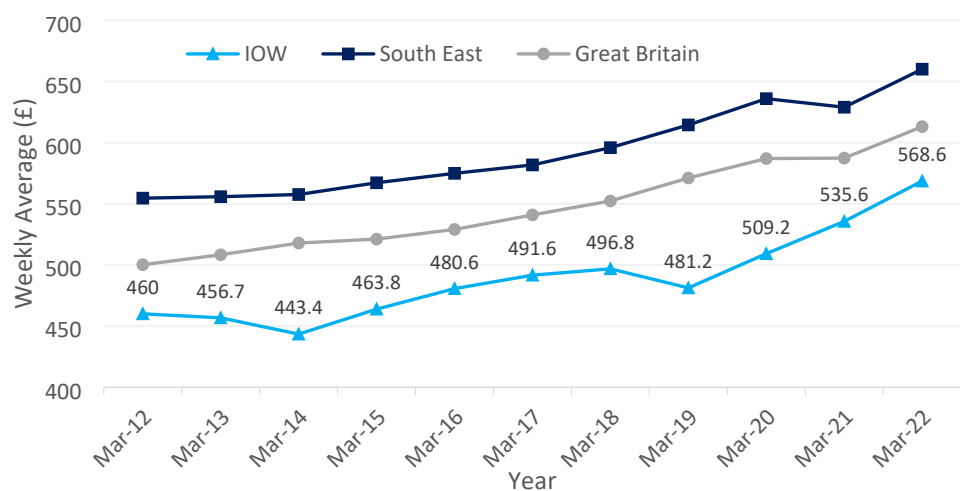
	IOW	South East	Great Britain
Mar-15	50,000	4,047,000	28,565,000
Mar-16	49,000	4,122,000	29,045,000
Mar-17	49,000	4,081,000	29,368,000

Mar-18	50,000	4,119,000	29,546,000
Mar-19	51,000	4,186,000	29,894,000
Mar-20	48,000	4,079,000	29,326,000

**Number of visitors to IOW**

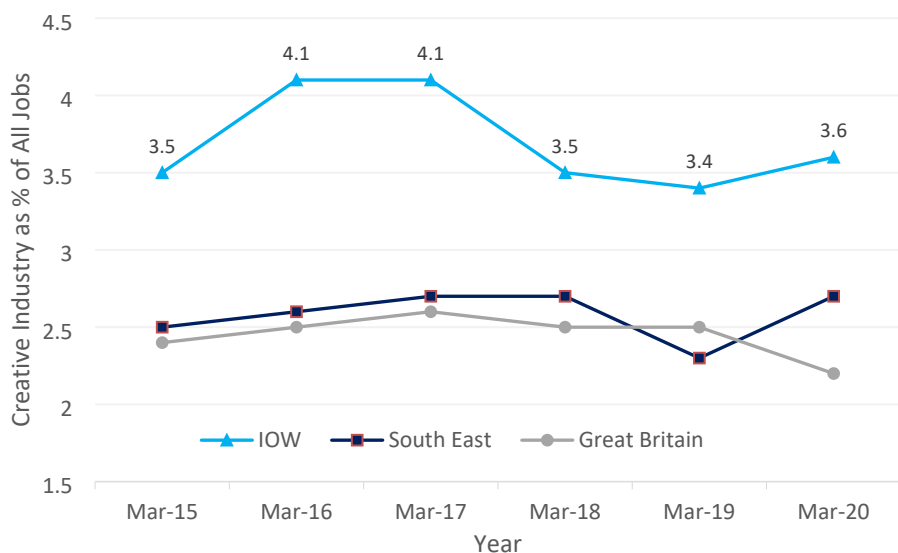
- Due to ongoing Covid-19 related travel restrictions meaning data collection has had to be suspended and a planned update to the survey methodology during 2020, a temporary gap in the reporting of the domestic tourism monitors has resulted.
- This disruption means the National Tourist Boards will be unable to publish detailed results from GBDVS for 2020 or Q1 2021 and any data from this period will only be published after a thorough review to ensure they meet necessary quality standards.
- Fieldwork resumed in April 2021 and we anticipate being in a position to commence the delivery of Q2 2021 summary data at some stage during Q1 2022 (barring any unforeseen circumstances)

**Average gross weekly wage for an IoW resident (mean income level)**



- 2021-22 figure for IOW has increased by 6.2 percent, the South East average by 5 percent and the national average has increased by 4.4%.
- Whilst this is positive and shows a closing of the gap to a small extent, to put it into perspective the Isle of Wight level is now equal to the South East level of 2015 and the national level of 2019.

**Number of jobs in creative industries**



- The percentage of jobs in creative industries (Arts, Entertainment, and recreation) on the island has consistently remained above those at both regional and national levels, however, there has not been a significant level of fluctuation in either direction.
- The largest sectors of employment on the island remain in wholesale, retail and motor vehicle repair, and health and social care, each having a 16.7 percent share of the market.

Year	Mar-15	Mar-16	Mar-17	Mar-18	Mar-19	Mar-20
Jobs	1750	2000	2000	1750	1750	1750

**Number of people living in new town centre locations**

- As of March 2020, 14.1 percent of the island’s 142k population were living in town centre locations.

**New jobs created and protected by regeneration projects**

- This is a new measure introduced in the 2021 Corporate plan and thus no data is yet available
- An update is expected during the 2022-23 financial year

**Average number of in person advice and guidance activities per month with business seeking to grow and develop loW**

- This is a new measure introduced in the 2021 Corporate plan and thus no data is yet available
- An update is expected during the 2022-23 financial year

**Strategic Risks** (As reported to Audit Committee March 2022)

N/A

## Appendix 8 - 2021/22 Q4

# ENVIRONMENT, HERITAGE & WASTE MANAGEMENT

**Cabinet Member:** Councillor Jonathan Bacon

**Portfolio Responsibilities:**

- Environment
  - Parks and Open Spaces
  - Beach Huts and Beach Management
  - Rights of Way
  - Biosphere
  - Climate Change and Environment
  - Countryside Management
  - Allotments
  - Playing Fields / Sports Grounds
  - Amenity Land Hire
- Heritage
  - Libraries
  - Medina Theatre
- Museums
- Archaeology
- Records Office
- Waste
  - Waste Collection (Household, Schools and Trade)
  - Waste Disposal
  - Forest Road Waste Recovery Park (MT plant and energy from Waste Plant)
  - Household Waste Recycling Centres
  - Commercial Waste Recycling Centres
  - Closed Landfill sites
  - Littering and Fly Tipping

**Service Updates - Key Aspirations and Ongoing Business**

A programme of works is being developed and additional funding sought to annually increase the number of trees planted and maintained from April 2022 in accordance with a new tree management and planting plan to increase biodiversity, green corridors, and off-set carbon impacts.

Following the completion of a positive business case, the Dark Skies Application is being revised and will be resubmitted in the summer of 2022.

The waste team are considering the financial impact of higher cost of living and energy prices in respect of purchasing a third vehicle to support an increase in the number of garden waste service subscriptions. The team is currently studying market stability and the probability of securing 5,000 additional subscriptions next year.

There is a continuing programme of works to annually reduce the volume of non-essential waste sent to landfill, including the completion of the energy from waste plant in April 2022.

Regular meetings with SSE and relevant stakeholders are in place to help secure commitment from all to improve grid connectivity to the mainland. This activity will be built into the work plan of the Energy Hub within the Mission Zero Hub.

The Climate Change staff working group will seek to appoint Climate Ambassadors to support the development of activities across the council. Two cohorts of council staff including several Corporate Management Team members and the Chief Executive completed Carbon Literacy Training, thus allowing the organisation to apply for Carbon Literate Organisation Status.

In addition, the Climate Change e-learning module has been developed and is in the testing phase with a range of staff from across the council, and free Carbon Literacy Training offered by the Local Government Association for elected members has been circulated to all councillors.

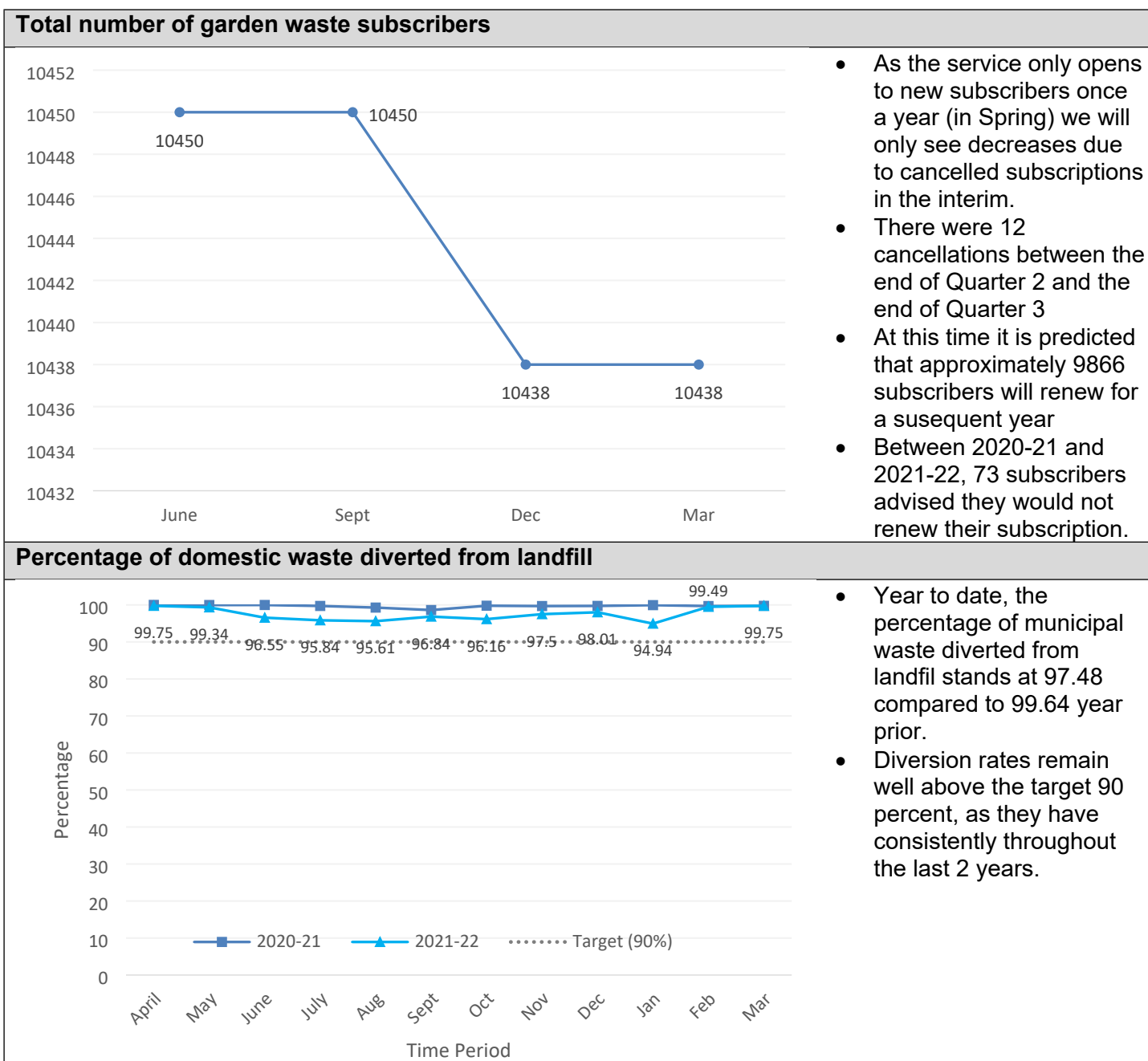
Cabinet decisions were made in January regarding how the Biosphere will be supported by the council. This included moving the administration of the Biosphere from the Areas of Outstanding

Natural Beauty to the council, thus aligning with the Mission Zero Hub. Additional resources are required to take on coordination role and will be appointed in due course.

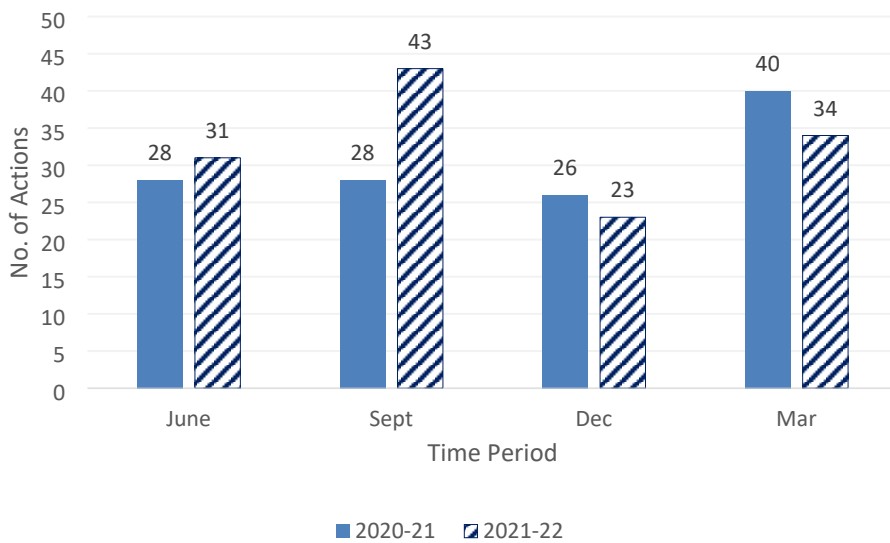
The Cabinet Report template has been updated to require consideration of the Biosphere in all decision making, and Directorate Plans have been updated to include key activities related to Climate and the Biosphere.

Early meetings by the leads of the strategies have been held to develop a policy matrix plan detailing how the Climate and Environment Strategy, the Island Plan, the Sustainable Transport Plan, and the Biosphere Plan are aligned and mutually supportive of each other by July 2022 and together form the means to guide the maintenance and use of the Biosphere.

## Performance Measures

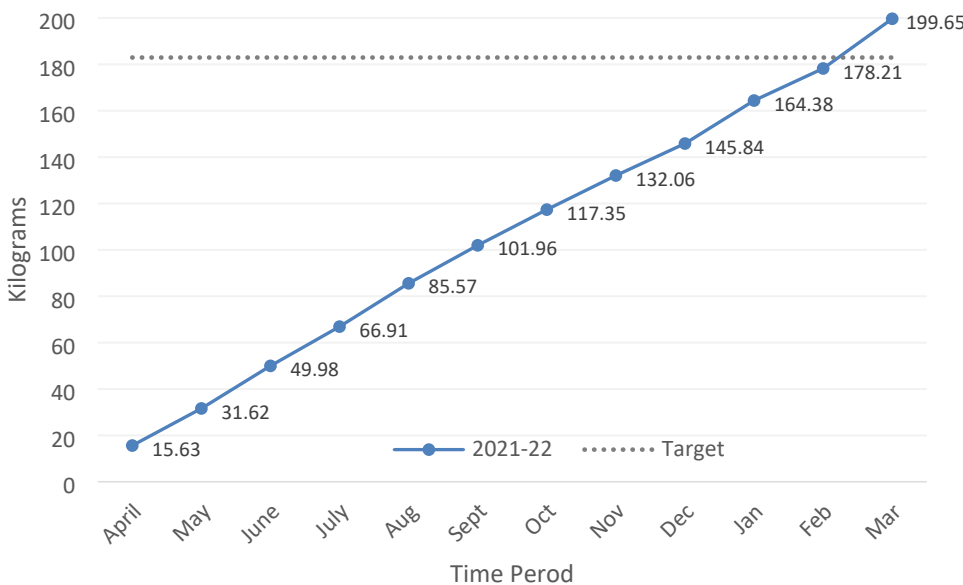


**Number of fly tip incidents and actions taken**



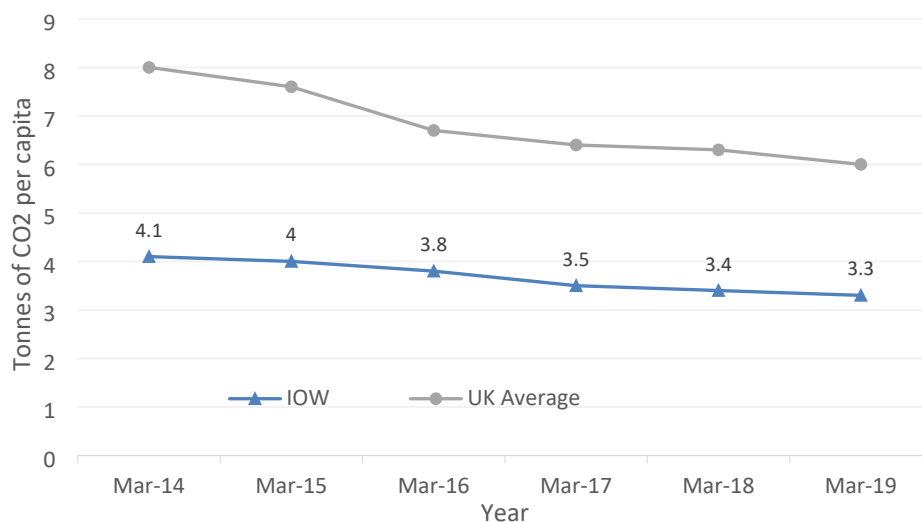
- 23 percent of of fly tips collected from the highway were domestic side waste
- Up to the end of Quarter 4, there have been 855 incidents reported, with an average of 214 per Quarter since April 2021
- The number of actions taken each quarter have decreased when compared with the same period last year (40 actions in March 2021 against 34 in March 2022), and from the first half of this year.

**Reduction in residual (LACW) household waste per person**



- The levels of reduction per person each month remains relatively consistent, with a year to date monthly average of 16.64 kilograms per person
- The end of year target for 2021-22 was 182.93 kilograms, which has been exceeded by 16.72 kilograms.

**Carbon emissions**



- The Isle of Wight Council declared a climate emergency in July 2019, and our Climate and Environment Strategy and Action Plan was adopted in September 2021.
- Nearly 70 percent of emissions on the island come from 3 categories
  - Commercial and Industrial (23.6)
  - Road transport (22.9)
  - Domestic heating (22.2)

<ul style="list-style-type: none"> <li>We are currently below the average for all England unitary authorities, and continuing to drop year on year</li> </ul>
<b>Increase number of IWC employees cycling or walking to work (when they attend a workplace)</b>
<ul style="list-style-type: none"> <li>This is a new measure introduced in the 2021 Corporate plan and thus no data is yet available</li> <li>An update is expected during the 2022-23 financial year</li> </ul>
<b>Number of island schools &amp; colleges participating in the Eco Schools Programme</b>
<ul style="list-style-type: none"> <li>This is a new measure introduced in the 2021 Corporate plan and thus no data is yet available</li> <li>An update is expected during the 2022-23 financial year</li> </ul>
<b>Town &amp; Parish councils participating in the Green Impact Programme</b>
<ul style="list-style-type: none"> <li>This is a new measure introduced in the 2021 Corporate plan and thus no data is yet available</li> <li>An update is expected during the 2022-23 financial year</li> </ul>
<b>Percentage of council facilities using green energy only or on-site generation</b>
<ul style="list-style-type: none"> <li>This is a new measure introduced in the 2021 Corporate plan and thus no data is yet available</li> <li>An update is expected during the 2022-23 financial year</li> </ul>
<b>Percentage of council suppliers using green energy only or on-site generation</b>
<ul style="list-style-type: none"> <li>This is a new measure introduced in the 2021 Corporate plan and thus no data is yet available</li> <li>An update is expected during the 2022-23 financial year</li> </ul>

## Strategic Risks (As reported to Audit Committee March 2022)

<b>Failure of the Waste contract resulting in significant financial and operational disruption for the council and its residents</b>		
<b>Assigned to: Director of Neighbourhoods</b>		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>
<b>16 RED</b>	<b>5 GREEN</b>	<b>8 AMBER</b>
<b>Previous scores</b>		
<b>Nov 21</b>	<b>Sep 21</b>	<b>Jul 21</b>
<b>8 AMBER</b>	<b>8 AMBER</b>	<b>8 AMBER</b>
<b>No change to risk</b>		



## Appendix 9 - 2021/22 Q4

# HIGHWAYS PFI, INFRASTRUCTURE AND TRANSPORT

**Cabinet Member:** Councillor Phil Jordan

**Portfolio Responsibilities:**

- Parking Service
- Floating Bridge
- Harbours
- Concessionary Fares
- Subsidised Bus Services
- Highways PFI Contract
- Other Highways

**Service Updates - Key Aspirations and Ongoing Business**

We remain relatively on track for the drafting of the Local Transport Plan and agreed project timescales indicate implementation from April 2023. An initial draft has now been completed by consultants which will be reviewed by the Highways Authority in liaison with the Planning Authority during Q1. A revised draft will be shared with stakeholders via workshops in June for further drafting over Summer.

In Q4, the new cycle route from Mews Lane to Newport Quay was completed but for enhanced access from Fairlee Rd. However, the route is now in use and receiving positive feedback. In Q1 22/23, issues relating to a property development affecting the new access will be resolved so as to inform next steps. Q4 also saw a 1.75km section of the West Wight Greenway route from Wellow toward Yarmouth being secured with a requirement to build-out through a section 106 agreement following a recent planning application.

We were also successful in securing circa £80K for a cycling route enhancement in Newport informed by the town's existing Local Walking and Cycling Infrastructure Plan (LWCIP). A draft LWCIP has been developed in partnership by Cowes, Northwood, and Gurnard, as has a draft East Cowes and Whippingham plan. A plan for St Helens, Bembridge, and Brading is in development.

Completion of the speed assessment project remains on track, with the necessary surveying having now been completed to inform the subsequent report and recommendations due in October 2022.

Island Roads are developing the Structures Assessment Strategies for Milestone14 structures to meet mini-milestone 2. IWC has pushed back on parapet inspection and assessment strategy to ensure full compliance with requirements, and overall, the programme is on track.

The timescales for an Enhanced Bus Partnership (EP) have been amended as a result of changes to Department of Transport guidance, which no longer requires the Council to have an EP in place for 31 March. The intention is now to have the EP in place for July/August subject to Cabinet approval in July 2022.

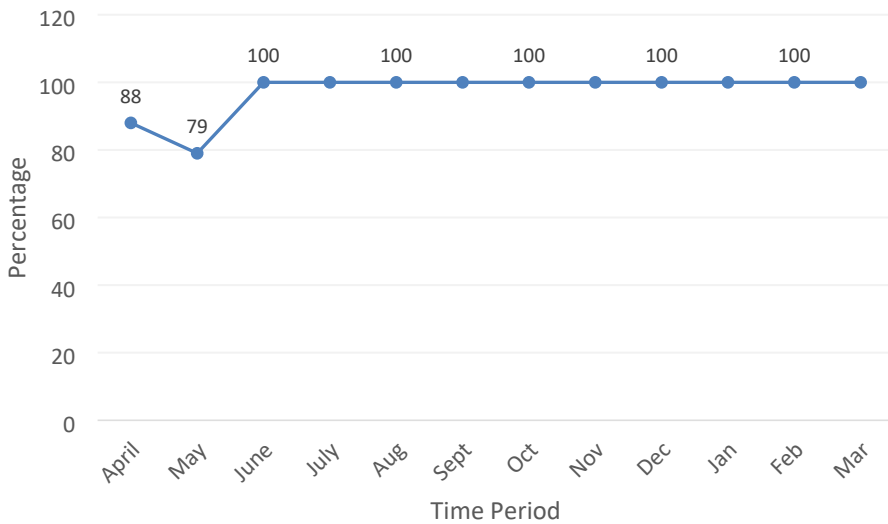
The Department of Transport recently announced that the Isle of Wight would not be receiving funding to achieve the aspirations of the Bus Service Improvement Plan (BSIP), therefore the revised approach for the initial EP scheme, is to formally agree status quo as a minimum. Further EP schemes can then be developed based upon future funding opportunities.

St Mary's, St Georges and Smallbrook schemes were completed. Further Highway improvement schemes will be reviewed and discussed with the portfolio holder following world price for raw materials increase.

In Q4, site visits and meetings with the Parish Council have taken place and a draft report produced. In Q1 22/23, the draft report will be revised to capture further detail on local issues in readiness for sign-off by Parish Council prior to wider engagement.

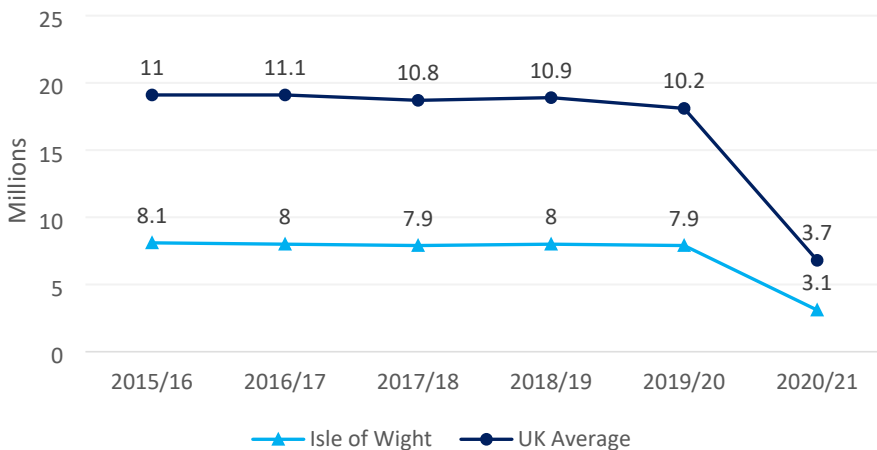
## Performance Measures

**Percentage of Category 1 Emergency Responses within 2 hours (hazardous potholes, fallen trees, street lighting etc.)**



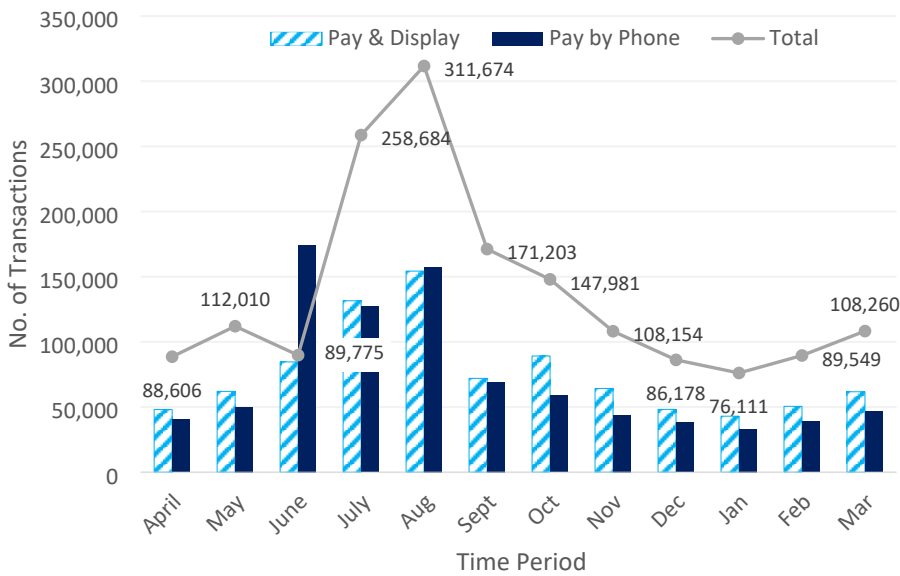
- Emergency responses have maintained 100 percent timeliness since the end of Quarter 1.
- Category 1 defects require remedial action within 2 hours to ensure the highway remains safe. 2 hour defects may include:
  - Potholes
  - Fallen Trees / Branches
  - Damaged Street furniture (vandalism or vehicular collision)
  - Street Light outage
  - Damaged Kerbing
  - Damaged Tactile Crossing

**Number of public transport users**



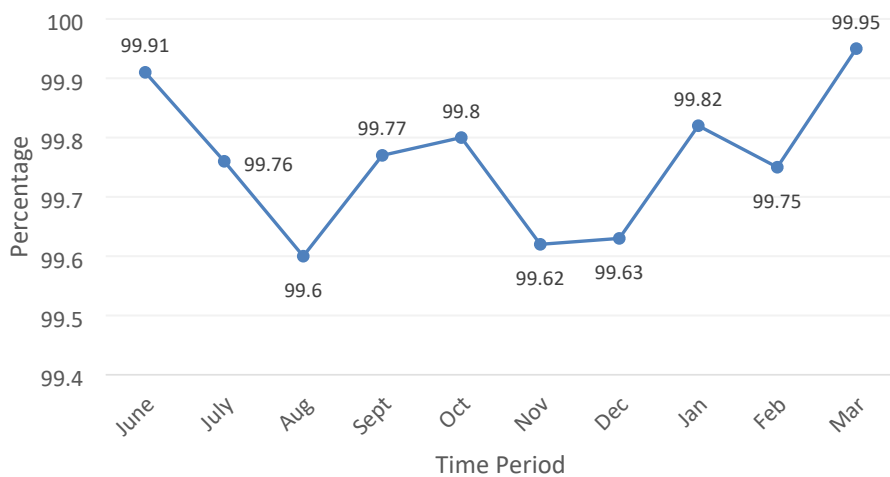
- This is a new measure so only historical annual data is currently available
- The island appears in line with the UK average, including a substantial dip in public transport utilisation during 2020/21 as a result of the national lockdown

**Car parking utilisation**



- The steep decline through Quarter 2 and 3 is not unexpected following the tourist heavy summer months.
- Parking revenue for the year totalled £4,065,248 compared to £2,077,740 in 2020-21 when charges were suspended for a significant period.
- Although we are seeing signs of positive post-pandemic recovery (for reference, the total for 2019-20 was £4,193,883) we remain below the target of £4,241,875 for the year.

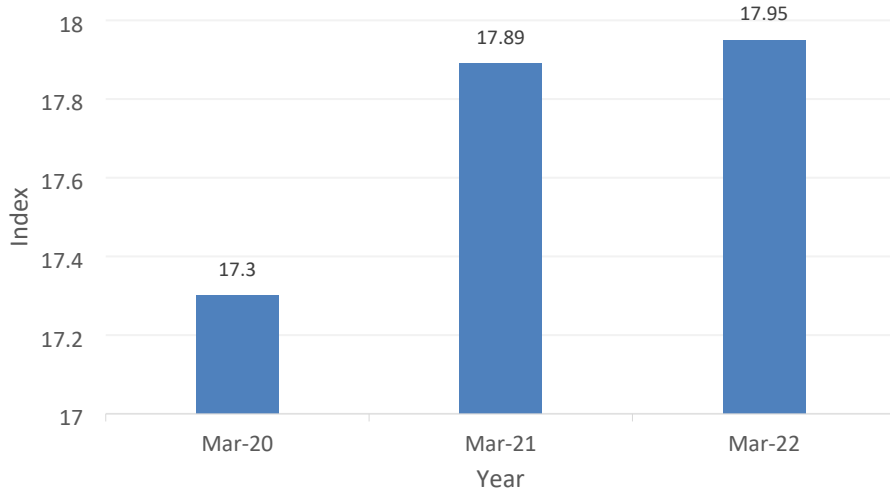
**Percentage of highways inspections undertaken (Sec 58 Highways Act Compliance)**



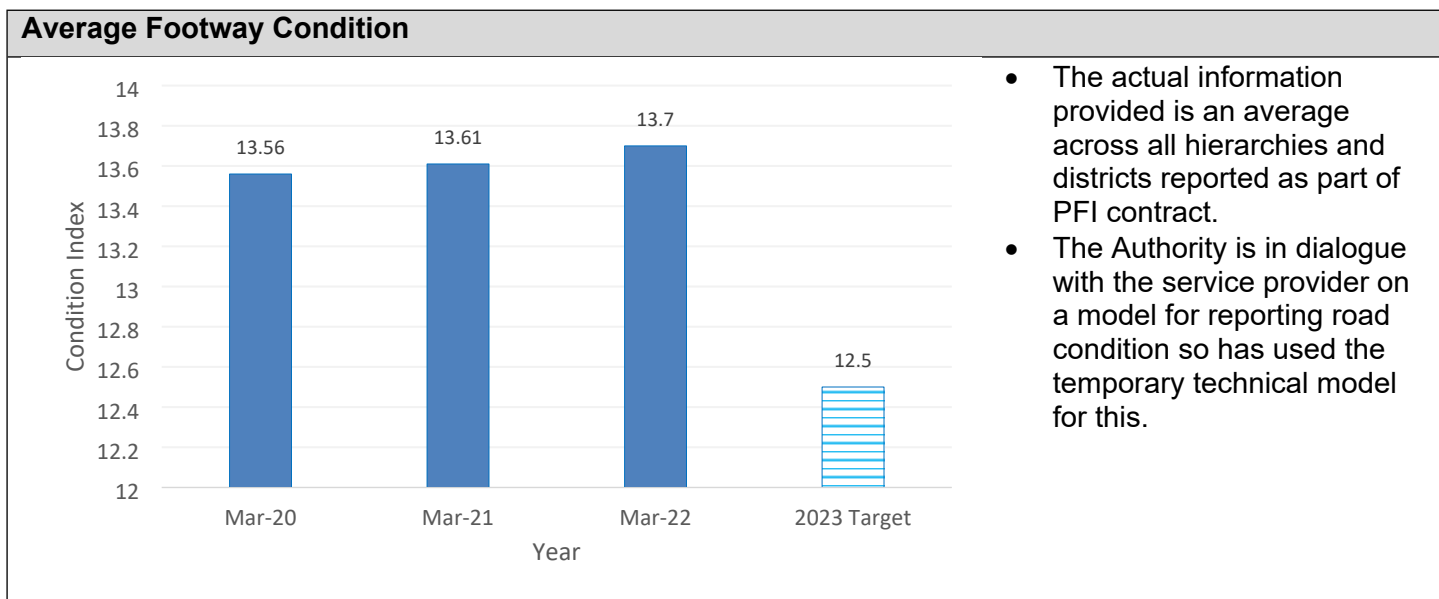
- The frequency of inspections is dependent on each category of road. Defects are assessed and action is taken in line with the contract timescales to meet the provisions of Section 58 of the Highways Act 1980.
- The council currently audits a percentage of Island Roads inspections to ensure the Island Roads District Stewards are identifying and rectifying defects in line with code of practice and contractual requirements.

- There were 5 inspections not done on time and this relates to two roads that requires further investigation as these are routinely behind schedule.

**Average Road condition index (Wight Carriageway Condition Index) hierarchy 1 roads**



- The actual information provided is for hierarchy 1 roads reported as part of PFI contract.
- Hierarchy 1 refers to the most important category of roads managed as part of PFI based on traffic flows on monitoring lengths of these roads.
- The Authority is in dialogue with service provider on a model for reporting road condition so has used the temporary technical model for this.



### Strategic Risks (As reported to Audit Committee March 2022)

Failure of the Highways PFI contract resulting in significant financial and operational disruption for the council and its residents		
Assigned to: Director of Neighbourhoods		
Inherent score	Target score	Current score
16 RED	5 GREEN	8 AMBER
Previous scores		
Nov 21	Sep 21	Jul 21
8 AMBER	8 AMBER	8 AMBER
No change to risk score		



## Cabinet report

Date	<b>16 JUNE 2022</b>
Title	<b>CONCESSIONARY TRAVEL REIMBURSEMENT 2022-2023</b>
Report of	<b>CABINET MEMBER FOR HIGHWAYS PFI, TRANSPORT AND INFRASTRUCTURE</b>

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### EXECUTIVE SUMMARY

1. This report outlines the proposal to maintain the pre-Covid levels of concessionary fares reimbursement for local bus operators, in line with the latest Department for Transport (DfT) 'Alternative Covid-19 Recovery Strategy' (see Appendix 1) for the financial year 2022/23. The purpose of adopting this approach is to assist local public and community bus services to recover from the ongoing impact of the Covid-19 pandemic on patronage numbers. Likewise, this will negate any significant detrimental knock-on effects to the level of local bus services operated on the Island.
2. The proposal would see the Isle of Wight Council reimbursing bus operators based on the percentage of pre-COVID-19 bus network that an operator provides. As an example, this would see an operator running 80 per cent of the services which they were providing during 2019/20 receiving 80 per cent of the concessionary fares reimbursement which they received during 2019/20.
3. Additionally, the report seeks approval to develop a business case to ringfence the remaining revenue funding currently budgeted for concessionary travel reimbursement, above the outlined levels of reimbursement, for the purpose of using the funding should it be necessary to provide further support to maintain levels bus services on the Island, again in line with the latest DfT guidance to Local Transport Authorities (LTAs).

### RECOMMENDATION

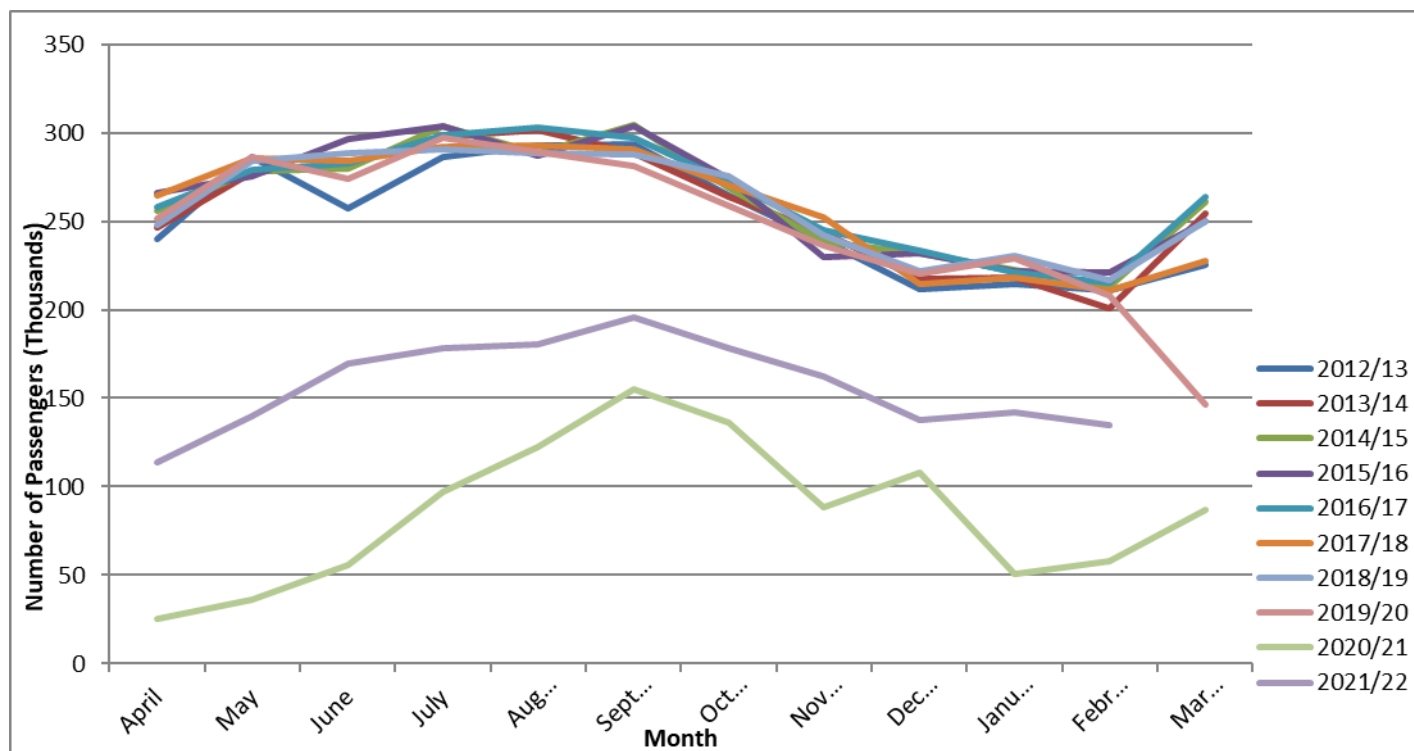
- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"><li>4. That Cabinet approves proposal to maintain the pre-Covid levels of concessionary fares reimbursement for local bus operators for the financial year April 2022/to March 2023 in line with the DfT guidance to LTAs 'Alternative Covid-19 Recovery Strategy' (see appendix A). Which will enable monthly concessionary payments to be made at a Pre Covid-19 reimbursement level, on the basis that local bus services are likewise maintained at an equivalent to Pre Covid levels.</li><li>5. Cabinet approves the development of a business case to ringfence the remaining revenue funding currently budgeted for concessionary travel reimbursement, above</li></ol> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

the outlined levels of reimbursement, for the purpose of using the funding should it be necessary to provide further support to maintain levels bus services on the Island, again in line with the latest DfT guidance to LTAs.

## BACKGROUND

6. Throughout the Covid-19 pandemic, the Isle of Wight Council has continued to maintain the levels of concessionary fares reimbursement at an equivalent to the 12 months prior to the pandemic. This approach has been in line with all DfT guidance issued during the pandemic to all Local Transport Authorities within England, regarding concessionary travel reimbursement.
7. Since the end of the first lockdown local bus operators have continued to increase their levels of operation and at present Southern Vectis are currently operating back at 100% of bus mileage levels (or even above), compared to 2019. Though some operational changes have been made to the local services during the period to reflect the changes in passenger demand.
8. Additionally, local community bus services have continued to operate, though at a reduced level due to both the availability of volunteer drivers and patronage. This includes FYT bus services in the West Wight and the local town service 31 operated by Minibus Plus in Partnership with Ventnor Town Council. Though in respect of the service 31 a decision was made prior to the pandemic to reduce the number of days operated and therefore the reimbursement has been reduced to reflect this.
9. However, this overall increase to the level of operation is still against significantly reduced concessionary travel as set out below in Chart 1. From ongoing discussions with neighbouring authorities and other bus operators, this reduced level of concessionary patronage is similarly reflected across the rest of England.

Chart 1 - The number of Concessionary Journeys on Southern Vectis services for the period 2012/13 to 2021/22



10. All of the local bus operators want to get back to the fully viable operation, that does not rely upon enhanced funding support, as soon as the situation allows. However, the real concern of operators is how long they can maintain the pre-pandemic levels of public bus services whilst remaining commercially viable.
11. On this basis and in line with previously issued Concessionary Travel Recovery Guidance issued by the DfT on 29 October 2021, an initial proposal was developed to increase concessionary fares reimbursement to reflect the recent inflationary costs, whilst taking a phased approach to returning to a direct reimbursement arrangement
12. However, upon receipt of the proposal, Southern Vectis, as the sole commercial public bus operator on the island, advised that due to the need to operate a viable network, and should concessionary travel overall remain reduced, coupled with the current inflationary costs, there would inevitably be some routes where the cost of operation is not being met by the level of income received. This would be particularly true of those routes which rely upon a higher percentage of concessionary pass holders using them, these are generally those services operating within rural areas or local town services. It is therefore these services which would be potentially at risk when undertaking a network review to arrive at a sustainable commercial level of local bus services.
13. Southern Vectis currently report that overall ridership level is 77% compared to 2019 pre covid levels. This is made up of 69 per cent of ENCTS passengers returning and 83 per cent for those passengers who pay commercial fares. Overall concessionary pass holders are returning slower than commercial passengers, but as with other locations that the parent company operate within, these have increased in recent weeks as the final restrictions from Covid-19 have been eased.

14. As highlighted previously in the 2019 consultation, regarding the local concessionary travel schemes, the rural nature of the Island has led to a proportion of residents rely solely upon public bus services to access healthcare services, retail and for social interaction. Therefore, should the local bus services become reduced or cancelled without appropriate planning, could lead to significant rural isolation and impacts on some of the most vulnerable in society who currently benefit from local and national concessionary travel schemes.
15. It is on this basis of the issues set out above, that this report proposes maintaining the financial assistance to local bus service operators until the end of March 2023, in line with DfT's revised guidance; Appendix A - Concessionary Travel Alternative Recovery Strategy, issued on 29 March 2022, to allow sufficient time for the local bus operators to fully recover from the economic impact of the Covid-19 pandemic, to arrive at a sustainable level of local bus services and/or for the DfT to arrive at a revised concessionary travel reimbursement methodology.
16. The proposal would see the Isle of Wight Council reimbursing bus operators based on the percentage of pre-COVID-19 bus network that an operator provides. As an example, this would see an operator running 80 per cent of the services which they were providing during 2019/20 receiving 80 per cent of the concessionary fares reimbursement which they received during 2019/20.
17. Southern Vectis are confident that with the pandemic hopefully becoming more manageable and less impactful over the year, passengers will return in larger numbers and we can retain as much as the pre pandemic network as possible filling the gaps with BSIP, S106 and 2019 Bus Support funding once the DfT's Local Transport Fund (LTF) ends in October 2022.
18. The necessary network review to inform the appropriate future levels of bus services on the Island, will be undertaken in partnership between the Council and Southern Vectis during planning meetings over the coming months. This will include a review of Southern Vectis' planned marketing and publicity of their services. This partnership approach to network planning is a condition of the DfT's LTF funding as well as the planned Enhanced Bus Partnership, which is still in the process of being finalised.
19. The network planning meetings will in turn inform the proposed business case, to ascertain the need to utilise the surplus budget, currently allocated to concessionary travel reimbursement, to provide additional support to local bus services. This decision would be following consideration of the overall portfolio budget position at the appropriate time.



20. Previously concerns had been raised that paying out concessionary fares at pre-Covid levels was not compatible with the provisions of the Mandatory Travel Concession (England) Regulations 2011. In response to these concerns and in recognition of the ongoing issues faced by LTAs and bus operators, DfT have further extended the necessary agreement across Government and laid a Statutory Instrument (SI) in March 2021 to temporarily change the legislation (Regulation 6(a) of the Mandatory Travel Concession (England) Regulations 2011 to temporarily remove the requirement that travel concession arrangements should aim not to leave an operator financially better off as a result of providing a concession. The current Mandatory Travel Concession (England) Regulations therefore allow LTAs, in principle, to pay concessionary fares funding to operators at a higher level than due through actual journeys by passholders (although, as noted above, LTAs will need to take account of and comply with subsidy control rules in making such payments).
21. This amendment will cease to have effect at the end of the 2022/23 financial year and is set out with Appendix 1 'Concessionary Travel Alternative Recovery Strategy'

## CORPORATE PRIORITIES AND STRATEGIC CONTEXT

22. Responding to climate change and enhancing the biosphere
23. A sustainable public transport network is central to meeting the targets set within the Climate and Environment Strategy adopted by the Council in October 2021. The strategy identifies that private car emissions significantly contribute to the carbon emissions generated by the Island and therefore a sustainable public transport network, offering multiple vehicle occupancy capacity greater than private cars, is essential to meet the carbon zero targets set.
24. As such the report's recommendations would therefore have a positive impact on carbon emissions in ensuring that bus services and current bus routes are maintained. This in turn supports the Climate and Environment Strategy and developing Local Transport Policy objectives in encouraging people to use public transport.
25. Additionally, in respect of the UNESCO Biosphere, the recommendation aligns with a number of UNESCO Sustainable Development Goals both directly i.e., Goal 11 Sustainable Cities and Communities and Goal 13 Climate Action and indirectly through the use of public transport; Goals 10, 8 4 & 3.  
<https://www.un.org/sustainabledevelopment/sustainable-development-goals/>

## Economic Recovery and Reducing Poverty

26. It is recognised that a sustainable transport network is vital to support economic recovery through connecting places of residence with education, employment and training venues, whilst offering an alternative to private car ownership. In addition, public transport companies offer employment opportunities and training to Island residents which is in itself important to the Island's economy. The recommendation of this report seeks to minimise the economic impact of the Covid pandemic and recent inflationary increases on the operation of local bus services, thereby seeking to ensure that the sustainable public transport network is maintained.

## Impact on Young People and Future Generations

27. A sustainable public transport network is essential for young people and future generations, to access education, employment, social events, health appointments etc. The recommendation of this report seeks to minimise the economic impact of the Covid pandemic and recent inflationary increases on the operation of local bus services, thereby seeking to ensure that the sustainable public transport network is maintained

## Corporate Aims

28. As set out above, this reports recommendation is in line with the Key Areas for Action set out within the recently adopted Corporate Plan for 2021-2025, both in respect of supporting sustainable travel and local economic recovery.

## CONSULTATION

29. Other than ongoing engagement with the local bus operators, no consultation has been carried out in developing these proposals as they relate to internal financial decisions.

## FINANCIAL / BUDGET IMPLICATIONS

30. The proposal has no additional budgetary impact on what has already been budgeted for concessionary travel expenditure for the financial year 2022/23.
31. This is on the basis that the budget for concessionary fares has continued to be maintained at the level set prior to the pandemic based upon recorded patronage and it was envisaged that there would be a further increase in the level of reimbursement per journey of circa 5 per cent against the previous year.
32. The level of proposed reimbursement is based upon the number of passenger journeys for the same period in 2019 and the level of growth/decline observed over the previous 11 months (-1.48 per cent) multiplied by the current level of reimbursement per concessionary journey (£1.545).
33. On this basis and in line with the DfT guidance, the following table (Table 2) details the proposed level concessionary travel reimbursement has been calculated for the period April 2022 to March 2023 for Southern Vectis services.

Table 2. Proposed Level of concessionary travel reimbursement for Southern Vectis for the period April 2022 to March 2023

Month	Number of Baseline Passengers	Value of Reimbursement 2022/23
April	247739	£ 382,757.34
May	281976	£ 435,653.02
June	270199	£ 417,457.43
July	293002	£ 452,688.74
August	284890	£ 440,155.49
September	277077	£ 428,083.44
October	255217	£ 394,310.33
November	232772	£ 359,633.08
December	216877	£ 335,074.97
January	225360	£ 348,180.54
February	205167	£ 316,982.88
March*	246359	£ 380,624.83
		£ 4,691,602.09

\*Baseline of March 2018 was used as March 2019 was already impacted by the pandemic

34. In respect of the community bus operators the financial support for concessionary travel will be matched at 2019 levels, for the days in which they are in operation.
35. Though due to the decision to reduce the number of operating days for the Service 31 by Ventnor Town Council and the operator prior to the pandemic, they shall be reimbursed for actual journeys travelled. An offer has already been made to allocate a small amount of the DfT Rural Bus Subsidy funding to increase the days of operation, though this is yet to be taken up.

### LEGAL IMPLICATIONS

36. The proposed recommended option is in line with current Department for Transport Guidance and the revised Statutory Instrument (SI) to temporarily change the legislation (Regulation 6(a) of the Mandatory Travel Concession (England) Regulations 2011 to temporarily remove the requirement that travel concession arrangements should aim not to leave an operator financially better off as a result of providing a concession. As such there are no additional legal implications to consider.

### EQUALITY AND DIVERSITY

37. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

38. It is anticipated that the recommended option would have a neutral impact on groups with protected characteristics as there are no proposed changes to the concessionary travel scheme and the maintenance of the funding should assist in ensuring that the level of local bus services being operated is maintained.

## OPTIONS

39. **Option 1:** That Cabinet approves proposal to maintain the pre-Covid levels of concessionary fares reimbursement for local bus operators for the financial year April 2022/to March 2023 in line with the DfT guidance to LTAs 'Alternative Covid-19 Recovery Strategy' (see appendix 1). Which will enable monthly concessionary payments to be made at a Pre Covid-19 reimbursement level on the basis that local bus services are likewise maintained at an equivalent to Pre Covid levels.
40. In addition, Cabinet approves the development of a business case to ringfence the remaining revenue funding currently budgeted for concessionary travel reimbursement, above the outlined levels of reimbursement, for the purpose of using the funding should it be necessary to provide further support to maintain levels bus services on the Island, again in line with the latest DfT guidance to LTAs
41. **Option 2:** To proceed with the previously intended 4.8 per cent increase to the current rate returning to a direct reimbursement arrangement on a phased approach.
42. **Option 3:** To enter to further dialogue with Southern Vectis and other local community bus operators about an alternative recovery approach.

## RISK MANAGEMENT

43. There is a potential risk that even with the additional financial support from the Council in respect of concessionary travel, that Southern Vectis will have to still make the commercial decision to reduce levels of current service operation in October, when Bus Recovery Grant (BRG) funding comes to an end. To assist in mitigating this risk, it is the intention that conditions are applied to the funding agreement for the Fixed Pot which will include,
- (a) Monthly meetings between the Council and Southern Vectis staff, to cover network planning, performance, comms/marketing etc. This would include both home to school and public transport services.
  - (b) Minimum baseline level of service equivalent to the 2019/20 financial year
  - (c) No service reductions below this level without the mutual agreement of both parties
  - (d) That Southern Vectis set out any already foreseen pressures on the network ahead of the cessation of DfT's Local Transport Fund, at the commencement of the agreement.
  - (e) Work with the Councils Highways and Transportation Contract Management Team, in decision making and network planning going forwards beyond 31 March 2023.
44. However, it is recognised that decision not to agree to the recommendation would require instigation of further urgent discussions to be undertaken with local operators to fully understand the impacts and the associated risk of reduced levels of local bus service.

## EVALUATION

45. This recommendation would contribute towards maintaining the existing bus network on the Island which would allow some time for bus patronage to recover towards pre-pandemic levels. This additional time is especially important to build back the confidence levels of those who travel with a concessionary bus pass.
46. In addition, the recommended option would allow for the development of a business case to ascertain whether it would be necessary to provide further financial support to either maintain longstanding levels bus services, or alternative transport provision on the Island, again in line with the latest DfT guidance to LTAs
47. The recommendation set out in this report would provide continued support to the bus industry on the Island promoting the longer-term resilience of this sector contributing to the economic recovery from the COVID-19 pandemic. The recommendation is consistent with the latest advice from the Department for Transport and has no adverse budgetary impact on the Council. By continuing to provide vital support to the bus industry at this time, the Council is maintaining positive and productive partnership working with local bus service operators.

## APPENDICES ATTACHED

Appendix 1 – Department for Transport (DfT) Concessionary Travel Alternative Recovery Strategy

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COLIN ROWLAND  
*Director of Neighbourhoods*

CLLR PHIL JORDAN  
*Cabinet Member for Highways PFI,  
Transport and Infrastructure*

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Department  
for Transport

# Alternative Covid-19 Recovery Strategy

## Concessionary Fares Funding

*This guidance should be read in addition and in conjunction with the Concessionary Travel Recovery Guidance provided to the sector on 29 October 2021. Please contact the team at [concessionaryfares@dft.gov.uk](mailto:concessionaryfares@dft.gov.uk) if you have any queries on this guidance*

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# Contents

Introduction	4
Concessionary Travel Recovery	4
Alternative Recovery Strategy	
› Timing	5
› Approach	5
› Reasoning	6
Maintaining pre-Covid Concessionary Reimbursement Levels	7
Appeals during the Concessionary Travel Recovery Period	7
Mandatory Travel Concession (England) Regulations 2022	8

# Introduction

*This guidance should be read in addition and in conjunction to the Concessionary Travel Recovery Guidance provided to the sector on 29 October 2021.*

DfT remains grateful to those authorities that have continued to maintain reimbursement payments at pre-Covid levels, and those operators who are continuing to provide high service levels, ensuring the provision of local bus services during the pandemic.

For the 2022/23 financial year, authorities should choose which is the most appropriate method of continuing concessionary fares funding at pre-Covid levels to ensure a smooth recovery period, from the recovery options DfT outlines below.

**For the avoidance of doubt, it is the DfT's position that the suspension of the "no better and" provision outlined below (in the section 'Extension of Statutory Instrument') gives authorities the ability and legal grounds to pay out ENCTS funding above the statutory minimum level. Whilst we have, and continue to, provide guidance on how to implement recovery in practice, authorities have the autonomy and flexibility to establish the right approach for a local area considering local circumstances.**

To be clear, an LTA may, in order of DfT's preferred approaches, choose to:

1. Reduce their pre-Covid level payments in line with the Recovery Strategy (published October 2021 as part of the Concessionary Travel Recovery Guidance) (*'Default Recovery Strategy'*). **This is DfT's default assumption.**
2. Maintain pre-Covid level payments for the duration of the 2022/23 financial year, should they deem local circumstances require this.
3. Follow the *Alternative Recovery Strategy* contained within this guidance.
4. Adopt their own approach to pre-Covid concessionary reimbursement for the 2022/23 financial year. However, we urge LTAs to be sensitive to the financial needs of operators, and balance this against any alternative reduction in concessionary fare payments, as any sudden reduction can lead to immediate negative impacts to operators and service levels.

## Concessionary Travel Recovery

The objective of a concessionary travel recovery strategy is to provide LTAs with a cost-effective way of reducing their pre-Covid concessionary payments whilst avoiding any sudden widespread reduction in these payments. This is because any sudden reduction could lead to a significant impact on operator service levels, and consequently to an effect on demand levels. We want to ensure that any reduction in pre-Covid concessionary payments is done at a rate that will not adversely affect other funding streams, the viability of the bus market, or impact the objectives and ambitions of the National Bus Strategy as detailed above.

**It is still DfT's default expectation that LTAs will follow the *Default Recovery Strategy* as contained within the *Concessionary Travel Recovery Guidance*.** However, DfT is aware that the impact of the Omicron variant and subsequent Plan B restrictions on concessionary patronage recovery have raised some concerns regarding the start date of the *Default Recovery Strategy*.

In response to these concerns, DfT has designed an alternative recovery timeline (*'Alternative Recovery Strategy'*), to provide local flexibility towards a recovery approach. **DfT therefore expects LTAs and operators to work together to understand and ultimately decide which recovery approach is most practical for their local area.** Both approaches have been developed through the consideration of both LTA and operator feedback, estimation of operator forecast patronage levels and the cost effectiveness for LTAs.

## Alternative Recovery Strategy

### Timing

This alternative approach will commence on 01 July 2022 and officially end on 05 April 2023.

As with the *Default Recovery Strategy*, LTAs will be unable to pay out at a higher level than actual concessionary patronage after 05 April 2023, due to the expiration of the temporary Statutory Instrument which has been extended to achieve the continued provision of enabling LTAs, in principle, to make pre-Covid level payments, during the Concessionary Travel Recovery Period. This is discussed in more detail below – see Mandatory Travel Concession (England) Regulations 2022.

### Approach

From 01 July 2022, a phased approach is suggested for the transition back down to actual concessionary patronage levels. If LTAs choose to follow this alternative approach, they should steadily reduce their pre-Covid concessionary payments to operators in accordance with the below table.

Table 1: Table showing the scale down of LTA pre-Covid concessionary reimbursement payments for the *Alternative Recovery Strategy* approach

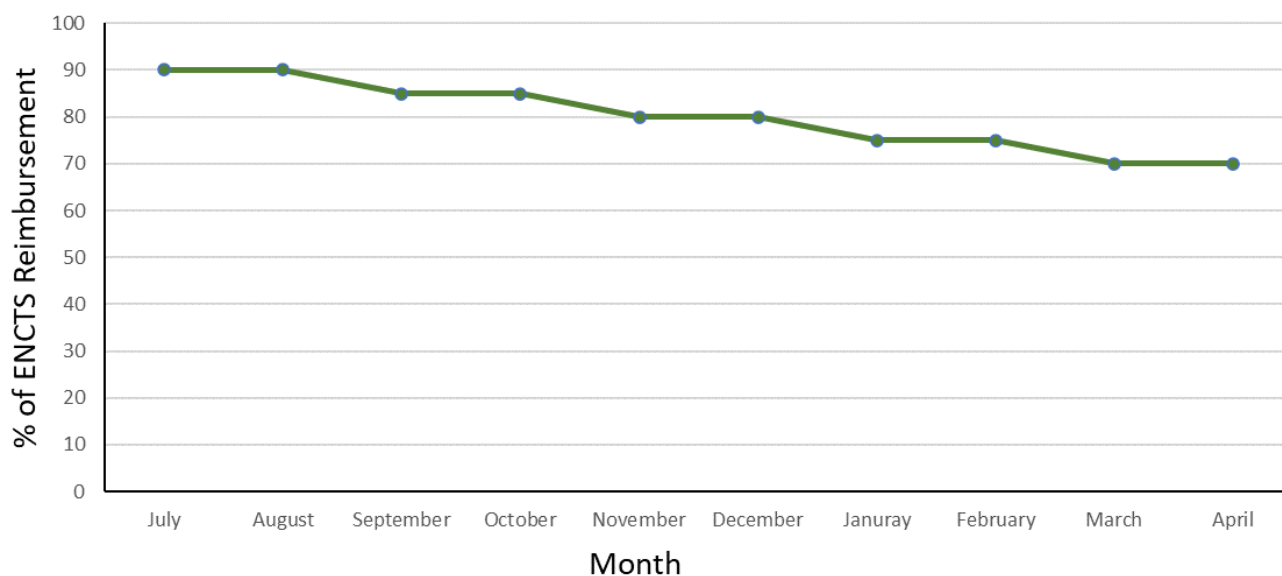
Month:	% scale down of LTA pre-Covid concessionary payments:
01 July 2022	<b>90%</b>
01 August 2022	90%
01 September 2022	<b>85%</b>
01 October 2022	85%
01 November 2022	<b>80%</b>
01 December 2022	80%
01 January 2023	<b>75%</b>
01 February 2023	75%
01 March 2023	<b>70%</b>
01 April 2023	70%

From **01 July 2022**, DfT suggests that those LTAs who have continued to pay out concessionary fare payments at 100% of pre-Covid levels, should lower these payments to **90% of pre-Covid levels**. Those LTAs who have already lowered their payments to 90% of pre-Covid levels or lower, should not reduce the amount they are already paying out to operators.

From **01 September 2022**, LTAs who continue to pay out concessionary fare payments at 90% of pre-Covid levels should then lower their concessionary fare payments to 85% of pre-Covid levels. Again, LTAs who's pre-Covid level payments are below 85% should not reduce the amount they are paying out to operators.

This approach should then continue, with **LTAs lowering their concessionary fare payments by 5% at the start of November 2022, January 2023, and March 2023** until realignment with actual patronage levels. However, when considering current patronage levels and average forecast levels, it is predicted that concessionary reimbursement payments will align with actual patronage levels by early 2023.

Graph 1: Graph showing the scale down of LTA pre-Covid concessionary reimbursement payments for the *Alternative Recovery Strategy* approach



### Reasoning

DfT has designed this *Alternative Recovery Strategy*, which has a delayed start date of 3 months in comparison to the implementation date of the *Default Recovery Strategy*, in response to stakeholder concerns regarding the impact of the Omicron variant and subsequent Plan B restrictions on concessionary patronage recovery.

After careful consideration of stakeholder feedback, both recovery approaches will provide operators with additional support whilst patronage is still repressed. However, this *Alternative Recovery Strategy* will provide LTAs with the option to supply operators with further extended support, if they deem local circumstances require this, whilst still reducing their pre-Covid level payments within the Concessionary Travel Recovery Period.

It is expected that this will be an alternative suggested approach to the *Default Recovery Strategy*, providing LTAs with further local flexibility, if required. DfT therefore expects LTAs and operators to work together to determine the most practical approach for their area, which best suits their local needs and circumstances.

It should be noted that both the *Default Recovery Strategy* and the *Alternative Recovery Strategy* aim to reduce any impact of a significant reduction of pre-Covid concessionary reimbursement on service and demand levels, aligning with the National Bus Strategy objectives of delivering a better bus service of growing networks and improving routes. Both approaches aim to balance out operators' needs against the needs of LTAs, providing LTAs a choice on recovery approach options to reduce their concessionary reimbursement payments throughout the next financial year, allowing them to create savings whilst providing a slow and steady transition back to actuals.

## Maintaining pre-Covid levels

As mentioned in the Concessionary Travel Recovery Guidance, (published on 29 October 2021), in accordance with regional variations and to take account of local flexibility and circumstances, during the Concessionary Travel Recovery Period, an LTA may choose to continue to pay out a higher rate of pre-Covid concessionary payments.

**DfT is aware there will be localised differences in patronage return and LTAs can choose to maintain pre-Covid level payments for the duration of the Concessionary Travel Recovery Period, should local circumstances require this.**

However, LTAs are reminded that they will be unable to continue to pay out concessionary payments at pre-Covid levels from 06 April 2023, due to the expiration of the extended temporary Statutory Instrument on 05 April 2023.

## Appeals during the Concessionary Travel Recovery Period

Bus operators should financially be "no better and no worse off". However, as a result of LTAs providing concessionary fare reimbursement payments at pre-Covid levels, it can be argued that bus operators are "better off" in this respect.

Although legislation allows operators to appeal, DfT continues to encourage operators to take a pragmatic approach to such appeals while LTAs continue to provide funding at pre-Covid levels throughout the Concessionary Travel Recovery Period. This should be noted particularly once concessionary reimbursement re-aligns with actual concessionary patronage, as any perceived 'under-reimbursement' by operators may in fact be balanced out by LTAs continuing pre-Covid level payments for some duration of the 2022/23 financial year.

DfT expects operators to be in regular engagement with their LTA, particularly with the introduction of Enhanced Partnerships which depend upon this close collaborative approach. Any issues connected to the operation of services should therefore be discussed and resolved between the operator and the LTA. Operators should note that if LTAs are incurring time and money dealing with appeals which do not have any real prospect of success, this could affect the ability of the LTA to continue to provide funding in accordance with current and future recovery levels.

## The Mandatory Travel Concession (England) Regulations 2022

LTAs previously had concerns that paying out concessionary fares at pre-Covid levels was not compatible with the provisions of the Mandatory Travel Concession (England) Regulations 2011 ('the 2011 Regulations'). In response to these concerns, DfT secured the necessary agreement across Government and laid a Statutory Instrument (SI) in March 2021 to temporarily change the legislation (Regulation 6(a) of the 2011 Regulations) to temporarily remove the requirement that travel concession arrangements should aim not to leave an operator financially better off as a result of providing a concession. The Mandatory Travel Concession (England) Regulations 2021 ('the 2021 Regulations') therefore allow LTAs, in principle, to pay concessionary fares funding to operators at a higher level than due through actual journeys by pass-holders (although, as noted above, LTAs will need to take account of and comply with subsidy control rules in making such payments).

This original amendment would, but for a new Statutory Instrument, end on 05 April 2022. However, a further temporary Statutory Instrument was successfully laid on 14 March 2022, to achieve the continued provision of enabling LTAs, in principle, to make pre-Covid level payments, during the 2022/23 financial year. The Mandatory Travel Concession (England) Regulations 2022 ('the 2022 Regulations') will therefore extend the suspension of the requirement that travel concession arrangements should aim not to leave an operator financially better off as a result of providing a concession, until the end of 05 April 2023, at the end of the 2022/23 financial year.

In all cases, the LTA will need to take account of subsidy control rules in making payments to operators, including in particular where payments are not directly aligned with concessionary travel patronage levels.

*Should you have any queries, please contact the team at [concessionaryfares@dft.gov.uk](mailto:concessionaryfares@dft.gov.uk).*



## Cabinet report

Date	<b>16 JUNE 2022</b>
Title	<b>THE ISLE OF WIGHT COUNCIL (PARKING PLACES) ORDER 2022</b>
Report of	<b>CABINET MEMBER FOR HIGHWAYS PFI, TRANSPORT AND INFRASTRUCTURE</b>

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### EXECUTIVE SUMMARY

1. The council's medium-term budget strategy agreed in February 2021 provided for additional income from the use of on street parking areas and off street car parks.
2. This income was anticipated to come from increases in overnight parking charges, the introduction of charges for suspensions required to support events and re-introducing charges at Maresfield Road, East Cowes.
3. Members are asked to consider the outcomes of the consultation exercise on the draft Isle of Wight Council (Parking Places) Order 2022, and to confirm the implementation of the Order in full or in part.
4. The order will, if approved as drafted, re-introduce charges at Maresfield Road, East Cowes.

### RECOMMENDATION

- |                                                                                                                                                                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"><li>5. It is recommended that the Cabinet approve the changes to parking places as set out in the Isle of Wight Council (Parking Places) Order 2022 at appendix 3 and implement as soon as practically possible.</li></ol> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### BACKGROUND

6. The provision and management of car parking is a legitimate tool for the council to use in the delivery of its transportation and wider corporate objectives. The council is able to control the supply of parking spaces it provides as well as the price and duration of their use in pursuance of these objectives. The council's corporate plan provides for it to improve the economic, social, and environmental well-being of the Island. The Local Transport Plan describes the Council's approach to its management of highways transportation (including car parking) in this context and identifies six principal objectives in this approach: -

- Enhance and maintain our highway assets
  - Maintain and improve journey time reliability and predictability for all road users
  - Protect and enhance the environment and quality of life
  - Improve road safety and health
  - Reduce the need to travel
  - Promote travel choice
7. The provision and control of parking can contribute to the delivery of these objectives depending on the approach taken by the council and is able to make a contribution to the costs of achieving these objectives.
  8. The amendments being proposed will assist in facilitating the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
  9. As part of its medium-term budget strategy adopted in February 2021 the council agreed to seek additional income from both on-street and off-street car parking as well as suspensions required to support events. This income will help reduce the burden of the overall council subsidy being provided to the highways and transportation budget. This is becoming increasingly difficult to service given the pressures on the council's revenue budget which could impact on its ability to deliver its highways and transport objectives.
  10. The change to overnight charges has been dealt with separately as it only requires a variation as opposed to a new order as the charges are already in place; the charges for event related suspensions was implemented in 2021 although due to the pandemic there were very few requests.
  11. In developing the proposal in the parking order for Maresfield Road, consideration has also been given to the current parking arrangements across the Island. Therefore, the same charges are proposed for Maresfield Road as similar long stay off street car parks.
  12. In order to implement any changes to the arrangements for charging for the use of its car parking spaces (on and off-street), the council is required to publish a notice of parking proposals in the form of an official order, setting out the details of changes, including location and charges and including a statement that all objections and other representations relating to the order must be made in writing and that all objections must specify the grounds on which they are made.
  13. A public notice outlining the draft proposals and inviting public comment was published in the Isle of Wight County Press on 14 January 2022 and notices were displayed at the location affected by the order for a period of 28 days; the closing date for representations was 12 noon on Friday 11 February 2022.



14. The purpose of this paper is to report the outcomes of the consultation process to councillors and to agree the implementation of the parking order or not. The notice of proposal and the draft parking order set out the specific changes that were proposed and which were the subject of the consultation. It is not therefore possible to vary these proposed changes without the development of another draft parking order and further consultation on its content. It is possible, in the terms of the legislation, to agree the parking order but delay its implementation for a period of up to two years without having to publish a new order.

## CORPORATE PRIORITIES AND STRATEGIC CONTEXT

### Responding to climate change and enhancing the biosphere

15. The proposal in the parking order has implications for the council's Carbon Management Plan in relation to emissions from private vehicles.
16. If the proposals encourage more car sharing or public transport use, there would be a corresponding reduction in carbon emissions.

### Economic Recovery and Reducing Poverty

17. The proposed parking order does not significantly impact on reducing the numbers of residents, and especially children, who are living in poverty.

### Impact on Young People and Future Generations

18. The decisions the Council makes now not only affect current residents, but may have long term impacts, both positive and negative, on young people and future generations. These impacts may not immediately be apparent or may not emerge for a number of years or decades. Impacts will be interrelated across the various domains of young people's lives from housing, employment or training, health, and the environment.
19. The United Nations Conventions on the Rights of the Child (UNCRC) in 1989, in particular article 12, places a duty for children and young people to have an active voice in decision making on matters that affect them. We value the views of our young people. Incorporating coproduction and consultation with young people into our decision-making process is a robust way of ensuring young people's views are taken into consideration. Participation workers experienced in coproduction can support engagement with the Youth Council, our Island children, and wider groups of young people to ensure the voice of young people is sought, heard, and acted upon on important matters that will affect them.
20. The proposed parking order does not impact on young people and future generations.

### Corporate Aims

21. In relation to the latest Corporate Plan 2021-2025, the proposal contained within the parking order will assist with keeping the Isle of Wight Council solvent and taking all the measures we can to improve the financial position of the council.

## CONSULTATION

22. A public notice outlining the draft proposals and inviting public comment was published in the Isle of Wight County Press on 14 January 2022 and notices were displayed at the location affected by the order for a period of 28 days; the closing date for representations was 12 noon on Friday 11 February 2022.
23. The modifications proposed by the Order should be reasonable and should not go further than necessary to deal with the highway problems identified. The Local Authority is required to undertake a balancing exercise between the need to provide suitable parking facilities against the harm that may occur in highway safety terms of not making the orders.
24. The Local Authority must consider any objection that has not been withdrawn considering relevant representations, as above, when making the decision.
25. It is recognised that restrictions on road users may represent an interference with an individual's human rights under Article 8 (Right to respect for private and family life) and Article 1 of the first protocol (Peaceful enjoyment of property) of the European Convention on Human Rights. Any such interference is considered necessary and proportionate due to positive enhancement of such road safety for other users of the area.
26. In total nine representations with objections were received, one of which contained a Petition with seventy-five signatures mainly from the employees of local businesses – it should be noted that permit holders will also be able to use the car park. Each of the representations have been considered individually by council staff and a summary of the key comments received is shown objections is included in Appendix 1.

## FINANCIAL / BUDGET IMPLICATIONS

27. The estimated additional annual income from the proposed charges at Maresfield Road is £4,000 per annum; this has been built in to the parking income budget for 22/23.
28. The proposal for Maresfield Road is that pay and display transaction will only be possible through PayByPhone thus reducing the infrastructure and set up cost to the provision of a 'welcome to' sign and tariff board. Holders of all island permits and residents 200m permits will also be able to use the car park.
29. The council, through the PFI contract with Island Roads is committed to improving the standard of its entire car parking provision; this will ensure that off-street car parks are resurfaced and remarked and that the signage and machines in them are maintained to the highest standards. It is difficult to disaggregate the exact cost of these works from the PFI contract but prior to the contract the council had no funds with which to undertake these works. There is therefore a case that there is in part an additional cost to the operation of the Maresfield Road car park should the car park be accrued onto the network as it is not currently although it should be noted that no meter will be installed

30. Members will be aware of the significant financial pressures facing the council. Without consideration and agreement to the proposed changes in the parking order the council will need to make further reductions across its service areas in order to help fund the increasing costs in relation to the highways and transportation activities especially in relation to free bus travel.

## LEGAL IMPLICATIONS

31. The statutory authority for Traffic Regulation Orders is contained within the Road Traffic Regulation Act 1984. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.
32. Section 122 of the Road Traffic Regulation Act 1984 sets out a general duty that the Council must meet when exercising powers under the Road Traffic Regulation Act 1984 and a power to provide off-street parking places.
33. Section 32 of the Road Traffic Regulation Act 1984 gives the Council the power to provide off-street parking places for the purpose of relieving or preventing congestion of traffic. The Council can charge for the use of these off-street parking places and provide for the use of these parking places pursuant to section 35(1)(iii) of the Road Traffic Regulation Act 1984.
34. Thorough consideration has been given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing these Traffic Orders. Section 122 requires the local authority to secure the expeditious, convenient, and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In carrying out this exercise the Council must have regard to the:
- Desirability of securing and maintaining reasonable access to premises.
  - The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
  - Any strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
  - The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
  - Any other matters appearing to the local authority to be relevant
35. The Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996 set out the procedure to be adopted following publication of the proposed TROs and the approach the Council should adopt in considering the Orders
36. Regulation 13 of the 1996 Regulations confirms that before making an order, the Traffic Authority shall consider all objections duly made to the TROs. This report considers the representations received regarding the proposed charges.

## EQUALITY AND DIVERSITY

37. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation
38. Under the Equality Act 2010 the council is required to have due regard to its equality duties when making decisions, reviewing services, undertaking projects, developing, and reviewing policies. An Equality Impact Assessment has been undertaken and is attached at Appendix 2 for information. It has identified no negative impacts on any of the protected characteristic groups.
39. If approved the Isle of Wight Council (Parking Places) Order No 2022 will see the re-introduction of long stay charges at Maresfield Road, East Cowes.
40. The extension of charging periods and introduction of charges at this area will enable the Council to regulate and take enforcement action at this location and prevent unauthorised use of the area.
41. It will therefore be advantageous in better protecting the ability to park for those who have a protected characteristic under the Equality Act 2010.
42. Due regard to the Council's responsibilities under the Equality Act 2010 has been given as part of this process. Through the consultation exercise, the opportunity to provide comment and representation on all the changes has been permitted

## OPTIONS

43. The options available to the council are as follows: -
  - i) Not to approve the changes to parking places as set out in the Isle of Wight Council (Parking Places) Order 2022 at appendix 3 this will result in an under recovery of income of £4k.
  - ii) To approve the changes to parking places as set out in the Isle of Wight Council (Parking Places) Order 2022 at appendix 3 and implement as soon as practically possible.

## RISK MANAGEMENT

44. There is a risk in implementing the car parking order in total that a body or organisation may seek a judicial review of the council's decision. The council has followed the procedural regulations in both publishing the notice of proposals for the parking order and in the consultation that it has been through.

45. This paper has set out clearly the outcomes of the consultation and they have been considered in framing the recommendations in the paper.
46. There is a risk that the planned changes to car parking as set out in the parking order do not deliver the estimated increases in casual parking income. A considerable amount of time has been spent looking at all of the data collected for both the council's on and off-street parking provision and in understanding the behaviours of the users of the car parks and an allowance has been made for 'resistance' to the changes that may cause an initial reduction in use of the car parks. This may be a benefit in terms of the council's wider highways and transport objectives as it could indicate people are using alternate forms of travel or car sharing but it would be a financial pressure for the council to consider. The council would have to consider making further reductions in its spending in areas not related to highways and transportation in order to balance any shortfall in the additional expected income from the changes in the parking order.
47. A further risk is that the introduction of charges may lead to a displacement of vehicles into adjoining on-street areas where there are no charges; however, there is no evidence to substantiate this when charges have been introduced in other previously free areas.

## EVALUATION

48. The possibility of the changes to the council's parking arrangements as set out in the draft order has been publicly known since the proposals were first considered by the Cabinet and then the Full Council in January and February 2021 respectively.
49. The publication of the notice of proposals for the parking places order and the consultation process required before its adoption has afforded the community of the Island a further opportunity to comment on the proposals.
50. Cabinet may want to consider whether a total number of objections of nine, and a seventy-five signature petition, is sufficiently significant to warrant the rejection of the proposal in the parking order. However, this number needs to be seen in the context of over 60,000 registered vehicles on the Isle of Wight and therefore represents a very low percentage of the potential users of the councils on street parking areas and off-street car parks.
51. As with the implementation of charges in other previously free areas the proposal for Maresfield Road is a locally emotive matter for residents and businesses. The key comments from the objections are shown in appendix 1; these primarily concern the potential displacement of vehicles into adjoining roads, impact on residents and businesses.
52. When considering the impact of the introduction of charges there is no evidence of significant displacement into adjoining areas when charge have been introduced in other previously free areas.

APPENDICES ATTACHED

Appendix 1 - Summary of responses received during public consultation

Appendix 2 - Equality Impact Assessment

Appendix 3 - Isle of Wight Council (Parking Places) Order 2022

Contact Point: Alex Minns, Assistant Director of Neighbourhoods, ☎ 821000  
e-mail [alex.minns@iow.gov.uk](mailto:alex.minns@iow.gov.uk)

COLIN ROWLAND  
*Director of Neighbourhoods*

COUNCILLOR PHIL JORDAN  
*Cabinet Member for Highways PFI, Transport and  
Infrastructure*

**APPENDIX 1**

<b>Proposal</b>	<b>Summary of key comments received</b>	<b>IWC response</b>
<p>Re-introducing charges to Maresfield Road, East Cowes.</p>	<p>Loss of free parking to access beach hut and access seafront.</p> <p>Loss of free parking for factory workers, local businesses and on occasion local residents.</p> <p>The charges are overpriced.</p> <p>An additional tax for employees of Wight Shipyard; impact on ability to recruit key/skilled staff.</p> <p>Displacement of vehicles into residential side roads.</p> <p>Disincentive to local investment.</p>	<p>A considerable amount of free parking is available on the Esplanade.</p> <p> Holders of All island parking permits will be able to park in the car park.</p> <p>The prices are consistent with long stay car parks across the island and therefore ensure a consistent approach.</p> <p> Holders of All island parking permits will be able to park in the car park.</p> <p>There is no evidence to support that the introduction of parking charges in previously free areas has resulted into displacement in to adjoining residential roads. In this instance there is free parking available on the esplanade.</p> <p> Holders of All island parking permits will be able to park in the car park. The introduction of charges will encourage a turnover of spaces and ensure that the use of the area is not abused.</p>

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**Stage 1 Equality Impact Assessment – Initial Screening**

<b>Assessor(s) Name(s):</b>	Sean Newton
<b>Directorate:</b>	Neighbourhoods
<b>Date of Completion:</b>	28/01/2020

**Name of Policy/Strategy/Service/Function Proposal**

2021/22 Budget Savings – Infrastructure and Transport, Parking

Re-introduction of long stay parking charges at Maresfield Road car park, East Cowes

**The Aims, Objectives and Expected Outcomes:**

To realise an increase in parking income through the re-introduction long stay parking charges at Maresfield Road car park, East Cowes

Please delete as appropriate:

- This is a proposal to increase parking income and ensure a consistent approach to charging across the island.

## Key Questions to Consider in Assessing Potential Impact

Will the policy, strategy, service or council function proposal have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	No
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a “legitimate expectation” for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	Yes
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	No
Could the aims of these proposals be in conflict with the council’s general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	No
Will the proposal have a significant effect on how services or a council function/s is/are delivered?	No
Will the proposal have a significant effect on how other organisations operate?	No
Does the proposal involve a significant commitment of resources?	No
Does the proposal relate to an area where there are known inequalities?	No
<p>If you answer <b>Yes</b> to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.</p> <p>If you answer <b>No</b> to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service.</p>	

Protected Characteristics	Positive	Negative	No impact	Reasons
Age			X	Proposals will not impact any protected characteristics; usage is impacted by the ability to pay
Disability			X	
Gender Reassignment			X	
Marriage & Civil Partnership			X	
Pregnancy & Maternity			X	
Race			X	
Religion / Belief			X	
Sex (male / female)			x	
Sexual Orientation			x	

Are there aspects of the proposal that contribute to or improve the opportunity for equality?	No
<i>If answered Yes, describe what these are and how they may be promoted or enhanced</i>	

Evidence Considered During Screening	
<p>Review of existing charges and permits.</p> <p>The EIAs prepared in 2014, 2016 and 2020 for changes to the Parking Places Order (PPO) were reviewed along with the feedback received and responses issued.</p>	
Head of Service Sign off:	
Advice sought from Legal Services (Name)	
Date	18/02/2022

A signed version is to be kept by your team and also an electronic version should be published on the council's website (follow the link from the EIA page on the intranet)

## Stage 2 Full Equality Impact Assessment

<b>Assessor(s)Name(s):</b>	Sean Newton
<b>Directorate:</b>	Neighbourhoods
<b>Date of Completion:</b>	18/02/2022

### Name of Policy/Strategy/Service/Function Proposal

2021/22 Budget Savings – Infrastructure and Transport, Parking

Re-introduction of long stay parking charges at Maresfield Road car park, East Cowes

### The Aims, Objectives and Expected Outcomes:

Re-introduction of long stay parking charges at Maresfield Road car park requires a Parking Places Order and accordingly was subject to a statutory consultation period. The implementation of this change is designed to assist the management of the kerbside environment in this location.

It will also enable the service to manage and enforce parking activities at the location.

### Scope of the Equality Impact Assessment

Officers have reviewed feedback on previous Parking Places Orders (PPOs), in particular the 2016 and 2020 PPOs where new chargeable areas were added; in common with the current proposal these raised a variety of issues such as: -

- General objections to introducing charges into currently free parking areas
- Proposed changes affecting residents, local businesses and the economy

## **Analysis and assessment**

The consultation on the order has been undertaken and in total 9 representations with objections were received, one of which contained a Petition with 75 signatures. However, after reviewing the proposal it is not considered to have an adverse impact on any protected characteristics.

The PPO will see the introduction of standard long stay parking charges at Maresfield Road, East Cowes which consistent across the island.

The proposals do not have the potential to cause unlawful discrimination.

## **Recommendations**

As it is not considered there will be any negative impacts it is recommended to proceed with the PPO subject to the consultation process and responding to comments received.

## Action/Improvement Plan

The table below should be completed using the information from your equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Remove or lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact  (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Age	No			None required
Disability	No			None required
Gender Reassignment	No			None required
Marriage & Civil Partnership	No			None required
Pregnancy & Maternity	No			None required
Race	No			None required
Religion / Belief	No			None required

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact  (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Sex (male or female)	No			None required
Sexual Orientation	No			None required
HR & workforce issues	No			None required
Human Rights implications if relevant				
<p>Please remember - actions should have SMART targets and be reported to the Diversity Board (this should be done via your Directorate representative) and incorporated into your service/team Plans and /or objectives of key staff</p>				

Page 103

Summary	
Date of Assessment:	18.02.2022
Signed off by Head of Service/Director	
Review date	17.02.2023
Date published	

<b><i>Publishing checklist</i></b>	<b>Yes</b>	<b>No</b>
<ul style="list-style-type: none"> <li>• <i>Plain English – will your EIA make sense to the public?</i></li> <li>• <i>Acronyms – check you have explained any specialist names or terminology</i></li> <li>• <i>Evidence – will your evidence stand up to scrutiny; can you justify your conclusions?</i></li> <li>• <i>Stakeholders and verification – have you included a range of views and perspectives to back up your analysis?</i></li> <li>• <i>Gaps and information – have you identified any gaps in services or information that need to be addressed in the action plan?</i></li> <li>• <i>Success stories – have you included any positive impacts that have resulted in change for the better?</i></li> <li>• <i>Action plan – is action plan SMART? Have you informed the relevant people to ensure the action plan is carried out?</i></li> <li>• <i>Review have you included a review date and a named person to carry it out?</i></li> <li>• <i>Challenge – has your equality impact assessment been taken to Diversity Board/Call Over for challenge?</i></li> <li>• <i>Signing off – has your Head of Service/Director signed off your EIA?</i></li> <li>• <i>Basics – have you signed and dated your EIA and named it for publishing?</i></li> <li>• <i>A signed version to be kept by your team for review and electronic version to be uploaded on to the council's website</i></li> </ul>		



**THE ISLE OF WIGHT COUNCIL**  
**(PARKING PLACES)**  
**ORDER NO 1 2022**

Notice is hereby given that the Isle of Wight Council in exercise of their powers under Section 1, 2, 4, 32, 35, 124(1)(d) and part IV of Schedule 9 of the Road Traffic Regulation Act 1984 as amended, the Road Traffic Act 1991 and the Traffic Management Act 2004 and all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act, propose to make an Order the effect of which will be:

1. To re-enact the provisions contained therein subject to the following amendments:

a) To Introduce 'Pay and Display' in the following car park with the following tariffs where payment is only available via the 'Pay By Phone' method:

<b>Maresfield Road, East Cowes Car Park</b>	
<b>New Charge between 8am and 6pm</b>	
Up to 1 hour	£1.70
1-2 hours	£2.90
2-4 hours	£4.80
4-6 hours	£6.20
6-10 hours	£9.00
<b>All evenings</b>	
1 April to 31 October, between 6pm and 8am	£2.00 per visit
1 November to 31 March, between 6pm and 8am	£1.00 per visit

The amendments are being proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to object to the proposal contained in this notice you should send the grounds for your objection, in writing, to Scott Headey – Traffic Manager, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, [pfi@iow.gov.uk](mailto:pfi@iow.gov.uk), not later than 12 noon on Friday 11 February 2022.

Scott Headey - Deputy Strategic Manager

14 January 2022

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## Cabinet report

Date	<b>16 JUNE 2022</b>
Title	<b>LEVELLING UP FUND – ROUND 2 – APPROVAL OF PROJECT PROPOSAL FOR SUBMISSION BY ISLE OF WIGHT COUNCIL</b>
Report of	<b>CABINET MEMBER FOR HIGHWAYS PFI, TRANSPORT AND INFRASTRUCTURE, AND CABINET MEMBER FOR REGENERATION, TOURISM AND BUSINESS DEVELOPMENT</b>

### EXECUTIVE SUMMARY

1. This report seeks approval of the submission of a bid to the UK government's Levelling Up fund – round 2.
2. The report instructs The Director of Regeneration to arrange for the completion of the councils bid by the deadline of 6<sup>th</sup> July 2022.

### RECOMMENDATION

3. That Cabinet instructs the Director of Regeneration to arrange for the submission of the "Island Green Link" project as the councils bid to the government's Levelling Up Fund - Round 2

### BACKGROUND

4. The first round of the Levelling Up Fund was announced at the 2020 Spending Review to support communities in realising this vision. Focusing on capital investment in local infrastructure, building on and consolidating prior programmes such as the Local Growth Fund and the Towns Fund, the first round of the Levelling Up Fund supported £1.7 billion of projects in over 100 local areas across all corners of the UK. The Isle of Wight secured £5.8m from the first round under the programmes "regeneration" theme for the £8m East Cowes Marine Hub project.
5. Through this next round of the Levelling Up Fund, the UK government intends to continue to invest directly in communities across all parts of the UK. By increasing the impact of its investment, the UK government will seek to "unleash productive power and boost pride in place across every corner of England, Scotland, Wales, and Northern Ireland" to support the levelling up agenda.

6. Levelling up is at the heart of the government's agenda to build back better after the pandemic and to deliver for citizens in every part of the UK. Levelling up requires a multi-faceted approach and the Fund is delivered as part of a broad package of complementary UK-wide interventions including: The UK Community Renewal Fund, The UK Community Ownership Fund, the Plan for Jobs, the Freeports programme, the UK Infrastructure Bank, the Towns Fund, and the UK Shared Prosperity Fund (UKSPF).
7. Having secured a "constituency" based successful project under round 1, the Department for Levelling Up, Housing and Communities (DLUHC) has confirmed that Isle of Wight Council is only able to bid for the "transport" theme under round 2 and that the island remains a "Category 2" priority area as it was under round 1. Category 1 areas attract greatest priority. Up to £14m is technically available for an island bid and so the relevant managers have initiated the necessary preparatory work to achieve cabinet approval of an Island bid in June in time for the submission deadline for round 2 of 6<sup>th</sup> July 2022.
8. A long list of projects has been developed and appraised, against the LUF 2 prospectus in order to identify a package which has a reasonable prospect of success. Key factors such as permissions, ownerships and ability to commence in 22/23 will help identify which projects might form the substance of an island bid. The initial appraisal has been presented to the Regeneration Members board and Strategic Highways board with the "Island Green Link" project being assessed as the project with the greatest prospect of potential LUF2 approval.

### Project Overview

9. The East-West Green Link project will create a comprehensive sustainable transport corridor from Ryde to Yarmouth. It will improve transport infrastructure along the entire route and create new links to existing infrastructure to ensure connectivity for all ports on to a sustainable transport network. These new routes and connections will provide low-carbon low-cost options that enable more visitors to access key tourist attractions while enabling more residents to commute to key employment sites, and both to enjoy the Island natural landscape.
10. The project comprises of three core components:
  - (a) Ryde - Yarmouth Public Transport Corridor
  - (b) West Wight Greenway
  - (c) Newport Hub and Spokes Scheme
11. Through these schemes IWC will deliver greater connectivity to the Island's gateways which will underline the Island's credentials as an environmentally sustainable destination and increased use of off-road networks will enhance connectivity to the more remote areas of the Island without the adverse impact of more motorised journeys.

### Ryde - Yarmouth Public Transport Corridor

12. This will promote and deliver improved sustainability and accessibility across the transport back-bone of the Isle of Wight. It will primarily deliver a series of lower-level interventions to improve bus infrastructure (e.g. accessibility ramps, shelters and real time information) along the keys bus routes from the Eastern ferry port of

Ryde to the Western ferry port of Yarmouth. However, it will also involve small-scale mobility hubs along the route and a larger hub at the Yarmouth Ferry Port to compliment the transport interchange being built in Ryde. The project will also revisit proposals to improve accessibility for Hovertravel customer via an improved walkway or lift system over the rail track to the bus interchange. In addition to connecting with recent sustainable transport improvements in Ryde the scheme will aim to connect with the proposed highways improvements in the Ryde Heritage Action Zone in order to support on-ward active travel and micro-mobility hubs.

13. Although each will be different in scale and focus, the corridors mobility hubs will provide space and facilities for switching easily between different modes of transport. An example would be luggage lockers and hireable e-bikes at a rural bus stop so that a wider group of visitors and residents could enjoy nearby bridleways and cycleways without being entirely dependent on cycling or having to drive to a rural location with little or no parking. This will be particularly important in connecting bus routes to the West Wight Greenway.

### West Wight Greenway

14. Stretching for 21.3 km between Freshwater and Newport, the route would be designed as a 'linear nature reserve'. Predominantly at a width of 5m with a central 3 meter path of a rural bridleway construction (generally a chalk subbase and appropriate gravel) and 1 meter verge both sides. A number of stopping areas and interpretation boards and signage will also feature. Some areas may have enhanced surfacing to improve accessibility but the extent and viability of this is still being established.
15. The route will mainly follow the dismantled railway line and make use of the existing Rights of Way network. It avoids farmsteads and the crossing of agricultural land under cultivation. Sections of quiet roads are included in the route. Importantly, the West Wight Greenway will link to the Gunville Greenway project to provide an onward access to the rest of the Island's off-road network.
16. Walking and Cycling tourism brings significant environmental benefits, compared to many other types of tourism. Cycle and Walking tourists tend to have a higher propensity to use public transport when reaching the start point for their tour, or for making onward connections. Not only do walkers and cyclists use personal motorised transport to a lesser extent, when they drive to reach starting points, the distance travelled tends to be shorter than ones made by more conventional holidaymakers
17. On completion the majority of the route will be adopted by the IW Rights of Way team who will be responsible for all ongoing maintenance to include hedge cutting. While highways improvements will be managed under the existing PFI contract.

### Newport Hub and Spokes Scheme

18. Newport is key in ensuring that improved East-West connectivity also serves the rest of the Island, and improves East-West links through the town. This will be achieved by extending and improving established cycle routes such as the new Mews Lane to Newport Harbour route and supporting the development of new routes such as aspects of the Gunville Greenway. It is proposed that this includes the development of a new carriageway and segregated cycle path along Taylor

Road, Carisbrooke to support public transport and active travel while helping to unlock an important housing site.

19. Again, a mobility hub will be included to enable travellers to safely and securely switch from one mode of transport to another. Furthermore, signage and small-scale infrastructure will be improved to ensure the enhanced the Island Green Link connects intuitively with existing North-South sustainable transport routes. This work will also link with proposed pedestrian and bus routes improvements associated with the Newport People First Zone being championed by the Newport High Street Heritage Action Zone Steering Group.

## CORPORATE PRIORITIES AND STRATEGIC CONTEXT

20. This project supports the Climate and Environment Strategy, Bus Service Improvement Plan, and the Corporate Plan.

### The provision of affordable housing for Island residents

21. Increasing transport alternative transport links supports sustainable housing growth, and the improvements to Taylor Road could be used to unlock an important potential housing site which could help provide affordable housing for Island residents.

### Responding to climate change and enhancing the biosphere

22. Improvements to bus services, and the expansion of the Island's Cycleway and Rights of Way network would help reduce the number of commuter and school trips in private vehicles by introducing more sustainable low-cost alternatives.
23. This approach to travel also supports the Island as a recognised UNESCO Biosphere Reserve, where local communities have found ways to live sustainably and healthily within their local ecosystems.
24. These proposals are also in line with developing national transport guidance and policy which encourages both active travel and the use of public transport. These include the Department for Transport's 2021 plan 'Decarbonising Transport: A Better, Greener Britain' and the recent National Bus Strategy which was supported by the Isle of Wight Council through the recently adopted Bus Service Improvements Plan. This plan identifies the potential benefits that could come from improved East-West bus connectivity and infrastructure. All of which will make a significant contribution to achieving net zero emissions from transport by 2040.

### Economic recovery & Reducing Poverty

25. Re-enforcing the branding of the Island as a UNESCO Biosphere Reserve and providing improve sustainable ways to enjoy key attractions and the Island's natural environment also supports the visitor economy as recognised by Visit Isle of Wight's Business Plan 2021-26.
26. The average length of journey on the Island is conducive to an increase in non-vehicle journeys. 9 per cent of the Island's working population is employed on the Island making commuter distances short and potentially suitable for dedicated cycling routes. Many residents live under 2 km from their workplace

27. Improved affordable transport options put more jobs within reach of local people and a wider potential employee base within reach of local businesses.
28. Supporting public transport infrastructure can reduce the cost burden on local businesses of supporting their own private vehicle transport infrastructure such as car parks.

#### Impact on Young People and Future Generations

29. The improved alternative transport options within the proposed project include active travel such as walking and cycling which bring added health benefits. These are particularly important in establishing healthy lifestyles for young people. These health benefits early in life can have significant impact on life-chances and quality of life long into the future.

#### CONSULTATION

30. The Economic Development Board Executive and Transport Infrastructure Board has considered the recommended project submission and have confirmed their support for the “Island Green Link”.
31. The support of the island MP, a requirement of the bid prospectus has been sought and has also been confirmed

#### FINANCIAL / BUDGET IMPLICATIONS

32. Match funding for the bid is required and will be confirmed from existing budget approvals
33. Specialist advice and support in submitting the bid, costing approximately £30k, will be required, at risk, and will be drawn for existing budgets set aside for such purposes.
34. The bid is anticipated to be for c. £14M which will include all additional costs associated with developing and delivering the project e.g. surveys, feasibility studies, design, project management, procurement, construction, and monitoring and evaluation.

#### LEGAL IMPLICATIONS

35. Various land ownerships along the line of the proposed “West Wight Greenway”.
36. If successful, the funding award and its terms will be governed by a legally binding contract.

#### EQUALITY AND DIVERSITY

37. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it.

38. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
39. It is not considered that the proposed bid will have any direct adverse implications to any of the protected characteristics groups. The improvements to accessibility are likely to have a positive impact on those with some disabilities and reduced mobility often associated with ageing.

### PROPERTY IMPLICATIONS

40. Improvement for the Ryde-Yarmouth Public Transport Corridor and Newport Spoke and Hub Scheme can be delivered on Highways land or IWC land adjoining the Highway. However, IWC will explore if additional value can be gained through working with neighbouring landowners without creating an undue burden to the council.
41. IWC land required for highways improvements associated with Taylor Road is already allocated for a similar use.
42. The West Wight Greenway is nearing completion of negotiations with landowners so as to ensure a continuous right of way.

### OPTIONS

43. The options considered by the Cabinet are:

Option 1 - That Cabinet instructs the Director of Regeneration to arrange for the submission of the "Island Green Link" project as the councils bid to the government's Levelling Up Fund - Round 2.

Option 2 - That Cabinet does not commit the necessary resources to preparing a submission and does not authorise the submission of a bid.

### RISK MANAGEMENT

44. Risk of not bidding (Option 2) is that no other suitable or significant funding becomes available for these improvements and so little or no progress is made in bringing these important projects forward and therefore fail to realise the potential benefits.
45. There is also potential reputational risk in not bidding (Option 2) as the Island and IWC should be presenting itself as proactive and capable in order to attract further potential funding in the future.
46. If a bid is submitted (Option 1), as noted earlier, the funds and resources applied to making the submission are entirely at risk as there is no guarantee of a successful outcome.
47. If a bid is submitted (Option 1) and is successful, capacity to deliver is a risk which is why the bid will include funding to buy-in additional capacity and will be designed at a sufficient scale to attract mainland contractors if necessary.



## EVALUATION

48. As this opportunity is the only known significant funding source for these projects at this time and the majority of the work required will be necessarily to progress the projects and seek funding via any source now or in the future, Option 1 is recommended.

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*Director of Regeneration*

(CLLR) PHIL JORDAN  
*Cabinet Member for Highways  
PFI, Transport and Infrastructure*

(CLLR) JULIE JONES-EVANS  
*Cabinet Member for Regeneration and  
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## Cabinet report

Date	<b>16 JUNE 2022</b>
Title	<b>ISLE OF WIGHT HOMELESSNESS AND ROUGH SLEEPING ACTION PLAN (2022-2024)</b>
Report of	<b>CABINET MEMBER FOR COMMUNITY PROTECTION, DIGITAL TRANSFORMATION, HOUSING PROVISION AND HOUSING NEEDS</b>

---

### EXECUTIVE SUMMARY

1. This report seeks approval of Homelessness and Rough Sleeping Strategy Action Plan for the period 2022-24. The plan has been informed through an updated needs analysis and has created in collaboration with wider stakeholders. The purpose of the document is to maintain our positive trajectory of travel and take us closer to achieving the aims of the strategy which are to make:
  - Homelessness in all forms a rare occurrence: we will provide the right support at the right time, so people can access a home and sustain a home they can call their own.
  - Homelessness a brief experience: we will give individuals and families choice and control by systemically improving pathways, support and accommodation options to reduce the trauma associated to homelessness.
  - Homelessness a one-off experience: we will increase access to settled homes.
2. Our Homelessness and Rough Sleeping Strategy, 2019-2024, is organised around three core pillars: prevention, intervention, and recovery. Prevention focuses on providing timely support before individuals and households become homeless. Intervention focusses on helping people who are already in crisis to get swift, targeted support. Recovery emphasises how we will support people to find a new home quickly and rebuild their lives via a new “accommodation first” approach, utilising the principles of housing first models.
3. The Cabinet is recommended to approve the Homelessness and Rough Sleeping Strategy Action Plan 2022- 2024, This sets out how the council and our partners will operationalise the strategy until the end of its lifetime, actively addressing the complexity of homelessness, which includes ending rough sleeping.
4. The implementation of the Action Plan as set out in Appendix 1 will be led by the Homelessness Reduction and Prevention Board and will be monitored on a quarterly basis.

## RECOMMENDATION

- |                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------|
| <p>5. Cabinet approves the Isle of Wight Homelessness and Rough Sleeping Strategy Action Plan 2022- 2024 as set out at Appendix 1.</p> |
|----------------------------------------------------------------------------------------------------------------------------------------|

## BACKGROUND

6. The Homelessness Act 2002 and Parts 6 and 7 of the Housing Act 1996 place a variety of obligations on the Council toward the homeless. These duties include homeless prevention, housing advice, the provision of temporary accommodation and the provision of permanent accommodation for homeless people who are deemed to be owed a full duty under the legislation. These duties were further enhanced in 2018 through the introduction of the Homelessness Reduction Act 2017 (HRA).
7. The HRA has had far reaching implications in relation to the Council's approach to preventing and relieving homelessness on the Isle of Wight. Its measures include:
  - An extension of the period during which an authority should treat someone (regardless of priority need) as threatened with homelessness from 28 to 56 days.
  - A new duty to prevent homelessness for all eligible applicants threatened with homelessness (regardless of priority need) and a requirement to provide applicants with housing prevention plans.
  - A new duty to relieve homelessness for all eligible homeless applicants (regardless of priority need) and a requirement to provide applicants with housing relief plans.
  - A new duty on certain external organisations (including prisons and hospitals) to refer homeless households to the Council.
8. Overall, the Act extends the duties of the Council to a much broader group of people than it has historically had a duty to help. This means the Council must redouble its efforts to prevent and relieve homelessness.
9. The legislation also requires Housing Authorities to undertake 'reviews' of homelessness within their areas and to have strategies in place to tackle identified issues. The purpose of these strategies is to outline the ways that councils and their partners work together to prevent homelessness and to provide housing and support for the homeless.
10. The Council's existing Homelessness and Rough Sleeping Strategy was agreed by cabinet in 2019. This strategy provides vital strategic direction for tackling homelessness, reducing temporary accommodation, and eliminating rough sleeping. The production of a homelessness and rough sleeping strategy is a statutory requirement which has been subsequently reinforced by the homelessness guidance for local authorities issued by the then named Ministry of Housing, Communities and Local Government.
11. The strategy should be read within the context of the Council's Housing Strategy 2020-25. This strategy covers a broader range of issues including housing supply,

affordable housing delivery and improving housing conditions. The Homelessness and Rough Sleeping Strategy focusses specifically on homelessness.

## STRATEGIC CONTEXT

12. The proposal aligns with various outcomes as set out in the following council strategies:

- Isle of Wight Council Corporate Plan 2021-25
- Housing Strategy 2020-2025
- Care Close to Home Strategy 2021-2024
- Draft Island Plan
- Public Health Strategy 2020-2025
- Health and Wellbeing Strategy 2022-2026
- Community Safety Partnership Plan 2022
- Domestic Abuse Safe Accommodation Strategy 2021- 2024

13. In addition, this also links with national strategies:

- The Rough Sleeping Strategy - GOV.UK ([www.gov.uk](http://www.gov.uk))

14. These strategies tend to be underpinned by a key priority that is shared which is to ensure that vulnerable people are protected from harm and that everyone has the opportunity to live the lives they want to lead in a safe community and a place people can call home.

## SERVICE IMPACT

15. Homelessness prevention is everyone's business. The strategy and proposed action plan provide a framework that is designed to enable collaboration and partnerships with system partners and those with lived experience for system colleagues and partners and voices of lived experience (including those of children and young people) contribute to and identify their role in the domestic abuse safe accommodation agenda as underpinned by the Domestic Abuse Act (2021).

16. In addition to fulfil the requirements as set out within the strategy we will need to expand the choice of types of safe accommodation and support to mitigate disruption to the victim's social, work, and school networks and perpetrators are supported in being held to account for their actions.

## CONSULTATION

17. The strategic action plan has been produced in collaboration with system partner organisations who have all given an undertaking to jointly own responsibility for driving the strategy and achieving the agreed outcomes.

18. A consultation on the action plan has been undertaken with the public (February and March 2022) to ensure the views of lived experience and those we serve were captured to help shape the direction of travel.

19. Feedback on the strategy has also been received from officials at the Department of Levelling UP Housing and Communities (DLUHC).

20. Feedback has been positive with a significant majority of people relating with and agreeing with the commitments as they are set out.

### FINANCIAL / BUDGET IMPLICATIONS

21. To support the implementation of our statutory housing duties the Government provides a homelessness prevention grant. The Isle of Wight Council have been allocated £776,606 for 2022/23. This funding is ring -fenced to support homeless prevention activity and primarily being used to cover staffing costs and help pay for interventions to prevent homeless. The financial modelling for the available monies has ensured that available funding covers the period of this strategy up to 2023/24. Going forward there is no certainty around the future of Homelessness Prevention Grant. Should this funding end then post 2023/24 the Council may need to reassess its options and consider growth (if required at that point in time) or scale back the level of service provided.
22. A full financial assessment will need to be undertaken alongside the development of the Homelessness Strategy 2019/24. Current spend is currently in line with budget in the current financial year. However, there is a risk to this position, due to the demand led nature of this service. Demand since the implementation of the HRA 2017 has been steadily increasing and is likely to be further exacerbated by ongoing Welfare Reforms, cuts in funding and cost of living crisis.
23. The primary risks to the homelessness budgets are costs associated to temporary accommodation inclusive of Bed and Breakfast. The actions that are in place are intended to ensure that the levels of expenditure incurred on temporary accommodation remain within budget going forward into 2023/24. This projection, however, needs to be viewed in the context of the increases in homelessness numbers that are being experienced nationally and there are clear risks to the position that is currently being projected.

### IMPACT ON YOUNG PEOPLE AND FUTURE GENERATIONS

24. Research suggests children bear the brunt of homelessness:
- Homeless children are sick at twice the rate of other children.
  - Homeless children go hungry twice as often as non- homeless children.
  - More than one-fifth of homeless pre-schoolers have emotional problems serious enough to require professional care, but less than one-third receive any treatment.
  - Homeless children are twice as likely to repeat a grade compared to nonhome less children.
  - Homeless children have twice the rate of learning disabilities and three times the rate of emotional and behavioural problems of non- homeless children.
  - Half of school-age homeless children experience anxiety, depression, or withdrawal compared to 18 percent of non- homeless children.
  - By the time homeless children are eight years old, one in three has a major mental disorder.

These are not only challenges in themselves but may act as “secondary adversities,” putting a child at greater risk for trauma reactions and making recovery difficult.

25. To flourish, children need a safe place -- both physically and emotionally -- to come home to. If a child is to turn their full attention to the many demands of growing up, they need a secure, solid home where they feel protected. They need to feel and be safe, which allows them to go out and do battle in the world and return home to recharge.

## CLIMATE, ENVIRONMENT & UNESCO BIOSPHERE IMPACT

26. There are digital service improvement actions that are being proposed which will contribute to the Council's ambition to become carbon neutral by 2040. The improvements include virtual viewings and electronic signing of occupancy agreements. The website is also being updated to improve customer access and self-service opportunities. This will reduce the potential number of physical visits Council staffs will make to complete all paperwork and assessments, by offering this digital solution. The enhancement of this digital service offer will reduce paper and printing requirements of the service as well as reducing multiple visits to customers where possible, reducing the services carbon emissions through reduced car usage.

## LEGAL IMPLICATIONS

27. Under section 1(3), (4) of the Homelessness Act 2002, local authorities have a duty to review and publish their Homelessness and Rough Sleeping Strategy on at least a 5- yearly basis.

28. There are no direct legal implications arising from the proposed strategic action plan. It is compliant with Housing legislation and has been designed to encompass wider reforms which include but not limited to responsibilities set out in the Domestic Abuse Act 2021.

## EQUALITY AND DIVERSITY

29. In exercising discretion, the local authority must always be mindful of their duty contained in section 149 of the equality Act 2010, that is the duty to have due regard to the need to (a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited or under the Act: (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

30. This includes having due regard to the need to: - (a) Remove or minimise disadvantages suffered by relevant protected characteristic that are connected characteristics from the needs of the persons who do not share it. (b) Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it. Section 158 of the Equality Act 2010 permits the taking of positive action where this is proportionate means of meeting the needs of persons who share a protected characteristic which are different from the needs of persons who do not share that protected characteristic.

31. The strategic plan commits us to ensuring that our homelessness duties and corresponding support is accessible to all of those who need it, irrespective of their individual circumstances and/or any protected characteristics they may have.

32. The proposed decision will help the Council to meet its equalities duties and address known inequalities affecting individuals with protected characteristics. No negative consequences are identified for those who identify with one or more protected characteristics; accordingly, the decision represents progress to eliminate discrimination and advance equality of opportunity.
33. Ensuring that the customer voice is heard is instrumental in how the Council develops and delivers its services and is of paramount importance. The homelessness service aims to offer a high quality and accessible advice service to all customers, ensuring that our residents have access to housing and can live with dignity and independence.

#### SECTION 17 CRIME AND DISORDER ACT 1998

34. The Homelessness and Rough Sleeping Strategy Action plan aims to positively contribute to prevent, crime, disorder, antisocial behaviour by addressing the support needs of members of our community who are at risk or are experiencing Homelessness.

#### OPTIONS

35. The options available to the council are as follows:

Option 1: Approve the Homelessness and Rough Sleeping Strategy Action Plan 2022-2024.

Option 2: Refuse to approve the Homelessness and Rough Sleeping Strategy Action Plan 2022-2024.

Option 1 is the recommended option as the Isle of Wight Council have a statutory duty to develop and publicise how we will operationalise our Homelessness and Rough Sleeping Strategy.

#### RISK MANAGEMENT

36. The Rough Sleeper Strategy provides the direction for our services until 2024. Although good progress has been made the risk of homelessness on the Isle of Wight continues to grow. Moreover, the local housing market combined with the likely increases to cost of living present major risks, both to our customers who will be under financial pressure and will find it harder to access housing, and to the Council due to increased demand for social housing and housing advice.
37. There is a risk that homelessness applications might increase, and the Homelessness team will have a duty to house growing numbers of households without the corresponding accommodation being available.
38. The Homelessness team will need to continue to be pro-active in addressing homelessness, seeking to work effectively with other services within the Council and our partners to make the best use of our resources
39. To minimise the risk of homelessness to people in our communities the IWC will aim to lead a coordinated effort to ensure everyone on the island has the chance to



live in a safe place they can call home. We can only achieve this vision with active collaboration, cooperation and responsibility from all organisations and agencies across the island.

40. The delivery of this action plan will help manage this risk by co-ordinating and connecting the work of Isle of Wight Council services and wider partners and providers, this is the foundation of a “whole systems approach” that we seek to embed.

41. The risk that strategic direction does not translate into action on the ground has been mitigated by the creation of a comprehensive action plan which will be monitored through the housing governance structures. In addition, annual updates will be presented to the appropriate Scrutiny Committee to give reassurances that the actions are being progressed.

## EVALUATION

42. The development and publication of an action plan to operationalise our Homelessness and Rough Sleeping Strategy is a statutory duty placed on the local authority.

43. The strategic action plan gives due consideration to the associated risks, legal and budget implications and has been developed and approved with stakeholders. It provides a blueprint setting out how the IWC will address issues around homelessness that affects hundreds of people on the Isle of Wight each year. Its aim is to deliver our vision whereby everyone living on the Isle of Wight has a safe place to call home.

## APPENDICES

Appendix 1 – Homelessness and Rough Sleeping Strategy Action Plan 2022-2024.

## BACKGROUND PAPERS

Isle of Wight Council, Homelessness and Rough Sleeping Strategy 2019- 2024.

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*Director of Adult Social Care and  
Housing Needs*

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Transformation, Housing Provision and Housing  
Needs.*

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## Isle of Wight Homelessness and Rough Sleeping High Level Action Plan 2022-2024.

Action Reference number	Action	Timescales Short term (< 1 year) Medium term (1-2 years) Long term (>2 years)
<b>Pillar 1: Prevention</b>		
1	We will improve early intervention and targeted prevention measures to strengthen systems for identifying households at risk of homelessness much earlier. Ensuring suitable support is put in place for those identified.	Short Term.
2	We will utilise and make applications to access all available funding streams to support the prevention agenda making the best use of the public purse.	Short term  *Subject to annual reporting/ reviews.
3	We will ensure that we commission the right models of housing, really listening to what local people tell us that they need and including extra care, supported living and shared lives.	Medium- Long Term
4	We will develop, revise or improve implementation of pathways with tailored support, appropriate interventions and housing solutions for groups at risk of harm (children at risk of adverse childhood experiences, people leaving prison, care experienced young people, people with physical/mental health problems, the Armed Forces, refugees, etc.).	Short term.
5	We will offer advice and assistance in a range of formats, so the customer can choose how they communicate with the Council ensuring staff-resident interactions are slicker and steps and processes for services delivered are clearer and communicated effectively by competent, confident critical thinking staff.	Short Term.
6	The IWC Work alongside landlords to create robust early alert systems and ensure protocols are in place for tenancies at risk or when properties are going to be removed from the market.	Short Term
7	Use data, feedback and evidence to understand ways to work smarter to manage demand and to inform how we improve prevention and relief intervention services	Short Term  *Subject to annual reporting/ reviews.

8	We will improve partnership working with local schools in the form of bespoke training/information sharing annual forums to ensure vulnerable children and families are equipped to access services both in the statutory and voluntary sector.	Short Term  *Subject to annual reporting/ reviews.
9	We will review and reform family mediation provision to ensure effective and consistent provision.	Short Term
10	We will Introduce and make available a variety of new packages to assist our residents seeking to access the private rented market.	Short Term
11	The IWC will achieve the DAHA accreditation which is benchmark for how housing providers should respond to domestic abuse.	Medium Term.
12	We will ensure everyone can stay safe and well in their own homes through improving the home environment e.g., equitable approach to DFGs.	Short Term  *Subject to annual reporting/ reviews.
<b>Pillar 2: Intervention</b>		
13	We will improve practice and provision of services for people with substance misuse issues including those with co-occurring mental health issues.	Medium Term
14	We will improve practice and provision of services for people with mental health and/or neurodevelopmental issues	Medium Term
15	Deliver targeted support to those in temporary accommodation and rough sleeping to enable faster identification of suitable private rented and social housing options.	Short Term
16	Ensure that the workforce development of public services on the island are designed to reduce poverty, including child poverty, and promote financial security and independence and are aligned with homelessness prevention policy and practice.	Short Term
17	Mitigate the effects of welfare benefit changes by providing tailored advice and support and increasing employment/training opportunities, whilst working in partnership with relevant statutory services and voluntary sector to achieve sustainable outcomes for those affected.	Short Term
18	Ensure everyone at risk of rough sleeping is accommodated by adopting a No Second Night Out approach in our housing solutions service	Short Term  *Subject to annual reporting/ reviews.

19	Ensure we effectively support survivors of domestic abuse into somewhere safe to stay.	Short Term  *Subject to annual reporting/ reviews.
<b>Pillar 3: Recovery</b>		
20	Working with the private rented sector, registered social landlords/supported housing providers and IOW Council to maximise the range of affordable and sustainable accommodation available for those who are or become homeless. This will include various forms of supported housing, bedsits, studios and flats suitable for individuals or couples and larger properties for families.	Short Term  *Subject to annual reporting/ reviews.
21	Ensure that there no systemic barriers to health provision, including access to GPs and dental care.	Short Term  *Subject to annual reporting/ reviews.
22	The IOW council will complete a Joint Gypsy and Traveller Accommodation Needs Assessment (GTANA) and allocate sites for transit and permanent pitches for Gypsy or Traveller use or plots for Travelling Showpeople in a development plan document.	Medium Term
23	Use all available powers to bring Empty properties back into use.	Short Term  *Subject to annual reporting/ reviews.
24	We will aim to assist households within social homes to RightSize to homes that better meet their needs, this will address under occupation and overcrowding.	Short Term
25	We will build stronger partnerships and more joined-up services across health, social care, housing, public health, the police, and voluntary organisations.	Short Term  *Subject to annual reporting/ reviews.
26	We will establish a communications programme with the general public regarding promotion of services and progress with tackling homelessness, as well as ensuring the public is informed on the reality, scale and causes of homelessness, and addressing misconceptions.	Short Term  *Subject to annual reporting/ reviews.

27	Increase housing supply, availability and accessibility in the social and private sector. IWC will work across directorates, RSLs, Private sector and others to increase supply, availability and accessibility across both sectors – ensuring that the needs of those experiencing homelessness are reflected in the processes for assessing need, developing and delivering additional homes and within allocation arrangements.	Long Term
28	Share training and learning experiences across the Homelessness Partnership building our collective capacity and expertise.	Short Term  *Subject to annual reporting/ reviews.
29	To deliver a community offer where services for anyone who is rough sleeping and those in temporary accommodation can improve health wellbeing and housing outcomes by ensuring a holistic and proactive package of tailored support.	Medium Term  *Subject to annual reporting/ reviews.
30	Regularly review what we do, using data, feedback and evidence to make a positive change and impact.	Short Term  *Subject to annual reporting/ reviews.
31	Carry out a full review of the Council's Housing Allocation Scheme in consultation with registered providers and residents to ensure we prioritise those households with the greatest housing need.	Short Term  *Subject to annual reporting/ reviews.
32	Improve resident satisfaction of the Housing Solutions service ensuring their experience of the service feels joined-up, seamless, is as efficient as possible, and residents feel empowered and supported, not having to unnecessarily navigate multiple departments and agencies.	Medium Term  *Subject to annual reporting/ reviews.
33	Embed a psychologically informed environment approach in supported housing and other rough sleeper services to increase engagement and prevent a return to rough sleeping.	Medium Term
34	Establish a peer mentor programme for homeless households.	Medium Term

**Measures of Success:**

- Successfully retained zero families with dependent children in bed and breakfast or nightly rate accommodation
- Reducing the number of households in temporary accommodation
- Improve resident satisfaction of the Housing Solutions service ensuring their experience of the service feels joined-up, seamless, is as efficient as possible, and residents feel empowered and supported, not having to unnecessarily navigate multiple departments and agencies.
- To provide more social rented and affordable housing options, including Housing First to more people affected by homelessness.
- Reduce the cycle of repeat homelessness applications.
- Reduce the use of and improve move on from temporary accommodation.
- Reduce level of arrears and sustain tenancies and put an end to no fault evictions.
- Increased numbers of households will be prevented from becoming homeless.
- Public services adopting a no discharge/release into homelessness policy.
- Reframing perceptions on a universal basis about homelessness.

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## Cabinet report

Date	<b>16 JUNE 2022</b>
Title	<b>POLICY FOR MINIMUM ENERGY EFFICIENCY STANDARDS (MEES) PENALTIES</b>
Report of	<b>DEPUTY LEADER AND CABINET MEMBER FOR COMMUNITY PROTECTION, DIGITAL TRANSFORMATION, HOUSING PROVISION AND HOUSING NEEDS</b>

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### EXECUTIVE SUMMARY

1. This report sets out the council policy in respect of penalties for landlords in relation to minimum energy efficiency standards in private rented properties.
2. The Energy Efficiency (Private Rented Property) (England and Wales) Regulations 2015 as amended, which are known as the Minimum Energy Efficiency Standards or MEES, apply to existing private rented sector tenancies. They have been designed to tackle the least energy efficient private residential dwellings, specifically those with an energy performance rating of band F or band G.
3. Under MEES, from 1 April 2020 landlords may not continue to let, or re-let, a private rental property with an EPC band rating of F or G. Therefore, if a landlord wishes to let a property that falls into either of these categories, they must undertake relevant works to increase the band rating to a minimum of an E.
4. The Housing Renewal Section of the Local Authority has enforcement responsibilities relating to the MEES and will intervene with any apparent non-compliant property.
5. The amount of financial penalty charged is at the discretion of a Local Authority, and differs with the type of breach, but the maximum penalty that a landlord can be charged per property is capped at £5,000. However, should the landlord re-let the property on a new tenancy further financial penalties of up to £5,000 can be applied for new/ongoing breaches. This policy seeks to address the standards and how the financial penalties and publication notices will be applied.
6. The policy supports various corporate aims and strategies as well as supporting the Government's mission for carbon reduction and better standards.

### RECOMMENDATION

- |                                                                                                         |
|---------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"><li>7. That Cabinet approves the policy for MEES penalties.</li></ol> |
|---------------------------------------------------------------------------------------------------------|

## BACKGROUND

8. The Energy Efficiency (Private Rented Property) (England and Wales) Regulations 2015 as amended (referred to as 'the regulations') were introduced on 1 April 2015. The regulations applied to existing private rented sector tenancies and includes any new tenancies from 1 April 2020. They have been designed to tackle the least energy efficient private residential dwellings, specifically those with an energy performance rating of band F or band G. This is known as the Minimum Energy Efficiency Standards, or MEES.
9. The Private Rented Sector (PRS) on the Island is generally considered to comprise around 14,500 properties which is nineteen per cent of all properties.
10. Unless a PRS property has a defined exemption from MEES, or no legal requirement to have an Energy Performance Certificate (EPC), the landlord must obtain an EPC.
11. An EPC measures the energy efficiency of a property on a scale of A-G. Ratings of A being the best and G the worst.
12. EPC F and G rated properties are the most energy inefficient of our housing stock. They impose unnecessary energy costs on tenants and the wider economy and can lead to poor health outcomes, with a resulting resource pressure on health services. These properties also contribute to avoidable greenhouse gas emissions.
13. The Housing Renewal section of the council regulate housing standards, in particular those in the PRS. This policy will assist the Housing Renewal section in its regulatory duties as well as encourage the majority of good landlords to comply with the Government standards without formal intervention.
14. The MEES regulations allow a local authority to impose a financial penalty and/or a publication notice where a landlord is in breach of the requirements. The processes for enforcing these standards are defined in the regulations, and recipients of a financial penalty or notice have a right of appeal.
15. The amount of financial penalty charged is at the discretion of a Local Authority, and differs with the type of breach, but the maximum penalty that a landlord can be charged per property is capped at £5,000. However, should the landlord re-let the property on a new tenancy further financial penalties of up to £5,000 can be applied for new/ongoing breaches.
16. The amount of penalty is to be determined by the local housing authority in each case and this policy aims to provide a framework to create a consistent, fair, proportionate and transparent method of determining the amounts.
17. The amount of financial penalty will be ascertained by assessing the situation in regard to the severity of the offence, the culpability of the offender, the track-record of the offender, and the actual harm to the occupiers based on reasoned objective measures, and then using a calculation by percentage of maximum penalty levels for consistency.
18. Each case can then be reviewed further to consider if it is appropriate to raise or lower the penalty to ensure that any discretion is not fettered.

19. This Policy forms a part of the overarching Neighbourhoods Enforcement Policy 2021-2024 [Environmental Health - Service Details \(iow.gov.uk\)](#).
20. In forming this policy, the Commissioner of Housing Renewal has researched a number of other local authorities polices and taken the best and most effective aspects from these to suit the Island situation. He has also tested the weighting by applying the process on real cases to create notional penalties allowing calibration of realistic and appropriate penalty levels.
21. The overarching principles of the Neighbourhoods Enforcement Policy apply to the enforcement decision in the application of the MEES penalties policy.

## CORPORATE PRIORITIES AND STRATEGIC CONTEXT

22. The MEES penalties policy supports the corporate priorities in the following ways;
  - **Growth** by facilitating income opportunities related to enforcement duties.
  - **Regeneration** by ensuring sub-standard homes in the private rented sector are fit for human habitation and free from unnecessary hazards.
  - **Opportunity** by upholding appropriate housing standards which would otherwise negatively affect the occupiers and impact other aspects of their lives through accidents, ill health, poverty or social isolation.
  - **Wellbeing** by positively engaging and enforcing satisfactory housing standards to enable the vulnerable occupiers to live safe and well in their home.
23. Isle of Wight Housing Strategy 2020-2025 states in Priority Three: *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.* The ability to impose MEES penalties will enhance the Housing Renewal section’s ability to achieve this priority.
24. This policy directly supports the Councils mission zero climate and environment strategy 2021-2040 [2570-Mission-Zero-Climate-and-Environment-Strategy-2021-2040-final.pdf \(iow.gov.uk\)](#). Specifically objective 4B- Overall emissions from housing to be reduced by at least 85 percent by 2040.
25. Helping achieve corporate key area action B in the corporate plan 2021-2025 [4903STR Corporate plan 2021 v2 \(1\).pdf](#) – ‘Responding to climate change and enhancing the biosphere’. This will be achieved by addressing issues of fuel poverty and health inequalities by making homes more energy efficient and by creating new opportunities for local people to support their health and wellbeing.

## Climate and Environment

26. One of the biggest contributors to climate change is carbon dioxide (CO2). The energy used for heating, lighting and power in our homes produces over a quarter of the UK’s CO2 emissions.
27. Only the installation of certain defined energy efficiency measures are eligible under the EPC regulations to improve dwellings. However when installed each measure will not only improve the property’s energy efficiency it will assist in the reduction carbon emissions.

28. The properties to which this policy relates, EPC F and G rated, will provide the largest gains in CO2 reduction by completing eligible energy efficiency improvements.
29. As an example, during the Councils Green Homes Grant scheme in 2021 we assisted in the improvement of a G rated home to achieve a D rating. This resulted in 6.4 Tonnes of CO2 emission savings per year.

#### Economic Recovery and Reducing Poverty

30. The ability to impose MEES penalties will enhance the Housing Renewal section's ability to positively improve the energy efficiency of PRS housing.
31. It is widely understood that the PRS has the most energy inefficient housing by tenure group, and it also houses many of the most vulnerable and fuel poor households in our society.
32. By improving the energy efficiency of poor performing homes, it will help lift the occupiers out of fuel poverty.
33. The requirement to undertake improvement work on homes will also feed into the economic recovery of the Island by providing work for the relevant trades. The retrofit of housing economy on the Island is sporadic due to intermittent Government schemes, and the effects of this policy will hopefully encourage greater confidence in contractors to engage with the necessary training and investment.

#### Impact on Young People and Future Generations

34. The most recent data on fuel poverty from the Department for Business, Energy and Industrial Strategy at April 2022 indicated that the proportion of households in fuel poverty is 11.0% (8,250 households).
35. Energy prices and the energy efficiency of the property are key factors in calculating fuel poverty. The final factor is household income. It is not unreasonable to conceive that due to the recent increases in energy prices, particularly in April 2022, and with more increases predicted, the numbers of households living in fuel poverty will have increased and will continue to increase.
36. Fuel poverty is linked with poor housing standards in the PRS, which affects a household's ability to adequately heat their property, combat damp and mould growth, and manage excess heat during hot weather. Not only do these issues represent hazards under the Housing Health and Safety Rating System, but they detrimentally effect the health of adults and young people occupying the property.
37. Occurrences of hazards such as damp and mould, and excess cold can cause physical, psychological, social and mental health effects, which will reduce a child's optimum chances in life from an early age.

#### FINANCIAL / BUDGET IMPLICATIONS

38. Undertaking MEES enforcement would not require any additional resources beyond those already utilised in the Housing Renewal Section, and the Legal section when

providing any appeals advice/support or applying to the court for non-payment situations.

39. The utilising of MEES financial penalties would provide for a non-regular income opportunity coming into the Housing Renewal section.
40. Financial penalties under this policy are VAT exempt.
41. Using a sample group of recent cases, the service has undertaken a number of Housing Act Notices in regard substandard properties which do not meet the Minimum Energy Efficiency Standards, all of which could have been resolved more efficiently with the use of the proposed MEES penalty policy.

#### LEGAL IMPLICATIONS

42. Powers in the MEES regulations allow a local authority to impose a financial penalty or publication notice on the landlord.
43. The maximum penalty provided in the Energy Efficiency (Private Rented Property) (England and Wales) Regulations 2015 is £5,000 per offence. The amount of penalty is to be determined by the local housing authority in each case, the calculation of which is clarified by the proposed policy.
44. The regulations allow for an appeal against a penalty notice to the First Tier Tribunal. A landlord can also ask the Local Authority to review the notice prior to an appeal. If the Local Authority does not decide to withdraw the penalty notice, it might decide to waive or reduce the penalty, allow the landlord additional time to pay, or modify the publication penalty.

#### EQUALITY AND DIVERSITY

45. An equality impact assessment has been undertaken which has concluded there is generally no impact under most of the protected characteristics and positive impact for some in certain circumstances. The procedures allow for suitable adjustments for any disability related access to service difficulties. Any impact for the occupiers sub-standard housing would be positive, particularly for older/younger occupiers and people who suffer a disability or mental health illness which is affected by hazards resulting from energy inefficient property.

#### PROPERTY IMPLICATIONS

46. There are no council owned property implications.
47. There are positive implications for properties in the private rented sector. It is hoped that the majority of cases of sub-standard properties will have property improvements carried out before the need for formal action. However, the policy provides for a robust response where landlords have committed certain offences under MEES regulations and sends a strong message to the landlord in question as well as other landlords operating unsatisfactorily. The aim is to improve the standard of the Island's private rented housing market.

## OPTIONS

48. Option 1. To approve the MEES penalties policy.
49. Option 2. To not approve the MEES penalties policy.

## RISK MANAGEMENT

50. There is a risk that a MEES penalty is issued on the wrong person or at the wrong address. Currently the sanction of serving a financial penalty requires internal checks and legal peer checks, all following the Neighbourhoods Enforcement Policy and it is proposed that this remains in place for the MEES penalties process.
51. The comprehensive procedural checks will also mitigate any reputational risk.
52. There is a risk that a MEES penalty is issued without the appropriate evidence and case oversight. A financial penalty can be appealed and may be challenged at the Residential Property Tribunal. The enforcement procedures will ensure that this level of evidence is achieved to minimise any risk of successful appeal or that unnecessary enforcement is carried out.
53. There is risk that the person issued a MEES penalty does not pay and the authority must apply to the court to receive the money. Whilst this is an appropriate process, it is not desirable to take up members of staff time in court action. This will be mitigated by applying proportionate penalty amounts rather than trying to elevate the charge to maximum levels consistently. It is hoped that proportionate charging will encourage settlement of the debt. Additionally, the Local Authority will allow payment plans to assist with any payment difficulties.
54. There is risk that the issuing and payment of a MEES penalty does not resolve the physical work, and tenants may still be suffering the hazards. This can be mitigated by undertaking separate housing standards enforcement. Should the offender repeat the offence it will have a significant effect on any subsequent financial penalties by increasing them. Also, further separate enforcement action may take the form of a different housing notice and could result in prosecution or civil penalty. The Housing Renewal Section does not normally cease intervention until the physical issues have been resolved.
55. There is a risk that some landlords may take retaliatory action, such as evict the tenants, or decide not to continue letting the property. In order to mitigate unnecessary homelessness duties for the authority each case can be carefully monitored and mitigating action under the Housing Act 2004 may be able to be taken to protect the tenants from retaliatory eviction. If a landlord is intent on only operating in a non-compliant way then it should be no loss to the sector, where other good landlords would hopefully step in and take on the property. We will actively promote any grant schemes that landlords may be eligible for to assist them in undertaking their duties and avoid getting into an enforcement position.

## EVALUATION

56. The one option is being recommended as it is a simple yes or no choice to allow the local authority the ability to impose MEES penalties by approving the MEES penalty policy.

57. This option will enable more cost-effective regulation, a proportionate approach, the ability to utilise any income within the Housing Renewal service and contribute to the council's corporate priorities.

## BACKGROUND PAPERS

58. Equality impact assessment. Attached
59. Useful guidance- The Domestic Private Rented Property Minimum Standard. Guidance for landlords and Local Authorities on the minimum level of energy efficiency required to let domestic property under the Energy Efficiency (Private Rented Property) (England and Wales) Regulations 2015, as amended. BEIS April 2020. [The domestic private rented property minimum standard \(publishing.service.gov.uk\)](https://www.gov.uk/government/publications/the-domestic-private-rented-property-minimum-standard)
60. Fuel poverty data [Sub-regional fuel poverty in England, 2022 \(2020 data\) \(publishing.service.gov.uk\)](https://www.gov.uk/government/publications/sub-regional-fuel-poverty-in-england-2022-2020-data)
61. Energy price cost data [Domestic energy prices - House of Commons Library \(parliament.uk\)](https://www.parliament.uk/publications/59447)
62. Housing Health and Safety Rating System information [Housing health and safety rating system \(HHSRS\) operating guidance: housing inspections and assessment of hazards - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/housing-health-and-safety-rating-system-hhsrs-operating-guidance)
63. [Neighbourhoods enforcement policy 2021-2024 Environmental Health - Service Details \(iow.gov.uk\)](https://www.gov.uk/government/publications/neighbourhoods-enforcement-policy-2021-2024)

## APPENDIX

Appendix 1 - Policy for Minimum Energy Efficiency Standards (MEES) Penalties

Appendix 2 - Equality Impact Assessment

Contact Point: Alan Barnes, Commissioner of Housing Renewal, ☎ 823040 e-mail [alan.barnes@iow.gov.uk](mailto:alan.barnes@iow.gov.uk)

COLIN ROWLAND  
*Director of Neighbourhoods*

(CLLR) IAN STEPHENS  
*Deputy Leader and Cabinet Member for  
Community Protection, Digital  
Transformation, Housing Provision and  
Housing Needs*

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ISLE OF WIGHT COUNCIL.

HOUSING RENEWAL SECTION, NEIGHBOURHOODS DIRECTORATE

**POLICY FOR MINIMUM ENERGY EFFICIENCY STANDARDS (MEES) PENALTIES**

Contents

1. Introduction
2. Financial Penalty Calculation
3. Transparency
4. How we Recover Penalties and Expenses
5. Policy Review

## 1. Introduction

- 1.1 The Local Authority is committed to improving the private rental sector housing on the Island, improving energy efficiency and reducing potential fuel poverty for vulnerable residents. In this regard, wasted domestic energy can create unnecessary costs to landlords, tenants and the wider economy as a whole, and by improving the energy efficiency of the housing on the Island there will be many benefits to the owners, occupiers and the Island as a whole. These benefits include:
- Support of the Council mission zero climate and environment strategy 2021-2040 [2570-Mission-Zero-Climate-and-Environment-Strategy-2021-2040-final.pdf \(iow.gov.uk\)](#) (Objective 4B Overall emissions from housing to be reduced by at least 85% by 2040)
  - Helping achieve corporate key area action B in the corporate plan 2021-2025 [Viewing Document: Corporate Plan 2021-2025 \(iow.gov.uk\)](#) – ‘Responding to climate change and enhancing the biosphere’
  - Assist with the corporate action of- ‘Continue to ensure the private sector housing stock is fit for purpose and compliant with current housing standards’
  - Support with the corporate action of- ‘...deliver the various home energy efficiency grant schemes to improve Island homes and reduce energy consumption’
  - Energy costs for tenants will be more manageable, reducing the threat of fuel poverty;
  - General improvement of the private rental market stock Island wide;
  - Reduced requirement of excess energy usage at peak times; and
  - Help achieve the Government aim of Net Zero carbon emissions by 2050
- 1.2 It has been a legal requirement for a landlord to have a valid Energy Performance Certificate (EPC) on the letting of a property since the 2007. An EPC is valid of 10 years, after which there is no requirement for a replacement, unless the property is sold or let to a new tenant.
- 1.3 The Energy Efficiency (Private Rented Property) (England and Wales) Regulations 2015 as amended (referred to as ‘the regulations’) were introduced on 1 April 2015. The regulations applied to existing private rented sector tenancies and includes any new tenancies from 1 April 2020. They have been designed to tackle the least energy efficient private residential dwellings, specifically those with an energy performance rating of band F or band G. This is known as the Minimum Energy Efficiency Standards, or MEES.
- 1.4 Under these regulations from 1 April 2020 landlords may not continue to let, or re-let, a private rental property with an EPC band rating of F or G. Therefore, if a landlord wishes to let a property that falls into either of these categories they must undertake relevant works to increase the band rating to a minimum of an E.
- 1.5 The Housing Renewal Section of the Local Authority has enforcement responsibilities relating to the MEES and will intervene with any apparent non-complaint property. Any enforcement decisions will be taken in line with the Neighbourhoods Enforcement Policy (currently Neighbourhoods enforcement Policy 2021-2024).
- 1.6 Financial penalties and publication notices are available where non-compliance with the standards exist, and this policy seeks to address the standards and how the financial penalties will be applied. Processes are defined within the regulations, and recipients of a financial penalty or notice have a right of appeal.

## 2. Financial Penalty Calculation

- 2.1 The following table details the penalties applicable for each breach. A Local Authority may not impose a financial penalty under both paragraphs (A) and (B) below in relation to the same breach of the Regulations. But they may impose a financial penalty under either paragraph (A) or paragraph (B), together with financial penalties under paragraphs (C) and (D), in relation to the same breach. Where penalties are imposed under more than one of these paragraphs, the total amount of the financial penalty may not be more than £5,000. If a landlord re-lets the property on a new tenancy agreement it would constitute a new breach and would incur a further penalty to a maximum of £5000.00.

	Matters that can cause a penalty	Penalty
A	Letting out a non-compliant property for less than 3 months	£2000.00 and / or publication
B	Letting out a non-compliant property for 3 months or more	£4000.00 and / or publication
C	Providing false or misleading information of the PRS Exemptions register	£1000.00 and / or publication
D	Failure to comply with a <b>Compliance Notice</b>	£2000.00 and / or publication

The amount of penalty charge will be ascertained by assessing the situation in regard to the severity of the offence, the culpability of the offender, the track-record of the offender, and the actual harm to the occupiers based on reasoned objective measures, and then using a calculation by percentage of maximum penalty levels for consistency.

Each case can then be reviewed further to consider if it is appropriate to raise or lower the penalty.

- 2.2. **Severity of the offence inclusive of actual harm.** The more serious the offence, the higher the penalty should be.
- 2.3 Assessment of Severity;

**Serious Impact.** EPC ratings of G rating will fall into this category by default. F rated properties will also be in this category where there is evidence of housing defects under the Housing Health and Safety Rating System (HHSRS) which relate to the hazards of excess cold, dampness and mould growth, or excess heat. Where actual harm to any occupiers has occurred due to the poor energy efficiency of the property it will be deemed a serious impact.

**Serious severity multiplier is 100% of the maximum financial penalty.**

**Minor Impact.** Unless considered to be serious using the reasoning above the severity will be deemed to be Minor.

**Minor severity multiplier is 75% of the maximum financial penalty.**

- 2.4 **Culpability and track record of the offender.** A higher penalty will be appropriate where the offender has a history of failing to comply with their obligations and/or their actions were deliberate and/or they knew, or ought to have known, that they were in breach of their legal responsibilities. Landlords are running a business and should be expected to be aware of their legal obligations. An assessment will be based on evidenced previous interventions in

this and other local authorities, as well as consideration to the extent of the knowledge the offender should have when operating in the business, and efforts made by the offender to comply with matter in question.

## 2.5 Assessment of Culpability;

**Deliberate-** An intentional breach, or flagrant disregard for the law, for example by the offender informing the authority they will not attempt to comply with the requirements.

**Deliberate culpability multiplier is 100% of the maximum financial penalty.**

**Reckless-** An actual foresight or wilful blindness to the risk of offending but decision to take the risk nevertheless, for example failing to comply with a strict liability in the MEES regulations. This is the default category of culpability without any evidence of the other levels.

**Reckless culpability multiplier is 90% of the maximum financial penalty.**

**Negligent-** The failure to take reasonable care to put in place and enforce proper systems for avoiding the offence, for example partial compliance with a schedule or work to an enforcement notice but failure to fully comply.

**Negligent culpability multiplier is 80% of the maximum financial penalty.**

**Low or no culpability-** The offence committed has some fault on the part of the offender but there are other circumstances for example obstruction by the tenant to allow a contractor access for repairs, or damage caused by the tenant.

**Low culpability multiplier is 70% of the maximum financial penalty.**

## 2.6 Assessment of Track Record;

**1<sup>st</sup> offence-** no previous conviction, civil penalty or financial penalty imposition for housing standards related offences in the previous four years irrespective of the locality to which the offence relates.

**1<sup>st</sup> offence multiplier is 75% of the maximum financial penalty.**

**Further offence multiplier is 100% of the maximum financial penalty.**

## 2.7 Review of Financial Penalty. Each case will be reviewed to establish whether there is presence of mitigating evidence to either raise or lower the amount of the financial penalty. The review will also consider if a Publication Notice is also appropriate.

**Case officer to review with manager, and final outcome to be documented and signed as an officer decision.**

## 3. Transparency

### 3.1 The calculation will be undertaken in a transparent manner, with officer calculations explained with the addition of supporting justification to establish the level of financial penalty in a statement of reasons.

## 4. How we Recover Penalties and Expenses

4.1 Financial penalty charges are payable by various methods, preferably this will be received in one payment. Payment plans will be available, however the Local Authority would expect the penalty to be paid within one year. The Local Authority reserve the right to add any administrative costs incurred by the payment plan agreement.

4.2 If the financial penalty is not paid by the landlord following the service of the Penalty Notice within a reasonable amount of time, or a suitable payment plan arrangement cannot be agreed or achieved, the Local Authority will seek to recover the amount by the Court process.

**5. Policy Review**

5.1 This policy will be reviewed at any date of change in legislation or as considered necessary by the service manager.

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# Equality Impact Assessment Template

Before carrying out an Equalities Impact Assessment (EIA), you should familiarise yourself with the [guidance](#). This document should be in **plain English**, include **Stakeholder** involvement and be able to stand up to **scrutiny** (local and/or court) if/when challenged to ensure we have met the councils public sector equality duty.

An Equality Impact Assessment (EIA) should be completed when you are considering:

- developing, reviewing or removing policies
- developing, reviewing or removing strategies
- developing, reviewing or removing services
- developing, reviewing or removing a council function/system
- commencing any project/programme

<b>Assessor(s) Name and job title:</b>	
Alan Barnes. Commissioner of Housing Renewal	
<b>Directorate and Team/School Name:</b>	
Neighbourhoods, Housing Renewal	
<b>Name, aim, objective and expected outcome of the programme/ activity:</b>	
<p><b>Name:</b> POLICY FOR MINIMUM ENERGY EFFICIENCY STANDARDS (MEES) PENALTIES</p> <p><b>Aim:</b> The policy is needed to clarify how the Local Authority will enforce The Energy Efficiency (Private Rented Property) (England and Wales) Regulations 2015 as amended. It provides for a cabinet approved policy with a consistent and proportionate approach to calculating financial penalties against landlords who are in breach of the regulations.</p> <p><b>Objective:</b> To support corporate and national objectives of improving housing standards in the private rented sector, reducing carbon emissions, and reducing fuel poverty.</p> <p><b>Expected outcome:</b> To provide a robust approach for non-compliant landlords, but also a deterrence to these and other landlords to be compliant without the need for formal enforcement. Any financial penalty income will be utilised by the service to invest in service provision to continue the improvement of this sector.</p>	
	<b>Reason for Equality Impact Assessment (tick as appropriate)</b>
This is a <b>new</b> policy	Yes

This is a proposal for a <b>change</b> to a policy/strategy/service/system function proposal function ( <i>check whether the original decision was equality impact assessed</i> )	no
<b>Removal of a</b> policy/strategy/service/system function proposal	no
<b>Commencing</b> any project/programme	no

**Equality and Diversity considerations**

Describe the ways in which the groups below may be impacted by your activity (**prior to mitigation**). The impact may be negative, positive or no impact.

Protected Characteristic	Negative, positive or no impact (before mitigation/intervention) and why?	Does the proposal have the potential to cause unlawful discrimination (is it possible that the proposal may exclude/restrict this group from obtaining services or limit their participation in any aspect of public life?)	How will you advance the equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not.	What concerns have been raised to date during consultation (or early discussions) and what action taken to date?	What evidence, analysis or data has been used to substantiate your answer?	Are there any gaps in evidence to properly assess the impact? How will this be addressed?	How will you make communication accessible for this group?	What adjustments have been put in place to reduce/advance the inequality? ( <i>Where it cannot be diminished, can this be legally justified?</i> )
Page 144								
Age (restrictions/difficulties both younger/older)	Positive. Older and younger age groups are more susceptible to adverse health effects of excess cold, which could result from energy inefficient homes. This policy will have a positive impact on that situation.	No	Undertaking the enforcement explained in the policy will help create equality.	None	Evidence in the Housing Health and Safety Rating System operating guidance, under the	NO	This is not considered an issue, but will be managed through usual Local Authority communication processes and could be enhanced if	No inequality



					Housing Act 2004		there are any difficulties identified.	
<b>Disability</b> a) Physical b) Mental health (must respond to both a & b)  Page 14	a- Positive. b- Positive. Disabled people and people who suffer with mental health conditions may be more susceptible to adverse health effects of excess cold, damp & mould growth, and excess heat, which could result from energy inefficient homes. This policy will have a positive impact on that situation if the person is suffering effects.	No	Undertaking the enforcement explained in the policy will help create equality.	None	Evidence in the Housing Health and Safety Rating System operating guidance, under the Housing Act 2004	NO	Ditto	Ditto
<b>Race</b> (including ethnicity and nationality)	No Impact	no	NA	None	NA	NO	Ditto	Ditto
<b>Religion or belief</b> (different faith groups/those without a faith)	No Impact	No	NA	None	NA	NO	Ditto	Ditto
<b>Sex</b> (Including Trans and non-binary – is your language inclusive of trans and non-binary people?)	No Impact	No	NA	None	NA	NO	Ditto	Ditto
<b>Sexual orientation</b>	No Impact	No	NA	None	NA	NO	Ditto	Ditto

(is your language inclusive of LGB groups?)								
<b>Pregnancy and maternity</b>	<b>No Impact</b>	<b>No</b>	<b>NA</b>	<b>None</b>	<b>NA</b>	<b>NO</b>	<b>Ditto</b>	<b>Ditto</b>
<b>Marriage and Civil Partnership</b>	<b>No Impact</b>	<b>No</b>	<b>NA</b>	<b>None</b>	<b>NA</b>	<b>NO</b>	<b>Ditto</b>	<b>Ditto</b>
<b>Gender reassignment</b>	<b>No Impact</b>	<b>No</b>	<b>NA</b>	<b>None</b>	<b>NA</b>	<b>NO</b>	<b>Ditto</b>	<b>Ditto</b>

In order to identify the needs of the groups, you will need to review data, statistics, user feedback, population data, complaints data, staffing data ([SAPHRreports@iow.gov.uk](mailto:SAPHRreports@iow.gov.uk)), community/client data, feedback from focus groups etc. When assessing the impact, the assessment should come from an evidence base and not through opinion or self-knowledge.

### H. Review

How are you engaging people with a wide range of protected characteristics in the development, review and/or monitoring of the programme/ activity?  
 The Policy will ensure that consistency is applied throughout the process. Although the policy does not directly affect any of the protected characteristics, it will ensure that every person has the opportunity to contact the local authority and instigate an investigation, and in cases where certain people are more affected by the results of poor energy efficiency it will have a positive effect.

Date of next review: At next review of policy

### H. Sign-off

**Head of Service/Director/Headteacher sign off & date:**

Name:Amanda Gregory, Strategic Manager Regulatory and Community Safety Services  
 Date:22/05/2022



**Legal sign off & date:**

**Name:**

**Date:**

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## Isle of Wight Council Forward Plan – June 2022 and (where relevant) Notice of Intention to Hold Part of Meeting in Private Session

The Forward Plan is a list of all matters that are due to be considered no earlier than 28 clear working days from the date of this notice by the appropriate Decision Making Body or individual including those deemed to be key decisions.

The plan also gives notice of which decisions (if any) that may be made in private with the exclusion of press and public where for example personal or commercially sensitive information is to be considered in accordance with the Local Authorities (Executive Arrangements)(Meetings and Access to Information(England) Regulations 2012.

A list of all Council Members can be found on the Council's web site from this link

The Leader of the Council (also responsible for Strategic Partnerships) is Cllr Lora Peacey-Wilcox.

Other members of the Cabinet are:

Deputy Leader and Cabinet Member for Community Protection and Digital Transformation, Housing Provision and Housing Needs - Cllr Ian Stephens

Cabinet Member for Highways PFI, Transport and infrastructure - Cllr Phil Jordan

Cabinet Member for Children's Services, Education and Lifelong Skills - Cllr Debbie Andre

Cabinet Member for Regeneration, Business Development and Tourism - Cllr Julie Jones-Evans

Cabinet Member for Adult Social Care and Public Health - Cllr Karl Love

Cabinet Member for Planning and Community Engagement - Cllr Paul Fuller

Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change – Cllr Chris Jarman

Cabinet Member for Environment, Heritage and Waste Management - Cllr Jonathan Bacon

\* Please note that any items highlighted in yellow are changes or additions from the previous Forward Plan

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
----------------------------------------	----------------------------------------------------------	---------------------------------------	------------------------------------------------------------------	-------------------------------------------------------------------------	---------------------------------------------------------------------

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p><b>The Isle of Wight Council (Parking Places) Order No1 2022</b></p> <p>This report provides the details of recommendation for introducing new parking charges in Marsfield Road Car Park in East Cowes</p>	<p>Cabinet</p> <p>Cabinet Member for Highways PFI, Transport and Infrastructure Date 1<sup>st</sup> added: 2 March 2022</p>	<p>16 Jun 2022</p>		<p>TRO public consultation process – press publication and street notices</p>	<p>Open</p>
<p><b>Homelessness and Rough Sleeping Strategy Delivery Plan 2022-2024</b></p> <p>The IOW Homelessness and Rough Sleeping Strategy 2019-2024 was approved by cabinet in November 2019. The strategy was ‘operationalised’ through an initial 2-year delivery plan which has now come to an end. Therefore, a new delivery plan has been created, informed through an updated analysis of housing need.</p> <p>This new delivery plan sets out the blueprint for the remainder of the strategy (2022-2025) designed to help us maintain the trajectory of travel towards our vision whereby ‘Everyone on the Island has a place they can call home’</p>	<p>Cabinet</p> <p>Deputy Leader and Cabinet Member for Community Protection, Digital Transformation, Housing Provision and Housing Needs Date 1<sup>st</sup> added: 2 March 2022</p>	<p>16 Jun 2022</p>		<p>System stakeholder engagement supplemented by public consultation</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p><b>Quarterly Performance Monitoring Report - Q4 2021-22</b></p> <p>To provide a summary of progress against Corporate Plan activities and measures for the period January to March 2022. To inform Cabinet of areas of particular success, issues requiring attention and remedial activity in place to deal with these. To provide a report on the financial position of the council for the same period</p>	<p>Cabinet</p> <p>Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change Date 1<sup>st</sup> added: 17 March 2022</p>	<p>16 Jun 2022</p>			<p>Open</p>
<p><b>Levelling Up fund – round 2 – approval of project proposal for submission by Isle of Wight council</b></p> <p>To approve the proposed project submission for the UK Government Levelling Up fund – round 2 to be finalised submitted by the designated closing date of 6th July 2022</p>	<p>Cabinet</p> <p>Cabinet Member for Highways PFI, Transport and Infrastructure Date 1<sup>st</sup> added: 3 May 2022</p>	<p>16 Jun 2022</p>			<p>Open</p>
<p><b>Disposal of the former Spa Hotel site, The Esplanade, Shanklin</b></p> <p>Disposal of the site to enable regeneration of the site as mixed use employment and residential scheme.</p>	<p>Cabinet</p> <p>Cabinet Member for Regeneration, Business Development and Tourism Date 1<sup>st</sup> added: 3 May 2022</p>	<p>16 Jun 2022</p>		<p>Local Member and Shanklin Town Council consulted</p>	<p>Part exempt Heads of terms will be exempt from publication</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p><b>Minimum Energy Efficiency Standards (MEES) Policy for domestic residential dwellings</b></p> <p>To accept or decline the proposed Policy enabling Housing Renewal Section to undertake certain enforcement actions for breaches of the Minimum Energy Efficiency Regulations in the private rented sector</p>	<p>Cabinet</p> <p>Deputy Leader and Cabinet Member for Community Protection, Digital Transformation, Housing Provision and Housing Needs</p> <p>Date 1<sup>st</sup> added: 3 May 2022</p>	<p>16 Jun 2022</p>		<p>None - legislation is already in place</p>	<p>Open</p>
<p><b>Concessionary Travel Reimbursement April 2022 to March 2023</b></p> <p>To seek approval to update the Council's approach to concessionary fare reimbursement for local bus operators from 1 April 2022 until 31 March 2023 in line with revised guidance from the Department for Transport (DfT).</p>	<p>Cabinet</p> <p>Cabinet Member for Highways PFI, Transport and Infrastructure</p> <p>Date 1<sup>st</sup> added: 18 May 2022</p>	<p>16 Jun 2022</p>			<p>Open</p>



Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p><b>Multiply Investment Plan</b></p> <p>On 13th April 2022, the Government launched a package of grant funding known as Multiply to support adult numeracy. The programme will help adults with no or low-level maths skills to understand and use maths in daily life, at home and in work. In order to access funding for the 2022/23 academic year, the council is required to submit an Investment Plan to the Department for Education by 30th June 2022.</p>	<p>Cabinet Member for Children's Services, Education and Lifelong Skills</p> <p>Councillor Debbie Andre Date 1<sup>st</sup> added: 9 June 2022</p>	21 Jun 2022	Reg 10 Notice		Open
<p><b>Disposal of land to Sandown Town Council at Eastern Esplanade, Sandown for construction of new public toilets</b></p> <p>The terms of a disposal of IWC land for the construction of new public toilets adjoining the southern water pumping station at eastern esplanade.</p>	<p>Cabinet</p> <p>Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change Date 1<sup>st</sup> added: 3 May 2022</p>	14 Jul 2022		The Town council have undertaken consultation as part of the process of submission of the application and securing funds for the construction of the facilities	Open
<p><b>Newport Pedestrian Improvements</b></p> <p>To approve proposed improvements to the pedestrian environment and public realm in Newport High Street and St James' Square as part of the Heritage Action Zone programme.</p>	<p>Cabinet</p> <p>Cabinet Member for Highways PFI, Transport and Infrastructure Date 1<sup>st</sup> added: 2 February 2022</p>	14 Jul 2022		Public and stakeholder consultation undertaken by Heritage Action Zone partnership Jan/Feb	Open

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p><b>Traffic Regulation Orders Policy</b></p> <p>To approve a policy for new and amended highway traffic regulation orders; the policy to be applied when resolving existing road safety issues and when implementing new schemes</p>	<p>Cabinet</p> <p>Cabinet Member for Highways PFI, Transport and Infrastructure Date 1<sup>st</sup> added: 3 May 2022</p>	<p>14 Jul 2022</p>			<p>Open</p>
<p><b>The Isle of Wight Council (Seaview Lane, Nettlestone) (Traffic Regulation) Order No1 2022</b></p> <p>The proposal forms part of a planning permission for a new development under Planning Application P/00496/18 and the new regulations are designed to mitigate the impact of increased traffic once the development has been populated.</p>	<p>Cabinet</p> <p>Cabinet Member for Highways PFI, Transport and Infrastructure Date 1<sup>st</sup> added: 3 May 2022</p>	<p>14 Jul 2022</p>		<p>TRO public consultation process conducted – press publication and street notices</p>	<p>Open</p>
<p><b>Levelling Up Fund - Round 2 - UK Shared Prosperity Fund</b></p> <p>To confirm the updated Island Investment Plan taking account of the UK Govt Shared Prosperity Fund announcements</p>	<p>Cabinet</p> <p>Cabinet Member for Regeneration, Business Development and Tourism Date 1<sup>st</sup> added: 3 May 2022</p>	<p>14 Jul 2022</p>		<p>Economic Executive, Covid Recovery Cell</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<b>Island Youth Justice Plan</b> To consider and Approve the Annual Youth Justice Plan (2022/23)	Extraordinary Meeting of Full Council	20 Jul 2022			Open
	Extraordinary Meeting of Full Council	20 Jul 2022			
	Cabinet Member for Children's Services, Education and Lifelong Skills Date 1 <sup>st</sup> added: 9 June 2022				
<b>Quarterly Performance Monitoring Report (QPMR) Quarter 1 2022-23</b> To provide a summary of progress against Corporate Plan activities and measures for the period April to June 2022. To inform Cabinet of areas of particular success, issues requiring attention and remedial activity in place to deal with these. To provide a report on the financial position of the council for the same period	Cabinet	8 Sep 2022			Open
	Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change Date 1 <sup>st</sup> added: 9 June 2022				

Page 155

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p><b>Review of the Public Health Partnership Function between Isle of Wight Council and Hampshire County Council.</b></p> <p>To provide an update on the Public Health Partnership with Isle of Wight Council, specifically on progress against the remaining recommendations from the 2018 review which had not been met at the time of the formal partnership.</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care, Public Health</p> <p>Date 1<sup>st</sup> added: 3 November 2021</p>	<p>8 Sep 2022</p>			<p>Open</p>
<p><b>Island Planning Strategy</b></p> <p>For Cabinet to consider the draft Island Planning Strategy and make recommendations to Full Council</p>	<p>Cabinet</p> <p>Cabinet Member for Planning and Community Engagement</p> <p>Date 1<sup>st</sup> added: 2 March 2022</p>	<p>8 Sep 2022</p>			<p>Open</p>
<p><b>Island Planning Strategy</b></p> <p>To agree to publish the draft Island Planning Strategy for the regulation 19 stage period for representation and then submit the draft plan and required documentation to the Planning Inspectorate for independent examination.</p>	<p>Full Council</p> <p>Date 1<sup>st</sup> added: 17 March 2022</p>	<p>20 Sep 2022</p>		<p>Internal and External Full public consultation</p>	<p>Open</p>



## Cabinet report

Date	<b>16 JUNE 2022</b>
Title	<b>DISPOSAL OF FORMER SPA HOTEL SITE, ESPLANADE, SHANKLIN</b>
Report of	<b>CABINET MEMBER FOR REGENERATION, BUSINESS DEVELOPMENT AND TOURISM, AND CABINET MEMBER FOR STRATEGIC FINANCE, CORPORATE RESOURCES AND TRANSFORMATIONAL CHANGE</b>

### EXECUTIVE SUMMARY

1. The former Shanklin Spa Hotel site is one of six large regeneration opportunities identified by the council in its Regeneration Strategy approved in 2019. It is also a key element of the "Eastern Bay Vision" agreed in 2019. In July 2021 the Regeneration Directorate invited expressions of interest from developers and investors to submit redevelopment proposals for the site which would advance the regeneration of the Bay area.
2. Bids were received by February 2022 and were appraised by IWC's Regeneration Board using the key criteria outlined below. Accordingly, the recommended proposal set out in this report takes into account the best contribution from those received: to placemaking impact, the Council's Regeneration and Corporate objectives, the financial proposal, job creation, risk to the Council, deliverability, procurement and added value.
3. The recommended proposal is for a mixed-use regeneration scheme comprising a thirty room Apart-Hotel (the Island's first); fourteen private apartments with parking over ground floor leisure/retail/commercial unit. The project also proposes seven refurbished office/workshops in the currently derelict rear arches on the site, a new public climbing wall, a communal garden area and forty new public play and display spaces, to be retained by the council.

## RECOMMENDATION

Option 1: Cabinet approve the sale of the freehold interest in the Spa site to the preferred bidder as set out in this report. In doing so delegate the authority to approve final terms following this decision to both the Cabinet Member for Regeneration, Business Development and Tourism and the Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change, in consultation with the Director of Regeneration and the councils Section 151 officer.

## CONFIDENTIAL/ EXEMPT ITEMS

4. The information relating to the recommended bid has been submitted in confidence and is considered to be commercially sensitive until such time as a disposal has been approved and the transfer documented such that the sensitive information cannot be used by another party, particularly one of the other bidders, to better its own position. Therefore, the identity of the parties and their bids will remain confidential, save for use by Cabinet.
5. The information provided in confidence which is commercially sensitive is contained within Appendices 3 and 4.

## BACKGROUND

6. The Shanklin Spa site extends to circa 0.4 hectares (1.0 acre), opposite Hope Beach on Shanklin Esplanade and comprises a public car park, redundant buildings, derelict storage arches, public toilets (closed) and open grassed areas. The Council owns and operates profitably the cliff lift adjacent, and will continue to do so, therefore the lift is excluded from this disposal, as are the cliff face and path. The site is identified in the adopted Regeneration Strategy as one of six key opportunities to deliver significant change for the Island. The site to be disposed of is shown edged red in Appendix 1 (for illustrative purposes only, actual legal boundary to be agreed by the council's Legal team).
7. In July 2021, as part of the councils Regeneration Strategy, the Regeneration Directorate marketed the site to developers and investors, inviting interest in the delivery of a high quality mixed use development which would provide housing and commercial uses for the site and advance the regeneration of the Bay area.
8. Twenty nine parties reviewed the marketing information, six parties confirmed interest, and in February 2022, two submitted detailed bids. Following IWC appraisal and assessment of the bids, the council's Regeneration Board chose the proposal recommended in this report, taking into account key criteria around placemaking, contribution to IWC Regeneration/Corporate objectives, the financial proposal, job creation, risk to IWC, deliverability, procurement and added value.
9. The local Planning Authority provided guidance prior to marketing, that this is a brownfield site suitable for a comprehensive, sustainable, mixed use redevelopment of high-quality design which reflects the character of the area,

respects neighbouring buildings and uses, is mainly residential, resilient to climate change, and includes contributions towards affordable housing, public transport, highway improvements, improvements to the seawall and coastal defences, and replaces lost public parking. The ground floor frontage should also be appropriate to the activity and vitality of the seafront. Whilst in a Conservation Area, the buildings currently on site are confirmed as suitable for demolition or renovation as part of a comprehensive redevelopment.

10. The proposal recommended in this report includes (subject to planning permission):
  - A 30 room Apart-Hotel
  - 14 residential apartments, each with one allocated car parking space
  - up to 4 retail/commercial units on the ground floor, bringing café culture and a “vibrant and active frontage”
  - 7 refurbished workshops/start-up spaces at the rear, within the existing derelict brick arches
  - a new climbing wall on the existing cliff retaining structure, promoting healthy activity, particularly for young people
  - a landscaped garden for occupiers of the development
  - 40 pay & display public car parking spaces returned to the council
11. The Apart-Hotel would be the first on the Island, offering high quality short and longer term tourism and business visit accommodation, typically for business guests during the working week. Accommodation can be booked for weeks or months at a time and offers a hybrid of hotel services such as room service and cleaning, along with more self-sufficient accommodation similar to serviced apartments such as kitchenette facilities.
12. 14 residential apartments adjoin the Apart-Hotel, sharing the same high quality design elements. Artist’s impressions of the apartments taken from the recommended bid are attached as Appendix 2.
13. The ground floor commercial space comprises up to four retail/leisure/café bar/restaurant units, half of which already has interest from a café/bar operator, creating a vibrant and active frontage to the development and a destination for Shanklin Esplanade, directly opposite the former pier. The design at street level envisages a “public avenue”, with public seating, to promote community engagement whilst enjoying views over the Bay.
14. There are seven derelict arches within the cliff retaining structure and the proposal is to renovate these to provide seven workshop /start-up /incubator units for new businesses and to enable fledgling local enterprises to expand.
15. A new climbing wall is proposed on the retaining wall at the base of the cliff, promoting “healthy activity and (managed) youth activity”.
16. The proposed scheme reduces the number of pay and display car parking spaces, from seventy eight car spaces plus coach spaces to forty pay and display car parking spaces and no coach spaces – a loss of car and coach spaces. The proposal suggests a shuttle bus service could operate to the esplanade, and that

coaches could park in the nearby Atherley Road council car park once holiday makers have been dropped off on the esplanade.

17. The council will work with the developer during the development agreement negotiations to identify any risks and resulting mitigations arising from the development, including ensuring that the climbing wall is safely managed once operational. A community safety audit will be undertaken if necessary.
18. The preferred bidder is an Isle of Wight developer with a proven track record over the last 15 years of delivering redevelopment quickly. They have developed 140 private sector and affordable dwellings and employ 50 Isle of Wight construction workers and consultants. They run an apprenticeship/training programme to enable employees to improve their skills and earning ability.
19. This proposal will therefore create a vibrant centre point for Shanklin Esplanade, for people of all ages to enjoy cafe culture whilst enjoying the views of The Bay; business opportunities for small business to start up or expand; the Island's first Apart-Hotel; a contribution towards either affordable housing or – the buyer suggests - potentially improving the revetment walk between Shanklin and Sandown (whichever is preferred by the local Planning Authority), and a climbing wall to encourage healthy activity. It will generate an estimated 50 jobs, apprenticeships, and in-house training.

## CORPORATE PRIORITIES AND STRATEGIC CONTEXT

### Provision of “affordable” housing for Island Residents

20. Within the Corporate Plan 2021-2025 there are several Key Areas for Action, the first of which is “Provision of “affordable” Housing for Island Residents”. An affordable housing requirement will be part of any planning decision for this development and therefore will add to the Island's supply of affordable housing.

### Responding to climate change and enhancing the biosphere

21. As part of the marketing exercise a statement was provided by the local Planning Authority relating to the planning and character of any proposed scheme. In particular this referenced sustainability and resilience to climate change. The buyer has stated that the architectural design is based on a highly efficient block layout using sustainable materials.
22. The second Key Area for Action is “Responding to Climate Change and Enhancing the Biosphere”. The Council has committed to achieving net zero carbon emissions by 2030 in its own business and service delivery, and by 2040 for the Island as a whole. To achieve this in housing development developers must adopt sustainable construction methods. This is a mixed-use scheme and the bidder addresses this in their bid document.



## Economic Recovery and Reducing Poverty

23. The proposed development will positively impact the “Economic Recovery and Reducing Poverty” Key Area for Action as the delivery of high quality jobs in the construction of the development, and in the operation of the Apart-Hotel and various commercial uses. The bidder has an established apprenticeship and training programme for its construction team, contributing to skills development and improved earnings capability. The council will be able to ensure the proposed uses are built out through granting a building lease only initially, with the freehold transferring only when the agreed development is complete.
24. The economic impacts of development of this site, with the use of Island based contractors, will make a direct contribution toward residents living in poverty. Indirectly, the terms of the sale of the site will contribute as the Council will benefit from significant ongoing revenue receipts which it will be able to reinvest, according to its priorities, into service delivery. This is in addition to the increased business rates and council tax arising from the development.

## Impact on Young People and Future Generations

25. The proposed development will offer a wide range of full and part time employment opportunities and the construction itself will benefit local young people via the developer’s apprentice scheme. The development of climbing wall facility, will also offer new, healthy activity for young people.

## Corporate Aims

26. This transaction and the resulting development will deliver significant revenue receipts as set out in the confidential appendix 4, to the benefit of the Isle of Wight Council and its residents, which will contribute toward the Council’s Strategic Finance Aspiration of “Keep the Isle of Wight Council solvent” (net gain of revenue – please see Finance section below.)

27. Corporate aims will be met because the proposal will:

- Enhance businesses’ confidence to invest
- Assist with maintaining a financially balanced and sustainable Council
- Create high quality sustainable architecture improving on the local context
- Provide new residential accommodation, contributing towards housing need targets
- Provide the Island’s first apart-Hotel, offering long term business and tourism stays, with high quality associated expenditure
- Provide new, potentially partially pre-let retail uses in keeping with the local context
- Provide refurbished employment uses, bringing back to life the derelict arches
- Create new community uses, including the climbing wall and public avenue
- Secure future revenue (see Appendix 3 and 4)
- Provide increased Business rates and Council Tax revenue
- Provide revenue from the forty replaced Pay & Display parking spaces

## CONSULTATION

28. This report follows a report to the Regeneration Board on the 23 February 2022. The Ward Councillors were consulted in March 2022 and Shanklin Town Council was consulted on Wednesday 18 May 2022. Parking Services have been consulted on the implications for parking revenue and provision.

## FINANCIAL / BUDGET IMPLICATIONS

29. There is a clear rationale for the disposal of this site based on both financial and economic grounds on the basis that:

- (1) There is no obvious alternative use for the site that is both deliverable and can provide greater levels of financial, economic and social benefits
- (2) The overall consideration for the site represents good value for money in the context of those social, economic and financial benefits including:
  - a. The social and economic benefits previously described
  - b. The relief to the Council of potential liabilities associated with the derelict site
  - c. The improvement to the Council's overall funding base (Council Tax and Business Rates) albeit that these cannot be relied upon in the medium to longer term due to the complex and inverse relationship it has with the amount of general government funding received
  - d. Offset by a reduction in revenue associated with a loss of car parking spaces of £17,500 per annum

The final terms of the disposal are still to be finalised and a number of options relating to the financial consideration remain available which cannot be concluded until such time as the normal due diligence work, associated with such a disposal has been completed. Nevertheless, there is an option that is agreeable to both parties.

Once the necessary due diligence has been completed, the financial appraisal will be finalised in order to determine which option represents the most favourable outcome to the Council.

30. The financial implications are set out in more detail in the Confidential Appendices 3 and 4.

31. There will be a reduction in parking numbers and revenue but overall, there will be a significant net revenue surplus from the proposed development to the council as set out in Appendix 4.

32. There will be a loss of parking revenue during the construction phase.

33. Redeveloping this site also removes the council's current management and maintenance responsibility for the derelict buildings on site, for which is there is currently no budget allocated.

34. Subject to cabinet approval of this report and section 151 officer consideration of the final project business case agreement will be concluded using the delegations this report provides.

### LEGAL IMPLICATIONS

35. There are no unknown legal implications relating to this transaction and the council has the following authority to transact:

36. For the disposal of land, the Council has the power to dispose of property under section 123 of the Local Government Act 1972, which requires it to achieve 'best consideration' in any disposal.

37. For the acquisition of land, the council can acquire property by agreement using its powers under Section 120 of the Local Government Act 1972 for any of their functions or for the benefit, improvement or development of their area and any other enabling powers.

38. In addition, the council could consider using the council's general power of competence under section 1 of the Localism Act 2011 and/or the incidental powers under section 111 of the Local Government Act 1972.

39. The council will be able to ensure the proposed uses are built out through granting a building lease only initially, with the freehold transferring only when the agreed development is complete.

### EQUALITY AND DIVERSITY

40. The council, as a public body, is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

41. It is considered that there would be no implications for any of the protected characteristics as a result of this decision to approve.

### PROPERTY IMPLICATIONS

42. The sale of this site will remove the on-going requirement to resource its management (both staff time and revenue and capital budgets), especially needed to manage and maintain the derelict buildings at the rear of the site. Whilst derelict buildings remain on site there is also a risk of Corporate Manslaughter if someone were to gain access to the buildings and fatally injure themselves. Demolition is the preferred option for such structures.

43. Many property benefits will flow from this proposal, as the site will be redeveloped, providing much needed housing and start-up commercial space,

the Island's first high quality Apart-Hotel and a greater sense of place for visitors and residents alike with the vibrant and active ground floor frontage, healthy activity opportunities for all ages but particularly the young (the climbing wall) and a greater sense of community for all but particularly older people who will feel more included being able to enjoy both the café culture and seating area of the public avenue while enjoying views of The Bay.

44. On completion of the development, the council will own the remaining pay and display car park (forty spaces).

#### SECTION 17 CRIME AND DISORDER ACT 1998

45. Crime and disorder issues have been discussed and considered. A single landowner will own the site, selling elements (for example long leasehold apartments) or renting elements (the start-up arches). Having a single site ownership will allow the freeholder to keep control of issues that may arise and deal with them quickly. The planning permission will of course ensure that design minimises opportunity for crime and disorder.

46. There is a much greater chance of crime and disorder with the site as it is currently, as there are derelict buildings on site. These will be removed as part of the development proposals.

#### OPTIONS

47. Option 1: Cabinet approve the sale of the freehold interest in the Spa site to the preferred bidder as set out in this report. In doing so delegate the authority to approve final terms following this decision to both the Cabinet Member for Regeneration, Business Development and Tourism and the Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change in consultation with the Director of Regeneration and the councils Section 151 officer.

48. Option 2: Cabinet approve remarketing the site in the hope of securing an improved proposal

49. Option 3: Cabinet approve not selling the site, to retain it as is.

#### RISK MANAGEMENT

50. Risk: the proposed buyer may buy and landbank the site.

Risk management: the proposed buyer has an excellent track record of delivering development, including council property, and the method of disposal will ensure that the site must be developed and cannot be land banked (please see heads of terms attached in the confidential appendix 3).

51. Risk: the local Planning Authority may grant a less valuable planning consent than the scheme requires or require conditions considered unduly onerous by the buyer, leading to a reduction in the purchase price or the buyer withdrawing

Risk management: It is considered likely that the preferred bidder would proceed with an amended scheme permitted by the local Planning Authority, their financial bid for the site would simply be reduced accordingly. There remains a risk that the developer may not proceed however, which cannot be mitigated against entirely. If this happens, the council would remarket the development opportunity.

52. Risk: Pay and display parking availability and revenue is reduced

The proposed development will reduce the number of publicly available car spaces to 40 with a commensurate decline in revenue.

Risk management: Lost physical parking is mitigated by the provision of forty new pay and display spaces which will be handed over to the council on completion. Overall, this lost revenue is significantly improved upon, as detailed at Appendix 4. Car users could be encouraged to park at the top of the cliff and use the IWC owned and operated cliff lift to access the Esplanade, benefitting from the scenic experience and contributing to IWC revenues from the lift. The preferred bidder has also suggested a hopper bus from another council car park, or alternatively use of existing bus services.

53. Risk: Local residents within 200 metres of a pay and display car park can buy an annual permit for £196. If all fourteen apartment residents purchase additional parking permits it would reduce parking availability for the public and reduce council revenue.

Risk management: the council will use best endeavours to prevent this through the wording of the legal transfer documents.

54. Risk:: more second homes

Risk management: the residential apartment element of the proposed scheme is restricted to fourteen units, avoiding the risk of a large and largely empty block of second homes. A marketing scheme will be agreed with the developer to ensure that initial marketing is restricted to locals.

55. Risk: the asset will not have achieved best consideration.

Risk management: a wide marketing exercise has been carried out and an independent valuation has been instructed to confirm best consideration will be achieved.

## EVALUATION

56. Option 1: Due to the substantial regeneration benefits for The Bay that will flow from this development, in addition to overall improved financial position of the council, the disposal as set out in this report is recommended.

57. Option 2: the marketing/procurement exercise sought a wide range of potential interest and has resulted in a solid proposal from a purchaser with excellent local credentials and a track record of both delivering quickly and working well with the

council. Re-marketing more widely is highly unlikely to improve on this, would likely cost circa £20,000 in fees plus associated delays, and may result in the loss of the current preferred bidder as they would not wish to risk further time and costs by continuing their interest in the site, having already bid. Accordingly, this option is not recommended.

58. Option 3: Not selling the site does not satisfy several of the council's corporate objectives including maximising value from its property assets and will result in on-going revenue and capital costs to the council in terms of officer time and budget to manage dangerous and derelict buildings, for which there is currently no budget allocated. The risk of Corporate Manslaughter also remains. Accordingly, this option is not recommended.

#### APPENDICES ATTACHED

- Appendix 1: Site plan (for illustrative purposes only)
- Appendix 2: Proposed development (3D visualisations)
- Appendix 3: Agreed Heads of Terms (**confidential**)
- Appendix 4: Financial considerations (**confidential**)

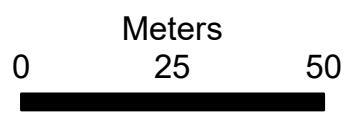
Cabinet will need to consider if it wishes to discuss this report and accompanying appendices in open session, not referring to confidential items or consider the report and appendices in closed session, enabling discussion regarding confidential items

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**FORMER SPA HOTEL SITE,  
THE ESPLANADE, SHANKLIN PO37 6BG**































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MARKET PLACE

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